RE: 23-1136 138358/FO/2023 - 7 Chapel Street Levenshulme Manchester M19 3QB

Ahmed <Ahmed@nadaarchitects.com>

Tue 02/01/2024 14:49

To:Carl Glennon <carl.glennon@manchester.gov.uk>
Cc:Ralph Taylor <ralph@paulbutlerassociates.co.uk>;'burke.developments' <burke.developments@btinternet.com>

2 attachments (1 MB)

BG-SyncEV-Wall-Charger-2-Socketed-Charger-Range-Datasheet-EVWC2Sx.pdf; (03)003 PL7.pdf;

Dear Carl,

Hope you are well and had a great break. Hope you have a fantastic 2024.

I have now provided responses in red to the below queries received from you on 19th December 2023. Please could you have a look through and advise if all is in order. We can then hopefully proceed to a decision on the submission sooner.

I look forward to hearing from you.

Kind Regards

Ahmed Choudhry
Ba(Hons), Dip Arch, ARB

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From: Carl Glennon <carl.glennon@manchester.gov.uk>
Sent: 19 December 2023 14:19
To: Ahmed <Ahmed@nadaarchitects.com>
Cc: Ralph Taylor <ralph@paulbutlerassociates.co.uk>
Subject: 138358/FO/2023 - 7 Chapel Street Levenshulme Manchester M19 3QB

Dear Ahmed,

Please find below the consultation responses in relation to the above.

The comments of the Flood Risk Management Team and GMP Design for Security are awaited.

Given the proximity to the forthcoming holidays, the receipt of comments may encroach into the new year. Given the importance of addressing these comments (and as the determination date is 5 January 2023) please advise if your client wishes to agree an extension of the determination period to 19 January 2024.

Email requesting agreement of pre-commencement conditions to follow.

I look forward to hearing from you.

Regards,

Carl.

Consultation responses

1. Highways

1.1 Given that the proposed development is resultant in 8 additional residential dwellings, the number of vehicular trips associated with site is expected to be minimal and not be dissimilar to the current trips to and from the site. The highway network can facilitate such additional demands with no highway safety or capacity concerns.

1.2 It is acknowledged that the site is in a sustainable location with regard toe access to public transport.

1.3 The proposed provision of 8 car parking spaces would be acceptable. It is recommended that individual driveway parking spaces should be a minimum of 3.0m x 6.0m.

1.4 A new access will be developed to provide access to the internal road. Drawing '4150-F01 Rev A' demonstrates that the existing footway has been extended into the site. The access has dropped kerbs and tactile paving in place. The plan demonstrates that a visibility splay of 2.4m x 43m can be achieved from the access. The new internal road will provide a carriageway width of 5.6m and 2m footways on both sides of the carriageway. It is understood that the internal road layout of the development site will remain unadopted. This arrangement is acceptable to Highways.

1.5 Should the planning application be approved, the applicant will be required to enter into a Section 278 agreements for the alterations to the existing highways, and for construction of the proposed vehicular access and dropped kerbs on Chapel Street and will require a crossing licence/agreement. This will require the agreement with MCC's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004). Noted

1.6 Confirmation of Electric Vehicle charging points with a minimum capacity of 7kW should be provided. I have attached the spec sheet for the proposed EV charger. I have shown the locations on the attached with the text key.

1.7 Confirmation of the provision of secure and sheltered cycle parking provision should be confirmed for each proposed house. Can this be conditioned as we do not have details on this as yet? Please advise.

1.8 All fencing / railings adjacent to the adopted highway should be visually permeable from a distance of 600mm upwards to ensure adequate visual permeability for child pedestrians.

1.9 All gated access points should have inward opening gates to avoid impact on to the footway. This is already the case on the plans provided so no change required with this.

1.10 Designated refuse storage would be accommodated within each individual dwelling with kerbside collection noted from the new internal access road. The submitted Site Waste Management Plan demonstrates that a collection vehicle can enter, manoeuvre and egress the site safely. Please confirm the size of collection vehicle that has been related to the swept path analysis. We have received confirmation from the highways consultant that the collection vehicle is likely to be a 6m long 'light van'.

1.11 The development should be related to a construction management plan.* Can this be conditioned as we do not have complete information at this early stage? The client will need to discuss various elements of this with the main contractor once on board. Please advise.

1.12 Any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004). Noted

2. Environmental Health

2.1 The development should be related to a construction management plan Can the Construction Management Plan be provided by way of planning condition as this will take some time to produce, and the client will need to discuss various elements of this with the main contractor once on board? Please advise.

The submitted document titled 'CONSTRUCTION PHASE PLAN / DEMOLITION PHASE' mainly relates to the strip out, demolition and site clearance works rather than construction phase works. The applicant should refer to our noise from building sites webpage for further information/guidance and also IAQM/EPUK Construction Guidance on controlling emissions. Information regarding potential asbestos in buildings should be referred to Building Control.*

* Please review the detail of the submitted construction management plan and ensure that its accords with the details set out in the CMP pre-commencement condition and the comments of Environmental Health, i.e., addressing the demolition and construction phases of the development.

2.2 An acoustic attenuation has been recommended:

a) Before the occupation of the development, a scheme for acoustically insulating the proposed residential accommodation against noise from Stockport Road shall be submitted to and approved in writing by the City Council as local planning authority.

b) Prior to first occupation of the residential units, a verification report shall be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that the internal noise criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the internal noise criteria.

Reason: To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance and to reduce the potential for overheating, pursuant to policy SP1 and DM1 of the Core Strategy for the City of Manchester and saved policy DC26 of the Unitary Development Plan.**

** There may be other actual or potential sources of noise which require consideration on or near the site, including any local commercial/industrial premises such as the scrap yard opposite and nearby public house.

The potential for overheating shall also be assessed and the noise insulation scheme shall take this into account. The approved noise insulation and ventilation scheme shall be completed before any of the dwelling units are occupied. Noise survey data shall include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The following noise criteria shall be required to be achieved when providing adequate ventilation as defined by Approved Document F of the Building Regulations (whole dwelling ventilation):

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

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

Gardens and terraces (daytime) 55 dB LAeq

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

As for the noise report we could do this now but it would be better if it can be conditioned as it would provide more time to deliver the works. I would suggest waiting until the site is vacant and then do the report. I'll need to set the meter up on site for at least 24hrs for a background reading, using this data we can work out the impact and what if any mitigation measures are required. Please advise.

2.3 Waste management - Confirmation is required that, in accordance with MCC guidance, all external waste container storage areas are within 10m of an external door, and no greater than 30m from the kerbside collection point.

2.4 EV Charging points – Confirmation of the provision of EV charging points is required and that the requires of the Council's Air Quality AQ Guidance Note for EV charge point recommendations. Please see attachments.

2.5 Land contamination – A pre-commencement condition to address land condition is requested. To address this condition the following comments would ned to be positively responded to:

The Martin Environmental Solutions Ltd Contaminated Land Phase One Desk Study & II Intrusive Investigation, Report No: 2492-1 dated May 2023 has been reviewed and the following comments and recommendations are made:

i. The site should be cleared and hardstanding removed in order to allow a more comprehensive investigation and assessment of ground conditions than has been undertaken to date, and the outcome of the assessment should then inform the remediation strategy. It is accepted that this may require the amendment of the above standard condition to allow demolition and site clearance to take place and we would have no objection to this, although it should be noted that there appear to be asbestos risks (in buildings) that require addressing prior to any demolition works commencing, and which Building Control should be consulted on.

ii. Phase 2 investigations are required to be carried out in line with current guidance, including but not limited to BS10175 and BS5930. As per BS10175, non-targeted sampling for a detailed investigation consists of 1 sample per 10-25m centres, with 10m centres or less where the averaging area is small. Targeted investigation is also required in areas of concern. Intrusive investigation reports should include the size of the site and the sampling density.

iii. Vapour pathways from volatile contaminants identified on site by a comprehensive investigation should be assessed and it should be noted that, as per BS10175, trial pits have the disadvantage that "Media are exposed to air and there is a risk of changes to contaminants and loss of volatile components". Any risk assessments and remedial proposals based solely on trial pit data should therefore be precautionary.

iv. Any remediation strategy should be in accordance with MCC's guidance and include proposals for any necessary disposal of contaminated arisings, sampling frequencies for imported or site-won fill materials, the water supplier's approval for potable water pipework materials, and proposals for site completion/verification reporting

Our Environmental Consultant has provided the following comments.

I've read through the response from the Council, The initial report suggested further work was required anyway and given the work required we'll need a condition for the intrusive contaminated land investigation side of things. Once the site has bene demolished we can undertake the sampling. The Council have suggested that we will need some boreholes for the volatile monitor and I'll have obtain a price for these. Could we agree a sampling strategy with the LA prior to undertaking the works, so once I have a price for the boreholes we can calculate how many boreholes/ trail pits we need and the associated costs. Please advise.

Can this be conditioned also?

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Information for Developers guidance documents can be downloaded using the following link: http://www.manchester.gov.uk/info/500207/planning_and_regeneration/1962/additional_planning_guidance/3

3. GM Ecology Unit – No Objections.

4. United Utilities – Letter attached.

Carl Glennon
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