

Application Number	Date of Appln	Committee Date	Ward
115468/OO/2017	14th Aug 2018	11 th Apr 2019	Crumpsall Ward

Proposal Outline application for development comprising: Erection of part two storey, part three storey social club with associated car parking, landscaping, public realm and other associated works following demolition of the existing social club and bowling green; and

Outline application (with all matters reserved except for access) for the erection of 74 residential dwellinghouses

Location Land To The Rear Of Whitehouse Club , Middleton Road, Manchester, M8 4JZ

Applicant Dappa Homes Ltd, C/o Agent

Agent Mr Greg Dickson, Barton Willmore, Tower 12, 18 - 22 Bridge Street, Manchester, M3 3BZ

Description

The application site is approximately 1.59 hectares and contains the existing Whitehouse club building, car park and associated bowling green which is located off Middleton Road.



Existing Whitehouse club building with car parking to the front fronting on Middleton Road



Bowling Green located to the rear of the existing Whitehouse Club

To the rear of the site are former playing fields which were last known to be used in 2006.



Grass pitch to the rear of the application which are over grown and disused

The site is accessed by Middleton Road to the eastern boundary of the site which is surrounded on all sides by residential properties. The properties which lie to the north and west of the site are two storey in nature whilst the properties to the south are a mixture of low rise apartment building.

Generally the surrounding area is characterised by two storey residential properties; those on Windsor Crescent, Whitehouse Avenue and Edenfield Road are all two storey semi-detached properties. The properties to the south are low rise apartments no greater than 3-4 storeys

The site is situated immediately adjacent to the administrative boundary of Bury Metropolitan Borough Council which bounds the site to the west and north.

There are numerous trees around the perimeter and within the centre of the site which form a mature landscape and buffer to the surrounding residential properties that abut the site boundaries.

Middleton Road is a major arterial road route connecting this part of north Manchester to the City Centre. Heading northwards along Middleton Road is a junction with the M60 outer ring road. The site is well connected to local amenities being within a short walk to Bowker Bank Metrolink stop together with a 15 minutes walk to Heaton Park.

The proposal

The application is in outline although full details have been provided for part of the development. The latter relates to the demolition of the existing Whitehouse Club, removal of the bowling green and its replacement with a modern part two storey, part three storey club building with associated car parking to the rear. The replacement club would operate along the lines of the existing offering a function suite, lounge room and snooker room over the ground and first floor.

The second floor of the proposed building will comprise a 3 bedroom apartment with kitchen and living space which it is understood is to provide landlord accommodation. In addition, this floor will also accommodate a committee room and ancillary office and storage accommodation.

A 43 space car park is proposed to be located to the rear of the site along with a beer garden.

To the rear of the site are the former playing pitches and the applicant is seeking consent for the principle of development with all matters, except access reserved for a future a date. The indicative proposal is to continue the new section of road into this part of the site and provide two, three storey apartment blocks near to the club house car park with two and three storey residential dwelling houses making up the remainder of the application site.

An indicative layout shows that each apartment block would have parking and amenity space. The dwellinghouses would include in curtilage parking for at least one car together with a private garden.

The planning submission

This planning application has been supported by the following information:

- Design and access statement;
- Crime Impact Statement;
- Transport statement;
- Flood risk and drainage strategy;
- Ecology survey;
- Tree survey;
- Air Quality report;
- Sports scoping study;
- Tree survey;
- Ground conditions report; and
- Affordable Housing Statement;

Consultations

Local residents/public opinion – The proposal has been advertised as a major development and of being of public interest. A site notices was displayed at the application site. In addition, notification letters have been sent to an extensive area, local residents and businesses.

Two separate notifications with local resident have been carried out. The comments from each notification are detailed below.

First notification

Two letters of support have been received in respect of this matter. The comments can be summarised as follows:

- This is a great idea but understand that there will be residential properties built on the field at the back and there is concern for the foxes.

24 letters of objection have been received in respect of this matter. The comments can be summarised as follows:

- Concern about the position of the access off Middleton Road due to the heavily congested nature of this road;
- The proposal will represent the loss of a local sporting facility;
- The properties adjacent to the application site will be overlooked;
- The proposal will increase traffic and noise in the area;
- There will be an increase of anti-social behaviour as a result of this development;
- There will be increased noise during the building process together with noise from the entertainment uses within the club along with general comings and goings;
- There will be dirt and dust during the construction process;
- The proposal will have an adverse impact on property values in the area;
- The site is currently a playing field and absorbs water but if it is built on it will force water to adjacent properties and possibly cause flooding;
- The proposed club will look directly on to properties along White House Avenue;
- The scale of the development will bring more cars to the local area;
- There will be excessive refuse arrangements for this development;
- The proposed development seems to be of very high density for this area and will result in the overdevelopment of the site;
- There will be a loss of wildlife habitats;
- The proposal does not provide any affordable homes.

A petition has been received from the Treasurer/Trustee of the Whitehouse Club. The petition contains 423 signatures from club members and the wider community who wish to express their support for the planning application. A summary of the reasons for the petition are detailed below:

- The club wish to highlight some of the key ways in which the club benefit the local area including provision of events, conference facilities, music events, polling station and fund raising days;
- The clubs membership continues to increase but the buildings maintenance is an issue. The roof leaks and there are issues with drains;
- The club is not fit for long term purpose and the disabled facilities are limited;

- If the club is to have a meaningful long term future it requires a new clubhouse building which will bring it into the 21st Century. The proposed new club house will be a low maintenance, low costs, energy efficient clubhouse;
- Without the club house the building will not serve the local community. The proposals will benefit the local community and maintain the future of the club.

Second notification

A total of seven letters of objection have been received. The comments can be summarised as follows:

- Noise and disruption from the construction process;
- The proposal would seem more appropriate in a rural setting where it is not so close to other people's homes;
- There will be extra lighting pollution on the surrounding area;
- There is be a visual impact associated with the 3 storey apartments together with a loss of privacy with views into garden areas from the apartments;
- Additional comings and goings and traffic associated with the extra people and cars a development of this nature will create. In particular, Middleton Road will become very busy;
- A large social club does not fit into an area of this nature.
- The club should not be allowed to run the grass pitch down so they can build on it;
- The air quality will be made worse by this development;
- The scale of the apartments is not appropriate in this area;
- The 2 storey dwellings will be elevated and as a result there will be a loss of privacy;
- The position of the refuse storage will affect properties on Cobb Close;
- The proposal will affect house prices in the area.

Councillor Nasrin Ali (on behalf of all three Crumpsall Ward Councillors) –

There are no objections to the revised scheme which is being brought forward to planning committee.

Strategic Housing – The provision of 20% affordable housing is acceptable as is the mixed proposed for this affordable homes.

Highway Services – The site is considered to be suitably accessible by sustainable modes and is in close proximity to public transport facilities.

It is anticipated that the proposals are unlikely to generate a significant increase in the level of vehicular trips therefore they do not raise any network capacity concerns.

The car parking proposals for the social club will be 43 spaces which is acceptable and consistent with existing provision.

For the residential dwellings, one parking space is being provided per unit and whilst this is acceptable for the apartments and three bedroom houses, two spaces should be provided for each of the four bedroom houses. Each driveway should be a

minimum of 3 metres x 6 metres. Secure cycle storage is required for the two apartment blocks and the applicant is asked to verify the form this will take. Cycle storage should be provided at a ratio of 1 per unit equating to a capacity of 24 cycles.

The indicative road layout is acceptable in principle with minimum carriageway and footway widths of 5.5 metres respectively with 6 metre kerb radii. The swept path data provided indicates that a large refuse vehicle can satisfactorily access and exit the site.

Communal bin stores are to be provided for the apartments which allow ease of access for both residents and refuse collection vehicles. Sufficient in curtilage spaces is available for each house to suitably accommodate the required waste storage bins and waste will be collected from the kerbside which is acceptable from a highway perspective.

The existing stepped pedestrian access off Middleton Road is being replaced with a joint vehicular/pedestrian access which will serve the social club and the housing and is acceptable in principle. The application should provide verification that the minimum visibility is being provided at the junction.

In relation to the number of anticipated vehicle movements, it is considered the retention of the current priority junction arrangement is acceptable.

Alterations to the highway will be undertaken through a relevant s278 agreement. A construction management plan should be agreed prior to the commencement of any development.

Environmental Health – Deliveries should be restricted to 07:30 to 20:00 Monday to Saturday with Sundays 10:00 to 18:00. Details of any fume extraction system(s) should be submitted for approval. Opening hours for the proposed club house should be agreed along with details of any plant equipment.

For the residential element of the scheme, the properties should be acoustically insulated.

Details of waste management should be agreed for both the residential and commercial elements.

The recommendations in respect of air quality are considered to be acceptable.

A ground conditions condition is recommended on this scheme to consider any contaminated land issues. This shall specifically include site investigations and a remediation strategy.

Flood Risk Management Team – A suitable drainage strategy for the site should be put in place along with a management regime.

Greater Manchester Ecology Unit (GMEU) – An ecology assessment has been prepared for this site. The survey found the site to have generally low ecological value.

A bat survey has been prepared which found the buildings to have low potential to support bats, although some fascia boards in the south west corner provide some limited potential. These boards should be removed by hand and this should be included as demolition method statement required by condition.

There should also be no clearance of vegetation at the site during bird nesting season. In addition, a scheme should be prepared which considers biodiversity improvements at the site.

Neighbourhoods (Trees) – There does not appear to be a landscaping plan detailing how the loss of trees will be mitigated.

Sport England – Comments received on this application initially raised objections to the proposal with regards to the loss of sports facilities at the application site.

As a result of changes to the proposal, which now include mitigation for the loss of the sports facilities at the site, Sport England have indicated their intention to remove their objection provided the mitigation is secured via a legal agreement and that it is clear what the mitigation will be used for.

It is important to note that as the playing field at the application site has not been used for at least five years consultation with Sport England is not a statutory requirement.

Publicity - The proposal, by virtue of the size of the site and number of units created, has been classified as a small scale major development. As such, the proposal has been advertised in the local press (Manchester Evening News) as a major development along with being of public interest. A site notice was displayed at the application site. In addition, notification letters have been sent to an extensive area of local residents and businesses.

Environmental Impact Assessment- The Town and Country Planning (Environmental Impact Assessment) Regulations 2011 specifies that certain types of development require an Environmental Impact Assessment (EIA) to be undertaken.

The nature of the proposal falls within “Urban Development Projects” being of more than 150 residential units. The City Council has adopted a screening opinion in respect of this matter to determine if this level of assessment was necessary and to determine whether the proposed development was likely to give rise to significant environmental effects.

It was concluded that there would not be significant environmental impacts associated with the proposed development and where there are impacts these will be of no more than local significance. It is concluded that an Environmental Statement is not required.

Policy

The Development Plan

The Development Plan consists of:

- The Manchester Core Strategy (2012); and
- Saved policies of the Unitary Development Plan for the City of Manchester (1995)

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) and 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 as directed by the National Planning Policy Framework (NPPF).

The NPPF requires application to be determined in accordance with the Development Plan unless material considerations indicate otherwise.

Manchester Core Strategy Development Plan Document (July 2012)

The relevant policies within the Core Strategy are as follows:

SO1. Spatial Principles - provides a framework within which the sustainable development of the City can contribute to halting climate change. This development would be in a highly accessible location and reduce the need to travel by private car.

SO2. Economy - supports further significant improvement of the City's economic performance and seeks to spread the benefits of the growth across the City to reduce economic, environmental and social disparities, and to help create inclusive sustainable communities. The scheme would provide jobs during construction and would provide housing near to employment opportunities.

SO3 Housing - supports a significant increase in high quality housing provision at sustainable locations throughout the City, to both address demographic needs and to support economic growth. Manchester's population grew by 20% between 2001 and 2011 which demonstrates the draw of the city and the power of its economy within the region. The growth of economy requires the provision of well-located housing such as this to provide an attractive place for prospective workers to live in so that they can contribute positively to the economy.

SO5. Transport - seeks to improve the physical connectivity of the City, through sustainable transport networks, to enhance its functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation. This development would be in a highly accessible location, close to all modes of public transport and would reduce the need to travel by private car and make the most effective use of existing public transport facilities.

S06. Environment - the development would be consistent with the aim of seeking to protect and enhance both the natural and built environment of the City and ensure the sustainable use of natural resources in order to:

- mitigate and adapt to climate change;
- support biodiversity and wildlife;
- improve air, water and land quality; and
- improve recreational opportunities;
- and ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

Policy SP1 ‘Spatial Principles’ one of the key spatial principles is the emphasis on the creation of neighbourhoods where people choose to live, providing high quality and diverse housing, in a distinct environment. New development should maximise the use of the City’s transport infrastructure, in particular promoting walking, cycling and the use of public transport.

The proposal would contribute towards meeting housing growth in the City and creating a high quality neighbourhood for residents to live in.

Policy T1 ‘Sustainable Transport’ seeks to deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking. The proposal is located in an area where there is access to a range of public transport modes whilst encouraging other forms of transport such as cycle, car sharing and car clubs.

Policy T2 ‘Accessible areas of opportunity and needs’ This proposal would be in a highly sustainable location, close to all forms of public transport and would have a minimal impact on the local highway network and encourage the use of other forms of transport.

Policy EN1 ‘Design principles and strategic character areas’ The proposal’s considered to be a high quality scheme in terms of its design and appearance that would enhance the regeneration of the area.

Policy H1 ‘Overall Housing Provision’ states that the proportionate distribution of new housing, and the mix within each area, will depend on a number of factors, in particular, the need to diversify housing stock in mono tenure areas by increasing the availability of family housing.

Although located on a greenfield site, the site is no longer active as a sports facility and its loss has been appropriately mitigated through a commuted sum. The proposal will provide much needed family housing in a sustainable area of the city.

Policy H2 **‘Strategic Housing Location’** states that the key location for new residential development throughout the plan period will be within the area to the east and north of Manchester City Centre identified as a strategic location for new housing. Land assembly will be supported in this area to encourage the creation of

large development sites or clusters of sites providing the potential for significant regeneration benefits.

Developers should take advantage of these opportunities by:-

- Diversifying the housing offer with particular emphasis on providing medium density (40-50 dwellings per hectare) family housing including affordable housing. In locations which are close to the City Centre, such as the Lower Irk Valley and Holt Town, higher densities will be appropriate. However, the provision of family homes should remain an emphasis in these areas, too.
- Including environmental improvements across the area.
- Creating sustainable neighbourhoods which include complementary facilities and services.
- Considering the scope to include a residential element as part of employment-led development.

Policy H3 'North Manchester' states North Manchester will accommodate around 20% of new residential development. Priority will be given to family housing and other high value, high quality development where this can be sustained.

The proposal would seek to provide new family accommodation in an area where there is demand. The accommodation will be a mixture of two, three and four bedroom properties.

Policy H8 'Affordable Housing' states affordable housing contributions will be considered of 0.3 hectares and 15 units or more. The development will provide a 20% contribution to affordable housing on site on a shared ownership basis as part of diversifying the area and offering housing choice. Further details will be provided in the main body of the report in this regard.

EN4 'Reducing CO2 emissions by enabling low and zero carbon development' the Council will seek to reduce fuel poverty and decouple growth in the economy, growth in CO 2 emissions and rising fossil fuel prices. All development must follow the principles of the energy hierarchy being designed to reduce the need for energy through design and the use of energy efficient features and through the use of low or zero carbon energy generating technologies

Policy EN5 'Strategic areas for low and zero carbon decentralised energy infrastructure' the regional centre has a major role to play in achieving an increase in the level of decentralised, low and zero carbon energy supplies.

Policy EN6 'Target framework for CO 2 reductions from low or zero carbon energy supplies' states that developments over 1000 sqm will be expected to meet targets shown with the policy unless this can be shown not to be viable.

Consideration has been given to how the buildings functions would reduce overall energy demands and the building fabric is considered to be high quality and would allow energy costs to remain low.

Policy EN9 'Green Infrastructure' states that development should maintain green infrastructure in terms of its quantity, quality and function. Developers should enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure. The development will result in the loss of a greenfield site which contains trees and other green infrastructure. It is considered that this harm is outweighed by the provision of much needed housing in the area together with mitigation as a result of lost trees and other vegetation as part of the future landscaping scheme.

Policy EN10 'Safeguarding open space, sport and recreation facilities' states that the Council will seek to retain and improve existing open spaces, sport and recreation facilities to an appropriate standards. Proposals will be supported that:

- Improve the quantity and quality of accessible open space, sport and recreation in the local area;
- provide innovative solutions to improving the network of existing open spaces, increase accessibility to green corridors, and enhance biodiversity;
- improve access to open space for disabled people.

Proposals on existing open spaces and sport and recreation facilities will only be permitted where:

- Equivalent or better replacement open space, sport or recreation facilities will be provided in the local area; or
- The site has been demonstrated to be surplus for its current open space, sport or recreation function and the City wide standards set out above are maintained, and it could not fulfil other unsatisfied open space, sport or recreation needs, and a proposed replacement will remedy a deficiency in another type of open space, sport or recreation facility in the local area; or
- The development will be ancillary to the open space, sport or recreation facility and complement the use or character.

The bowling green is now surplus to requirements and mitigation for the loss of the grass pitch has been provided in order that this can be mitigated elsewhere within the ward.

Policy EN12 'Area priorities for open space, sport and recreation' states that in East Manchester the priority will be to enhance existing facilities and provide new spaces and facilities in accessible locations.

Policy EN14 'Flood Risk' development should minimise surface water runoff, and a Flood Risk Assessment (FRA) is required for proposals on sites greater than 0.5ha within critical drainage areas. Consideration has been given to the surface water runoff and a scheme will be agreed which minimises the impact from surface water runoff.

Policy EN15, 'Biodiversity and Geological Conservation', requires developers to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on site or adjacent to the site contributing to linkages between

valuable or potentially valuable habitat areas where appropriate. The application site is not considered to be of high quality in ecology terms. .

Policy EN16 'Air Quality' The proposal would not compromise air quality and would incorporate measures to minimise dust from the construction process and car usage during the operational phases.

Policy EN17 'Water Quality' Consideration has been given to minimising the impact on the surrounding water courses including those which may be under ground.

Policy EN18, 'Contaminated Land', The applicant has provided provisional details relating to ground conditions and further investigative work would be needed to confirm the findings of the provisional details and determine if any mitigation is required.

EN19 'Waste' states proposals must be consistent with the principles of the waste hierarchy (prevention, reduction, re-use, recycling, energy recovery, and disposal). The applicant has a clear waste management strategy for the site which will ensure that residents adhered to recycling principles. Compliance with this strategy will form part of the conditions of the planning approval.

PA1 'Developer Contributions' states that where needs arise as a result of development, the Council will seek to secure planning obligations. Through such obligations, the Council may seek contributions for a number of benefits, including affordable housing, with priorities assessed on a site by site basis. A legal agreement will be prepared to support this planning application which will include obligations surrounding affordable housing and mitigation of the loss of the grass pitch.

Policy DM1 'Development Management' all development should have regard the following specific issues:-

- 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;
- 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;
- Effect on biodiversity, archaeological or built heritage;
- Green infrastructure;
- Flood risk and drainage.

The applicant has given careful consideration to the design, scale and layout of the replacement club housing along with indicative parameters relating to the residential element. The proposal also meet the City Councils space standards.

For the reasons given below, it is considered that the proposal is consistent with the policies contained within the Core Strategy.

The Unitary Development Plan for the City of Manchester (1995)

The Unitary Development Plan for the City of Manchester was adopted in 1995. However, it has now been largely replaced by the Manchester Core Strategy. There are some saved policies which are considered relevant and material and therefore have been given due weight in the consideration of this planning application. The relevant policies are as follows:

DC7 'New Housing Development' states that the Council will negotiate with developers to ensure that new housing is accessible at ground floor level to disabled people, including those who use wheelchairs, wherever this is practicable. All new developments containing family homes will be expected to be designed so as to be safe areas within which children can play and, where appropriate, the Council will also expect play facilities to be provided.

Saved policy DC26, Development and Noise, states that the Council intends to use the development control process to reduce the impact of noise on people living and working in the City. In particular, consideration will be given to the effect of new development proposals which are likely to be generators of noise. Conditions will be used to control the impacts of developments.

The proposal has been designed to minimise the impact from noise sources and further mitigation will be secured by planning condition.

For the reasons given below, it is considered that the proposal is consistent with the policies contained within the UDP.

National Planning Policy Framework (2018)

The revised NPPF was adopted in July 2018. The document states that the '*purpose of the planning system is to contribute to the achievement of sustainable development*'. The document clarifies that the '*objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs*' (paragraph 7).

In order to achieve sustainable development, the NPPF states that the planning system has three overarching objectives – economic, social and environmental (paragraph 8).

Section 5 '*Delivering a sufficient supply of new homes*' states that in order to support the Government's objective of significantly boosting the supply of homes, '*it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed*

and that land with permission is developed without unnecessary delay' (paragraph 59).

With regards to affordable housing, paragraph 64 states that where major developments are proposed involving the provision of housing, planning policies and decisions should expect at least 10% of homes to be available for affordable homeownership, unless this would exceed the level of affordable housing required in the area, or significantly prejudice the ability to meet the identified affordable housing needs of specific groups.

Section 8 '*Promoting Healthy and Safe Communities*' states that *planning policies and decisions should aim to achieve healthy, inclusive and safe places* (paragraph 91).

Paragraph 96 states that access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities. Planning policies should be based on robust and up-to-date assessments of the needs for open space, sports and recreation facilities and opportunities for new provision. The assessments should identify specific needs and quantitative or qualitative deficits or surpluses of open space, sports and recreational facilities in the local area. Information gained from the assessments should be used to determine what open space, sports and recreational provision is required.

Paragraph 97 goes to state that existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

- an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
- the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.

Section 9 '*Promoting Sustainable Transport*' states that '*significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health*' (paragraph 103).

Developments should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe (paragraph 109).

Within this context, applications for development should:

- a) give priority first to pedestrian and cycle movements
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations (paragraph 110).

Section 11 *'Making effective use of land'* states that *'planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions'* (paragraph 117).

Decisions should support development that makes efficient use of land, taking into account:

a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;

b) local market conditions and viability;

c) the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;

d) the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and

e) the importance of securing well-designed, attractive and healthy places. (paragraph 122)

Section 12 *'Achieving Well Designed Places'* states that *'the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this'* (paragraph 124).

Planning decisions should ensure that developments:

a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping.

The NPPF is clear that planning permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents.

Conversely, where the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to

object to development. Local planning authorities should also seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme (for example through changes to approved details such as the materials used). (paragraph 130).

Section 14 '*Meeting the challenge of climate change, flooding and coastal change*' states that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure (paragraph 148).

Section 15 '*Conserving and Enhancing the natural environment*' states that planning decision should contribute and enhance the natural and local environment by protecting valued landscapes, minimising impacts on and providing net gains for biodiversity, preventing new and existing development from contributing to unacceptable levels of soil, air, water or noise pollution or land instability and remediating contaminated land.

Paragraphs 10, 11, 12, 13 and 14 of the NPPF outline a "presumption in favour of sustainable development". This means approving development, without delay, where it accords with the development plan and where the development is absent or relevant policies are out-of-date, to grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF.

Planning Practice Guidance (PPG)

The relevant sections of the PPG are as follows:

Open space, sports and recreation facilities, public rights of way and local green space states that open space should be taken into account in planning for new development and considering proposals that may affect existing open space. It is advised that Sport England are consulted where the loss of major sporting facilities is proposed.

Noise states that 'Local planning authorities' should take account of the acoustic environment and in doing so consider:

- whether or not a significant adverse effect is occurring or likely to occur;
- whether or not an adverse effect is occurring or likely to occur; and
- whether or not a good standard of amenity can be achieved.

It further advocates mitigating noise impacts of a development which is dependent on the type of development being considered and the character of the proposed location.

Design states that where appropriate the following should be considered:

- layout – the way in which buildings and spaces relate to each other
- form – the shape of buildings
- scale – the size of buildings
- detailing – the important smaller elements of building and spaces
- materials – what a building is made from

Health and well being states opportunities for healthy lifestyles have been considered (e.g. planning for an environment that supports people of all ages in making healthy choices, helps to promote active travel and physical activity, and promotes access to healthier food, high quality open spaces and opportunities for play, sport and recreation);

Travel Plans, Transport Assessments in decision taking states that applications can positively contribute to:

- encouraging sustainable travel;
- lessening traffic generation and its detrimental impacts;
- reducing carbon emissions and climate impacts;
- creating accessible, connected, inclusive communities;
- improving health outcomes and quality of life;
- improving road safety; and
- reducing the need for new development to increase existing road capacity or provide new roads.

Other material policy considerations

The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (Adopted 2007)

This document provides guidance to help develop and enhance Manchester. In particular, the SPD seeks appropriate design, quality of public realm, facilities for disabled people (in accordance with Design for Access 2), pedestrians and cyclists. It also promotes a safer environment through Secured by Design principles, appropriate waste management measures and environmental sustainability. Sections of relevance are:

- Chapter 2 ‘Design’ – outlines the City Council’s expectations that all new developments should have a high standard of design making a positive contribution to the City’s environment;
- Chapter 8 ‘Community Safety and Crime Prevention’ – The aim of this chapter is to ensure that developments design out crime and adopt the standards of Secured by Design;
- Chapter 11 ‘The City’s Character Areas’ – the aim of this chapter is to ensure that new developments fit comfortably into, and enhance the character of an area of the City, particularly adding to and enhancing the sense of place.

Manchester Residential Quality Guidance (2016)

The City Council’s Executive has endorsed the Manchester Residential Quality Guidance. As such, the document is now a material planning consideration in the

determination of planning applications and weight should be given to this document in decision making.

The purpose of the document is to outline the consideration, qualities and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester. Above all the guidance seeks to ensure that Manchester can become a City of high quality residential neighbourhood and a place for everyone to live.

The document outlines nine components that combine to deliver high quality residential development, and through safe, inviting neighbourhoods where people want to live. These nine components are as follows:

Make it Manchester;
Make it bring people together;
Make it animate street and spaces;
Make it easy to get around;
Make it work with the landscape;
Make it practical;
Make it future proof;
Make it a home; and
Make it happen.

Manchester's Great Outdoors – a Green and Blue Infrastructure Strategy for Manchester (2015)

Adopted in 2015, the vision for the strategy is that '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'

There are four objectives in order to achieve this vision:

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 Playing Pitch Strategy (June 2017)

The purpose of the playing pitch strategy (PPS) is to provide a strategic framework which ensures that the provision of outdoor playing pitches meet local needs of existing and future residents across Manchester.

The PPS shows that all currently used playing field sites require protection and therefore cannot be deemed surplus to requirements because of shortfalls now, and in the future.

In terms of the application site, the 'Whitehouse Bowling Club' is listed as a 'Lapsed' adult football pitch with a last recorded use in the 2006/2007 season. It outlines that pitch is no longer maintained and has become overgrown.

The PPS defines a 'Lapsed' pitch as:

"last known use was as a playing field more than five years ago. These sites fall outside of Sport England's statutory remit but still have to be assessed using the criteria in paragraph 74 of the National Planning Policy Framework and Sport England would nonetheless challenge a proposed loss of playing pitches/playing field which fails to meet such criteria. It should be emphasised that the lawful planning use of a lapsed site is still that of a playing field"

The PPS goes on to state that:

"Lapsed, disused, underused and poor quality sites should also be protected from development or replaced as there is potential need for playing field land to accommodate more pitches to meet the identified shortfalls"

The PPS recommends that the Council allocates all disused/lapsed sites as playing fields in the first instance until such time as the Council, community group or developer expresses an interest in such a site.

The document then goes on to outline a priority order of options with regards to addressing disused/lapsed sites. This order is as follows:

1. Firstly, explore the feasibility of bringing the site back into use. A feasibility study may show either:
 - a. The site can be brought back into sustainable use where funding is available and use is secured by the Council and relevant NGBs/Community Groups; or
 - b. The site is not in a sustainable location and in which case no amount of money will make it desirable.
2. The site could become public open space to meet a need identified in the Open Space Study; or
3. Redevelop the site for an alternative use but use the capital receipt to invest in existing sites in the locality

Within the 'North Area Action Plan' the application site the recommended action in respect of this site is to '*consider options for future use including development and reinvestment of capital receipt*'.

City Wide Open spaces, sports and recreational study (2009)

The site was surveyed as a grass pitch and bowling green at that time.

Issues

Principle of development

The application site consists of a grass playing pitch, Bowling Green and the existing Whitehouse Club building, situated fronting Middleton Road, which contains bar, function room and games room.

The grass pitch was last known to be used around the 2006/2007 season. The sports uses at the application site were also identified within the City Wide open spaces, sports and recreational study in 2009. The application site has also been identified within the Manchester Playing Pitch Strategy 2017 as a 'lapsed' playing pitch and bowling green.

The proposal will result in the erection of a new club building with car parking area to the rear along with a residential development to the rear of the site on the former grass pitch and bowling green.

The principle of a new club house at the site is considered to be acceptable. The club is well used by its membership and is available for community hire for weddings and events. The existing building is in a poor condition and as a result of this fails to contribute positively to the surrounding area, particularly Middleton Road which is a major road route connecting the north of the city with the city centre. These development proposals provide an opportunity to provide a new purpose built building which will not only provide modern and attractive internal spaces but also improve the visual appearance of the building to Middleton Road.

With regards to the loss of the grass pitch and bowling green, the importance of promoting and conserving open space for access by local communities is outlined within policy SP1 'Spatial Principles' of the Core Strategy which states that '*the City's network of open spaces will provide all residents with access to recreation opportunities*'. This policy also outlines a number of core development principles that all development in the City should adhere to. This includes making a positive contribution to health, safety and wellbeing of residents together with the protection and enhancement of the built and natural environment (consistent with paragraph 97 of the NPPF).

Where a development would result in the loss of a use which contributes to these spatial objectives, it is necessary to robustly consider whether development proposals are acceptable.

Given the existing sports uses at the application site it is necessary to consider the requirements of paragraph 97 of the NPPF. This states that existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

- an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
- the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.

Policy EN10 of the Core Strategy is consistent with the assessment criteria within the NPPF and states that existing open spaces should not be built upon unless a specific criteria can be satisfied, namely that:

- Equivalent or better replacement open space, sport or recreation facilities will be provided in the local area;
 - or
- The site has been demonstrated to be surplus for its current open space, sport or recreation function and the City wide standards are maintained, and
 - it could not fulfil other unsatisfied open space, sport or recreation needs, and
 - a proposed replacement will remedy a deficiency in another type of open space, sport or recreation facility in the local area;
 - or
- The development will be ancillary to the open space, sport or recreation facility and complement use or character.

The Playing Pitch Strategy (PPS) has shown that the Bowling Green in this instance is now surplus to requirements. This is also a position which Sport England concur with. The site has no reasonable prospect of being used for any other type of sport, recreational or open space need and the applicant has offered a financial contribution as part of the planning obligations. This would provide mitigation against its loss by enabling improvements to be made to other sport, recreational or open spaces uses within the area.

The grass pitch has also not be used for a period of time. The PPS action plan states that consideration should be given to future uses of the site, including development, and reinvestment of the capital receipt. The financial contribution being offered would also be consistent with policy EN10 and equates to a like for like replacement of the facility to be lost.

The principle of developing the grass pitch and bowling green is therefore considered to be acceptable in principle, subject to the appropriate and proportionate commuted sum that is capable of being secured as part of a legal agreement.

Material planning considerations

This report will therefore consider the following material considerations and determine as a consequence of the development:

- Affordable housing;
- Type of residential development;

- Visual amenity;
- Ecology;
- Effect of the development on the local environment and existing residents;
- Effect of the development on the proposed residents;
- Trees coverage;
- Landscaping and amenity space /boundary treatment;
- Impact on the highway network/car/cycle parking;
- Flood Risk/surface drainage;
- Waste management;
- Sustainability;
- Designing out crime;
- Permitted development;
- Ground conditions; and
- Construction management.

The above matters will be considered in turn below.

Affordable Housing

Policy H8 establishes that new development should contribute to the City-wide target for 20% of new housing provision to be affordable and that developers are expected to use the 20% target as a starting point for calculating affordable housing provision. Developers should provide new homes that are available for social or affordable rent or affordable home ownership, or provide an equivalent financial contribution.

The required amount of affordable housing within a particular development will reflect the type and size of the development as a whole and will take into account a number of factors such as an assessment of a particular local need, any requirement to diversify housing mix and the need to deliver other key outcomes particularly a specific regeneration objective.

As noted the application proposes 74 new homes on a for sale basis. The applicant's viability report has been tested and this concludes the proposal is capable of sustaining a full 20% contribution to affordable housing without undermining viability or deliverability of the scheme or the schemes ability to mitigate against other factors such as the loss of the sports provision.

The applicant has agreed to provide the 20% affordable housing on site and has offered the following tenures:

- 8 apartments as affordable rent (80% below market rents);
- 4 apartments as shared ownership (at a price equivalent to at least 20% below local market value);
- 3 starter homes (at a price equivalent to at least 20% below local market value and available to first time buyers)

This is welcomed. The 20% provision would be secured by a legal agreement which would also ensure that the variety of property types and sizes detailed above are made available on an affordable basis. These homes would be ‘pepper potted’ throughout the site and retained at the affordable price in the future. It is understood that the applicant is in discussion with a registered provider in respect of how the shared ownership and starter homes will be provided at the site and this will be secured as part of the legal agreement.

Residential development - density/type/accommodation standards

The 74 residential units represents a development of 47 units per hectare. Policy H1 states that within the inner areas of north, east and central Manchester densities will be around 40 units per hectare. The proposed development density is therefore consistent with this element of the policy H1.

In terms of the type and standard of accommodation, policies SP1, H1, H2 and H3 of the Core Strategy seek to ensure that the right type and standard of accommodation is created in the City. Policies H1 and H3 in particular, place emphasis on increasing the availability of family housing.

The indicative plan shows the following accommodation schedule:

- Apartments:
 - 2 x 12 number 2 bedroom apartments

- Dwellinghouses:
 - 32 x 3 bedroom;
 - 18 x 4 bedroom.

This represents a broad mix of dwellings across the application site which is welcomed. Particularly as the main emphasis of the accommodation is on the creation of family accommodation.

As the application is only at the outline stage, further consideration would need to be given at reserved matters on the layout of the development, in particular the apartment block. However, to ensure the scheme does not become apartment led conditions restricting both the numbers of apartments and houses and their sizes, in addition to height parameters, are recommended as part of the approval.

It is also recommended that the new homes regardless of being apartments/houses, are designed and completed in accordance with the Councils space standards.

Visual amenity

Policies EN1 and DM1 of the Core Strategy, along with the Guide to Development in Manchester SPD and the Residential Quality Guide, requires consideration be given to the layout of new developments ensuring that they respond to the surrounding context and maximise frontages with the street scene and other important features of sites in order to create neighbourhoods of choice and a sense of place.

Access to the site would be retained from Middleton Road albeit repositioned closer to the boundary with 195 Middleton Road. The proposed club house would be sited on the existing club car parking area, having a much greater presence in the street scene which is welcomed.

The access road would continue into the site providing an entrance to the new 43 space car parking area for the club to the rear of the building. The siting of the car park to the rear of the building minimises its impact and the addition of soft landscaping around the car park and building would further provide an appropriate setting.

The accommodation within the proposed social club briefly comprises a function room and kitchen facilities on the ground floor, lounge room, snooker room and ancillary facilities on the first floor and a three bedroom ancillary residential apartment for the caretaker together with committee space and storage room on the second floor. The floor space of the proposed accommodation equates to 1046 sqm, an uplift of 259 sqm from the current social club. The impacts associated with this increase in floor space are considered elsewhere within this report.



Indicative layout of the proposed development including new club building to Middleton Road including associated car parking and residential development to the rear

The club building would be part two storey, part three storey in scale. Its massing and overall height is minimised through the two interlocking mono-pitched roofs together with a split in the front elevation which breaks up the overall massing.

The topography of this section of Middleton Road rises and there is also a variety of property types and sizes. This development would sit appropriately in this context and represent an appropriate transition in scale from the two storey residential property at 195 Middleton Road to the three storey apartment block of Tarnside House which is situated in a slightly elevated position above the application site.



View of the proposed club house from Middleton Road



View of the proposed rear of the Club house from the internal access road

The club house would be a predominately brick building with glazing and cladding panels used to emphasise the entrances to the building. Vertical off set slot windows are proposed which provide interest to the elevations.

It is considered that the proposals for the club house represent an appropriate design response. The removal of the car parking area and the existing poor quality club house with a quality brick built building with well detailed elevations represents a welcome addition in the street scene.

The remainder of the site would form the residential element of the scheme. Only access is being applied for in detail with, only the principle of development being sought. The access road from Middleton Road extends into the rear of the site which would provide the only 'in and out' for the residential properties. It would have been preferable to have introduced a degree of permeability into the layout by having a through route, however, there are constraints to achieving this due to the changing levels around the application site and land required falling outside of the applicants land ownership.

An indicative layout has been provided which demonstrates that a landscaped buffer would separate the club house activities from the residential part of the site. The layout also shows that 74 dwellinghouses could fit comfortably on the site. This is achieved by having two apartment blocks, with associated car parking areas, flanking either side of the estate road. This leads to a circular cul-de-sac arrangement with a mixture of semi-detached properties and short terrace rows fronting onto the access road.

Car parking is shown as being accommodated within the curtilage of each plot which is welcomed. The indicative plan shows in part car parking dominating the site frontages, this would need further consideration at detailed stage e reserved matters stage to ensure that an appropriate balance is created in terms of parking, landscaping and space between properties.

Indicative details have also been provided for the scale of the dwellings which range between two and two and half stories. The apartments will not exceed 3 stories and it has been tested that the location towards the front of the site, near to the car park of the proposed social club, is the optimum location and will have the least impact on surrounding residential properties. This is considered to be appropriate and would ensure that the dwellings complement the wider area which is dominated by two storey properties.

As noted conditions are recommended in relation to design parameters including height.

Disabled access

The proposed social club and the residential development will be designed to meet current standards and be accessible.

The social club will include the provision of a lift which will allow access to all of the floors of the development. There are level access to the premises, appropriate corridor widths and turning spaces and provision of accessible toilet facilities.

Although the residential element is only at outline, with limited information in this regard, it is anticipated that all the dwellings will meet current building regulations to ensure the accommodation is accessible and adaptable for the house hold needs.

Ecology

The planning application has been accompanied by an ecological appraisal which assesses the potential impact of the development on local ecology and nature conservation. This is a key requirement of policies EN15 and DM1 which seeks to ensure that applicants identify, enhance and restore impacts from developments on local habitats.

In terms of its impact on existing habitats and ecology, the report concludes that the site is of low value. However, the site does contain numerous tree and dense scrub the majority of which exists around its perimeter and scattered across the land.

The report recommends that a bat survey is undertaken to establish the presence of bats across the site.

The Greater Manchester Ecology Unit (GMEU) have carefully considered the findings of the applicant's ecology report. GMEU agree that the site is of low ecological value but that a bat survey should be prepared in support of this planning application.

A bat survey has been prepared in support of this planning application. GMEU concur with the findings of the report in that the existing social club has a low potential to support bats. They have recommend that that a demolition method statement is agreed which ensures that the elements of the building which need to be removed by hand. This should form part of the conditions of the planning approval.

In addition, they consider that it would be appropriate to ensure that no vegetation is cleared from the site during bird nesting season along with securing appropriate biodiversity enhancements as part of any landscaping scheme.

Effect of the development on the local environment and existing residents

Policies SP1 and DM1 seek to ensure that new developments have a positive impact on existing residents together with creating places that make a positive contribution to neighbourhoods of choice by creating well designed places. Policy DM1 goes further by stating that the effect on amenity is a key consideration particularly effects on privacy and noise.

It is considered that there are three potential impacts associated with this development which require consideration:

- a loss of privacy from overlooking;
- any overbearing or overshadowing impacts; and
- any unacceptable noise and disturbance from comings and goings.

The relationship of the proposed dwellings to the surrounding properties ensures that there would be no incidences of overlooking resulting in a loss of privacy. Whilst the topography does vary across the application site, privacy distances have been considered and are appropriate.

In terms of the relationship of any proposed dwellings to those on Edenfield Road, the privacy distances vary between 22 and 25 metres. The topography is relatively

even in this location and therefore the relationship should not give rise to any unduly harmful impacts in terms of loss of privacy or overlooking.

With regards to the properties along Windsor Crescent, there is approximately 26 metres separating these properties from those on the indicative layout. In this location, the topography of the application site is slightly higher than the properties along Windsor Road which abut the site. Notwithstanding this, the privacy distance of 26 metres will ensure that no undue loss of privacy arises.

The residential properties which abut the application site along Cobb Close are adjacent to one of the proposed apartment buildings. The worst case scenario in this instance would be a privacy distance of 18 metres with the apartment building having either a blank or angle gable. The parameters show that the apartment building could be up to 3 storeys and the topography in this location is relatively even. It is not considered that this would give rise to any unduly harmful impacts given that the building can be sited and designed in such a way to minimise any harmful impacts from overlooking.

The other apartment block would be close to residential properties along Counthill Drive. The worst case scenario would be a 20 metre privacy distance. The topography is even in this location and given the measures which can be put in place with regards to privacy and position of windows, it is not considered that this relationship will give rise to any unduly harmful impacts.

The residential properties along Claythorpe Walk would be separated from the nearest dwelling on the indicative layout by 21 metres. Given the properties along Claythorpe Walk are in a slightly elevated position it is considered that 21 metres would be more than adequate to protect privacy and amenity.

The proposed club building itself would be separated by 19 metres to the apartment block on Counthill drive and 22 metres to 152 Middleton Road. These distances are considered to be adequate and are not dissimilar to the current clubs arrangements. Whilst the proposed club building is taller, the distances and topography would ensure that the proposed building does not look out of character in the street scene and there would be no overbearing impacts.

There is no doubt that there would be a change in outlook and character for the existing properties given the existing use of the site. However, it is not considered that there would be a loss in privacy or a sense of overbearing or overshadowing to the existing properties which would give rise to any harmful or undue impacts on residential amenity.

The introduction of the 74 new homes at the site, together with the proposed social club building, would create some additional comings and goings in the local area as a result of traffic and pedestrian activity. However, it is not considered that this level of activity would be harmful given the largely residential context surrounding the application site and the location close to Middleton Road, a busy road route.

There is already a degree of activity associated with the existing social club and although the sports facilities at the site are not currently in use, they are capable of being used and therefore generate activity and noise at the site.

The facilities on offer at the proposed social club are the same as the existing facility. The club's current membership has in excess of 800 members and the event space and social club element remains buoyant. The existing social club is currently used by local groups as well as other private functions.

The existing social club currently provides 787 sqm of floor space. The proposed club will provide 1046 sqm. The uplift in floor space reflects the desire to provide modern facilities at the development in terms of communal spaces and back of house facilities. In particular, snooker accommodation is popular and the scheme seeks to respond to this demand by providing additional facilities. In addition, an upper floor ancillary residential accommodation will be provided for a live in club steward as well as committee space for the club members.

There are currently no restrictions of the operating hours of the existing club house from a planning perspective. However, the licensing hours permit the existing social club to be open:

- Monday to Saturday 11:00 to 00:00
- Sundays 12:00 to 23:30

The applicant intends to operate the proposed club in line with these hours. In line with comments from Environmental Health, the premises shall be appropriately acoustically insulated to prevent the outbreak of noise. This will form part of the conditions of the planning approval.

The proposal will also include use of external areas. In order to prevent any undue harmful impacts on surrounding residential amenity from the use of the external spaces, it is recommended that these are restricted until 9pm.

Overall it is considered that there are no undue unacceptable impacts as a result of the development on the surrounding properties as a result of loss of privacy or any overbearing or overshadowing impacts.

There will be some associated impacts from additional comings and goings at the site, from both the proposed social club and residential element. It is, however, considered that these impacts are not unduly harmful.

The social club will attract similar comings and goings to the existing club but within a modern and appropriately sound insulated building. Although there is a modest uplift in floor space it is not considered that there will be any unacceptable impacts in this regard.

As part of the proposed scheme there will no longer be recreational uses at the site such as the Bowling Green and playing pitch. These facilities would generate their own level of activity and noise. The replacement with residential accommodation will mean that the comings and goings from this part of the site will be different and likely

to be less intensive, being spread evenly across a typically day, therefore being more easily absorbed into the general activity of the local area.

Effect of the development on the proposed residents

a. waste management

The residential element and the proposed new club building would generate waste which will need to be managed. Policies EN19 and DM1 of the Core Strategy require applicants show consistency with the waste hierarchy which principally seeks applicants to re-use and recycle their waste.

As the residential element of this scheme is only at outline, it is considered that a planning condition should be used to ensure that these details are appropriate for the residential element.

The new club house will have a dedicated waste store in the car parking area. This will be designed to accommodate a required number of bins for the development which will be agreed through a waste management strategy. The servicing activities would take place within the car parking area and accessed from the developments new access road via Middleton Road. This arrangement is considered to be acceptable and will ensure that there will be no waiting servicing vehicles on the highway.

a. Acoustic insulation

The proposal involves the creation of a new club house building and a large scale residential development within an existing neighbourhood. In addition, to the application site is located off Middleton Road which is a busy arterial road route to the City Centre.

Environmental Health consider that it would be necessary for any residential development at the application site to be acoustically insulated against surrounding noise sources in order that there are no unacceptable impacts on residential amenity. In addition, the proposed club house building should also be acoustically insulated to prevent the break out of noise.

There is also likely to be associated plant with the development. In line with the requirements of Environmental Health, the plant should be acoustically insulated and this forms conditions of the planning approval.

As detailed elsewhere within this report, matters relating to the operating hours and use of external areas shall be restricted in the interest of residential amenity.

It is recommended that these matters form part of the conditions of the planning approval in line with policy of the Core Strategy and saved policy DC26 of the UDP.

Tree coverage

There is a significant tree cover within the centre of the site and around the perimeter. This provides a buffer for the existing residential properties together with contributing towards the character and visual amenity of the area.

The applicant's tree survey has identified 30 trees on site (including 14 groups). There are 3 individual trees and 5 group trees which are considered to fall within category A (Trees of High Quality). A further 9 trees and 3 group trees were considered to be category B (Trees where retention is desirable) together with 4 individual and 6 group trees which were categorised as falling with category C (trees which could be retained). There were no category U trees identified.

Policy EN9 states that new developments will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. The policy goes on to state that the Council will encourage developers to enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure. Where the benefits of a proposed development are considered to outweigh the loss of an existing element of green infrastructure, the developer would be required to demonstrate how this loss would be mitigated in terms of quantity, quality, function and future management.

The need to retain trees and existing landscapes is reiterated within paragraph 2.38 of the Guide to Development in Manchester SPD which states that '*new development will fit more easily into their surroundings if they incorporate existing landscapes, and there will be a presumption to retain existing trees and planting with a high amenity and ecological value*'

The applicant has provided a tree survey detailing the current tree coverage and its quality. In addition, a tree removal plan indicates which trees would require removal to facilitate the development. A total of 13 trees would require removal at the application site. This would consist of 4 category A trees, 4 category B trees and 5 category C trees.

The majority of the trees which require removal are located around the edges of the site and in the centre to facilitate the new access road. The remainder of the mature trees surrounding the site will be retained. Whilst the loss of the existing mature tree coverage is regrettable, this would be appropriately mitigated through the provision of new tree planting throughout the development as part of the landscaping scheme.

The indicative details show that there will be in excess of 150 new trees at the application site. This includes planting along the new access road, front gardens and at the front of the new social club along Middleton Road. This will provide a landscaped setting to the application site which is welcomed and will mitigate against the loss of the 13 trees at the application site.

An appropriate landscaping scheme will be secured as part of the conditions of the planning approval.

Landscaping and amenity space /boundary treatment

The proposed development would provide an opportunity to improve the setting of the application site from Middleton Road which is currently poor and dominated by the existing social club car park.

The removal of the car park and replacement with the new social club would further see the introduction of soft landscaping around the building. This would be enhanced through the provision of new trees along the access road, in front of the building and around the car park.

The new access road would be lined with new planting and an external amenity space associated with the social club would separate activities from the new residential development.

The indicative layout shows that the residential dwellings would have well sized private gardens allowing for fully functioning amenity space. The setting of the properties from the access road is also enhanced through the provision of front gardens with soft landscaping ensuring the properties are not hard onto the street edge.

The two apartment buildings would also have their own private amenity space for the residents who occupy these properties and provides a sizeable setting for the buildings.

Further details on the landscaping are necessary in order to determine that the spaces are adequate and agree the type and quality of soft landscaping including provision of new trees in mitigation of those that have been lost. It is recommended that such details are secured by planning condition.

With regards to boundary treatment, it will be necessary that all the residential dwellings are defined by appropriate boundary treatment at the front in order to demarcate the public and private spaces. It will be expected that this will take the form of a low boundary wall and railings. The rear gardens will be defined by appropriate divisional fencing.

With regards to the social club, there will be a requirement for new boundary treatment to the front of the site along Middleton Road and around the car parking area to provide security when the site is not in use.

The final details of this will be agreed for all the boundary treatments for the development as part of the conditions of the planning approval.

Air quality

The main impacts during the operational phases would be from vehicle movements and servicing requirements. These impacts can be carefully controlled through the construction management plan which would form part of the conditions of the planning approval.

Beyond the construction phase there would be on site cycle parking and electric car charging points for both the social club and the residential development. These would be secured through planning conditions.

Environmental Health concur with the conclusions and recommendations within the air quality report. In light of the mitigation measures proposed above, which would be secured by planning conditions, it is considered that the proposal would comply with policy EN16 of the Core Strategy, paragraph 8 of the PPG and paragraph 124 of the NPPF in that there will be no detrimental impact on existing air quality conditions as a result of the development.

Impact on the highway network/car/cycle parking

Policy SP1 of the Core Strategy states that new developments will maximise the potential of the City's infrastructure, in particular promoting walking, cycling and use of public transport. Policies T1 and T2 go on to state that there will be modal shifts away from the car and to locate new development that are accessible by walking, cycling and public transport in line with SP1. Policy T2 also states that new developments should provide adequate car parking provision for their needs. The need to assess traffic generation and road safety is a key consideration with policy DM1.

A transport statement has been prepared in respect of this planning application which considers the sustainability of the location of the application site, in terms of proximity to public transport, together with an assessment of the impact of the proposal on the local highway network.

In terms of the proposals impact on the local highway network, the applicant has prepared modelling to assess the ability of the local highway network to accommodate the traffic that is anticipated to be generated. The assessment includes consideration of a number of junctions nearby. The conclusion is that there would be no undue impact on the highway network.

In terms of the sustainability and public transport, the site is located close to a major bus corridor and located within a short distance to Bowker Bank Metrolink stop.

The indicative layout has also had regard to highway and pedestrians safety, seeking to utilise and upgrade the existing means of access off Middleton Road. A new carriageway with footways would be created through the site providing access to the proposed residential element to the rear of the site and the proposed club house and car park. The carriageway width appears to be acceptable subject to the relevant detail.

In terms of car parking, the indicative layout demonstrates that there would be sufficient car parking to serve the development site. There is 100% car parking available for the apartment blocks together with a driveway (in some cases accommodating up to two car lengths) for each of the residential properties. The driveway sizes appear to comply with the requirements of Highway Services.

As set out previously there are several instances across the indicative site layout where the hardstanding of the car parking dominates the site frontage. This would be reviewed at the detailed reserved matters stage to ensure that the layout of the car parking is appropriate and minimises visual impact.

43 car parking spaces are proposed for the club house which is considered to be sufficient for the use in question. Electric car charging points will be provided for each dwellinghouse and apartments and a percentage for the new social club.

Highway improvement works will be required in the form of junction protection measures along the new access road and junction with Middleton Road together with regulations to enforce a 20 mph speed limit throughout the estate. These will be secured as part of the conditions of the approval.

There is a commitment for cycle provision both for the proposed social club, apartments and dwellinghouses. Four cycle stands will be provided for the social club which is acceptable to Highway Services. The cycle provision for the dwellings will be within curtilage. Cycle provision is an important requirement in order to promote alternative travel choices for a development of this nature and to take advantage of the nearby cycle routes. This should form part of the conditions of the planning approval to ensure that appropriate provision is put in place.

Another key factor is ensuring servicing for refuse collection is possible. It has been demonstrated that this is capable of taking place from the new access road and manoeuvre appropriately.

A travel plan condition is also recommended to ensure that sustainable travel options are promoted for both the club house and the residential elements of this development.

Overall it is considered that the traffic generated by 74 residential dwellings together with the club house could be satisfactorily accommodated within the capacity of the local highway network. Mitigation measures would be required in order to ensure that the means of access and vehicle and pedestrian environment beyond the application site are safe together with delivering key elements of infrastructure to improve the overall sustainability of the site and ensure access to public transport, walking and cycling.

Flood Risk/surface drainage

The application site is located in flood zone 1 '*low probability of flooding*'. However, the site lies within a critical drainage area (an area where there are complex surface water flooding problems from ordinary watercourses, culverts and flooding from the sewer network). These areas are particularly sensitive to an increase in rate of surface water run off and/or volume from new developments which may exasperate local flooding problems. As such, policy EN14 states that developments should seek to minimise the impact on surface water run off in a critical drainage area.

The applicant has prepared a drainage statement in support of their planning application. This has been considered by the City Council's flood risk management

team who consider that further consideration should be given to how the drainage systems at the site will work in order to prevent surface water run off along with examination of the implementation of sustainable urban drainage principles at the site along with their future management.

A condition of the planning approval shall be that this information is submitted and agreed.

Sustainability

Policy DM1 states that residential developments will be expected satisfy the Code for Sustainable Homes standards. Policies SP1 and EN4 to EN6 of the Core Strategy focus on reducing emissions and achieving low and zero carbon developments.

Policy EN4 in particular, requires the application of the energy hierarchy to ensure that passive measures, energy efficiency and low and zero carbon generation options are considered. This includes:

- minimising energy demands – consider passive design measures and optimise building envelope in terms of orientation, air tightness and insulation; and
- meet demands efficiency – specify energy efficient plant, heating, ventilation, lighting and system controls to facilitate efficient operation.

The Code for Sustainable Homes has now been revoked and the applicant has not provided any details in respect of how they intend to meet sustainability standards and reduce the energy demands from the building. It is recommended that such details are obtained as part of the conditions of the planning approval.

Designing out crime

A Crime Impact Statement (CIS), prepared by Design for Security at GMPolice, recognises that the development would bring vitality to this area and more active frontage. It is recommended that a condition is imposed to require the full implementation of the CIS and that Secured by Design Accreditation is achieved for both the club house and the residential element of this development.

Ground conditions

Policy EN18 of the Core Strategy requires that consideration should be given to potential sources of ground contamination and the effect on new developments. Initial site investigation work has been carried out by the applicant. This found a large amount of made ground at the site.

The initial site investigation report has been considered by Environmental Health. They have recommended that further consideration be given to this matter, including preparation of a remediation strategy.

Had the recommendation been to approve this proposal, this matter would have been a condition of any approval.

Construction management

The work would take place close to homes and comings and goings from the site are likely to be noticeable. However, these impacts should be short in duration and predictable. A condition requires a construction management plan to be agreed which would include details of dust suppression measures, highways management plan and details of use of machinery. Wheel washing would prevent any dirt and debris along the road and beyond.

Limited information has been provided about routing but construction vehicle will use Middleton Road and connect to the surrounding road network including nearby motorway. There is unlikely to be any cumulative impact from construction activity.

Provided the initiatives outlined above are adhered to, it is considered that the construction activities are in accordance with policies SP1 and DM1 of the Core Strategy and extant policy DC26 of the Unitary Development Plan. However, it is recommended that a condition of the planning approval is that the final construction management plan is agreed in order to ensuring the process has the minimal impact on surrounding residents and the highway network.

Permitted Development

The National Planning Policy Guidance states that only in exceptional circumstances should conditions be imposed which restrict permitted development rights otherwise such conditions are deemed to be unreasonable.

It is considered that it would be appropriate and reasonable to attach conditions to prevent the new homes becoming HMOs to ensure they remain in family use. In addition to ensure visual amenity is protected a condition is required to avoid front boundary treatments from being removed without further consideration and extensions being erected.

Legal Agreement

The proposal is minded to approve subject to a legal agreement under section 106 of the Planning Act to ensure there is a mechanism to secure the 20% on site affordable housing as explained in the report. In addition, the agreement would detail the obligations required to secure mitigation against the loss of the grass pitch and bowling green as explained within the heading 'principle of development'.

Conclusion

The proposal would result in the loss of a grass pitch and bowling green in order to facilitate the redevelopment of the site to create 74 much needed new family homes together with a new club house to replace the existing facility. Appropriate mitigation has been secured which would allow for facilitates to be replaced and improved within the Crumpsall ward.

The proposed club house building would provide a modern facility for the members and the functions they provide. The siting, scale and appearance of the building is considered to be appropriate and of sufficient quality for its road frontage. Car parking would accommodate the needs of the development supported by travel planning initiatives.

The indicative layout for the residential element demonstrates that it is possible to achieve a wide range of property type and sizes arranged around a new road network. The indicative scale of these properties would respond positively to the character of the area. The provision of 20% affordable housing at the site to allow access to affordable home ownership which is fully in line with the NPPF and local level requirements which is welcomed.

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 Head 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 approval of the application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation **Minded to Approve subject to the signing of a legal agreement in order to secure monies associated with mitigating against the loss of the sports facilities together with securing 20% on site affordable housing**

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Pre application advice has been sought in respect of this matter where early discussions took place regarding the siting/layout, scale, design and appearance of the development along with noise and traffic impacts. Further work and discussion have taken place with the applicant through the course of the application, particularly in respect of the mitigating the loss of the sports facilities, affordable housing and site layout. The proposal is considered to be acceptable and therefore determined within a timely manner.

Reason for recommendation

Conditions to be attached to the decision

1) (a) The club house development, as shown on drawing 4050/101 Rev M stamped as received by the City Council, as Local Planning Authority, on the 14 February 2019 (hereinafter called "phase one") must be begun not later than the expiration of three years beginning with the date of this permission.

(b) Applications for approval of reserved matters for the residential development as shown on 4050/101 Rev M stamped as received by the City Council, as Local Planning Authority, on the 14 February 2019 (hereinafter called "phase two") must be made not later than the expiration of three years beginning with the date of this permission. The development must be begun not later than the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matters to be approved.

Reason - Required to be imposed pursuant to Section 92 of the Town and Country Planning Act 1990.

2) Approval of the details of the layout, scale, design and external appearance of the buildings, the means of access thereto and the landscaping of the site (hereinafter called "the reserved matters or phase 2") shall be obtained from the local planning authority in writing before any development is commenced.

Plans and particulars of the reserved matters shall be submitted in writing to the local planning authority and shall be carried out as approved.

Reason - To ensure the satisfactory development of the site and because this application is in outline only.

3) The development hereby approved shall be carried out in accordance with the following drawings and documents:

Drawings

Drawing 4050/101 Rev N stamped as received by the City Council, as Local Planning Authority, on the 1 April 2019

Drawings 4050/110 Rev H and 4050/120 stamped as received by the City Council, as Local Planning Authority, on the 14 August 2018

Site sections 4050/005 Rev A stamped as received by the City Council, as Local Planning Authority, on the 15 March 2019

Supporting information

Design and access statement, Phase 1 ground conditions report, crime impact assessment, air quality report, Tree survey, Transport statement, flood risk assessment, stamped as received by the City Council, as Local Planning Authority, on the 14 August 2018

Ecology assessment stamped as received by the City Council, as Local Planning Authority, on the 18 March 2019

Tree removal works plan stamped as received by the City Council, as Local Planning Authority, on the 22 March 2019

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

4) Any application for reserved matters for phase two relating to scale and layout shall follow the principles and parameters set out in the approved plans, in particular drawing 4050/101 Rev M stamped as received by the City Council, as Local Planning Authority, on the 15 March 2019 and shall include:

- No more than 50 dwellinghouses with a maximum height of between 2 and 2.5 storeys of which no more than 32 shall be 3 bedroom (between 96 and 102 sqm) and no more shall be 4 bedroom (between 107 – 124 sqm);

- No more than 24 x 2 bedroom apartments (minimum of 70 sqm) apartments with a maximum height of the apartments 3 storeys and should be located as shown on drawing 4050/101 Rev M stamped as received by the City Council, as Local Planning Authority, on the 15 March 2019

Reason: To ensure the development does not exceed the parameters disclosed in the planning application, pursuant to policies DM1 and SP1 of Manchester Core Strategy.

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

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

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

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

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

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

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

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

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

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

7) (a) Prior to the commencement of phase one of the development, a scheme for the drainage of surface water for the development shall be submitted for approval in writing by the City Council as the Local Planning Authority. This shall include:

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

- Hydraulic calculation of the proposed drainage system;
- Construction details of flow control and SuDS elements.

(b) The development shall then be constructed in accordance with the approved details, within an agreed timescale.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

8) (a) Prior to the commencement of phase two of the development, a scheme for the drainage of surface water for the development shall be submitted for approval in writing by the City Council as the Local Planning Authority. This shall include:

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

- Hydraulic calculation of the proposed drainage system;
- Construction details of flow control and SuDS elements.

(b) The development shall then be constructed in accordance with the approved details, within an agreed timescale.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

9) Notwithstanding the Phase I preliminary site investigation report prepared by Brian Clancy Higby Partnership (ref. 1701-6450) stamped as received by the City

Council, as Local Planning Authority on the 14 August 2018 (a) before phase one commences, the following information shall be submitted for approval in writing by the City Council, as Local Planning Authority:

- Submission of Site Investigation Proposals;
- Submission of a Site Investigation and Risk Assessment Report;
- Submission of a Remediation Strategy.

Phase one of development shall then be carried out in accordance with the approved details.

(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 prior to the first occupation phase one of the development.

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 - There is evidence of site contamination at the application site which requires further consideration and examination. In particular, details of outstanding gas monitoring is required to be submitted for consideration and an appropriate remediation strategy prepared. This is pursuant to policy EN18 of the Manchester Core Strategy (2012).

10) Notwithstanding the Phase I preliminary site investigation report prepared by Brian Clancy Higby Partnership (ref. 1701-6450) stamped as received by the City Council, as Local Planning Authority on the 14 August 2018 (a) before phase two commences, the following information shall be submitted for approval in writing by the City Council, as Local Planning Authority:

- Submission of Site Investigation Proposals;
- Submission of a Site Investigation and Risk Assessment Report;
- Submission of a Remediation Strategy.

Phase two of development shall then be carried out in accordance with the approved details.

(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 prior to the first occupation phase one of the development.

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 - There is evidence of site contamination at the application site which requires further consideration and examination. In particular, details of outstanding gas monitoring is required to be submitted for consideration and an appropriate remediation strategy prepared. This is pursuant to policy EN18 of the Manchester Core Strategy (2012).

11) Prior to the commencement of phase one of the development a detailed construction management plan outlining working practices during that phase of development shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include;

- Display of an emergency contact number;
- Details of Wheel Washing;
- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Routing strategy and swept path analysis;
- Parking of construction vehicles and staff; and
- Sheeting over of construction vehicles.

The development within phase one shall be carried out in accordance with the approved construction management plan.

Reason - To safeguard the amenities of nearby residents, highway safety and air quality, pursuant to policies SP1, EN9, EN16, EN19 and DM1 of the Manchester Core Strategy (July 2012).

12) Prior to the commencement of phase two of the development a detailed construction management plan outlining working practices during that phase of development shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include;

- Display of an emergency contact number;
- Details of Wheel Washing;
- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Routing strategy and swept path analysis;
- Parking of construction vehicles and staff; and

- Sheeting over of construction vehicles.

The development within phase two shall be carried out in accordance with the approved construction management plan.

Reason - To safeguard the amenities of nearby residents, highway safety and air quality, pursuant to policies SP1, EN9, EN16, EN19 and DM1 of the Manchester Core Strategy (July 2012).

13) (a) Prior to any above ground works associated with of phase one, a programme for the issue of samples and specifications of all material to be used on all external elevations of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority, the programme shall include timings for the submission of samples and specifications of all materials to be used on all external elevations of the development along with jointing and fixing details, details of the drips to be used to prevent staining in and a strategy for quality control management.

(b) All samples and specifications shall be submitted to and approved in writing in accordance with the programme as agreed under part (a). The approved materials shall then be implemented as part phase one of the development.

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

14) (a) Prior to any above ground works associated with of phase two, a programme for the issue of samples and specifications of all material to be used on all external elevations of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority, the programme shall include timings for the submission of samples and specifications of all materials to be used on all external elevations of the development along with jointing and fixing details, details of the drips to be used to prevent staining in and a strategy for quality control management.

(b) All samples and specifications shall be submitted to and approved in writing in accordance with the programme as agreed under part (a). The approved materials shall then be implemented as part phase two of the development.

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

15) Prior to the first occupation of phase one of the development hereby approved, details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted for approval in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt the scheme shall include the following:

- 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.

The approved scheme for phase one shall then be implemented in accordance with the details and thereafter managed and maintained for as long as the development remains in use.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

16) Prior to the first occupation of phase two of the development hereby approved, details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted for approval in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt the scheme shall include the following:

- 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.

The approved scheme for phase two shall then be implemented in accordance with the details and thereafter managed and maintained for as long as the development remains in use.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

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

Reason - In order to protect wildlife from works that may impact on their habitats pursuant to policy EN15 of the Manchester Core Strategy (2012).

18) Prior to the first use of the club building within phase one, details of a hard and soft landscaping treatment (including street tree planting) shall be submitted to and approved in writing by the City Council as local planning authority.

The approved scheme shall be implemented prior to the first use of the development. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted

or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

19) Prior to the first use of the residential development within phase two details of a hard and soft landscaping treatment (including street tree planting) shall be submitted to and 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 buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

20) Prior to the first use of phase one of the development, details of the siting, scale and appearance of the boundary treatment shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include boundary treatment to Middleton Road and car parking areas as shown on drawing 4050/101 Rev N stamped as received by the City Council, as Local Planning Authority, on the 1 April 2019.

The approved scheme shall then be implemented and be in place prior to the first use of the development within phase one. The boundary treatment shall be retained and maintained in situ thereafter and notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking or re-enacting that Order with or without modification) no boundary treatment shall be erected on site, other than that shown on the approved plans.

Reason – To ensure that appropriate boundary treatment is put in place in the interest of visual amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

21) Prior to the first use of phase two of the development, details of the siting, scale and appearance of the boundary treatment shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall then be implemented and be in place prior to the first use of the development within phase two. The boundary treatment shall be retained and maintained in situ thereafter and notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking or re-enacting that Order with or

without modification) no boundary treatment shall be erected on site, other than that shown on the approved plans.

Reason – To ensure that appropriate boundary treatment is put in place in the interest of visual amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

22) Prior to any above ground works within phase one of the development details of an environmental standards statement shall be submitted for approval in writing by the City Council, as Local Planning Authority. The development shall be carried out in accordance with those details.

A post construction review certificate/statement shall be submitted for approval, within a timescale that has been previously agreed in writing, to the City Council as Local Planning Authority for each phase.

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 and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

23) Prior to any above ground works within phase two of the development details of an environmental standards statement shall be submitted for approval in writing by the City Council, as Local Planning Authority. The development shall be carried out in accordance with those details.

A post construction review certificate/statement shall be submitted for approval, within a timescale that has been previously agreed in writing, to the City Council as Local Planning Authority for each phase.

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 and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

24) Prior to the first occupation of the club building within phase one details of any externally mounted ancillary plant, equipment and servicing shall be submitted for approval. The approved scheme shall be implemented prior to the first occupation of phase one and thereafter retained and maintained in situ.

Reason - To minimise the impact of plant on the occupants of the development pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

25) (a) prior to the first use of the club development within phase one, a scheme of acoustic insulation shall be submitted for approval in writing by the City Council, as Local Planning Authority.

Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 10 Db (without entertainment noise) in each octave band at the façade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63HZ and 125 HZ octave frequency bands shall be controlled so as not to exceed (in habitable rooms) 47 dB respectively.

(b) The approved scheme shall then be implemented and a post completion survey submitted for approval in writing by the City Council, as Local Planning Authority, prior to the first use of the commercial unit and the gym. The measures implemented shall be retained and maintained for as long as the development remains in use.

Reason - In order to limit the outbreak of noise from the commercial premises pursuant to policies SP1 and DM1 of the Core Strategy (2007) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

26) (a) Prior to the first occupation of the residential accommodation within phase two a scheme of acoustic insulation against road noise and the adjacent club building shall be submitted for approval in writing by the City Council, as Local Planning Authority.

Noise survey data must include measurements during a rush hour period and night time to determine the appropriate sound insulation measures necessary. The internal noise criteria are as follows:

Bedrooms (night time 23:00 – 07:00) 30 dB LAeq (individual noise events shall not normally exceed 45 dB L_{Amax} F by more than 15 times
Living rooms (daytime – 07:00 – 23:00) 35 dB LAeq
Gardens and terraces (daytime) 55 dB LAeq

Where entertainment noise is a factor in the noise climate the sound insulation scheme shall be designed to achieve internal noise levels in the 63Hz and 125 Hz octave centre frequency bands so as not to exceed (in habitable rooms) 47 dB and 41 dB respectively.

(b) The approved scheme shall then be implemented and a post completion survey submitted for approval in writing by the City Council, as Local Planning Authority, prior to the first use of the commercial unit. The measures implemented shall be retained and maintained for as long as the development remains in use.

Reason - In order to minimise the surrounding noise sources on the residential properties pursuant to policies SP1 and DM1 of the Core Strategy (2007) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

27) Notwithstanding drawing 4050/101 Rev N stamped as received by the City Council, as Local Planning Authority, on the 1 April 2019, (a) prior to the first use of development within phase one, details of the siting, scale and appearance of the waste storage area together with a waste management strategy shall be submitted for approval in writing by the City Council, as Local Planning Authority.

(b) The approved waste storage and strategy shall be implemented in accordance with the approved details and be put in place prior to the first use of the development within phase one and thereafter retained and maintained in situ for as long as the development remains in use.

Reason - To ensure adequate refuse arrangement are put in place for the club building pursuant to policies EN19 and DM1 of the Manchester Core Strategy.

28) (a) Prior to the first occupation of residential development within phase two, details of the siting, scale and appearance of the waste storage area together with a waste management strategy shall be submitted for approval in writing by the City Council, as Local Planning Authority.

(b) The approved waste storage and strategy shall be implemented in accordance with the approved details and be put in place prior to the occupation of the residential development within phase two and thereafter retained and maintained in situ for as long as the development remains in use.

Reason - To ensure adequate refuse arrangement are put in place for the residential element pursuant to policies EN19 and DM1 of the Manchester Core Strategy.

29) Prior to the first use of the club building within phase one, details of a scheme to extract fumes, vapours and odours from the premises shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall then be implemented prior to the first occupation of the club building and thereafter retained and maintained in situ.

Reason - To ensure appropriate fume extraction is provided for the club building pursuant to policies SP1 and DM1 of the Manchester Core Strategy and saved policy DC10 of the Unitary Development Plan for the City of Manchester (1995).

30) Prior to the first use of the club building within phase one, details of any roller shutters shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt the shutters shall be fitted internally to the premises. The approved details shall be implemented prior to the first occupation of the club building and thereafter retained and maintained in situ.

Reason - To ensure that the roller shutters are appropriate in visual amenity terms pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

31) The development hereby approved shall include a building and site lighting scheme and a scheme for the illumination of external areas during the period between dusk and dawn. Full details of such a scheme shall be submitted for approval in writing by the City Council, as Local Planning Authority before the first use of the club building within phase one.

The approved scheme shall be implemented in full prior to the first use of the club building and shall remain in operation for so long as the development is occupied.

Reason - In the interests of amenity, crime reduction and the personal safety of those using the proposed development in order to comply with the requirements of policies SP1 and DM1 of the Core Strategy.

32) The development hereby approved shall include a building and site lighting scheme and a scheme for the illumination of external areas during the period between dusk and dawn. Full details of such a scheme shall be submitted for approval in writing by the City Council, as Local Planning Authority prior to the first occupation of the residential development within phase two.

The approved scheme shall be implemented in full prior to the first occupation of the residential element and shall remain in operation for so long as the development is occupied.

Reason - In the interests of amenity, crime reduction and the personal safety of those using the proposed development in order to comply with the requirements of policies SP1 and DM1 of the Core Strategy.

33) If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy.

34) Deliveries, servicing and collections including waste collections shall not take place outside the following hours for phase one:

Monday to Saturday 07:30 to 20:00

Sundays (and Bank Holidays): No deliveries/waste collections

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

35) The social club hereby approved shall operate in accordance with the following opening hours:

Monday to Saturday 11:00 to 00:00

Sundays 12:00 to 23:30

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

36) The beer garden and external amenity areas associated with the social club, as shown on drawing 4050/101 Rev N stamped as received by the City Council, as Local Planning Authority, on the 1 April 2019, shall operate in accordance with the following opening hours:

Monday to Saturday 08:30 to 21:00

Sundays 10:00 to 21:00

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

37) The social club in phase one of this development shall be occupied as a social club (with ancillary residential accommodation at the second floor which can only be used in conjunction with the social club) and for no other purposes within D1 (Assembly and Leisure) within the Use Classes Order.

Reason - For the avoidance of doubt and in order to secure a satisfactory form of development due to the particular circumstance of the application site, ensuring the vitality of the units and in the interest of residential amenity, pursuant policy DM1 of the Core Strategy for Manchester.

38) The phase one of the development shall be carried out in accordance with the Crime Impact Statement prepared by Design for Security at Greater Manchester Police stamped as received by the City Council, as Local Planning Authority, on the 14 August 2018. The development shall only be carried out in accordance with these approved details.

(a) Phase one of the development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a Secured by Design accreditation.

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

39) The phase two of the development shall be carried out in accordance with the Crime Impact Statement (Version A) prepared by Design for Security at Greater Manchester Police stamped as received by the City Council, as Local Planning Authority, on the 14 August 2018. The development shall only be carried out in accordance with these approved details.

(a) Phase two of the development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a Secured by Design accreditation.

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

40) (a) Prior to the first use of the social club within phase one of this development, details of a travel plan framework shall be submitted for approval 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 living at the development;
- ii. a commitment to surveying the travel patterns of residents/staff during the first three months of the first use of the building 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

(b) Within six months of the first use of the social club within phase one, a Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted for approval 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 for patrons and visitors to the social club, pursuant to policies T1, T2 and DM1 of the Manchester Core Strategy (2012).

41) (a) Prior to the first occupation of the residential development within phase two of this development, details of a travel plan framework shall be submitted for approval 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 living at the development;
- ii. a commitment to surveying the travel patterns of residents/staff during the first three months of the first use of the building 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

(b) Within six months of the first occupation of the residential development within phase two, a Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted for approval 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 for residents, pursuant to policies T1, T2 and DM1 of the Manchester Core Strategy (2012).

42) Notwithstanding drawing 4050/101 Rev N stamped as received by the City Council, as Local Planning Authority, on the 1 April 2019, prior to the first use of the social club within phase one of the development, details of a secure cycle store (including capacity) shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved details shall be implemented prior to the first use of the social club and thereafter retained and maintained in situ for as long as the development remains in use.

Reason - To ensure there is sufficient cycles stand provision at the development pursuant to policies SP1, T1, T2 and DM1 of the Manchester Core Strategy (2012).

43) Prior to the first occupation of the residential development within phase two of the development, details of a secure cycle store (including capacity) for each property shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved details shall be implemented prior to the first occupation of the residential element and thereafter retained and maintained in situ for as long as the development remains in use.

Reason - To ensure there is sufficient cycles stand provision at the development pursuant to policies SP1, T1, T2 and DM1 of the Manchester Core Strategy (2012).

44) Prior to the first use of the social club within phase one, the car parking layout, as indicated on drawing 4050 Rev N stamped as received by the City Council, as Local Planning Authority, on the 1 April 2019 shall be laid out, demarcated and made available. The car parking layout shall be retained and maintained for as long as the development remains in use.

Reason - To ensure car parking is available for the residential element of the development pursuant to policies SP1, T1, and DM1 of the Manchester Core Strategy (2012).

45) Prior to the first occupation of the residential development within phase two, the car parking layout shall be laid out, demarcated and made available. The car parking layout shall be retained and maintained for as long as the development remains in use.

Reason - To ensure car parking is available for the hotel element of the development pursuant to policies SP1, T1, and DM1 of the Manchester Core Strategy (2012).

46) Notwithstanding drawings Drawing 4050 Rev N stamped as received by the City Council, as Local Planning Authority, on the 1 April 2019, prior to the first use of the social club within phase one, details of the visibility splays associated with the access onto Middleton Road shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved scheme shall be implemented and be in place prior to the first use of the social club within phase one and thereafter retained and maintained in situ.

Reason - To ensure safe access to the development site and to improve the local environment and public realm in the interest of visual amenity, pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

47) Prior to the first use of the social club within phase one, a signage strategy shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved strategy shall then be implemented as part of the development.

Reason - In the interest of visual amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

48) Prior to the first use of the social club development within phase one, details of electric car charging points shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved details shall then be implemented as part of phase one and be in place prior to the first use of the social club within phase one of this development.

Reason - In the interest of air quality pursuant to policy EN16 of the Manchester Core Strategy (2012).

49) Prior to the first occupation of the residential development within phase two, details of electric car charging points shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved details shall then be implemented as part of phase one and be in place prior to the first occupation of the residential development within phase two.

Reason - In the interest of air quality pursuant to policy EN16 of the Manchester Core Strategy (2012).

50) 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 part of the premises shall be used for any other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2010, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a). For the avoidance of doubt, this does not preclude two unrelated people sharing a property.

Reason - In the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1

and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

51) 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 or extensions (including roof alterations); shall be erected other than those expressly authorised by this permission in relation to the residential element of this development within phase two.

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

52) All tree work should be carried out by a competent contractor in accordance with British Standard BS 3998 "Recommendations for Tree Work".

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.

53) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Amendment) Order 2015, (or any order revoking and re-enacting that Order with or without modification), no additional glazing, windows or doors, other than those shown on the approved plans, shall be inserted at the property unless Planning Permission is specifically granted in relation to phase two of this development.

Reason - In the interests of the amenities of the occupiers of the neighbouring dwellinghouse, pursuant to policy DM1 of Manchester's Core Strategy and saved policy DC1 of the Unitary Development Plan for the City of Manchester.

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

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

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

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any

area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

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

55) Prior to the demolition of the existing social club building, a demolition method statement shall be submitted for approval in writing by the City Council, as Local Planning Authority. The method statement shall detail how elements of the building will be removed by hand. The approved method statement shall be implemented as part of the development.

Reason – Demolition by hand is precautionary and in the interest of the potential for roosting bats pursuant to policy EN15 of the Manchester Core Strategy (2012).

56) Prior to the first use of the social club hereby approved, a scheme of highway works in relation to the development shall be submitted for approval in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt this shall include the following:

- Amendments to highway along Middleton Road to form new access
- Junction protection measures to new junction with Middleton Road in association with the new access in the interest of visibility
- 20 mph speed limit for the new access road

The approved scheme shall be implemented and be in place prior to the first use of the social club and thereafter retained and maintained in situ.

Reason - To ensure safe access to the development site in the interest of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

57) Prior to the first occupation of the residential element of this development hereby approved, a scheme of highway works in relation to the development shall be submitted for approval in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt this shall include the following:

- Junction protection measures within the new development and associated highway works
- 20 mph speed limit for the new access road including associated amendments to the highway in order to facilitate this.

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

Reason - To ensure safe access to the development site in the interest of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

58) Prior to the first use of the social club within phase one of the development hereby approved, details of the number, siting and appearance of bat and bird boxes at the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented and be in place prior to the first use of the social club hereby approved and shall thereafter be retained and maintained in situ.

Reason – In the interest of providing habitats for bats and birds to improve the ecological value of the application site pursuant to policies SP1 and EN15 of the Manchester Core Strategy (2012).

59) Prior to the first occupation of the residential element within phase two of the development hereby approved, details of the number, siting and appearance of bat and bird boxes at the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented and be in place prior to the first occupation of the residential element of the development hereby approved and shall thereafter be retained and maintained in situ.

Reason – In the interest of providing habitats for bats and birds to improve the ecological value of the application site pursuant to policies SP1 and EN15 of the Manchester Core Strategy (2012).

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: 115468/OO/2017 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)
MCC Flood Risk Management
Greater Manchester Police
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit
Sport England
Bury Metropolitan Borough Council

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:

Relevant Contact Officer : Jennifer Atkinson
Telephone number : 0161 234 4517
Email : j.atkinson@manchester.gov.uk



 Application site boundary  Neighbour notification
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