

Our Ref: NL/RM/04C001220

Your Ref: 133747/FO/2022

1 February 2023

Mr Carl Glennon
Planning Officer
Development Management North
Manchester City Council
Floor 6 Town Hall Extension
PO Box 532
Manchester
M60 2LA

Dear Carl,

133747/FO/2022: Full Planning Application for Residential Development with Flexible Commercial Space at 764 – 786 Stockport Road, Manchester, M12 4GD

I write with regard to the currently pending full planning application (LPA Ref: 133747/FO/2022) for the proposed residential-led development at 764 – 786 Stockport Road, Manchester, M12 4GD. Following a review of the comments submitted during the consultation period, I write on behalf of VIEWS (Holding) Limited (“the Applicant”) to provide a response to the key points raised.

This letter addresses the consultation responses in turn, from the following: Environmental Health; Flood Risk Management; Highways and GM Ecology Unit.

Environmental Health*Council Comment: Noise*

The table in section 5.5.5 of the Lighthouse Acoustics report reference 0714/APR1 dated 10 January 2022 shows the lowest representative daytime and night-time background noise levels. They have not explained how these figures were calculated. The consultant will need to confirm the applied methodology to ensure it is in accordance with the MCC Noise and Planning Guidance (Appendix A).

Applicant Response:

The raw $L_{A90,15\text{mins}}$ data is detailed in the enclosed document. The example given in the Council's supplementary guidance for noise document is for survey data over a period of 13 nights and the same methodology cannot be applied to survey data over a single period. As such, statistical analysis of the results was undertaken in accordance with the guidance offered in BS 4142:2014

and the background noise levels detailed in Section 5.5.4 of the report were considered to be the lowest representative values.

Council Comment: Waste and Recycling

The submitted details should be reviewed to include the following:

- i. Estimated volumes and types of waste produced by the development;
- ii. Details of internal and external stores for both waste and recycling, including any plans and designs;
- iii. Location of the proposed collection point and details of the route the collection vehicle will take;
- iv. Details of how waste will be transferred between stores and to the collection location; and
- v. Details of number and capacity of bins proposed and collection frequency.

Applicant Response:

In response to this, please find enclosed the Waste Management Strategy which has been prepared on behalf of the Applicant and confirms the arrangements.

Highways

Council Comment: Parking

The Highways Officer consultation response raised a number of points, including clarity of how the car parking spaces leased from the Jain Samaj Centre might be secured long term, and how availability would not comprise the operation of the Jain Centre.

Applicant Response:

In response to the above comments, the client has undertaken a parking survey of the car park at the Jain Centre, as well as being in extensive discussions with the operator.

The parking survey concluded that the Jain Samaj Centre car parking is generally very lightly used. There are some occasional events, such as weddings, that are typically on a Saturday or Sunday. During these events the car park is more heavily used for a short period of time (generally four to six hours).

However, the parking survey covered a wedding taking place on Saturday 10th September and found that there were still eight to ten car parking spaces available throughout the day.

The supporting Transport Statement suggested 15 vehicular parking spaces could be leased from the Jain Samaj Centre and the operators of the community centra are confident that this can be accommodated with no impact on their operations. It is anticipated individual apartment purchases, who require parking, would enter into agreements directly with the Jain Samaj Centre.

The parking survey also covered four of the adjoining streets which demonstrated there is a significant amount of spare capacity for parking (in the region of 60-70 car parking spaces).

As an alternative to residents parking in the Jain Samaj Centre the applicant would be happy for residents to utilise some of the existing on street car parking capacity. We note the recent permission for 2 Swallow Street adopted this strategy and officers were satisfied it was an acceptable approach.

Council Comment: Loading Bay

The response also queries the use of the shared loading bay which will be implemented as part of planning application 128698/FO/2020 and how this could be accommodated should the adjacent development not be delivered.

Applicant Response:

It is our client's position that a suitably worded planning condition can be attached to this planning consent that puts an obligation on the developer of 764 – 786 Stockport Road to provide the loading bay if it has not already been implemented through planning consent 128698/FO/2020.

Council Comment: Potential Delivery Requirements

The response also advised that a delivery requirement assessment should be undertaken to confirm that the proposed bays would have sufficient capacity to support both developments without causing disruption to the surrounding highway network.

Applicant Response:

In response to this, it is noted that the loading bay is proposed to be utilised by the commercial units at both the Application Site and the recently approved scheme at 786 Stockport Road, located to the immediate south of the Site. It is noted that the Application Site is proposed to comprise 9no units - total GFA of 818m² - whilst the 786 Stockport Road scheme comprises 8no. units with total GFA of 510m².

All servicing requirements would be managed accordingly outside of peak hours to minimise disruption to local residents and other users of the local highway network. The management company would work with all commercial uses to ensure that any deliveries/collections are planned ahead and do not coincide with another unit where possible.

To provide a robust assessment, Curtins has undertaken a trip generation exercise for the overall retail/commercial use floor area of both sites – which equates to 1,328m² to calculate the likely number of HGVs/servicing vehicles likely to utilise the loading bay per day. In order to undertake the assessment, the TRICS database has been used. TRICS is the industry recognised tool for calculating the anticipated future trip demand of a proposed development, which includes multi-modal surveys of varying land uses including HGVs.

Time Period	HGV Trip Rates (per 100m ²)			HGV Trip Generation (for 1,328m ²)		
	Arrive	Depart	Total	Arrive	Depart	Total

AM Peak (09:00 – 10:00)	0.137	0.137	0.274	2	2	4
PM Peak (14:00 – 15:00)	0.137	0.137	0.274	2	2	4
Daily Trip Rates	0.777	0.777	1.554	10	10	21

The results demonstrate that the number of servicing movements that could be generated by the commercial uses would equate to a worst-case two arrivals and two departures per hour during the peak periods associated with servicing requirements. On this basis, during the busiest hour of the day, each vehicle would have 30 minutes dwell time to undertake their servicing needs which is considered to be sufficient. In addition, it is noted that the AM and PM peak periods for servicing occur outside of the traditional network peak hours of 08:00 – 09:00 and 17:00 – 18:00.

Furthermore, there is likely to be 21 two-way servicing movements per day – in the region of 10 to 11 vehicles using the loading bay each day. On this basis, there is not expected to be frequent movement of servicing vehicles and significant usage of the loading bay throughout the day. As noted above, this low number of daily loading requirements will also be supported by the management of deliveries/collections.

For the residential uses, the management company will oversee refuse collection on collection days and move the bins to/from the residential bin area to a suitable location adjacent to the loading bay. This is only expected to occur once per week (depending on type of collection) and therefore would not significantly impact on any commercial deliveries/servicing requirements.

Notwithstanding the above, the Applicant is agreeable to a suitably worded condition relating to a servicing strategy.

GM Ecology Unit

GM Ecology Units response notes that further emergence surveys are required to determine the presence of absence of bats. In response to this, it is the Applicant's position that the further surveys can be secured as part of a pre-commencement planning condition.

Proposed Conditions

There have been a number of consultation responses which request further information/or propose conditions. The Applicant would be willing to accept the principle of the following conditions, subject to agreeing final wording:

- A Fume Extraction Strategy – this will be dependent on the eventual use of each individual ground floor unit which is currently unknown;
- A Demolition and Construction Management Plan;

- Opening hours of the ground floor units;
- Delivery hours;
- Noise insulation of commercial premises, residential units and external plant;
- Air Quality;
- Intrusive Site Investigations;
- Flood Risk Management – conditions relating to surface water drainage and the implementation, maintenance and management of the sustainable drainage scheme; and
- A Full Travel Plan.

Summary

We trust that the comments of this letter comprehensively address the consultation responses received by the Council to date. The Applicant's professional team have undertaken a very thorough assessment of the proposals and can confidently conclude that no significant adverse impacts would arise as a result of the development (subject to the mitigation measures proposed).

We would be grateful if Officers could review this letter and its enclosures at the earliest opportunity and confirm that nothing further is required in order to progress this application to a positive determination.

Should you require any further information in relation to the application or wish to discuss any of the points raised then please contact me or my colleague Neil Lucas.

Yours sincerely



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For and on behalf of Avison Young (UK) Limited