Application Number	Date of Appln	Committee Date	Ward
138128/OO/2023	5th Oct 2023	14th Dec 2023	Northenden Ward

Proposal Outline planning permission (with matters of access, layout and scale for approval) for demolition of all existing buildings and redevelopment of site for 2 townhouses (Use Class C3)

Location Transformulas House, 1A Brett Street, Manchester, M22 4EY

Applicant Mr James Maxey , Express Solicitors

Agent Mr Richard Purser, Plan Red Ltd

Executive Summary

The planning application has been submitted in outline for the redevelopment of the site following demolition of all buildings and erection of 2 no three storey townhouses.

The application has been submitted in outline with matters relating to access, layout and scale being submitted in detail, with matters relating to the appearance and landscaping being reserved for future reserved matters applications.

The key issues with this application are:
- The scale of the building and its impact on the character and visual amenity of the area
- Potential impacts on the residential amenity of residential properties in the area
- The impact on the local traffic and parking
- The flood risk associated with the site

This application appears on the meeting agenda with another application submitted by the applicant for the redevelopment of another of their office sites located in Northenden for residential development in close proximity to this application proposal at 313 – 319 Palatine Road. The application number is 138127/OO/2023.

Description

Transformulas House is located at the junction of Brett Street and Allanson Road, a broadly square site. Transformulas House is two-storey brick building which is in office use. There is a single-storey modular building for staff welfare sited on the west side of the site. A small area of curtilage parking (7 no. spaces) is available to the front access off Brett Street. Adjacent to the west is a single-storey building occupied by a hairdresser with a Palatine Road terraced property beyond providing upper floor flat with access off Brett Street with the main building occupied by solicitors. Opposite on the south side of Brett Street are two-storey terraced homes set behind narrow walled front gardens. To the north are the side elevation of homes on Allanson Road and rear yards / premises (single-storey) of commercial premises with upper floor flats over fronting Palatine Road.

Parking restrictions apply on the north side of Brett Street with lined bays to the south side except where access is required. Brett Steet is two-way. Allanson Road to the east side of the site is one-way south bound, but across Brett Street it reverts to one-way north bound again leading onto Brett Street. Further east are more residential streets with a 3-storey retirement flats complex at the end of Brett Street to the east.

Application site

Application proposals

The proposals are submitted in outline with matters of access, layout and scale for approval and would follow the demolition of the existing buildings and redevelopment of site for 2no three storey townhouses (Use Class C3) The two townhouses would be built to orientate toward Brett Street, with the building line set behind a defensible space with gardens to rear.

Proposed site layout showing proposed properties edged red and relationships to existing buildings

Each town house would incorporate an integral garage accessed off Allanson Road with main living accommodation at intermediate, first and second storey. A rear garden is provided to each home with space at the front to provide a driveway and further planting the details of which would be subject of future reserved matters applications.

The townhouses would be finished with brick and tile finish but the final details of the design and materials would be subject of future reserved matter applications.

Relevant Planning History

123841/FO/2019- Retrospective application for change of use from Sui Generis (comprising office, warehouse, workshop and showroom) to Use Class B1 (Offices). Approved 17.09.2019

126763/FO/2020 - Erection of modular building to provide staff welfare facility. Approved 17.06.2020

Consultations

Notification of nearby properties was undertaken by way of letter sent to 57 addresses, in response one comment was received from an adjacent business, the comments provided are summarised below:

- Concerned about damage to property and noise pollution whist the work is carried out.

Statutory consultee comments

MCC Highway Services – The submitted Transport Assessment and travel plan have been fully assessed. The application proposals would result in a change of use of the site from offices to 2 no residential units and are assessed as leading to a reduction in trips undertaken to and from the site. As such there are no highway capacity or safety concerns with the proposals.

The site is in a highly accessible location with access to local shops and public transport infrastructure. The submitted information outlines how future residents would be able to access the site by sustainable modes of transport and how they would be encouraged to use active travel.

There is an existing dropped kerb provided to the site to access the 7no. existing parking spaces directly from Brett Street. The proposals indicate that the two townhouses would benefit from a garage (3m x 6m) which accord with guidance. Given there is an existing access to the site in this location and the proposals would reduce the number of trips this is acceptable.

Pedestrian access would be provided directly from Brett Street. As there are likely to be some alterations required to the dropped kerb along Brett Street footway reinstatement works will be required.

Cycle parking would be provided to each dwellinghouse which is acceptable.

Any gated access to the site would need to be inward opening to ensure no impacts to the adopted footway or highway and any boundary treatments would need to maintain visual permeability to the street for access and egress.

It is recommended that conditions be attached to any approval relating to approval of a detailed travel plan, construction management plan, and section 278 and section 184 (dropped kerb) works.

MCC Flood Risk Management - Following the submission of further information FRMT raise no objection to the proposals on flood risk grounds. It is recommended that conditions relating to finished floor levels and surface water drainage scheme be attached to any approval.

Greater Manchester Ecology Unit - A valid bat report has been provided. This found no evidence of bats and assessed the building as having negligible bat roosting potential.

As this is an outline permission, it is possible that the bat report may no longer be valid, when demolition actually occurs. GMEU therefore recommend a condition be applied to any permission for further bat reports if there is a delay in demolition beyond April 2025. Garden spaces and landscaping on site are likely to lead to an increase in biodiversity of the site.

United Utilities – Recommend a drainage condition be attached to any approval.

Policy

Section 38 (6) of the Town and Country Planning Act 2004 states that applications for development should be determined in accordance with the adopted development plan unless material considerations indicate otherwise. The adopted development plan consists of the Core Strategy (adopted 2012) and the saved policies of the Unitary Development Plan. Due consideration in the determination of the application will also need to be afforded to national policies in the National Planning Policy Framework (NPPF) which represents a significant material consideration.

Local Development Framework - The principal document within the framework is the Manchester Core Strategy which sets out the spatial vision for the City and includes strategic policies for development during the period 2012 – 2027.

'The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development.

A number of UDP policies have also been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must therefore be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.'

The following policies within the Core Strategy are considered relevant:

Policy SP1 Spatial Principle - refers to the key spatial principles which will guide the strategic development of Manchester together with core development principles. The proposals seek to provide additional diversity in terms of type of housing within the area and towards the creation of neighbourhoods of choice.

Policy EC 2 Existing Employment Space - sets out the approach the Council will take to seek to retain and enhance existing employment space and sites.

Policy DM1 Development Management - states that new development should have regard to more specific issues for which more detailed guidance may be given within supplementary planning documents. Issues include: the appropriate siting and appearance of development, the impact upon the surrounding area, the effects on amenity, accessibility, community safety and crime prevention, health, the adequacy of internal accommodation and amenity space and refuse storage/collection.

Policy H1 Overall Housing Provision - Identifies the requirements for provision of new residential development across the City . The proposals seek the redevelopment of the site for 2 no. townhouses and would assist in the delivery of additional housing in a sustainable location on previously developed land.

Policy H 7 Wythenshawe Housing - The proposals would provide residential development in a sustainable location within Northenden.

Policy EN1 Design Principles and Strategic Character Areas - The proposals are considered to be of a layout and scale that is compatible with the surround area.

Policy EN4 Reducing CO2 Emissions by Enabling Low and Zero Carbon & Policy EN6 Target Framework for CO2 reductions from low or zero carbon energy supplies.

As the proposals are currently in outline a high level sustainability report has been provided this confirms the Proposed Development would adopt the use of an energy hierarchy and a holistic approach to sustainability to meet National best practice guidance and Manchester City Council's objectives for energy consumption and carbon dioxide emissions reduction.

Policy EN 16 Air Quality – The site is not located within an Air Quality Management Area but would incorporate electric vehicle charging; cycle parking for residents, and be subject of a travel plan to promote active travel measures whilst the construction phase would be expected to incorporate best practice dust control measures.

Policy EN 17 Water Quality - The development would not have an adverse impact on water quality. Surface water run-off and grounds water contamination would be minimised.

Policy EN 18 Contaminated Land and Ground Stability – Given the site contains buildings there are contaminated land risks associated with the sites redevelopment. The site has been subject to desk study which is acceptable. If the proposals are granted approval further site investigations, remediation strategy and risk assessment would be required, and this would be secured via an appropriately worded condition.

Policy EN19 Waste – The proposals would incorporate bin store which provides direct access to adjacent roads for collection by refuse vehicles. Final details of the waste management strategy would be brought forward via future reserved matters applications.

Policy T1 Sustainable Transport – The development would provide one car parking space per residential , would provide covered and secure cycle parking facilities and is located in close proximity to a public transport bus network. A travel plan would be conditioned as part of any approval.

Policy T2 Accessible Areas of Opportunity and Need – The application site is accessible by foot, cycle and public transport networks.

Saved Unitary Development Plan

Policies DC26.1, DC26.2 and DC26.5

Development and Noise – A noise assessment has been prepared to accompany the application. Further details would be required as detailed reserved matters applications are brought forward. Appropriately worded conditions are proposed.

Relevant National Policy

The National Planning Policy Framework (September 2023) sets out Government planning policies for England and how these are expected to apply. The NPPF seeks to achieve sustainable development and states that sustainable development has an economic, social and environmental role. The NPPF outlines a "presumption in favour of sustainable development". This means approving development, without delay, where it accords with the development plan and where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted.

Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed. The following specific policies are considered to be particularly relevant to the proposed development:

Section 5 (Delivering a sufficient supply of homes) – The proposals would provide 2 townhouses on a previously developed site.

Section 6 (Building a strong and competitive economy) - The proposal would create jobs during construction that would support commercial premises within the local area.

Section 8 (Promoting healthy and safe communities) – The proposal would introduce activity and natural surveillance to Brett Street. Measures to reduce crime and the fear of crime would be considered as part of future reserved matters applications.

Section 9 (Promoting Sustainable Transport) – The proposal is in a location accessible by public transport modes.

Section 11 (Making Effective Use of Land) – The proposal would re-use previously developed land for the provision of residential properties.

Section 12 (Achieving Well-Designed Places) – The proposals are supported by a Design and Access statement that sets out the context of the site and the design process undertaken to date.

Section 14 (Meeting the challenge of climate change, flooding and coastal change) – The proposal has been designed to reduce energy demands. The site is within Zone 2 of the Environment Agency flood maps and has a medium probability of flooding. The application is accompanied by a proportionate flood risk assessment. Measures relating to the drainage of the site and any mitigation required to reduce the flood risk on the development would be brought forward as part of future reserved matters applications.

Section 15 (Conserving and enhancing the natural environment) – The documents submitted with this application have considered issues such as ground conditions, noise and the impact on ecology and demonstrate that the proposal would not have a significant adverse impact in respect of the natural environment.

Other Material Considerations

Places for Everyone - The Places for Everyone Plan is a Joint Development Plan Document, providing 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 committee, on the 4 October 2023, has now agreed the Main Modification and endorsed an 8 week period of public consultation on the Main Modifications commencing no earlier than 9 October 2023.

Once the consultation has been complete, the representations received will be forwarded to the Examination team managing the Plan. The Inspectors will consider all the representations made 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 application in Manchester. The Plan and its policies must therefore be given considerable weight in the planning balance. The strategic objectives of the plan include:

Objective 1 – Meet our housing need by increasing net additional dwellings, increasing the number of affordable homes, a providing a diverse mix of housing.

Objective 2 – Create neighbourhoods of choice through prioritising brownfield land, focus new homes in the Core Growth Area, focus homes within 800m of public transport hubs, prioritise sustainable modes of transport to reduce the impact of vehicles on communities.

Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (April 2007) - This Supplementary Planning Document supplements guidance within the Adopted Core Strategy with advice on development principles including on design, accessibility, design for health and promotion of a safer environment. The design, scale and siting of the proposed development is considered in more detail within the issues section of this report.

Manchester Green and Blue Infrastructure Strategy 2015 - The Manchester Green and Blue Infrastructure Strategy (MGBIS) sets out objectives for environmental improvements within the City within the context of objectives for growth and development.

Manchester Residential Quality Guidance (July 2016) (MRQG) – This document provides specific guidance on what is required to deliver sustainable neighbourhoods of choice where people will want to live and also raise the quality of life across Manchester.

Residential Growth Strategy (2016) – This recognises the critical relationship between housing and economic growth. There is an urgent need to build more new homes for sale and rent to meet future demands from the growing population. Housing is one of the key Spatial Objectives of the Core Strategy and the Council aims to provide for a significant increase in high quality housing at sustainable locations and the creation of high quality neighbourhoods with a strong sense of place as confirmed within other policies of the Core Strategy.

Manchester Housing Strategy 2022 to 2032 - A report prepared for the Executive Committee meeting on the 22nd July 2022 indicates that the Manchester Housing Strategy (2022-2032) sets out a long-term vision which considers how best to deliver the city's housing priorities and objectives, building on progress already made, whilst tackling head on the scale and complexity of the challenges ahead. The priorities for the new Housing Strategy are:

1. Increase affordable housing supply & build more new homes for all residents
2. Work to end homelessness and ensure housing is affordable & accessible to all
3. Address inequalities and create neighbourhoods & homes where people want to live
4. Address the sustainability & zero carbon challenges in new and existing housing stock

Manchester Climate Change Framework 2020 - 2025
The Manchester Climate Change Framework (2020-2025) was published in February 2020 and sets out the Council high level strategy for Manchester to be a thriving, zero carbon, climate resilient city.

Other Legislative requirements

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.

Section 17 of the Crime and Disorder Act 1998 provides that in the exercise of its planning functions, the Council shall have regard to the need to do all that it reasonably can to prevent crime and disorder.

Issues

Principle - The principle of the efficient use and redevelopment of previously developed brownfield land for new homes in the City is long established and prioritised within the adopted development plan policies of the Core Strategy, the NPPF, and the emerging Places for Everyone GM plan. The re-use of this site is therefore considered to be acceptable in principle subject to further consideration of

the impacts of the proposals on residential and visual amenity and other matters set out below.

Residential Amenity – The proposed townhouses would be sited to have their front elevation facing towards Brett Street with the side gable wall of the end dwelling presenting to the Allanson Road/Brett Street junction. This reflects the layout and arrangement of residential properties in the area. As such front windows would face the street and the other existing residential properties opposite. Given the set back of the proposed units to provide a short driveway and garden area the distance between existing and proposed residential properties would be approximately 17.9m. This is a greater separation distance than those found elsewhere between residential properties on Brett Street.

View across Allanson Road/Brett Road junction with application site to the right

The rear elevation of the proposed houses would be approximately 12.8m from the side boundary of the nearest residential property on Allanson Road to the north. The existing property has a small window in the side gable that appears to be to a landing area. This property is separated from the application site by boundary treatments and a service alleyway used by properties on Palatine Road.

Existing relationship between the application site and no. 32 Allanson Road

Given the orientation of the proposed dwellings, distances from existing properties, and their siting it is not considered that they would give rise to significant impacts on existing residential properties in terms of residential amenity either by way of overlooking, loss of privacy or loss of daylight or overshadowing.

Visual Amenity – The existing building is one that is functional and reflective of its historic and present uses and does detract from the overall character of the area. Whilst the current proposals are in outline, with the final design details to be considered through a further reserved matters application, the illustrative drawings indicate that a high quality redevelopment of the site would contribute positively to the street frontage and overall character of the area. Whilst the proposals indicate three storey properties the use of detailing, set backs and other design features would assist in ensuring the properties would assimilate successfully into the streetscene and area. The existing property also incorporates car parking along its frontage which results in cars dominating the street scene providing a particularly unattractive frontage which lacks any architectural form, landscaping or features to support biodiversity.

Illustrative CGI of the proposed Townhouses type

View from Palatine Road towards the application site edged red

Loss of employment space– As with the associated application submitted by the applicant on Palatine Road, these proposals would see the demolition and replacement of existing employment space. This site is located adjacent to uses that are residential in nature where a transition to the more commercial Northenden district centre occurs to the west. As such the existing use is less reflective of the predominant character of this section of Brett Street, with the building and associated surface car parking around it detracting from the overall area. As indicated in the submitted information the applicant is seeking to provide employment accommodation on one site elsewhere in Wythenshawe which would allow them to expand without the consequential impacts on residential amenity and on-street car parking demands that occurs within the area around this application site.

As such given the redevelopment of the site for residential uses would remove employment space it is considered that a residential form of development is more reflective of the character of the area in the vicinity of the site and would provide additional residential accommodation in a sustainable location in close proximity to the services and facilities within the Northenden District Centre.

Flood Risk and Drainage -The application site is located within Flood Zone 2 and is accompanied by a site specific flood risk assessment which has been fully assessed. Given the sites location it is proposed that appropriately worded conditions are attached to any approval relating to a final surface water drainage scheme and that reserved matters applications through the final design of the buildings reflects the recommendation on finished floor levels.

Travel and Transport – The application proposals provide for 1 car parking space for each residential unit in the form of an integral garage which measures at 3m by 6m and is of a size that meets guidance requirements. As such given a majority of residential properties rely on on-street car parking this level of off street provision is considered acceptable. In addition, each property would have a cycle parking space with the ability to store more within the rear garden. Subject to suitably worded conditions relating to: the required highway works to form the dropped kerb and pavement reinstatement; condition restricting the use of the garage for car parking; and a travel plan it is considered that the proposals would not give rise to unacceptable highways impact.

Environmental Standards - The Proposed Development would adopt the use of an energy hierarchy and a holistic approach to sustainability to meet National best practice guidance and Manchester City Council's objectives for energy consumption and carbon dioxide emissions [CO2] reduction. The energy hierarchy aims to reduce energy demand and CO2 emissions through passive design measures and a 'fabric first' approach (Be Lean) before seeking to reduce the remaining demand by the cleanest means possible. This includes exploiting local energy resources/supplying energy efficiently and cleanly (Be Clean), and finally exploring the opportunities for producing, storing, using renewable energy on-site (Be Green).

The final fabric specification, and provision of energy efficiency measures would be confirmed at the Reserved Matters stage and via Part L energy modelling and Part O overheating assessment of the proposal. The use of renewable energy sources

would also be the subject of the final design specifications. However, a condition is recommended to ensure that the development would meet Policy requirements.

Ground conditions – The site currently contains buildings to be demolished and as such the application is accompanied by a desk study to assess the potential contamination of the site. It is noted that further information with regards to site investigations and the preparation of a remediation strategy for the site are required and would be subject to a planning condition.

Landscaping and Biodiversity – The application site comprises of buildings and hardstanding with no existing landscaping provision. Whilst landscaping is reserved to future reserved matters applications the applicant has indicated that there would be areas of private rear gardens and front garden spaces that would incorporate tree planting. In addition, other measures could be incorporated into the landscaping to enhance biodiversity such as bird boxes. These improvements would be considered as part of future applications.

Waste Management – Each property would incorporate bin storage space within the integral garages. These general arrangements are acceptable however, as the final details of the development would be presented in reserved matters applications an appropriately worded condition is proposed.

Construction phase - The construction and demolition activity on this site would inevitably give rise to some disruption in the local area through general noise and construction activity together with requirements for parking for site operatives. This disruption, whilst unavoidable would be for a temporary period until construction works are completed. To ensure this process is managed in the most appropriate way at the time when construction is due to begin and given the sites location and context close to residential properties an appropriately worded condition to manage the construction phase is proposed to be appended to any decision.

Designing out Crime – The detailed design would be subject to Secured by Design standards and the applicant has committed to ensuring that these standards are incorporated into the final design.

Space Standards and Inclusive Design - The proposed houses would meet the Council's adopted space standards providing flexible internal space that can be adapted for future needs.

Conclusion – The application proposals would redevelop an existing office building to provide 2 no. Townhouses. The provision of additional residential accommodation in an area which is predominantly residential in nature is considered to be acceptable. Future designs of the houses would be subject to further reserved matters applications, but the parameters submitted with this application indicate that the dwellings could be successfully accommodated on the site and would not give rise to unacceptable impacts on residential or visual amenity and appropriately worded conditions are recommended.

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 the right to a fair hearing and to this end the Committee must give full consideration to their comments.

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

Recommendation APPROVE

Article 35 Declaration

The application has been determined in a positive and proactive manner, in this instance issues have been raised with the applicant and further information has been provided.

Conditions to be appended to the decision.

1) Applications for approval of reserved matters for the development must be made to the City Council as local planning authority before the expiration of three years beginning with the date of this approval.

The development hereby permitted shall be begun either not later than the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such reserved matters to be approved.

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

2) Approval of the details of the appearance of the buildings and the landscaping, of the site (hereinafter called "the reserved matters") shall be obtained from the local planning authority in writing before any development is commenced.

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

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

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

12165-AEW-02-00-DR-A-0542-S2-P1-Proposed Ground Floor Plan
12165-AEW-02-ZZ-DR-A-0553-S2-P2-South Elevations
12165-AEW-02-ZZ-DR-A-0554-S2-P1-West Elevations

Phase 1 Geo-Environmental Assessment reference NNM-BWB-ZZ-XX-RP-YE-0001_Ph1 March 2023
Transport Statement reference P23019/TS and Travel Plan reference P23019/TP
Noise Impact Assessment reference TRC-BWB-ZZ-ZZ-RP-YA-0001_NIA_S0_P01 March 2023
High Level Sustainability Statement NDM-BWB-ZZ-XX-RP-ME-0001_High Level Sustainability Statement reference April 2023
Air Quality Assessment reference NDM-BWB-ZZ-ZZ-RP-LA-0001_AQA_S0_P02 August 2023

All as received by the City Council on the 18th September 2023

Flood Risk Assessment NDM-BWB-ZZ-XX-RP-YE-0004_FRA Rev P02 November 2023 As received by the City Council on the 24th November 2023

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

4) If the demolition of existing buildings hereby approved does not commence before 30th April 2025, prior to any demolition taking place, the buildings on the site shall be reassessed for bat roosting and the findings of the surveys submitted to and approved in writing by the City Council as local planning authority.

Reason – In the interests of protected species that may be present on the site if there is a delay in demolition works taking plac5e, pursuant to policy EN15 of the Core Strategy and the NPPF.

5) Prior to the commencement of demolition/development, a construction management and demolition plan outlining working practices during development shall be submitted to and approved in writing by the City Council as Local Planning Authority, which for the avoidance of doubt should include:
- A Dust Management Plan;

- Identify measures to control dust and mud, including on the surrounding public highway including details of how the wheels of contractor's vehicles are to be cleaned during the construction period;
- The routing of construction traffic;
- Detail the vehicular activity associated with the construction including appropriate swept path assessment;
- Compound locations where relevant;
- Details of the location and arrangements for contractor parking;
- Detail of an emergency contact telephone number to be displayed at the site;
- Loading and unloading of plant and materials;
- Storage of plant and materials;
- Site working hours;

The development shall only be carried out in accordance with the approved construction management plan.

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

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

6) 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 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 prior to occupation 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 in each phase 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.

7) No development (excluding demolition) shall take place until surface water drainage scheme- in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards have been submitted to and approved in writing by the Local Planning Authority. The submitted scheme shall include the following:
- 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 is required.
-Finalised surface water drainage layout including all components, levels, connectivity and proposed overland flow routes for extreme events.
- Where surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice.
- 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;
- 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 runoff rate compared to the existing rates, as the site is located within Conurbation Core Critical Drainage Area.
- Hydraulic calculations to support the drainage proposal.
- A blockage risk assessment is undertaken as part of the drainage strategy to support proposed flows less than 5 l/s. If the risk cannot be adequately managed, a higher minimum discharge rate should be considered / agreed with relevant.
- Details of how the scheme shall be maintained and managed after completion..

The development shall be carried out in accordance with the agreed details.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN08 and EN14.

8) Prior to the commencement of above ground works, details of the measures to enhancement the biodiversity of the development the 'Biodiversity Enhancement Scheme', shall be submitted to and approved in writing by the city council as local planning authority. Prior to the first occupation of the development a verification report and supporting evidence confirming the inclusion of the enhancement scheme into the development shall be submitted to and approved in writing by the City Council as local planning authority.

Reason - To secure the biodiversity enhancements divulged within the application submission pursuant to policy EN15 of the Core Strategy.

9) Prior to the commencement of above ground works commencing, details of the Energy Strategy and Sustainable Design measures to be incorporated into the development identified within the approved High Level Sustainability Statement referenced within condition 3 of this decision, shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be carried out in accordance with the agree details.

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

10 a) Prior to the commencement of above ground works a scheme for acoustically insulating the proposed development against noise shall be submitted to and approved in writing by local planning authority.

The potential for overheating shall also be assessed and the noise insulation scheme shall take this into account. The approved noise insulation scheme shall be completed before any of the dwelling units are occupied.

b) Prior to occupation of the building hereby approved a verification report will 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 acceptable 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 agreed noise criteria.

Reason - To safeguard the amenity of nearby residential properties and to insulate the proposed residential accommodation against noise from Palatine Road tpursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and Policies DM1 and SP1 of the Manchester Core Strategy and national policy contained within the NPPF.

11 a) Within three months of the commencement of development a scheme for the storage and disposal of refuse shall be submitted to and approved in writing by the City Council as local planning authority. The submitted details shall include the measures to be in place to allow retained access to existing residents on Allanson Road to their waste storage areas.

b) The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of amenity and public health pursuant to policy DM1 of the Core Strategy.

12 a) Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. Prior to commencement of the use hereby approved the scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

b) Prior to the operation of the scheme a verification report shall be submitted to and approved in writing by the City Council as local planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the 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 agreed noise criteria.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site pursuant to policy DM1 of the Core Strategy and saved UDP policy DC26.

13) Prior to first occupation of the development hereby approved, the City Council as Local Planning Authority must acknowledge in writing that it has received written confirmation of a Secured by Design accreditation.

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

14) The development hereby approved shall not be occupied until details of the implementation, maintenance and management of a sustainable drainage scheme have been submitted to and approved by the Local Planning Authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:
- A verification report providing photographic evidence of construction as per design drawings;
-As built construction drawings if different from design construction drawings;

-Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Reason - To prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system, pursuant to policy EN17 of the Manchester Core Strategy.

15) Prior to occupation of the development hereby approved, full details of all necessary off-site highway works to be implemented via a S.278 agreement shall be submitted to and approved in writing by the City Council as Local Planning Authority and be implemented in accordance with a timescale to be agreed by the City Council as Local Planning Authority. Such works should include:
- Required amendments to TRO's to protect visibility splays
- Details of all proposed vehicular and pedestrian accesses, associated tactile paving, dropped kerbs etc
- Reinstatement of redundant accesses

The development shall not be occupied until all the necessary off-site highway works have an agreed timescale for implementation. The development shall only be occupied in accordance with the agreed works.

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

16) A detailed Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority prior to first occupancy of the residential units hereby approved. In this condition a Travel Plan means a document which includes:
(1) The measures proposed to be taken to reduce dependency on the private car by those attending or employed in the development;
(2) A commitment to surveying the travel patterns of staff and customers during the first three months of the development and thereafter from time to time;
(3) Mechanisms for the implementation of the measures to reduce dependency on the private car; and
(4) Measures for the delivery of specified travel plan services; and measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car.

Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (2) above shall be submitted to the City Council as local planning authority for approval.

Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To reduce dependency on the car travel and to promote alternative means of transport, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

17) Prior to the first occupation of the development hereby approved, full details of electric car charging points shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented as part of the development and be in place prior to the first occupation of the apartments and retained thereafter.

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

18) No part of the development hereby approved shall be occupied until space and facilities for bicycle parking have been submitted to and approved in writing by the City Council as local planning authority. The approved space and facilities shall then be installed, retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle 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 Manchester Core Strategy.

19) Prior to the installation of any boundary treatment on site details of the siting, scale and design of the boundary treatment shall be submitted for approval in writing by the City Council, as local planning authority. The approved details shall then be implemented prior to the first use of the dwellings hereby approved and shall thereafter be retained and maintained in accordance with these details.

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

20) 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) none of the residential units hereby approved 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 2020, 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).

Reason - In the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

21) The residential units hereby approved shall be used only as private dwellings (which description shall not include serviced properties or similar uses where sleeping accommodation (with or without other services) is provided by way of trade for money or money's worth and occupied by the same person for less than ninety

consecutive nights) and for no other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity such as short-term lets, serviced apartments/apart hotels, do not commence without prior approval; to safeguard the character of the area, and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Manchester Core Strategy and the guidance contained within the National Planning Policy Framework..

22) 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 extensions or additional development shall be erected under Part 1, Classes A (extensions), Class AA (enlargement of a dwellinghouse by construction of additional storeys) ,B (alterations to the roof) and E (outbuildings) unless expresses permitted by the City Council as local planning authority.

Reason - Alterations to the proposed development could have an adverse impact on the visual amenity of the area and the privacy of adjoining properties contrary to the provisions of Core Strategy policies DM1 and SP1.

23) 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 integral garages hereby approved shall be converted to living accommodation unless expressly permitted by the City Council as local planning authority.

Reason - The loss of off-street car parking could give rise to additional on-street parking to the detriment of highway and pedestrian safety pursuant to policy DM1 of the Core Strategy.

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 138128/OO/2023 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

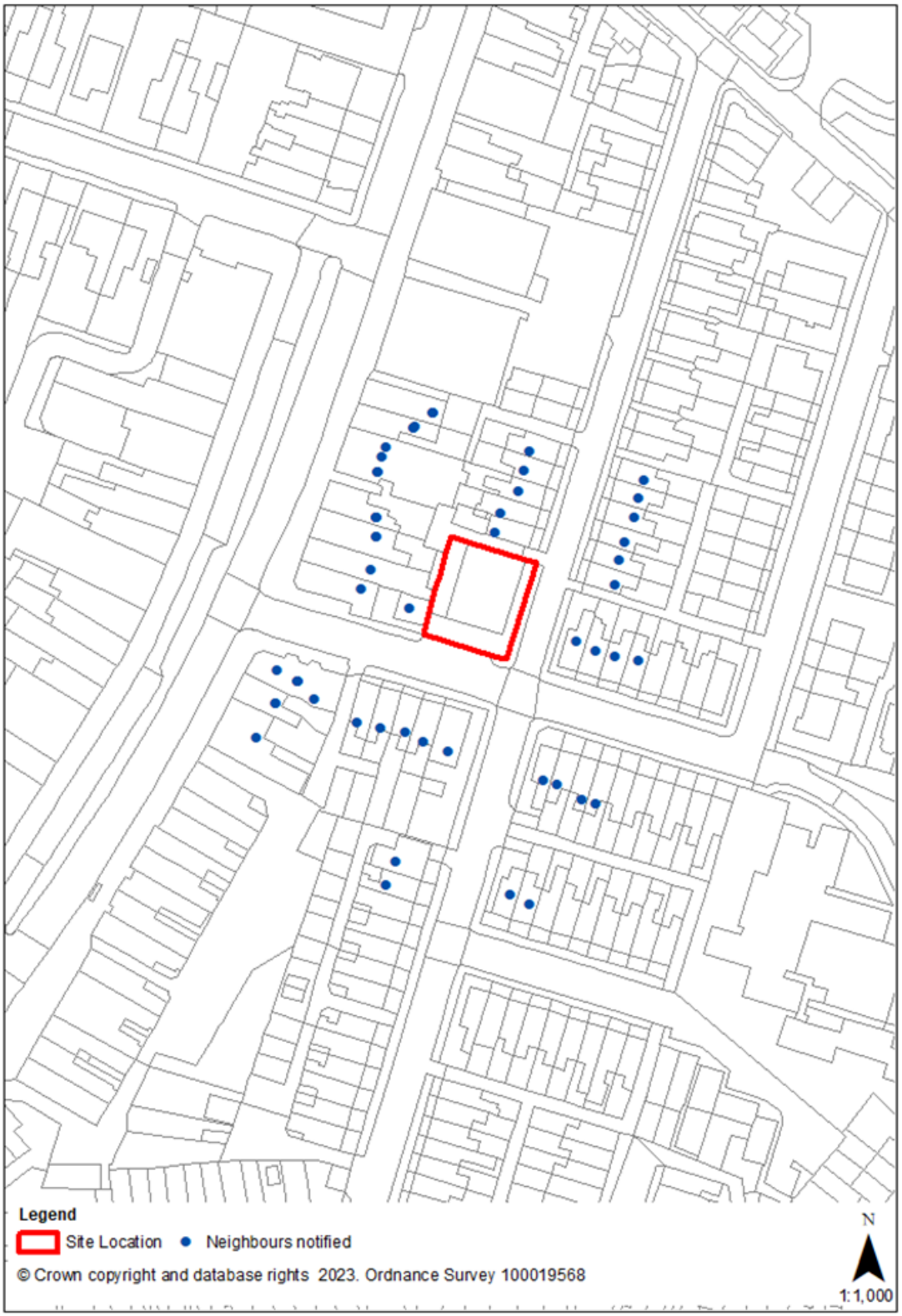
The following residents, businesses and other third parties in the area were consulted/notified on the application:

Highway Services
MCC Flood Risk Management
Greater Manchester Police
Greater Manchester Ecology Unit

Northenden Civic Society
High Speed Two (HS2) Limited

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

Relevant Contact Officer : Robert Griffin
Telephone number : 0161 234 4527
Email : robert.griffin@manchester.gov.uk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