

Planning

Growth & Development

Delegated officer report for planning application

Application no. 138358/FO/2023

Date registered valid: 10 November 2023

Proposal: Erection of 8no. houses (Class C3), formation of new access road from Chapel Street and associated car parking, garden areas and boundary treatments following demolition of existing buildings

Address: 7 Chapel Street, Levenshulme, Manchester, M19 3QB

Ward(s): Levenshulme Ward

Applicant: Mr Keith Burke

Agent (if any): Mr Ahmed Choudhry, NADA Architects

Case officer: Carl Glennon
Tel: 0161 234 4530
Email: carl.glennon@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 18 January 2024

Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit: 29 November 2023

Standard consultations:

Printed: 20 December 2023

Expired: 13 January 2024

Neighbour notifications

Printed: 13 November 2023

Expired: 4 December 2023

Site notice

No site notice has been produced

Press advert

No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

Description of area

The planning application site covers an area of 0.18 Ha and is situated approximately 81 metres from Levenshulme District Centre. The site is currently occupied by a general industrial business, involved in metal cutting and fabrication. The use has been historically established and is undertaken in several low rise buildings within the application site. The site frontage, including vehicular access to its service yard, is related to Chapel Street. A triangular parcel of open space is located adjacent to the site access. The perimeter surrounding the site comprises two storey terraced houses with rear yards. The area to the east and south of the site is predominantly residential. Notwithstanding the above, industrial and commercial uses are located at the junction of Chapel Street and Elbow Street. Chapel Street has a 20 mph speed restriction and a no waiting at any time traffic regulation order is in place on the northern side of the carriageway. Traffic calming measures are also present on Chapel Street.



Fig.1 – Views of the application site

Description of development

The development comprises:

- i. The formation of centrally positioned access road that would bisect the site and run from south to north from a new pedestrian and vehicular access from Chapel Street. The new footpaths would link with existing pavements.

- ii. Two pairs of semi-detached houses would be located to the respective west and east of the site.
- iii. The formation of recessed car parking spaces would allow the formation of in curtilage car parking for each of the houses.
- iv. All houses would incorporate rear gardens. Railing enclosed planting strips would demarcate the front gardens to the west of the site from the back of the footpath. A matching boundary treatment would be applied to the houses to the east of the site but related to deeper garden areas and driveways.
- v. A gated passageway would be fore between units 2 and 3 and units 6 and 7 would facilitate access to rear gardens and facilitate bin transit (for 2, 3, 4, 6 and 7). Separate access to facilitate bin transit would be provided via gates to the rear gardens of 1, 5 and 8.

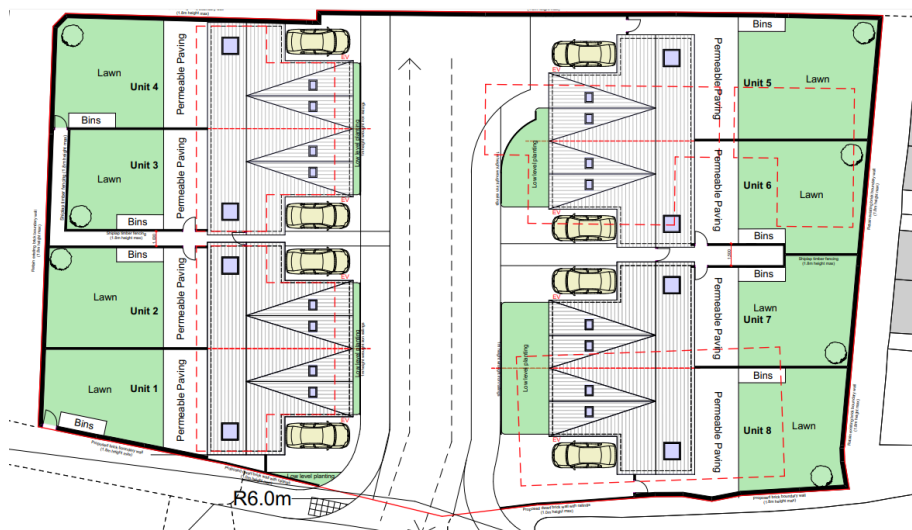


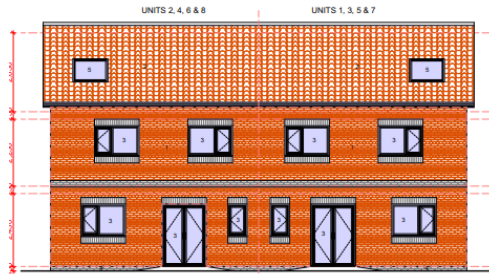
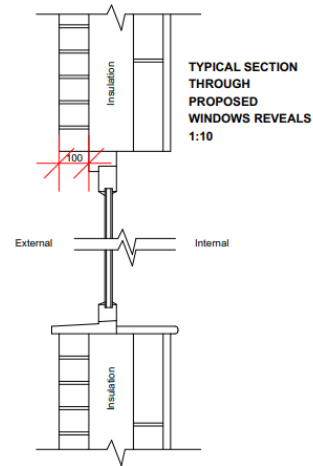
Fig.2 – Proposed site layout drawing

Elevations and layout

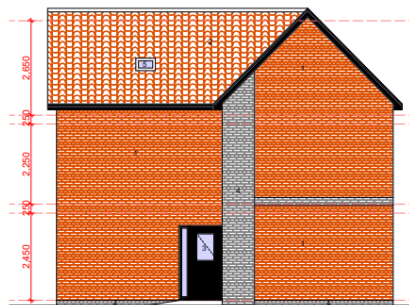
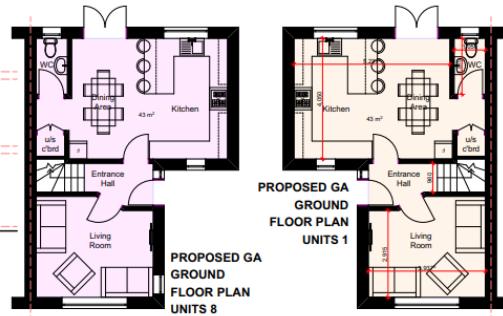
- i. The proposed houses would comprise two storeys with roof space accommodation.
- ii. The main roof would be pitched and set between gable elevations. The ridge height would be 8.4 metres and eaves 5.5 metres.
- iii. The principal elevation would be partially recessed and defined in contrasting brickwork. The main section of the principal elevation would be composed in red brickwork and would extend above the eaves line to form a hipped pitched roof and a central valley along the boundary between the adjoining units. Roof windows would be incorporated into the side and rear roof planes.
- iv. Windows to the principal elevation would be separated by contrasting cladding and soldier course brick detailing. Soldier course detail to windows and a brick string course would be incorporated into the rear elevation. Window reveals with a depth of 100 mm have been indicated.
- v. Side elevations would incorporate blank brickwork with the exception of the ground floor secondary lounge window in the recessed sections of units 1 and 8.
- v. Level threshold to the front and rear doorways would be achieved.
- vi. Internally, each house would comprise:
 Ground floor – Entrance hall, living room, kitchen / dining room and WC
 First floor – Three bedrooms and one bathroom
 Second floor (roof space) – One bedroom and bathroom.



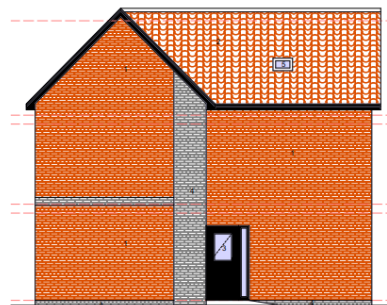
PROPOSED GA FRONT
ELEVATION
UNITS 1-8



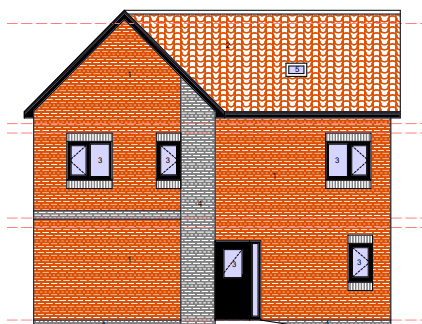
PROPOSED GA REAR
ELEVATION
UNITS 1-8



PROPOSED GA SIDE
ELEVATION 1
UNITS 2, 4 & 6



PROPOSED GA SIDE
ELEVATION 2
UNITS 3, 5 & 7



PROPOSED GA SIDE
ELEVATION 1
UNIT 1



PROPOSED GA SIDE
ELEVATION 1
UNIT 8

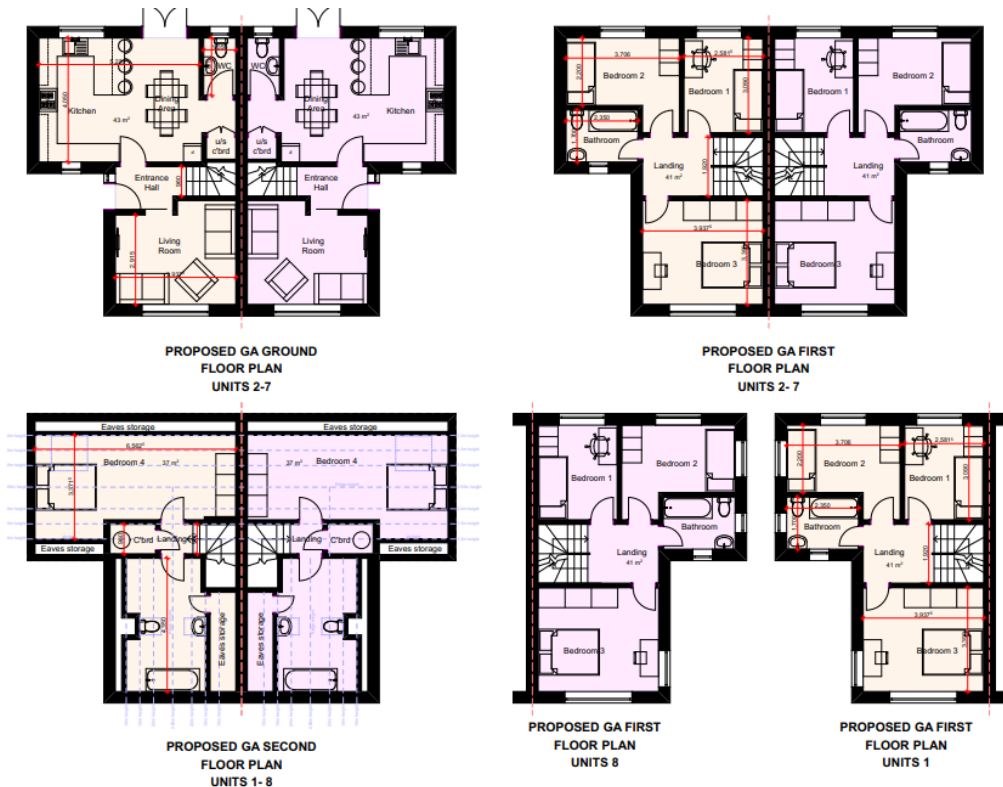


Fig.3 – Elevations and layout plans

Site History

1. 136792/FO/2023 - Application Withdrawn - 25.10.2023
7 Chapel Street, Levenshulme, Manchester, M19 3QB
Erection of 7 no houses and 2 no apartments (Class C3), formation of new access road from Chapel Street and associated car parking, garden areas and boundary treatments following demolition of existing buildings
2. 018224 - Application Approved - 01.12.1982
Former Buffoline Gear Works, Chapel Street, Levenshulme.
External alterations as a result of the division of an existing industrial building into four industrial units; provision of parking, servicing and secure storage areas after demolition of derelict building, erection of fencing and new vehicular access
3. F09221 - Application Approved - 04.10.1978
Belper Tools Ltd. 7 Chapel Street, Levenshulme.
Erection of a single storey building at Engineering Works after demolition of existing building and provision of car parking and turning area.

Consultations & Notification Responses

Local residents – One email of objection has been received. It states that the site is in a strategic location in relation Levenshulme District Centre and the accessibility of public transport in the area. It with considered that the development would represent a poor use of land. An apartment based scheme should be brought forward to deliver a more effective use of the land and the provision of more affordable housing.

Highway Services – The following comments have been received:

- i. As the development would be limited to 8 houses, the number of vehicular trips associated with the future use would not present concerns regarding impact on highway safety or capacity concerns.
- ii. It is acknowledged that the site is in a sustainable location with access to public transport.
- iii. The proposed provision of 8 car parking spaces would be acceptable. Individual driveway parking spaces should be a minimum of 3.0 metres x 6.0 metres.
- iv. A new access will be developed to provide access to the internal road and the existing footway would be extended into the site with dropped kerbs and tactile paving in place. It has been demonstrated a visibility splay of 2.4 metres x 43 metres can be achieved. A 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, which would be acceptable.
- v. Should the planning permission be granted, highways agreements will be required for the alterations to the existing highways and the construction of the vehicular access and dropped kerbs to 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).
- vi. The provision of electric vehicle charging points with a minimum capacity of 7kW should be confirmed
- vii. The provision of secure and sheltered cycle storage should also be confirmed for each house.
- viii. All fencing / railings adjacent to the adopted highway should be visually permeable from a distance of 600mm upwards to ensure adequate visual permeability.
- ix. All gated access points should have inward opening gates to avoid impact on to the footway.
- x. Designated refuse storage would be accommodated within each individual dwelling with kerbside collection from the new internal access road. It has been demonstrated that a collection vehicle can enter, manoeuvre and egress the site safely. Confirmation of the size of collection vehicle that has been related to the swept path analysis should be provided.
- xi. The development should be related to a construction management plan.
- x. The consent of the Council should be sought for any work affecting the highway.

Environmental Health – The following comments have been received:

- i. The development should be related to a construction management plan
- ii. An acoustic attenuation has been recommended:
- iii. 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.
- iv. 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.
- v. The submitted land condition survey has been assessed but is not considered to be sufficiently detailed. A comprehensive condition to address land contamination and the delivery of a remediation strategy has therefore been requested.

Flood Risk Management Team – The submitted drainage details have been assessed but need to be supplemented with additional details. A sustainable drainage condition has been requested.

GM Ecology Unit – No Objections. The submitted bat survey has not recorded any bat roosting behaviour in the buildings to be demolished and the site has very limited ecological value. The introduction of small new gardens would result in a modest gain for local biodiversity.

United Utilities (UU) – Request a condition to deliver a scheme for sustainable drainage has been requested. UU informative have been forwarded to the applicant.

GM Police Design for Security – The following comments have been received:

- i. The development has been satisfactorily related to security and crime reduction considerations.
- ii. It is highly recommended that alleyways between properties are secured with alley gates to permit residents access only. Rear boundaries of the proposed dwellings should be particularly robust (e.g. to a height of 2.1 metres) to deter scaling and damage.
- iii. It is recommended that the development should be conditioned to achieve secured by design accreditation.

Issues

National Planning Policy Framework (NPPF) - This Framework came into effect on 27th March 2012 and was amended and updated in February 2019 and subsequently in September 2023. It represents key up to date national policy and is an important material consideration in determining the current application. A number of key aspects of the NPPF that impact on the considerations that need to be given to the current application are identified below. 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). The purpose of the planning system is to achieve sustainable development. Paragraph 8 of the NPPF states that to achieve this, the following three overarching objectives need to be pursued mutually:

- i. The economic role should contribute to sustainable development by building a strong, responsive and competitive economy and ensuring the sufficient amount of and right type of development to support growth.
- ii. The social role is required to support communities by creating a high quality built environment with accessible local services to reflect the needs of the community.
- iii. The environmental role should protect and enhance the natural, built and historic environment.

The Framework re-iterates that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The statutory status of the development plan remains as the starting point for decision making. The following aspects of the Framework are relevant.

- i. Section 5 Delivering a sufficient supply of homes - States that in support of the Government's objective of significantly boosting the supply of homes, a sufficient amount and variety of land should be brought forward where it is needed. Land with permission should be developed without unnecessary delay. It requires that the needs of groups with specific housing requirements should be addressed and reflected in the size, type and tenure of housing that may be accessed by different groups in the community. Section 5 encourages the re-use of brownfield sites and acknowledges the importance of small and medium sized sites to the delivery of development that supports housing for first time buyers. In this case, it is considered that the size the proposed development would positively contribute to the quality and supply of housing in the local area and secure the development of a brownfield site. The development would thereby accord with chapter 5.

ii. Section 8: Promoting healthy and safe communities - States that planning decisions should aim to achieve healthy, inclusive, accessible, and safe places, where crime and disorder (and the fear of crime) do not undermine the quality of life or community cohesion. The development would present habitable room windows to the street, to achieve satisfactory natural surveillance. The development would present opportunities for the incorporation of appropriate security measures and site management. Each property would incorporate garden areas, which would be beneficial to residential amenity and would provide appropriate setting to the proposed houses and satisfactory private amenity space. The development would thereby accord with section 8.

iii. Section 9: Promoting sustainable transport - States that in assessing specific applications for development, it should be ensured that:

- a) Appropriate opportunities to promote sustainable transport modes;
- b) Safe and suitable access to the site can be achieved for all users.

It is considered that, given the magnitude of the development, the generation of traffic and vehicular movement would be predictable and capable of being accommodated within the local highway infrastructure. The development would be supported with on-site car parking and cycle storage. The site is in a sustainable location benefitting from access to the local bus network. The development would thereby accord with section 9.

iv. 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. The use of previously developed or 'brownfield' sites is encouraged. Section 11 also states that planning decisions make efficient use of land, whilst:

- a) Responding to an identified need for different types of housing and other forms of development (and the availability of land to suitably accommodate it);
- b) Securing well-designed, attractive and healthy places.

It is considered that section 11 has been positively responded to. The development would secure the re-use of a brownfield site and the delivery of housing with a high quality of urban design and potential for sustained occupation. The scale, proportions and character development would also be appropriately related to the constraints of the existing residential built form in the locality.

v. Section 12: Achieving well-designed places - States that 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. It is considered that the development would accord with the objective of ensuring that the development functions effectively and adds to the overall quality of the area. It would deliver a high quality of architecture and an appropriate layout and landscaped setting. The relationship to the street would establish a sense of space and satisfactory building types. Indicative material specifications give confidence regarding the quality of the appearance of the development with final details to be approved through a related condition. Section 12 would thereby be accorded with.

vi. Chapter 14: Meeting the challenge of climate change, flooding and coastal change - States that new development should:

- a. Avoid increased vulnerability to the range of impacts arising from climate change;
- b. Help to reduce greenhouse gas emissions, such as through its location, orientation and design.

Submitted details have demonstrated that satisfactory carbon reduction could be delivered alongside site drainage. These measures are capable of being related to the development by condition to secure compliance with chapter 14.

Planning Practice Guidance (PPG) - On 6 March 2014 the Department for Communities and Local Government (DCLG) launched this planning practice guidance web-based resource. The PPG seeks to both simplify and clarify planning guidance easier and simpler. It is intended to be read in conjunction with the National Planning Policy Framework (NPPF) and is relevant to key planning issues of significance to applicants and local authorities. In the following assessment of the proposed development has been given to the following aspects of the PPG, which have been positively responded to for the reasons set out in this report:

- i. Consultation and pre-decision matters
- ii. Design
- iii. Flood Risk Planning and Flood Risk
- iv. Health and well-being
- v. Air quality
- vi. Land affected by contamination
- vii. Noise
- viii. Travel plans and traffic / transport assessments

The Places for Everyone Plan is a Joint Development Plan Document - Provides a strategic plan and policies, for nine of the 10 boroughs which make up Greater Manchester. Once the Places for Everyone Plan is adopted it will form part of Manchester's development plan. To date, five consultations have taken place in relation on the Plan. The Examination of Plan, following its submission in February 2022, began in November 2022. Following the completion of the Examination of the Plan, main modifications have now been proposed which will now become the subject of further public consultation. The City Council's Executive agreed the Main Modification on 4 October 2023 and endorsed an 8 week period of public consultation on the Main Modifications commencing no earlier than 9 October 2023. Any representations will be forwarded to the Examination team managing the Plan. The Inspectors will consider all representations on the proposed Modifications before finalising the examination report. Given the stage the Plan has reached, and level of public consultation and scrutiny it has received, the Plan and its policies is now a material planning consideration in the determination of planning applications. The Plan and its policies must therefore be given significant weight in the planning balance. The following comments are considered to be relevant:

- JP-H1 – Scale, distribution and phasing of new housing
- JP- H3 – Type, size and design of new housing
- JP- H4 – Density of new housing
- JPS1 – Sustainable development
- JP-S2 – Carbon and energy
- JP-S5 - Flood Risk and the water environment

Manchester's Local Development Framework: Core Strategy - The Core Strategy Development Plan Document 2012 -2027 ('the Core Strategy') was adopted by the Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development. A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.' The following policies are relevant to the proposed development:

Policy SP 1 (Spatial Principles) - Specifies the Core Development Principles for parts of the City. In this case the relevant principles relate to the extent to which the development:

- a. Makes a positive contribution to neighbourhoods of choice including the creation of well designed places that enhance or create character; making a positive contribution to the health, safety and well-being of residents, considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income and to protect and enhance the built and natural environment;
- b. Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible;
- c. Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

The proposed development would contribute positively to the formation of a sustainable community, which would be beneficial to the quality of the living environment experienced by existing and future residents. This would be achieved through the development of a satisfactory quality of sustainable design that would respond to the on-going need for housing in the local area. The development would secure the re-use of a brownfield site. Appropriate crime reduction and security measures would be capable of being incorporated into the development. Policy SP1 would therefore be positively responded to.

Policy EC 2 (Existing Employment Space) – States that the Council will seek to retain and enhance existing employment space and sites. Alternative uses will only be supported on sites allocated accordingly, or if it can be demonstrated that:

- i. The existing use is un-viable in terms of business operations, building age and format;
- ii. The existing use is incompatible with adjacent uses;

The existing use presents amenity issues in relation due to its industrial characteristics and potential to generate noise and disturbance. The application has been supported with statement that demonstrates the existing industrial use is no longer viable and the benefits of redevelopment outweigh the loss of retaining the land for business use. Policy EC2 would thereby be accorded with.

Policy EN1 (Design Principles and Strategic Character Areas) - States that opportunities for good design to enhance the overall image of the City should be fully realised to reinforce and enhance the local character and context of the development site. In this case, it is considered that the composition of the development would be appropriately related to the height and scale of development to the local area. The design has been informed by surrounding roofscapes and the coherent use of materials would give the development an appropriate identity. Policy EN1 would thereby be accorded with.

Policy EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon Development) – Relates to measures to reduce CO2 emissions and to secure energy efficiency. As the proposal represents a minor development, it is expected that it would secure appropriate carbon reduction and environmental performance. This has been demonstrated through the submitted environmental standards statement.

Policy EN 6 Target Framework for CO2 reductions from low or zero carbon energy supplies. Developments smaller than a 10 unit threshold but involving the erection of a building or substantial improvement to an existing building will also be expected to meet the minimum target, where viable, but will not be expected to submit an energy statement. In this case, an environmental statement has been provided that requires amendments, through condition, to

relate more closely to the proposed housing arrangement. On the basis of the submitted details, it is considered that the development would be capable of secure appropriate carbon reductions.

Policy EN 8 (Adaptation to Climate Change) - States that all new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces. In this case of this application reference has been given to the adaptability of the development to climate change with reference to:

- i. Minimisation of flood risk by appropriate siting, drainage, and treatment of surface areas to ensure rainwater permeability;
- ii. The need to control overheating of buildings through passive design;
- iii. The opportunity to provide linked and diverse green space to enhance natural habitats, which will assist species adaptation.

As stated, the development has been related to a satisfactory environmental statement that demonstrates measures to reduce carbon emissions. Opportunities for landscaping and biodiversity enhancement would be realised as part of the development. Conditions would secure the delivery of sustainable drainage. Policy EN8 has would thereby be accorded with.

Policy EN 14 (Flood Risk) - States that in line with the risk-based sequential approach, development should be directed away from sites at the greatest risk of flooding and towards sites with little or no risk of flooding. The submitted details and characteristics of the development have been assessed and it is considered that identified additional requirements for the provision of sustainable drainage and its management can be addressed through condition. On this basis, it is considered that policy EN14 can be complied with.

Policy EN15 (Biodiversity and Geological Conservation) – States that developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity. The site has currently little ecological value and this circumstance would be improved by the introduction of gardens and proportionate bio-diversity enhancement. Policy EN15 would thereby be positively responded to.

Policy EN 16 (Air Quality) – Requires improvements to air quality that are sought as part the consideration of development. It also requires that measures are put in place to minimise and mitigate the impact of traffic generation from the development. In this case, the development would result in the removal of and industrial use and the cessation of processes with potential impacts upon air quality. Regarding the implementation of the development, the most significant impacts would be experienced during the demolition and construction phase, which would be subject to a management plan. The level of traffic movement during the operational phase would be limited and impact reduced through the provision of EV charging points and opportunities for the adoption of more sustainable transport modes (delivered through cycle storage and access to services on foot and via public transport). Policy EN16 would thereby be responded to positively.

Policy EN18 (Contaminated Land and Ground Stability) - States that any proposal for development of contaminated land must be accompanied by a health risk assessment. This application has been accompanied by a Desk Study and Geo-Environmental Assessment, which has been assessed by Environmental Health whose recommendations have given confidence that identified issues can be addressed through the recommended contaminated land condition thereby securing compliance with policy EN18.

Policy EN19 (Waste) - Requires consideration of the submitted details relating to determine if the applicant has satisfactorily demonstrated how:

- i. Both construction and demolition waste will be minimised and recycled on site wherever possible;
- ii. The sustainable waste management needs of the end user will be met.

Policy EN19 has been related to the proposed waste management arrangements, which are acceptable in terms of capacity. These details are related to the development by condition along with requirement to provide bin enclosures. It is considered that appropriate waste and recycling management details can be delivered as part of the development to secure compliance with policy EN19.

Policy H1 (Overall Housing Provision) - Relates to the City Council strategy for the delivery of new housing between March 2009 and March 2027. The proposed development responds positively to policy H1 by:

- i. Contributing to the creation of mixed communities by providing house types to meet the needs of a diverse and growing Manchester populations;
- ii. Supporting growth on previously developed sites in sustainable locations;
- iii. Ensuring that the design and density of development contributes to the character of the local area;
- iv. Making appropriate provision for parking cars and appropriate levels of sound insulation;
- v. Being designed to give privacy to its residents and neighbours.

It is considered that the development would be positively related to the quality, supply and appearance of the housing stock in the local area. Appropriate car parking would be provided and residential amenity maintained. Policy H1 would thereby be accorded with.

Policy H 6 (South Manchester) - States that South Manchester will accommodate around 5% of new residential development over the lifetime of the Core Strategy. It states that outside district centres priority will be given to identified housing shortfalls, including family housing. The development would positively respond to these objectives.

Policy H11 (Houses in Multiple Occupation) - Has been related to a condition to ensure that the development is maintained as Class C3 accommodation and to prevent future occupation as small-scale houses in multiple occupation (Class C4). This requirement would ensure that a sustainable supply of family housing and appropriate mix housing types and tenure is maintained in accordance with policy H11.

Policy T1 (Sustainable transport) – Relates to the delivery of sustainable, high quality, integrated transport system, which encourages a modal shift away from car travel to public transport, cycling and walking and prepare for carbon free modes of transport. In this case, the development would be supported with satisfactory car parking provision and arrangements for cycle storage. The site is in a sustainable location with access to local bus routes and train services and Levenshulme District Centre. The development thereby responds positively to policy T1.

Policy T2 (Accessible areas of opportunity and need) - States that the Council will actively manage the pattern of development to ensure that new development: is located to ensure good access to the City's main economic drivers, including the regional centre and to ensure good national and international connections; is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Given the sustainable location of the application site, in terms of access to public transport, would ensure compliance with policy T2.

Policy DM1 (Development Management) - States that all development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document. Relevant considerations in this case are:

- a. Appropriate siting, layout, scale, form, massing, materials and detail;
- b. Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development and its relationship to the character of the surrounding area;
- c. Effects on amenity;
- d. The accessibility to buildings and neighbourhoods, in relation to inclusive access and sustainable transport modes;
- e. Community safety and crime prevention;
- f. Design for health;
- g. Adequacy of internal accommodation and external amenity space;
- h. Refuse storage and collection.

The following assessment demonstrates how the development would accord with policy DM1 points a - h (inclusively). It is considered that the impact of the development on residential amenity would be suitably mitigated and managed through the details of the application and related conditions. Policy DM1 would thereby be accorded with.

Unitary Development Plan (saved UDP) Policies -The following Unitary Development Plan saved policies are relevant to the assessment of the development:

Part 2

Policy 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. Policy DC7 also requires that a satisfactory quality of development is achieved. In this case, satisfactory inclusive access would be achieved and the layout of the proposed houses and the quality of design would accord with residential quality guidance. Policy DC7 would thereby be complied with.

Policy DC26 (Development and noise) - The following elements of policy DC26 are considered to be relevant:

Policy DC26.1 has been related to the proposals contribution to the local noise environment and how noise from neighbouring industrial / commercial uses, may impact on the proposed housing.

Policy DC26.4 requires that where an existing noise source might result in an adverse impact upon a proposed new development, or where a new proposal might generate potentially unacceptable levels of noise, consideration is given to measures to deal with it satisfactorily. This particularly relevant given the potential noise generated along Stockport Road and by the nearby noise generating uses.

Policy DC26.5 has been related to the assessment of the development, in terms of measures to minimise the impact of noise on future residents, including the incorporation of noise insulation.

The development site is in a predominantly residential area but is affected by industrial and commercial uses. It is considered that the current industrial use is the most apparent noise source in the locality and its cessation would potentially improve the existing circumstance. Noise from retained noise generating uses would be potentially addressed through the conditioned attenuation scheme. Policy DC26 would thereby be accorded with.

Manchester Residential Quality Guidance (MRQG) - Sets out the direction for the delivery of sustainable neighbourhoods of choice where people will want to live. It also seeks to raise the quality of life across Manchester. To achieve the City's target of carbon neutrality by 2050, residential schemes will also need incorporate the most appropriate and up to date technologies to significantly reduce emissions. The guidance is therefore relevant to all stages of the development process, including construction and operational management. The proposed house types would meet the relevant space criteria as set out in the guidance. The quality of the design and layout of the development and quality of design would positively contribute to the character of the local area, encourage sustained long-term occupation and thereby secure compliance with the MRQG.

Positive and proactive engagement with the applicant - An amendment to the DMO, which came into effect on 1st December 2012, requires every decision notice relating to planning permission and reserved matters application to include an explanation as to how the local planning authority have worked with the applicant in a positive and proactive manner based on seeking solutions to problems which arise during the determination of the planning application.

In this case, officers engaged in pre-application discussions with the applicant's agent and thereby established the parameters of the development and identified pertinent material considerations. These discussions informed the subsequently submitted planning application. Further discussions were undertaken during the consideration of the development to secure appropriate changes to the proposed layout and positive responses to statutory consultation. It is considered that the submitted information has facilitated the appropriate assessment of the development.

Principle of the development – The application site has been previously developed and identified as being suitable for residential development. The development would remove a use with amenity impacts and would thereby improve the existing circumstance. It is considered that a satisfactory quality of design and the proposed internal space would meet the Council's space criteria. The internal layout would also encourage sustained occupation. Any potentially harmful impact of the development on residential amenity has been either addressed through the submitted details or is capable of being addressed by condition. The development would positively contribute to the supply of affordable family housing. The proposed development is therefore considered to be acceptable.

Loss of employment land – The submitted employment statement demonstrates that the continued viability of the site has been comprised by the constraints of the site and its capacity to provide satisfactory servicing and car parking arrangements. The site provides a very limited employment contribution as it covers an area of 0.18 Ha. The buildings within the site are dilapidated with several buildings being rendered unusable by their poor conditions. These circumstances have affected the viability of the continued business use of the site has been compromised. Given these constraints and the characteristics of the surrounding area, it seems unlikely that suitable alternative uses would be forthcoming. It is also noted that the nature of the existing use, in terms of noise disturbance and emission of fumes is harmful to residential amenity. The business is apparently in the process of 'winding down'. The site currently supports 10 staff, with five likely to retire and the remainder requiring employment elsewhere following the cessation of the business. It is accepted that the development presents that opportunity to deliver a sustainable residential use within a site that may otherwise become vacant. It is also considered that the development would address harm to residential amenity that may be attributed to the existing use. On balance it is considered that the loss of employment land has been justified and outweighed by the benefits of the development.

Magnitude of development – It is considered that the development would provide an appropriate mix of house types with the density of the new built form being relieved by satisfactorily sized garden areas.

Siting – The development would incorporate active frontages to the proposed access road. Distances of 13.8 metres would be maintained across the road and between the respective houses. The incorporation of side windows to the southern elevations of Units 1 and 8 would secure an appropriate relationship to Chapel Street. To the north of the site a minimum distance of 10 metres would be maintained the nearest house, which would be appropriate as the proposed houses would incorporate blank elevations. To the east of the site, single storey residential extensions are presented to the respective site boundaries with an alleyway. This arrangement would affect units 5-7 and any impact would be offset by the maintenance of a minimum distance of 13.5 metres between habitable room windows and existing built form. Appropriate spaces would be provided between houses through the formation of garden areas. Given the constraints of the site and characteristics of the surrounding area, the proposed layout and siting of individual units would be acceptable.

Height, scale and massing – The proposed development would be limited to two storeys with common ridge and eaves heights across the development and appropriately related to neighbouring housing. The house frontages would incorporate a recess to facilitate car parking and further relieved by the arrangement of windows and render panels. It is considered that the composition of the development is proportionate and suitably informed by the scale of neighbouring built form.

Future use of the development - A condition is recommended to ensure that the proposed houses are maintained as single occupancy accommodation and to prevent future occupation as small-scale houses in multiple occupation (Class C4) proposed housing is retained as Class C3 accommodation. This approach would ensure that the development contributes to a sustainable supply of family housing and appropriate mix housing type and tenure.

Permitted development restrictions - In order to maintain and safeguard residential amenity and in response to the constraints of the substantive site, it has been considered appropriate to restrict the permitted rights that would otherwise be available to householders. Conditions have therefore been recommended in the interests of residential amenity and to ensure that the following development is not undertaken without the permission of the City Council as local planning authority:

- i. The erection of extensions, porches and outbuildings;
- ii. The replacement of authorised boundary treatments;
- iii. The insertion of additional windows.

Design - The proposed development presents contemporary interpretation of semi-detached housing. It has been informed by the characteristics of surrounding built form through the formation of pitched roofs and gable elevations. The use of red and grey brickwork and grey roof tiles throughout the development would secure visual cohesion. Brickwork forming the elevations would be relieved by the configuration of windows, feature cladding panels and brick detailing. The proposed design is considered to be acceptable and final details of the materials specifications would be agreed by condition.

Inclusive access – The development would provide level thresholds to the front and rear entrances to each of the proposed houses. Suitably wide door sets and manoeuvring spaces would be achieved to facilitate wheelchair access. The house type layouts larger house Type C would have the potential for future adaptation. Proposed pavements would secure satisfactory

widths and off-site tactile paving has been indicated at proposed crossing points. The proposed access arrangements are considered to be acceptable.

Residential amenity – The quality of proposed accommodation would encourage sustained occupation. Satisfactory amenity space would be proposed with appropriate separation between proposed houses and neighbouring properties. Impact of noise would be commensurate with residential occupation and any impacts from neighbouring noise generating uses would be capable of being addressed by condition.

Residential space standards – All of the proposed units would meet the relevant space criteria as specified in the Manchester Residential Quality Guidance, i.e., 121 sq. metres for a four bedroom, seven person house. The achieved internal space would encourage the sustained occupation of the development and would be potential suited to future reconfiguration.

Crime and Security – The development would provide satisfactory natural surveillance of the street and boundary treatment would satisfactorily define public and private space and the secure enclosure of garden areas. The incorporation of ground floor secondary lounge window in the recessed sections of units 1 and 8 would help to animate the elevation and further aid natural surveillance. The boundary treatment condition would address GM Police concerns regarding the specification of fencing details. A condition has been recommended requiring that development meets the requirements of the submitted crime impact statement and the attainment of Secured by Design accreditation.

Boundary treatment – The application has demonstrated that boundary treatment can be delivered as part of the development to demarcate individual plots and secure separation of public and private space. Further details are required to ensure that the requirements of Highways and GM Police are met. The specification of the railing to front boundaries need to be considered further to secure that inclusion a base plinth to avoid the formation of a litter trap.

Reducing carbon emissions and sustainable design – The applicant has submitted an environmental statement that details the measures to reduce carbon emissions secure satisfactory environmental performance based on the development considered under application ref: 136792/FU/2023. The report relates the development to a fabric first design approach and the delivery of a development that would exceed the carbon reduction requirements of Part L of the Building Regulations Core Strategy policy EN6. The statement give assurance that the development would be supported with measures to a maximise energy efficiency, secure appropriate materials selection, waste management and waste and recycling, which would be relevant to the current application. For the avoidance of doubt a condition has been included to ensure the submission of a revised statement that applies to the proposed details to the housing layout under consideration.

Car parking and highways issues – There are traffic regulation orders on the adjacent sections of Chapel Street and the area is affected by on-street car parking (some of which can be attributed to larger vehicles serving the existing use). The development would be supported by 100% car parking, which would be appropriate in a sustainable location (in relation to access to public transport and shops and services in the district centre). The characteristics of vehicle movements would be potentially less disruptive than the existing use. The highway layout is considered to be acceptable on the basis that formal adoption is not proposed.

Notwithstanding the comments of Highways, the proposed driveways would secure minimum dimension of 5.3 metres (l) x 2.5 metres (w), which would exceed the dimensions required for a standard car parking space and acceptable given the characteristics of the proposed layout. A condition would secure appropriate boundary treatments, including the incorporation of satisfactory visibility splays at the new site access. On balance, potential highway impacts would be acceptable.

Cycle storage – A condition has been included to ensure the approval of the appearance and specification of in-curtilage cycle storage. The condition would secure the delivery of 100% cycle storage.

Off-site highways work – A condition has been included to ensure that all necessary works to the adjacent highways that are related to the development are undertaken prior to the occupation of the development. It is considered that these measures would ensure that the development would unduly harm the operation of the surrounding highway.

Electric vehicle (EV) charging points - The applicant has confirmed that EV charging points to all houses and apartments. A condition has been recommended to ensure that, before the occupation of the development, EV charging points are installed to an approved specification (including charging capacity of 7kw/H) and subsequently maintained in situ.

Demolition and Construction Management Plan (CMP) - Given the relationship of the site to neighbouring houses, demolition and construction work will need to be implemented in accordance with a management plan. An appropriate condition has therefore been attached.

Waste management – The waste and recycling arrangements would be accorded with Council guidance and each dwelling would be supported with:

- 1 No. 240l wheeled bin for refuse
- 1 No. 240l wheeled bin for paper/cardboard recycling
- 1 No. 240l wheeled bin for glass/cans/plastics recycling
- 1 No. 240l wheeled bin for garden/food waste
- 1 No 23 l food caddy

The above arrangements have been related to the development by condition. Bins to proposed houses would be located within rear gardens and screened by fencing and a condition has been included to ensure the approval of details of a related storage enclosure in each respective garden. If refuse collection vehicles were to service the site from Chapel Street the distance for bin transit would not exceed the required 30 metres. On this basis, it is considered that appropriate waste and recycling management would be delivered.

Noise – The development would remove a potential noise generating use with a consequential and positive impact on residential amenity. Any impact from retained noise generating uses would be capable of being addressed by condition requiring the delivery of acoustic attenuation.

Air quality – The development would remove a use that has the potential to affect air quality and therefore improvement to the existing circumstances would be delivered. Impacts on air quality would be most noticeable during the construction phase so the development. However, these impacts would be managed through the conditioned construction management plan. As stated, that development would generate minimal traffic activity and any impact would be potential reduced through the provision of EV charging points and cycle storage. It is not considered that the development would unduly affect air quality during the operational phase of the development.

Land conditions - The applicant has submitted a ground condition survey that has been assessed and gives assurance that, subject to further information, issues relating to historic land contamination are capable of being addressed. A condition is recommended to ensure that submission of additional details pertaining to the report and to ensure the implementation of an appropriate remediation strategy and all necessary mitigation works.

Flood risk and site drainage - The application site is located within Flood Zone 1 and has low risk of flooding. The applicant has been advised of the conditions requested by Flood Risk Management Team and the comments of United Utilities have been related to the applicant and necessary conditions to secure satisfactory sustainable drainage and reduced risk of flooding have been included.

Ecology - The development has been related to a bat survey has established that the site does not support bat habitats. Condition has been included to secure the following proportionate bio-diversity enhancement:

- i. Bat and bird boxes;
- ii. Incorporation of native planting species within the landscaping scheme.

Tree removal and landscaping – The presence of trees within the site is limited to self-seeded species without amenity value. Indicative tree planting has been indicated and its delivery would be secured through the landscaping condition.

Conclusion – As stated, the development would secure the residential use of a previously developed land. The development would remove a use with amenity impacts and would thereby improve the existing circumstance. It is considered that a satisfactory quality of design and the proposed internal space would meet the Council's space criteria. Any potentially harmful impact of the development on residential amenity has been either addressed through the submitted details or is capable of being addressed by condition. The development would positively contribute to the supply of affordable family housing. The proposed development is therefore considered to be acceptable.

Other Legislative Requirements

Equality Act 2010

Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

Human Rights Act 1998 considerations

This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have a right to a fair hearing and to this end the local planning authority must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the recommendation given is proportionate to the wider benefits of and that such a

decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation: Approve

Article 35 Declaration

In this case, 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. Officers engaged in pre-application discussions with the applicant's agent and thereby established the parameters of the development and identified pertinent material considerations. These discussions informed the subsequently submitted planning application. Further discussions were undertaken during the consideration of the development to secure appropriate changes to the proposed layout and positive responses to statutory consultation. It is considered that the submitted information has facilitated the appropriate assessment of the development.

Condition(s) to be attached to decision for approval

1) The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

2) The development hereby approved shall be carried out in accordance with the following drawings and documents stamped as received by the City Council as local planning authority on 19 October 2023 and 2 January 2024:

Planning application forms

Existing GA site plan Ref: 23-1136(02)001 Ref: PL0

Location Ref: 23-1136(01) 001 Ref: PL0

Proposed GA site plan Ref: 23-1136(03)002 Ref: PL6

Proposed GA roof plan Ref: 23-1136(03)003 PL7

Proposed GA floor plan Ref: 23-1136(04)001 Ref: PL2

Proposed GA elevations Ref: 23-1136(05)001 Ref: PL3

Proposed GA elevations Ref: 23-1136(06)001 Ref: PL3

Existing and proposed GA street elevations Ref: 23-1136(07)001 Ref: PL5

PROPOSED RESIDENTIAL DEVELOPMENT, CHAPEL STREET, LEVENSHULME (4150)

RESPONSE TO HIGHWAYS COMMENTS – OCTOBER 2023 by Eddisons

Burke Developments

7 Chapel Street, Levenshulme, M19 3QB Employment Land Statement by Paul Butler

Associates dated 16 October 2023

Bat Presence-Absence Survey Building B3 7 Chapel Street Levenshulme M19 3QB for NADA Architect by Gritstone Ecology

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 for the City of Manchester.

3) Before the commencement of above ground construction works, samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as local planning authority. The development shall

be fully implemented in accordance with the approved details, which shall be maintained in situ thereafter.

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 for the City of Manchester.

4) The authorised development relates to the erection of: 8 x four bedroom, seven person houses (Class C3).

Reason - To safeguard the amenities of the occupiers of nearby residential properties pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester and saved policy DC26 of the Unitary Development Plan.

5) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no part of the residential units 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 2015, 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) not precluding occupation by two unrelated people sharing a property.

Reason - In the exceptional circumstances of a proliferation of HMOs restricting housing choice and adversely affecting sustainability and in the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through the provision of accommodation that is suitable for people living as families pursuant to paragraph 7.4 of the Guide to Development in Manchester: Supplementary Planning Document and Planning Guidance, the National Planning Policy Framework and policies SP1 and DM1 of the Core Strategy for the City of Manchester.

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

Reason - In the interests of residential amenity pursuant to policy SP1 and DM1 of the Core Strategy for the City of Manchester.

7) 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 windows shall be inserted into the elevations of the dwellinghouses hereby approved other than those shown on the approved drawings referenced:

Proposed GA roof plan Ref: 23-1136(03)003 PL7

Proposed GA floor plan Ref: 23-1136(04)001 Ref: PL2

Proposed GA elevations Ref: 23-1136(05)001 Ref: PL3

Proposed GA elevations Ref: 23-1136(06)001 Ref: PL3

Existing and proposed GA street elevations Ref: 23-1136(07)001 Ref: PL5.

Reason - In the interests of residential amenity pursuant to policy SP1 and DM1 of the Core Strategy for the City of Manchester.

8) Before the occupation of the development windows to bathrooms rooms as so indicated on the approved drawings ref: Proposed GA roof plan Ref: 23-1136(03)003 PL7; Proposed GA

floor plan Ref: 23-1136(04)001 Ref: PL2; Proposed GA elevations Ref: 23-1136(05)001 Ref: PL3; Proposed GA elevations Ref: 23-1136(06)001 Ref: PL3 and Existing and proposed GA street elevations Ref: 23-1136(07)001 Ref: PL5 shall be obscure glazed to a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent and shall remain so in perpetuity.

Reason - To protect the amenity and living conditions of adjacent residential property from overlooking or perceived overlooking and in accordance with policies SP1 and DM1 of the Core Strategy for the City of Manchester.

9) Prior to occupation, details of the measures to be incorporated into the development to demonstrate how secure by design accreditation will be achieved have been submitted to and approved in writing by the City Council as local planning authority. The development shall only be carried out in accordance with these approved details at all times thereafter.

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.

10) Notwithstanding the detail of document referenced : CONSTRUCTION PHASE PLAN DEMOLITION PHASE Burke Developments Chapel Street M19 3QB – Multi Building Demolition STRIP OUT, DEMOLITION AND SITE CLEARANCE and prior to the commencement of the development hereby approved, a detailed supplementary demolition and construction management plan outlining working practices during the construction phase of the development shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include:

- i. Display of an emergency contact number;
- ii. Details of wheel washing;
- iii. Compound locations where relevant;
- iv. Location, removal and recycling of waste;
- v. Routing strategy and swept path analysis;
- vi. Parking of staff and construction vehicles;
- vii. Sheeting over of construction vehicles.
- viii. Dust suppression measures.

Development shall be carried out in accordance with the approved construction management plan upon commencement of authorised works.

Reason - To safeguard the amenities of nearby residents and highway safety, pursuant to policies SP1, EN19 and DM1 of the Core Strategy for the City of Manchester.

11) Before the occupation of the development, the details relating to the provision and siting of electric vehicle charging points comprising EV BG Sync EV wall charger 2 socket data sheet and drawing ref: Proposed GA roof plan Ref: 23-1136(03)003 PL7 (indicating EV charging point positions) shall be implemented in full and maintained in situ thereafter.

Reason - In the interests of residential amenity and to contribute to the reduction of carbon emissions and improve air quality, pursuant to policies SP1, EN16 and DM1 of the Core Strategy for the City of Manchester and the National Planning Policy Framework.

12) The authorised development shall be undertaken in accordance with the waste management strategy comprising drawing and documents referenced: WASTE MANAGEMENT STRATEGY 7 CHAPEL STREET LEVENSHULME MANCHESTER M19 3QB FINAL dated 18 October 2023 by Fellows Environmental, Waste management proforma dated 18 October 2023 and Proposed GA site plan Ref: 23-1136(03)002 Ref: PL6. The agreed arrangements shall be implemented in full prior to the first occupation of the development and maintained in situ thereafter.

Reason - In the interests of residential amenity and to secure appropriate arrangements for the storage and collection of segregated waste and recycling, pursuant to policies SP1, EN19 and DM1 of the Core Strategy for the City of Manchester.

13) Before the first occupation of the development details of the elevational appearance of the bin storage enclosures in the positions shown on drawing ref: Proposed GA site plan Ref: 23-1136(03)002 Ref: PL6 shall be submitted to and approved in writing by the City Council as local planning authority. The approved details shall be implemented in full prior to the first occupation of the development and maintained in situ thereafter.

Reason - In the interests of residential amenity and to secure appropriate arrangements for the storage and collection of segregated waste and recycling, pursuant to policies SP1, EN19 and DM1 of the Core Strategy for the City of Manchester.

14) Before the first occupation of the development details of arrangements for secure cycle storage, shall be submitted to and approved in writing by the City Council as local planning authority. The approved details shall be implemented in full prior to the first occupation of the development and maintained in situ thereafter.

Reason - To ensure that adequate provision is made for cycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with policies SP1, T1 and DM1 of the Core Strategy for the City of Manchester.

15) Before occupation of the development, a scheme shall be submitted to and approved in writing by the City Council as local planning authority relating to the acoustic insulation of the residential accommodation against noise from industrial uses to the west of the application site and any other identified noise sources. The approved noise insulation scheme shall be implemented before the development is occupied.

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

Reason - To secure a reduction in noise from industrial uses to the west of the application site and in order to protect future residents from noise nuisance, pursuant to policies SP1, H1 and DM1 of the Core Strategy for the City of Manchester and saved policy DC26 of the Core Strategy for the City of Manchester

16 a) Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The

Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

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

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

b) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority.

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected, and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Core Strategy for the City of Manchester.

17) Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles has been submitted to and approved in writing by the local planning authority. The development shall be constructed and completed in accordance with the approved details.

Reason: To prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system pursuant to policies EN14 and EN17 of the Core Strategy for the City of Manchester.

18) Before the occupation of the building, the car parking spaces and other hard surfaces relating to each plot shall be implemented in accordance with the details of drawing referenced: Proposed GA site plan Ref: 23-1136(03)002 Ref: PL6. Upon occupation of the building, the car parking area shall be made available for use in accordance with the authorised use only and maintained in situ thereafter.

Reason - In the interest of pedestrian and highways safety and to ensure the provision of appropriate car parking pursuant to policies SP1, T1 and DM1 of the Core Strategy for the City of Manchester.

19) Before the occupation of the authorised development, full details and specifications of all off-site highways works, including footpath reinstatement to Chapel Street shall be submitted to and approved in writing by the City Council as local planning authority. The required works shall

be fully implemented prior to the first occupation of any part of the development and maintained in situ thereafter.

Reason - In the interest of pedestrian and highway safety and in the interests of local amenity, as specified in policies SP1, T2 and DM1 of the Core Strategy for the City of Manchester and guidance contained within the National Planning Policy Framework.

20) Notwithstanding the detail of drawings Ref: Proposed GA site plan Ref: 23-1136(03)002 Ref: PL6 and before the occupation of the development, details the design, appearance and specification of all boundary treatments. The approved details shall be implemented before the occupation of the development and maintained in situ at all times thereafter.

Reason - In the interest of residential amenity, site security and to reduce the risk of crime, pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester.

21) Notwithstanding the detail of document referenced: Proposed residential development at 7 Chapel Street, Levenshulme, Manchester M19 3QB Environmental Standards Statement dated June 2023 and prior to the commencement of above ground construction works, a scheme shall be submitted to and approved by the City Council as local planning authority detailing measures to secure predicted carbon emissions and the attainment of specified environmental efficiency and performance.

Within 3 months of the completion of the construction of the development a verification statement shall be submitted to and approved in writing, by the City Council as local planning authority, confirming the incorporation of the specified measures at each phase of the construction of the development, including dated photographic documentary evidence of the implementation and completion of required works.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Core Strategy for the City of Manchester and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

22) Before the occupation of any part of the development, a scheme shall be submitted to and approved in writing by the City Council as local planning authority relating to the provision and position of bat and bird boxes, which shall be undertaken in accordance with the approved details before the occupation of the development and maintained in situ thereafter.

Reason - In order to enhance local biodiversity through the provision of wildlife habitats, pursuant to policy EN15 of the Core Strategy for the City of Manchester and the National Planning Policy Framework.

Informatives

1) Guidance for developers can be accessed via the following link:

http://www.manchester.gov.uk/info/500207/planning_and_regeneration/1962/additional_planning_guidance/3

2) The required sustainable drainage scheme should include the following details:

i. Finalised surface water drainage layout including all components, levels, connectivity and proposed overland flow routes for extreme events.

ii. Progression through the drainage hierarchy shall be evidence based and supported by site investigation. Results of ground investigation carried out under Building Research Establishment Digest 365. Site investigations should be undertaken in locations and at proposed depths of the proposed infiltration devices. Proposal of the attenuation that is achieving half emptying time within 24 hours. If no ground investigations are possible or infiltration is not feasible on site, evidence of alternative surface water disposal routes (as follows) is required.

iii. Where surface water is connected to the ordinary watercourse, agreement in principle from Manchester City Council as Lead Local Flood Authority is required. Please note that all new connections to the watercourses shall comply with reduction of flows to Greenfield runoff rates. An email of acceptance of proposed flows and/or new connection will suffice.

iv. Where surface water is connected to ordinary watercourse, any works within or adjacent to the watercourse that would affect it would require consent from Manchester City Council as Lead Local Flood Authority. Consent applications can be arranged by contacting the Lead Local Flood Authority.

v. For surface water connections, evidence of agreement in principle from the relevant authority/service provider is required to ensure there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed new connection will suffice.

vi. Where flows less than 5 l/s are proposed, a blockage risk assessment must be undertaken. If the risk cannot be adequately managed, a higher minimum discharge rate should be considered / agreed with relevant authority.

vii. Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for 45% climate change in any part of a building;

viii. 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. Provide at least a 50% reduction in brownfield runoff rate or greenfield runoff rate.

ix. Hydraulic calculations to support the drainage proposal.

x. Details of how the scheme shall be maintained and managed after completion.

3) Land contamination - 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 .

4) Council records highlights an underground culverted ordinary watercourse (Fallowfield Brook) is located within close proximity to the site (approximately 8m south of the site). It is requested that the developer informs the onsite contractor to remain observant and to take the appropriate safety precautions during excavation works. If any major unknown drainage assets are found beneath the site, then further investigation works should take place to identify the asset and MCC should be contacted immediately.

5) Highway agreements will be required for the alterations to the existing highways and the construction of the vehicular access and dropped kerbs to 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).

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Greater Manchester Police
Greater Manchester Ecology Unit
MCC Flood Risk Management
United Utilities Water PLC

Flat 1, 13 Atlas Place, Manchester, M19 3XR
Flat 2, 13 Atlas Place, Manchester, M19 3XR
Flat 3, 13 Atlas Place, Manchester, M19 3XR
Flat 4, 13 Atlas Place, Manchester, M19 3XR
Flat 5, 13 Atlas Place, Manchester, M19 3XR
Flat 6, 13 Atlas Place, Manchester, M19 3XR
Flat 7, 13 Atlas Place, Manchester, M19 3XR
Flat 8, 13 Atlas Place, Manchester, M19 3XR
Flat 9, 13 Atlas Place, Manchester, M19 3XR
Flat 10, 13 Atlas Place, Manchester, M19 3XR
Flat 11, 13 Atlas Place, Manchester, M19 3XR
Flat 12, 13 Atlas Place, Manchester, M19 3XR
Flat 13, 13 Atlas Place, Manchester, M19 3XR
Flat 14, 13 Atlas Place, Manchester, M19 3XR
Flat 15, 13 Atlas Place, Manchester, M19 3XR
Flat 16, 13 Atlas Place, Manchester, M19 3XR
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Flat 19, 13 Atlas Place, Manchester, M19 3XR
Flat 20, 13 Atlas Place, Manchester, M19 3XR
Flat 21, 13 Atlas Place, Manchester, M19 3XR
Flat 22, 13 Atlas Place, Manchester, M19 3XR
Flat 23, 13 Atlas Place, Manchester, M19 3XR
Flat 24, 13 Atlas Place, Manchester, M19 3XR
Flat 25, 13 Atlas Place, Manchester, M19 3XR
Flat 26, 13 Atlas Place, Manchester, M19 3XR
Flat 27, 13 Atlas Place, Manchester, M19 3XR
Flat 28, 13 Atlas Place, Manchester, M19 3XR
24 Cromwell Grove, Manchester, M19 3GB
2 Cardus Street, Manchester, M19 3QG
30 Chapel Street, Levenshulme, Manchester, M19 3QA
46 Elbow Street, Manchester, M19 3PY
44 Elbow Street, Manchester, M19 3PY
24 Chapel Street, Levenshulme, Manchester, M19 3QA
16 Chapel Street, Levenshulme, Manchester, M19 3QA
20 Chapel Street, Levenshulme, Manchester, M19 3QA
28 Chapel Street, Levenshulme, Manchester, M19 3QA
18 Chapel Street, Levenshulme, Manchester, M19 3QA
24 Mercer Street, Manchester, M19 3QP
18 Mercer Street, Manchester, M19 3QP
Horse Shoe Inn, 14 Chapel Street, Levenshulme, Manchester, M19 3QA
Flat At, Horse Shoe Inn, 14 Chapel Street, Levenshulme, Manchester, M19 3QA
Scrapyard Adjacent 1, Drury Street, Manchester, M19 3PQ
10 Mercer Street, Manchester, M19 3QP

6 Mercer Street, Manchester, M19 3QP
3 Mercer Street, Manchester, M19 3QP
14 Cromwell Grove, Manchester, M19 3GB
22 Mercer Street, Manchester, M19 3QP
20 Mercer Street, Manchester, M19 3QP
16 Mercer Street, Manchester, M19 3QP
14 Mercer Street, Manchester, M19 3QP
10 Cardus Street, Manchester, M19 3QG
8 Cardus Street, Manchester, M19 3QG
4 Cardus Street, Manchester, M19 3QG
4 Cromwell Grove, Manchester, M19 3GB
36 Cromwell Grove, Manchester, M19 3GB
26 Cromwell Grove, Manchester, M19 3GB
20 Cromwell Grove, Manchester, M19 3GB
10 Cromwell Grove, Manchester, M19 3GB
12 Mercer Street, Manchester, M19 3QP
11 Mercer Street, Manchester, M19 3QP
9 Mercer Street, Manchester, M19 3QP
8 Mercer Street, Manchester, M19 3QP
7 Mercer Street, Manchester, M19 3QP
5 Mercer Street, Manchester, M19 3QP
4 Mercer Street, Manchester, M19 3QP
2 Mercer Street, Manchester, M19 3QP
12 Cardus Street, Manchester, M19 3QG
6 Cardus Street, Manchester, M19 3QG
6 Cromwell Grove, Manchester, M19 3GB
40 Cromwell Grove, Manchester, M19 3GB
34 Cromwell Grove, Manchester, M19 3GB
32 Cromwell Grove, Manchester, M19 3GB
30 Cromwell Grove, Manchester, M19 3GB
22 Cromwell Grove, Manchester, M19 3GB
18 Cromwell Grove, Manchester, M19 3GB
16 Cromwell Grove, Manchester, M19 3GB
12 Cromwell Grove, Manchester, M19 3GB
8 Cromwell Grove, Manchester, M19 3GB
38 Cromwell Grove, Manchester, M19 3GB
28 Cromwell Grove, Manchester, M19 3GB
2 Cromwell Grove, Manchester, M19 3GB
1 Mercer Street, Manchester, M19 3QP
22 Chapel Street, Levenshulme, Manchester, M19 3QA
26 Chapel Street, Levenshulme, Manchester, M19 3QA
Belper Tools Ltd, 7 Chapel Street, Manchester, M19 3QB
42 Elbow Street, Manchester, M19 3PY

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Area Team Boundary - Name: NORTH AREA

