

## **Planning**

## **Growth & Development**

### **Delegated officer report for planning application**

**Application no.** 134738/FO/2022

**Date registered valid:** 18 August 2022

**Proposal:** Change of use and extension to the existing building to provide 14 residential apartments (Class C3), lower ground floor office space (Class E(c) and associated works

**Address:** 2 Swallow Street, Manchester, M12 4GH

**Ward(s):** Longsight Ward

**Applicant:** Pinnacle Estates Mcr Ltd, 1009 Stockport Road, Manchester, M19 2TB

**Agent (if any):** Mr Julian Austin, Paul Butler Associates, 31 Blackfriars Road, Salford, M3 7AQ

**Case officer:** Carl Glennon  
Tel: 0161 234 4530  
Email: [carl.glennon@manchester.gov.uk](mailto:carl.glennon@manchester.gov.uk)

**Recommendation:** Approve

**Date of recommendation:** 17 November 2022

## **Application details**

**Type of application:** Full Application Consent

**Development type:** Smallscale Major Dwellings

**Date of site visit:** 31 August 2022

### **Standard consultations:**

Printed: 1 September 2022

Expired: 22 September 2022

### **Neighbour notifications**

Printed: 1 September 2022

Expired: 22 September 2022

### **Site notice**

Posted: 31 August 2022

Expired: 21 September 2022



### **Press advert**

Published: 6 September 2022

Expired: 27 September 2022

**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 application site is located at the north-west junction of Siddall Street and Swallow Street. The application building is a former warehouse/industrial building that appears to have been vacated since the submission of the planning application. The building comprises of 3-storeys with red brick elevations, punctuated with dental course detailing at the intersections of external walls and window openings framed with arch shaped brick headers and stone sills. The roof

height has been increased and defined by grey metal profile cladding. The existing roof has a shallow monopitch. The building has a broadly L-shaped configuration surrounding a service yard to the east of the site with access via Swallow Street. The rear elevation comprises of a part 2, part 3 storey outrigger.

The application building is situated at the back of pavement to Swallow Street and Siddall Street. It is also separated from derelict 2-storey building previously comprising of ground floor retail and commercial uses by an alleyway located to the east of the site. There are no TROs in the immediate vicinity of the site. The Siddall Street elevation relates to a residential street predominantly comprising of red-brick back of pavement 2-storey terraced houses. Open land, with planning permission for a mixed residential, commercial and residential development located to the south of the site. The site is located close to Levenshulme District Centre, which fronts Stockport Road.

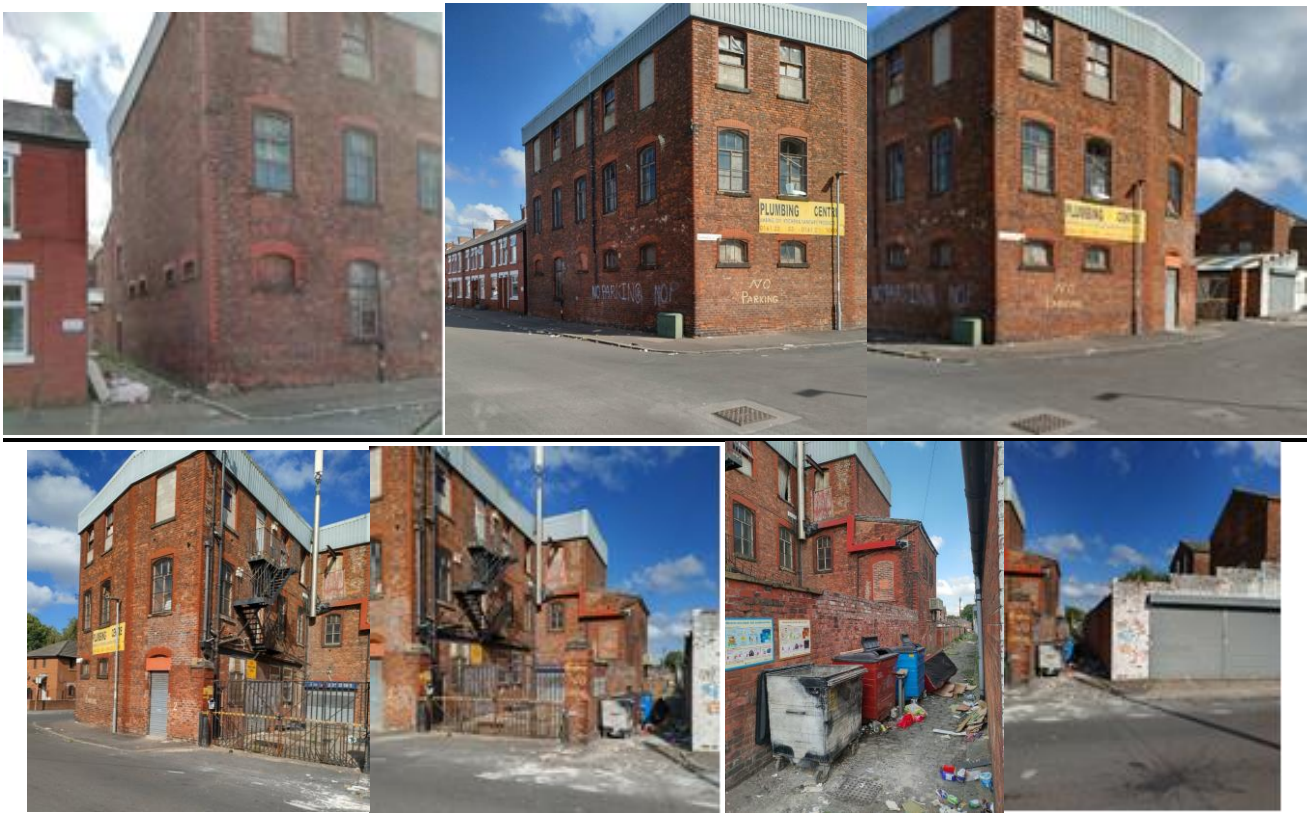


Fig. 2 – Views of the application site from Siddall Street and Swallow Street

### **Description of development**

The proposed development would involve the excavation of the ground floor to form a semi-exposed basement. The introduction of a roof extension and erection of a 4-storey side (east) extension would facilitate the formation of five floors of residential accommodation (including the basement). The side extension would adjoin an existing and retained part 2, part 3 storey outrigger. It would have a rearward projection of 3.5 metres, i.e., covering half the service yard. The roof extension would incorporate a double pitched mansard style roof positioned behind a continuous parapet. The building would maintain its L-shaped configuration. The external slopes of the roof incorporate habitable room windows and would be constructed using grey roof tiles.

The elevational composition of the of the extended building would replicate dental course detailing at the intersection of existing and proposed walls. The external elevation of the side extension would be defined in contrasting brick banding. The elevations to Siddall Street and

Swallow Street would further reflect the appearance of the existing building through the incorporation of arched shaped window opening with rising graduated heights and settings involving soldier courses and stone sills. Brickwork within the elevations, including the parapet would involve the incorporation of the contrasting coursing details. The applicant has indicated building signage to the side elevation. The eastern boundary wall would be retained with new gates to the service yard via Swallow Street.

Internally, the development would comprise of:

Lower ground floor

- i. One Class E self-contained office and meeting space with a maximum area of 3.5 sq metres and a separate stepped access and gate via Swallow Street;
- ii. 2 x one-bedroom apartments;
- iii. A bin store with internal and external access;
- iv. Circulation corridors, plant room and lift and stairwell

Upper ground floor

- i. 3 x two bedroom apartments

First Floor

- i. 3 x two bedroom apartments and cycle store

Second and third floors

- i. 3 x two bedroom apartments

### **Site History**

106467/TEL/2014/N2: 2 Swallow Street, Longsight, Manchester, M12 4GH - Prior approval for replacement of existing 13.5 metre antenna and associated equipment cabins.  
Approved: 23 September 2014

069125/TEL/2003/N2: Swallow Hosiery, 2 Swallow Street, Longsight, Manchester, M12 4GH  
Application for Prior Approval for erection of 16m high support pole with antennas and ancillary equipment.  
Approved: 6 October 2003

The neighbouring sites are subject to the following planning applications:

133747/FO/2022 - Demolition of existing buildings on site and construction of a building of a four storey building comprising of 30 no. new residential units (Use Class C3), together with 9 no. ancillary flexible commercial uses at ground floor (Use Class E) and other associated infrastructure  
764-786 Stockport Road Manchester M12 4GD

128698/FO/2020 - Erection of a detached building with a ground floor and four floors above (maximum height of 5 storeys) comprising 39 residential units (Class C3), 8 retail/commercial units (Class E) to the ground floor, formation of a 22-space car park and servicing area accessed via Siddall Street, boundary treatments, waste storage enclosures and landscaping

Vacant Land Bounded By Stockport Road, Swallow Street, Siddall Street And Pennington Street Manchester  
Approved 4 February 2022

133792/JO/2022 - Variation of conditions 2 (Approved plans), 6 (Permitted development rights), 10 (EV charging points), 13 (Waste management strategy), 14 (Bin store materials), 24 (Car parking details) and 25 (Cycle storage) attached to planning permission ref: 128698/FO/2020 to facilitate changes to the height, elevational design and internal and external layout of the authorised development

Vacant Land Bounded By Stockport Road, Swallow Street, Siddall Street And Pennington Street Manchester

### **Consultations & Notification Responses**

Local residents – No comments received.

Environmental Health – The following comments have been received:

- i. The development should be related to construction management plan condition (CMP);
- ii. The Class E (c) use should be conditioned to agreed operating hours;
- iii. The servicing of the Class E (c) use should be conditioned to limit collections and deliveries to hours of Monday to Saturday 7.30 am to 8.00 pm with no deliveries on Sunday and Bank Holidays.
- iv. A noise survey condition is required. There is concern that the submitted assessment has not adequately addressed noise impact from rush hour traffic or the operation of the nearby railway line.  
[A request was also made to relate the acoustic assessment to the potential impact of noise from the neighbouring site if the use was to be reinstated and the implementation of development related to application ref: 133747/FO/2022. Given the condition of the site at 764-786 Stockport Road, it is unlikely that the previous use could be reinstated. As application ref: 133747/FO/2022 is still to be determined the requirements for external plant and equipment have not been determined. However, should planning permission be granted and implemented, Noise impacts related to application ref: 133747/FO/2022 could be addressed by condition.]
- v. The waste management strategy should be related to the development by condition.
- vi. Consideration should be given to a condition to contrail emissions from boilers as safeguard to residential amenity.  
[Such a condition would be an onerous requirement but an informative has been included providing advice with regarding boiler emissions]
- vii. The submitted ground condition survey has been assessed and considered to be acceptable. However, a watching brief condition has been requested to address any land contamination that may be encountered during construction. This condition has been attached.

Flood Risk Management Team – Have requested a pre-commencement condition to ensure the delivery of an appropriate sustainable drainage scheme. This condition has been attached.

Highway Services - The following comments have been received:

- i. The site is in a sustainable location with regard to access to public transport.
- ii. The absence of car parking provision is acknowledged but it is considered that given the magnitude of the residential and Class E (c) components of the development, it is considered that the site has the capacity to accommodate any generated traffic.
- iii. The waste management plan, including bin transit arrangements are considered to be acceptable.
- iv. The development should be related to an off-site highways condition, including the provision and implementation of details relating to a road safety audit.
- v. The development should be related to a CMP condition.

Greater Manchester Ecology Unit – The submitted ecology report has been assessed and it is accepted the site does not present significant ecological issues. The following issues can be addressed through conditions and informatives.

- i. Bats – A valid bat report has been submitted and assessed. It confirms no evidence of bats within the building, which is considered to have negligible bat roosting potential. Based on the location, the lack of internal roof void and metal roof, these findings are accepted. As individual bats can be found on occasion turn up in unexpected locations, a condition advising of action to be undertaken if bats are found to be present and measures to ensure their protection during the implementation of the development. The condition would also include consultation with Natural England.
- ii. Nesting Birds - No evidence of nests was found on the building, which also appears to lack potential access points or platform. The risk to nesting birds is very low. An informative is recommended advising of the need to safeguard nesting birds and the measures to be deployed if nests are found during construction.
- iii. Contributing to and Enhancing the Natural Environment - There appears to be no vegetated habitats on the site and no evidence of any use by birds or mammals. No mitigation measures are therefore required. In terms of enhancement, there appears limited opportunity to include any soft landscaping but a condition is requested relating to bio-diversity enhancement through the provision of bird nesting opportunities for house sparrows.

Greater Manchester Police Design for Security – The development is only considered to be acceptable, if the development is fully implemented in accordance with the recommendations of the submitted crime impact statement.

United Utilities Water PLC – No objection.

## **Issues**

National Planning Policy Framework - This Framework came into effect on 27th March 2012 and was amended and updated in July 2021 and sets out the Government's planning policies for England and how these are expected to be applied. It defines the Government's requirements for the planning system 'only to the extent that it is relevant, proportionate and necessary to do so'. It provides a mechanism through 'which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities'.

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. However, paragraph 11 states that 'at the heart of the Framework is a presumption in favour of sustainable development' and, in 'decision-taking', this means that development proposals should accord with the development plan should be approved without delay unless: any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole or specific policies in this Framework indicate development should be restricted. The Framework has been related to the proposed development, with particular emphasis given to the following:

i. Chapter 5 Delivering a sufficient supply of homes - States that to support the Government's objective of significantly boosting the supply of homes, it is important that: a sufficient amount and variety of land can come forward where it is needed; the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay. This should be reflected in the consideration of the size, type and tenure of housing needed for different groups in the community. Chapter 5 states that the provision of affordable housing should not be sought for residential developments that are not major developments and that the re-use of brownfield sites should be encouraged. It is considered that small and medium sized sites can make an important contribution to meeting the housing requirement of an area as they are often built-out relatively quickly. It further requires that local planning authorities should support the development of entry-level exception sites, suitable 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. It would also help to diversify the local housing market through the provision of high quality design with capability of achieving sustainable future occupation. The development is below the Council threshold for the provision of affordable housing. It is considered that the above arrangements and contribution to housing supply would secure compliance with chapter 5.

ii. Chapter 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 back of pavement, which would reflect the characteristics of neighbouring terraced houses and aid natural surveillance. The development would present opportunities for the incorporation of appropriate security measures and site management. The absence of amenity space is acknowledged but the site has local open space provision, including Crowcroft Park. It is considered that the development would, on balance, accord with chapter 8.

iii. Chapter 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 can be - or have been - taken up, given the type of development and its location;
- b) Safe and suitable access to the site can be achieved for all users (paragraph 108).

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 not be supported with off site car parking. However, the site is in a sustainable location benefitting from access to the local bus network and its close proximity of Levenshulme and Longsight District Centres, Opportunities to encourage the option of more sustainable transport options would be related to the development through appropriate travel plan conditions and the delivery of cycle storage. The development would thereby accord with chapter 9.

iv. Chapter 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. Chapter 11 also states that planning decisions should support development that makes efficient use of land, whilst considering:

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

- b) The importance of securing well-designed, attractive and healthy places.

It is considered that chapter 11 has been positively responded to as the development would secure the re-use of a brownfield site and secures housing with a high quality of urban design. The scale, proportions and character development would also be appropriately related to the constraints of the existing building and surrounding area.

v. Chapter 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 and that planning decisions should ensure that development:

- a. Will function well and add to the overall quality of the area (over the lifetime of the development);
- b. Is visually attractive and related to good architecture, layout and landscaping;
- c. Is sympathetic to local character and surrounding built environment, whilst not preventing or discouraging appropriate innovation or change, including increased densities;
- d. Establishes or maintains a strong sense of place, including the arrangement of streets, spaces, building types and materials;
- e. Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development.

The development would introduce limited height to the building and would not significantly impact upon the existing relationship to neighbouring properties. The extension to the building is considered to be a proportionate addition with an appearance that has been suitably informed by and related to the host building. The arrangement of windows within the east elevation would not unduly affect the development potential of the neighbouring site. Final details of materials would be agreed by condition.

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.

It further states that all plans should apply a sequential, risk-based approach to the location of development - taking into account the current and future impacts of climate change to avoid where possible, flood risk to people and property.

Notwithstanding the fact that the development relates to the conversion an extension of an existing building. The applicant has provided an environmental assessment that demonstrates that the development would achieve a 10.5% reduction in carbon emissions above the requirements of Part L of building regulations. The development has undertaken a low and zero carbon feasibility approach, to determine the feasibility of including carbon reduction technologies as part of the development. These technologies were discounted in favour of a fabric first approach; with U-values, design air permeability and ventilation targets that would potentially exceed building regulations. The above would be supplemented with measures to secure sustainable drainage and design measures to protect existing ecology, enhance biodiversity and provide cycle storage for residents. 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:

- i. Consultation and pre-decision matters - The PPG reasserts that local planning authorities are required to undertake a formal period of public consultation, prior to deciding a planning application. All necessary local consultation has been undertaken along the posting of site notices and press advertisement;
- ii. Design - Good quality design is an integral part of sustainable development. It is considered that the development presents a contemporary building with a configuration that balances the functional requirements of the proposed mix of uses within a coherent design. The above objectives would thereby be accorded with.
- iii. Flood Risk Planning and Flood Risk - The potential for increase flood risk has been appropriately assessed and necessary conditions attached to secure satisfactory drainage.
- iv. Health and well-being - States those local planning authorities should ensure that health and wellbeing, and health infrastructure are considered in planning decision making. In this case, the development would provide a high quality of design that would positively benefit the appearance of the area.
- v. Air quality - The PPG states the relevance of air quality to a planning decision will be dependent upon the proposed development and its location. It states that where necessary, mitigation measures should be specifically related to the location of the development and be proportionate to the likely impact. In this case, the development would not involve car parking and traffic generation managed through a travel plan and cycle storage. An air quality assessment specifically related to boiler emissions would be an onerous requirement but is addressed through and informative.
- vi. Land affected by contamination - The risk of land contamination has been assessed by Environmental Health and significant issues have not been identified. The request (from Environmental Health) for a watching brief to address encountered contamination has been related to the development by condition.
- vii. Noise - Mitigating the noise impacts of a development will depend on the type of development being considered and the character of the proposed location. The development has been related to a noise impact assessment that has been related to the development by condition.
- vii. Travel plans and traffic / transport assessments - The development would be related to a residential travel plan condition.

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.

It is considered that 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 high quality and sustainable design that would respond to the on-going need for housing in the local area and add vibrancy to its character. The development would provide employment opportunities at the construction phase (through a local labour agreement) and the operation of the Class E ground floor office unit. Policy SP1 would therefore be positively responded to.

Policy EC1 (Employment and economic growth in Manchester) – The development site could potentially change to residential use through a prior approval application. It would thereby lose its local employment contribution. Notwithstanding the above, the viability of the existing uses appears to be limited and provision of a new residential use would make a greater contribution to the quality of the area and the amenity of residents. The development would also provide limited office space that would facilitate residential activity. On balance, it is considered that the development would be appropriately related to policy EC1.

Policy EC2 (Existing employment space) – States that existing employment space should be retained unless it can be demonstrated that the existing uses is not appropriately related to its context and/or greater benefit would be gained from the development. As stated, the development would be more appropriately related to its context and the quality of development would positively contribute to the character of the area and local amenity. The development would thereby accord with policy EC2.

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 existing building and its context. The increase in height and magnitude of the proposed extension would not significantly impact upon the relationship to the host building to its context. The development would be related to the coherent use of materials that also reflect the character of surrounding context. It is therefore considered that policy EN1 would be accorded with.

Policy EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon Development) - Has been related to the assessment of the submitted statement detailing measures to reduce CO2 emissions and to secure energy efficiency. The development has been related to 'fabric-first' design approach that would accord with the principles of the energy hierarchy in line within policy EN 4. The development would deliver effective measures to reduce carbon emissions

that respond to the physical constraints of the site and magnitude of development. On this basis, policy EN4 would be accorded with.

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.

Policy EN8 has been related to the proposed sustainable design of the proposed apartments and appropriate drainage management. As stated, the development has been related to a satisfactory environmental statement that demonstrates measures to reduce carbon emissions. An overheating statement has also been submitted. Limited opportunities and biodiversity enhancement would be realised as part of the development. Policy EN8 would thereby be complied 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 has been assessed and it is considered that 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, amongst other things, that the developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity. Policy EN15 has been related to the submitted bat survey, which has not identified the presence of bats. A condition has been included to ensure the provision of bat and bird boxes. Policy EN15 would therefore be complied with.

Policy EN 16 (Air Quality) – The development would not be supported with car parking and traffic generation would be managed through the travel plan condition. It is not considered therefore that development would significantly affect existing air quality. However, an informative has been included providing advice concerning the future management of boiler emissions.

Policy EN18 (Contaminated Land and Ground Stability) - States that any proposal for development of contaminated land must be accompanied by a health risk assessment. Environmental Health have not identified any specific risk of historical land contamination within the application site. The risk of land contamination has been assessed by and significant issues have not been identified as part of the assessment of the submitted ground condition report. Following the request from Environmental Health, a watching brief condition has been related to the development by condition.

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, with issues relating to the transfer of waste containers to collection points addressed through a service management condition. These arrangements would be related to the residential and Class E (c ) use and would satisfy the requirement of policy EN19 would thereby be complied with.

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 population, including elderly people, disabled people and people with specific support requirements;
- ii. Supporting growth on previously developed sites in sustainable locations and which takes into account the availability of developable sites in these areas;
- 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 both its residents and neighbours.

It is considered that the development would be positively related to the quality and supply of the housing stock in the local area and would thereby accord with policy H1.

Policy H 5 (Central Manchester) - States that Central Manchester, over the lifetime of the Core Strategy, will accommodate around 14% of new residential development. It states that high density housing will be permitted within Longsight District Centre as part of mixed-use schemes.

Policy H 6 (South Manchester) - States that South Manchester will accommodate around 5% of new residential development over the lifetime of the Core Strategy. High density development in South Manchester will generally only be appropriate within the district centres including Levenshulme, as part of mixed-use schemes.

Policies H5 and H6 have been referenced given the proximity of the site to Longsight and Levenshulme District Centres. It is considered that the development would improve the delivery and quality of local housing and thereby responding positively to both policies.

Policy H 8 (Affordable Housing) – Sets out the requirements for affordable housing or an equivalent financial contribution for development relating to 15 or more residential units. As the development relates to 14 apartments, there would be no requirement for an affordable housing contribution in this case.

Policy H11 (Houses in Multiple Occupation) – Relates to the management of new small-scale houses in multiple occupation (Class C4) and the retention of Class C3 dwellings. Appropriate conditions have been included to retain Class C3 uses following the implementation of the development with the objective of managing housing supply and safeguarding residential amenity.

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 not be supported with car parking spaces but is within a sustainable

location and would be supported with 14 cycle storage spaces for residents. This provision is acceptable in such a sustainable location. This provision would be supplemented with a travel plan condition relating to the residential use. On this basis, it is considered that the development 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, is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. The sustainable location of the application site, in terms of access to public transport and proximity to services within local centres and parkland would ensure that the development would be suitably related to the specified objectives of 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 to ensure that development has regard to the character of the surrounding area;
- c. Effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation;
- d. Accessibility: buildings and neighbourhoods should be fully accessible to disabled people with new development providing access to all via 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.

It is considered that the above 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 therefore 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 policies—

Policy DC5 (Flat conversions)

Policy DC5.1 states that, in determining planning applications, to convert a property to flats, the Council will have regard to:

- a. The standard of accommodation for the intended occupiers of the premises;
- b. Effects on adjoining houses as a result of noise from flats passing through party walls and affecting adjoining houses;
- c. Adequacy of car parking, off-street car parking and impact on exiting circumstances;
- d. Effects on the character of the neighbourhood;
- e. Adequate private outdoor amenity space;
- f. Achieving easy access for all, including disabled people;
- g. The satisfactory provision of refuse storage and collection facilities.

The constraints of the original building have informed its reconfiguration and internal space. This has affected the accessibility of the development. However, and on balance, the standard of accommodation is considered to be acceptable. Noise impacts have been appropriately assessed and identified issues can be addressed through a related condition. The impact of traffic generation has been assessed and mitigation measures identified. The absence of amenity space would be offset by access to local parkland. Appropriate waste management arrangements would be provided. Policy DC5.1 would thereby be responded to satisfactorily.

Policy DC5.2 states that there will be a general presumption in favour of flat conversions within residential areas. Furthermore, development involving large, old, difficult to re-use properties would be generally welcomed. The development would respond positively to these objectives. Policy DC5.2 would thereby be responded to satisfactorily.

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, the previously discussed constraints of the site would prevent the delivery of inclusive access. This circumstance has been balance against the benefits of securing a new and sustainable use of the building and the delivery of accommodation that will add to the diversity of local housing stock.

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 existing noise sources, including 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 railway line.

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 has been accompanied with noise survey that indicates that the detailed design would secure appropriate attenuation from noise relating to the surrounding environment, traffic, operational railway line and within the development. It is considered that identified issues relating to noise attenuation can be addressed to secure compliance with policy DC26.

Guide to Development in Manchester: Supplementary Planning Document and Planning Guidance - The Guide aims to support and enhance the on-going shaping of the City by providing a set of reasoned principles which will guide developers, designers and residents to the sort of development we all want to see in Manchester. The following paragraphs are of relevance and have been positively responded to e:

- i. Section 2 Design
- ii. Section 4 Environmental Standards
- iii. Section 7 Housing Density and Mix
- iv. Section 8 Community Safety and Crime Prevention

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 development relates to an apartment conversion rather than a new build. The spaces criteria in the MRQG has therefore been used as a benchmark and the achieved space is considered to be acceptable given the constraints of the site. 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 in relation to the outcome of statutory consultation. It is considered that the submitted information has facilitated the appropriate assessment of the development.

Principle of the development - The development was the subject of pre-application consultation and related comments have informed the details of the planning application. The proposed mix of uses would relate appropriately to existing and potentially emerging neighbouring uses. The development would secure a sustainable use for a building that would otherwise be difficult to occupy. It is considered that the operation of the development is capable of being managed through the attached conditions. The principle of the development is therefore considered to be acceptable.

Consultation - The applicant has indicated that prior to the submission of the planning application a 10 day on-line public consultation event was held. 81 surrounding houses were notified of the event prior to its commencement. No comments were received in response to this consultation. The planning application was subject to neighbour notification, the publication of a press notice and display of a press notice. It is considered that satisfactory notification of the development has been undertaken.

Magnitude of development – The development involves proportionate extensions to the buildings that reflect the relationship to the existing built form to its context. On balance, it is considered that the proposed number units could be accommodated within the application building.

Siting – The development would maintain the alignment of built form to Siddall Street and Swallow Street thereby maintaining as suitable relationship to existing and proposed built form. The proposed side extension would be screened by the existing retained outriggers. Any new impact would be limited to the additional height associated with the roof extension, which is considered to be acceptable. The surrounding area is characterised by outriggers and rear extensions that has led to the dense configuration of built form. It is acknowledged that bedrooms would be located within the eastern elevation of extension and position within 5.6 meters to the boundary with the neighbouring site. This would be a close relationship to existing

built form. However, the impact on windows to the lower (office) and upper ground floor would be reduced by the height of the retained boundary wall. The impact would be more significant at the first and second floor. However, the proximity of these windows would need to be taken into consideration when assessing the configuration of windows to the neighbouring development. On balance, the siting of the proposed extension is considered to be acceptable.

Height, scale and massing – The existing building has a monopitched roof with a maximum height of 12.4 metres at its highest point adjacent to the alleyway to the north of the site. The development would incorporate a parapet with a maximum height of 12.8 metres. The dual pitches to the roof would have maximum heights of 13.8 metres but offset from the outside edges of the parapet to reduce the impact of this addition. It is considered that the additional height would not impact upon or affect the relationship of the building to neighbouring houses. The bulk and massing of the building presented to Siddall Street and Swallow Street has been relieved by the arrangement of windows and surrounding detailing. The presentation of the building to Swallow Street would be articulated through the retention of the angled configuration of the elevation as it approaches Siddall Street. Spaces across the retained rear yard and above the two-storey outrigger would further relieve the massing of the building and secure and appropriate relationship to the neighbouring site to the northern. It is considered the extensions to roof and side of the building would be proportionate and thereby acceptable.

Daylight, sunlight and overshadowing impacts – The submitted design and access statement includes overshadowing details that demonstrates that the increased height of the building would marginally affect its relationship to the nearest 2-storey houses on Siddall Street. Any addition impact would be balanced against the benefit of securing and elevational treatment and roofscape that improves the appearance of the building and its relationship to its surrounding context.

Permitted upward extensions - A condition has been recommended to remove permitted development right that would otherwise potentially allow the erection of additional rooftop extensions. This condition is considered to be necessary to maintain satisfactory relationships to the neighbouring residential uses and the streetscene, in terms of the height and proportions of the development.

Design – The design has been suitably informed by the character of the existing building. The composition and arrangement of window openings to Swallow Street and Siddall Street would suitably relieve brickwork that would be further articulated by the verticality of dental course detailing and notable intersections the street elevations. The proposed side extension would be composed in contrasting band of red and buff brick to define the proportions of the original building and add visual interest of the building viewed from Swallow Street and Stockport Road. Cohesion and definition would be added to the enlarged building through the formation of a parapet in soldier course detailing. The character of the building would be further acknowledged through the proposed use of timber framed windows. The application of grey roof tiles would acknowledge the characteristics of roofscape to neighbouring housing. The design of the development is considered to be acceptable.

Accessibility – In order to secure that proposed number of apartments it would be necessary to excavate the ground floor and insert new window opening, thereby forming a semi-exposed basement area. In so doing, access to the lower ground floor would incorporate steps and inclusive access would not be achieved. Similar arrangement would be related to the proposed office space. The lack of inclusive access has been balance by the benefits of bringing the building into active and sustainable use. It is not apparent that and alternative access arrangements could be delivered given the constraints of the application building.

Future use of the development – In order to ensure the appropriate future management of the development a condition has been included to ensure that development is maintained as 14 residential apartments (Class C3) over five floors and one ground floor commercial, business and service unit with maximum floorspace of 80 metres (Class E (c)). This condition is necessary to safeguard residential amenity.

Residential amenity – It is considered that the development would deliver a satisfactory quality of residential accommodation. The development would also be positively related to the streetscene. The relationship of the development to residential properties on Siddall Street would be maintain and satisfactory distances would be maintained between habitable room windows across the street. The arrangement of windows in the eastern elevation would not compromise the development potential to the east of the site. The development would also deliver residential use that would be more compatible with the surrounding context and be beneficial to residential amenity.

Residential space standards – The applicant has not met the specific MRQG criteria that has been applied to the assessment of the proposed internal space. However, it appears that 3 of the apartments would meet the requirements for 2 bedroom, 3 person occupation with the remaining appartements achieving a shortfall of between 3 and 8 sq. metres. This attributed to the development relating to the conversion of and existing building and the constraints of its configuration. There has also been a requirement to relate the internal room layouts toe the positioning of windows to achieve an appropriate and coherent elevation composition. In these circumstances, it is considered that the achieved internal space is acceptable.

Access to open space – The site is within walking distance of Crowcroft Park. Rushford Park playing pitches are located beyond the railway line to the west of the site. There is also an area of grassed open space bounded by Pennington Street, the railway line and Park Grove. Future residents would thereby have access to recreational open spaces.

Crime and Security - It is considered that the development would achieve satisfactory natural surveillance. Appropriate boundary treatment would secure satisfactory demarcation of public and private space. It is also considered that, by limiting servicing to the gates to the side boundary gates adjacent to Swallow Street, the appropriate and secure management of the courtyard would be achieved. A condition has been included to ensure that the development is related to the physical security measures set out in the submitted crime impact statement. The development would thereby achieve measures to reduce to risk of crime and the management of the on-going security of the site.

Boundary treatment - The width of the existing site entrance from Swallow Street would be reduced by the siting to the side extension. The existing brick wall and pier to the northern boundary would be retained and the service yard would be enclosed by a two leaf gate comprising solid grey metals and railings, These arrangements would secure appropriate security and natural surveillance within the service yard. These arrangements are considered to be acceptable.

Reducing carbon emissions and sustainable design – The applicant has submitted an environmental standards statement that sets out the environmental performance of the development and has been assessed with reference to national and local policies. The statement that demonstrates that satisfactory and proportionate measures would be put in place to reduce carbon emissions from the development. The implementation of the details of the above statement have been related to the development by a condition. The environmental impact of the development would be further reduced through the conditioned arrangements for drainage, acoustic attenuation, drainage, waste and recycling management, cycle storage and

the delivery of a residential travel plan. It is considered that the proposed arrangements respond positively to the climate change emergency and would deliver an effective methodology for achieving a satisfactory reduction in carbon emissions.

Car parking and highways issues – The development would not be supported with car parking spaces but is within a sustainable location and would be supported with 14 cycle storage spaces for residents. These arrangements have been assessed and accepted by Highways due to the location of the site in a sustainable location with strong transport links. The development would also be supported with a travel plan condition relating to the residential use.

Travel Plan - The sustainable location of the site, its accessibility on foot and via public transport and the provision of cycle storage would give confidence regarding effective delivery of travel plans in relation to the occupation of the apartments. A residential travel plan has thereby been conditioned.

Cycle storage - Proposed residential cycle storage area would be located within the building and would provide 100% provision for residents' use. The positioning off the cycle storage at first floor level and with partially access via stairs is less than ideal. However, this design response has been informed by the constraints of the building and the need to secure ground level waste storage. It would also provide secure cycle storage within the building. On balance, these arrangements are considered to be acceptable.

Off-site highways works - A condition has been included to ensure that all necessary works to the adjacent highways, including any required road safety audits, are related to the development by condition with related works to be undertaken prior to occupation [of the development].

Construction Management Plan (CMP) - Given the relationship of the site to neighbouring houses, it is considered that the undertaking of construction will need to be appropriately managed. A satisfactory CMP has been submitted and is related to the development by condition.

Waste management – The applicant has provided a detailed segregated waste and recycling strategy that would accommodate the needs of the apartment and the Class E (c ) uses. An internal storage area has been identified in the offices and individual apartments to allow waste to be contained prior to transition to the main bin store, which would have internal and external access. The applicant has indicate that 4 x 1100 litre Eurobins and 1x 240 litre bin would be required, which has been assessed by Environmental Health and is considered to be acceptable. These arrangements have been conditioned to the development. The submitted waste management plan indicates arrangements for the presentation of bins to a specified point on collection day. A commitment to the return of bins to the storage area following collection has not been made. A site management plan condition has therefore been included to ensure both the presentation and return of bins on collection day.

Noise – The development has been related to a noise assessment that relates the potential impact of the development on the existing noise climate and its future residential occupation. Whilst the development gives some certainty that appropriate acoustic attenuation can be delivered as part of the development, it is considered that further consideration of attenuation measures to address noise impact from rush hour traffic or the operation of the nearby railway line needs to be assessed. The submission, approval and implementation of noise attenuation scheme has therefore been related to the development by condition.

Ground floor opening hours – The ground floor ground floor Commercial, Business and Service (Class E(c)) unit has been conditioned so that it does not open outside the following hours:

Monday to Friday: 8:00 am to 8.00 pm;  
Sundays and Bank Holidays: Closed.

This condition is considered to be necessary to safeguard residential amenity.

Servicing hours – The servicing hours condition requested by Environmental Health has been related to the Class E (c) limiting collections and deliveries to hours of Monday to Saturday 7.30 am to 8.00 pm with no deliveries on Sunday and Bank Holidays.

Air quality - The development would not be supported with car parking and traffic generation would be managed through the travel plan condition. It is not considered therefore that development would significantly affect existing air quality. An informative has been included providing advice concerning the future management of boiler emissions to reduce potential impacts on air quality.

Land conditions – As stated, a watching brief condition to address encountered land contamination has been included.

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 are necessary to ensure the appropriate implementation of the development. The related pre-commencement condition has been agreed.

Ecology - The development has been related to an ecological assessment that the site predominantly comprises of an existing building with very limited habitat potential and a relatively small hardstanding area. The development has not identified the presence of bats but a condition, that is related to the submitted report, has been included to ensure appropriate safeguards should bats be found during construction.

Local labour agreement - The development has been accompanied with a statement setting out the mechanism for delivery employment opportunities for local people during the construction phase. A condition has been included relating the construction phase of the development to that would expand upon the detail of the submitted local labour statement.

TV Reception – The development would result in a limited increase in the overall building height and it is not anticipated that the existing circumstances would be significantly change. However, to give more certainty, a condition has been included to ensure that existing TV reception is not compromised and, if necessary, appropriate attenuation measures and agreed and implemented as part of the development.

Broadband connectivity – The applicant has assessed broadband connectivity and confirmed that external and internal fibre would be provide as part of the development and in accordance with government guidance for data infrastructure. The implementation submitted details have been related to the development by condition to secure appropriate broadband connectivity.

Conclusion - The development would contribute positively to local housing provision and provide a new and viable use for and existing building of some historic interest. The development would contribute positively to the neighbouring residential area and aid local regeneration, in close proximity to Longsight and Levenshulme district centres. The recommended conditions would ensure the appropriate future management of the development.

On this basis, it is considered that the development is acceptable and meets the requirements of and satisfactorily accords with Core Strategy, Unitary Development Plan saved policies and the National Planning Policy Framework.

### **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 in relation to the outcome of 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 18 August 2022:

Planning application forms  
Location Plan (with red edge) A619\_P\_001  
Proposed LGF Plan A619\_P\_100C  
Proposed UGF Plan A619\_P\_101  
Proposed 1F Plan A619\_P\_102  
Proposed 2F Plan A619\_P\_103

Proposed 3F Plan A619\_P\_104  
Proposed Roof Plan A619\_P\_105  
Proposed South Elevation A619\_P\_300  
Proposed East Elevation A619\_P\_301  
Proposed Context Elevation A619\_P\_302  
Proposed North Elevation A619\_P\_304  
Proposed West Elevation A619\_P\_305  
Proposed Section AA A619\_P\_400  
Swallow Street Levenshulme Design & Access Statement dated August 2022 by Ollier  
Smurthwaite Architects  
Pinnacle Estates Mcr Ltd Swallow Street Planning Statement by Paul Butler Associates dated  
16 August 2022  
Proposed Mixed Use Re-development Swallow Street, Levenshulme, Manchester Technical  
Note 01 Prepared on behalf of: Pinnacle Estates MCR Ltd Doc Ref: 3172-01-TN01 August 2022  
by Axis

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 conversion and extension of a building to form 14 residential apartments (Class C3) over five floors and one ground floor commercial, business and service unit with maximum floorspace of 80 metres (Class E (c)).

Reason - To safeguard the amenities of the occupiers of 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 ground floor of the premises shall be used for any other purpose (including any other purpose in Class E(c) 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 (as amended), 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 for the operation of the authorised units for the purposes of: financial services, professional services (other than health or medical services) or any other services which it is appropriate to provide in a commercial, business or service locality.

Reason - To safeguard the amenities of the occupiers of 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.

6) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification) no part of the development shall be used for any purpose other than the purpose(s) of Class C3(a) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

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.

7) Notwithstanding the General Permitted Development Order 2015 (as amended) or any legislation amending or replacing the same, no further development in the form of upward extensions to the buildings shall be undertaken other than that expressly authorised by the granting of planning permission.

Reason - In the interests of protecting residential amenity and visual amenity of the area in which the development is located pursuant to policies DM1 and SP1 of the Manchester Core Strategy (2012).

8) Notwithstanding the details of document referenced Pinnacle Estates Mcr Ltd Swallow Street Planning Statement by Paul Butler Associates dated 16 August 2022 (Appendix 1) and prior to the commencement of the development hereby approved, a detailed construction management plan outlining working practices during 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 construction and staff 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.

9) The ground floor Commercial, Business and Service use (Class E(c)) unit shall not be open outside the following hours:

Monday to Friday: 8:00 am to 8.00 pm;  
Sundays and Bank Holidays: Closed.

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

10) Deliveries, servicing and collections, including waste collections relating to the authorised ground floor Class E (c) use shall not take place outside the following hours:

Monday to Saturday: 7:30 am to 8:00 pm

No deliveries/waste collections on Sundays/Bank Holidays.

Reason - In order to protect the amenity of local residents and in accordance with policies SP1 and DM1 of the Core Strategy for the City of Manchester.

11) The authorised development shall be undertaken in accordance with the waste management strategy comprising document referenced: Proposed residential redevelopment Swallow Street, Levenshulme, Manchester Waste Management Strategy by Axis Doc Ref: 3172-01-WMS01 dated August 2022.

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.

12) Before the first occupation of the development, a scheme for the management of the external areas of the site shall be submitted to and approved in writing by the City Council as local planning authority. This scheme shall include details of arrangements for the presentation of bins to collection points and their return to the waste management enclosures. The details of the approved scheme shall be implemented upon the first occupation of the authorised extension and shall remain in situ whilst the use or development is in operation

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies SP1, C2, DM1, T1 and T2 of the Core Strategy for the City of Manchester.

13) Upon commencement and throughout the construction phase of the development, a watching brief shall be maintained so that, in the event that ground contamination, groundwater contamination and/or ground gas is encountered 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 detailing what measures, if any, are required to remediate the land (the Remediation Strategy), is submitted to and approved in writing by the City Council as local planning authority. The development shall be carried out in accordance with the agreed Remediation Strategy. If no contamination is found, then a post-completion report shall be submitted to evidence this prior to occupation of the development.

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.

14) a) Before the occupation of the development, a scheme for acoustically insulating the proposed residential accommodation against noise from traffic using Stockport Road and the nearby mainline railway shall be submitted to and approved in writing by the City Council as

local planning authority. There may be other actual or potential sources of noise which require consideration on or near the site, including any local commercial/industrial premises.

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

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

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

15) Before its installation any externally mounted equipment required to facilitate the ground floor operation the authorised Class E(c) use shall be related to a scheme to 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 from any such ancillary plant, equipment and servicing, including details of acoustic attenuation. Any externally mounted equipment installed as part of the authorised development shall be installed in accordance with the specifications of the agreed and subsequently maintained in situ.

Reason - To safeguard residential amenity by minimising the impact of the development and to prevent a general increase in pre-existing background noise levels around the site, pursuant to policies SP1, H1 and DM1 of the Core Strategy for the City of Manchester and saved Unitary Development Plan policy DC26.

16) Before its installation, any external lighting required in support of the development shall be related to a scheme to be submitted to and approved in writing by the City Council as local planning authority. Lighting shall only be installed in accordance with the approved scheme and maintained in situ unless any lighting installed as part of the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority is harmful to adjoining and nearby residential properties. In such circumstances and within 14 days of its written request, a scheme for the elimination of glare and/or light spillage shall be submitted to and approved in writing by the Council as local planning authority. The approved scheme shall be implemented to a timescale agreed with the City Council as local planning authority and maintained in situ thereafter.

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

17) No development shall take place until surface water drainage works, designed 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 development shall be implemented in accordance with the approved details, which shall remain in situ at all times thereafter.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to policies EN8 and EN14 of the Core Strategy for the City of Manchester and the guidance within the National Planning Policy Framework.

18) Cycle storage related to authorised apartments (Class C3) as shown on drawing referenced: Proposed 1F Plan A619\_P\_102 shall be made available for such purposes upon occupation of the building 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.

19) Before the commencement of above ground construction works, details of highways works to Siddall Street and Swallow Street that are required as part of the implementation of the development, including any required road safety audits, shall be submitted to and approved in writing by the City Council as local planning authority. The development shall not be occupied until the works have been constructed in accordance with the approved details, which shall be maintained in situ at all times thereafter.

Reason - In the interest of pedestrian and highway safety and in the interests of local amenity, as specified in policies SP1, EN19, T2 and DM1 of the Core Strategy for the City of Manchester and guidance contained within the National Planning Policy Framework.

20) The development hereby approved shall be implemented in full accordance with the measures as set out in document referenced: Paul Butler Associates on behalf of Pinnacle Estates MCR Environmental Standards Statement Swallow Street, Levenshulme, Manchester dated 20 July 2022 by Watt Energy & Consulting Engineers, including: 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 authorised 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.

21) The authorised development shall be designed and constructed in accordance with the recommendations contained within sections 3.3, 4 and 5 of document referenced: Crime Impact Statement: Junction of Swallow Street & Siddall Street, Levenshulme. Manchester by GM Police Design for Security for Pinnacle Estates Version A: 24/05/2022 Reference 2022/0178/CIS/01. The development shall only be carried out in accordance with these approved details and occupation or use shall not commence until the City Council as local planning authority has acknowledged, in writing, that it has received written confirmation of 'Secured by Design' accreditation.

Reason - To reduce the risk of crime pursuant to policies SP1, EN1 and DM1 of the Core Strategy for Manchester and to reflect the guidance contained in the National Planning Policy Framework.

22) Before the first occupation of the authorised development, a Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Plan means a document which includes:

- i. The measures proposed to be taken to reduce dependency on the private car by those [attending or] employed in the development;
- ii. A commitment to surveying the travel patterns of staff during the first three months of use of the development and thereafter from time to time;
- iii. Mechanisms for the implementation of the measures to reduce dependency on the private car;
- iv. Measures for the delivery of specified travel plan services;
- v. Measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car.

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 (ii) above shall be submitted to and approved in writing by the City Council as local planning authority. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel to the school, pursuant to policies SP1, T2 and DM1 of the Core Strategy for the City of Manchester and the Guide to Development in Manchester SPD (2007).

23) Before the commencement of above ground construction works, reports relating to the following details relating to television reception in the area of the development site shall be submitted to and approved in writing by the City Council as local planning authority:

- a) Identify, before the development commences, the potential impact area in which television reception is likely to be adversely affected by the development. The study shall be carried out either by the Office of Communications (OFCOM), or by a body approved by OFCOM and shall include an assessment of when in the construction process an impact on television reception might occur.
- b) Measure the existing television signal reception within the potential impact area identified in (a) above before development commences. The work shall be undertaken either by an aerial installer registered with the Confederation of Aerial Industries or by a body approved by the Independent Television Commission, and shall include an assessment of the survey results obtained.
- (c) Assess the impact of the development on television signal reception within the potential impact area identified in above within one month of the practical completion of the development or before the development is first occupied, whichever is the sooner, and at any other time during the construction of the development if requested in writing by the City Council as local planning authority in response to identified television signal reception problems within the potential impact area. The study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out in (b) above. The measures identified must be carried out either before the building is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

Reason - To provide an indication of the area of television signal reception likely to be affected by the development to provide a basis on which to assess the extent to which the development during construction and once built, will affect television reception and to ensure that the

development at least maintains the existing level and quality of television signal reception. In the interest of residential amenity, as specified in policy DM1 of Core Strategy for the City of Manchester.

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

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

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

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

Reason - The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and DM1 of the Core Strategy for the City of Manchester.

25) Before the occupation of the authorised apartments, a scheme to encourage biodiversity within the application site shall be submitted to and approved in writing by the City Council as local planning authority, including the provision measures to encourage habitats for native bird and, if appropriate, bat species. The development shall be implemented in accordance with approved scheme prior to the occupation of the authorised apartments and shall be maintained in situ thereafter.

Reason - in the interests of residential development and to encourage bio-diversity pursuant to policies SP1, EN1, EN15 and DM1 of the Core Strategy for the City of Manchester and the National Planning Policy Framework.

26) The development shall be fully implemented in accordance with document referenced Daytime Bat Survey, Swallow Street, Levenshulme, Greater Manchester dated April 2022 by Rachel Hacking Ecology. If a bat is found all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England should also be informed.

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.

27) Before the first occupation of the development the details of document referenced: Pinnacle Estates Mcr Ltd Swallow Street Planning Statement by Paul Butler Associates dated 16 August 2022 Broadband Connectivity Assessment page 36 shall be fully implemented and maintained in situ thereafter.

Reason - In the interests of residential and amenity pursuant to policy SP1 and DM1 of the Core Strategy for the City of Manchester and the guidance with the National Planning Policy Framework.

## **Informatives**

1) Information for Developers guidance documents can be downloaded using the following link: [http://www.manchester.gov.uk/info/500207/planning\\_and\\_regeneration/1962/additional\\_planning\\_guidance/3](http://www.manchester.gov.uk/info/500207/planning_and_regeneration/1962/additional_planning_guidance/3)

2) The developer should refer to IAQM Planning guidance for further information on boilers and impact on air quality.

3) The following details are required in relation to noise assessment and attenuation:

- i. Noise survey data shall include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The following noise criteria shall be required to be achieved when providing adequate ventilation as defined by Approved Document F of the Building Regulations (whole dwelling ventilation);
- ii. Higher internal noise levels than those specified above may be allowed when higher rates of ventilation are required in relation to address overheating;
- iii. Due to the proximity of the development to the mainline railway it shall be necessary for vibration criteria to apply which can be found in BS 6472: 2008 "Guide to evaluation of human exposure to vibration in buildings". Ground borne noise/re-radiated noise shall also be factored into the assessment and design.

4) The applicant should be advised that any continuing requirements for licensing and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).

5) It is advised that the following highways works should be undertaken at a cost to the applicant through a Section 278 agreement with Manchester City Council:

- i. New access to the car parking area from Siddall Street;
- ii. Redundant vehicle crossings to be restored as footway;
- iii. Footway resurfacing and tactile paving installed around the site;
- iv. Potential lighting column and sign relocation;
- v. Traffic Regulation Order refreshment around the site;
- vi. Final highway design to be related to a road safety audit.

6) The applicant is reminded that, under the Wildlife and Countryside Act 1981 as amended, it is an offence to remove, damage, or destroy the nest of a wild bird, while the nest is in use or being built. Planning consent does not provide a defence against prosecution under this act. If a bird's nest is suspected work should cease immediately and a suitably experienced ecologist employed to assess how best to safeguard the nest(s).

## **Appendix 1 – List of consultees & neighbours notified**

Environmental Health  
MCC Flood Risk Management  
Highway Services

Greater Manchester Ecology Unit  
Greater Manchester Police  
United Utilities Water PLC

Kitchen Factory, 2 Swallow Street Manchester, M12 4QH  
Plumbing Centre, 2 Swallow Street, Manchester, M12 4QH  
A6 Cycle Warehouse, 754 - 758 Stockport Road, Manchester, M12 4GD  
752 Stockport Road, Manchester, M12 4GD  
118 Longden Road, Manchester, M12 5SJ  
764 - 772 Stockport Road, Manchester, M12 4GD  
21 Linwood Grove, Manchester, M12 4QH  
11 Linwood Grove, Manchester, M12 4QH  
9 Linwood Grove, Manchester, M12 4QH  
7 Linwood Grove, Manchester, M12 4QH  
3 Linwood Grove, Manchester, M12 4QH  
27 Linwood Grove, Manchester, M12 4QH  
25 Linwood Grove, Manchester, M12 4QH  
23 Linwood Grove, Manchester, M12 4QH  
17 Linwood Grove, Manchester, M12 4QH  
13 Linwood Grove, Manchester, M12 4QH  
51 Siddall Street, Manchester, M12 4GE  
53 Siddall Street, Manchester, M12 4GE  
37 Swallow Street, Longsight, Manchester, M12 4GH  
35 Swallow Street, Longsight, Manchester, M12 4GH  
27 Swallow Street, Longsight, Manchester, M12 4GH  
23 Swallow Street, Longsight, Manchester, M12 4GH  
17 Swallow Street, Longsight, Manchester, M12 4GH  
15 Swallow Street, Longsight, Manchester, M12 4GH  
9 Swallow Street, Longsight, Manchester, M12 4GH  
762A Stockport Road, Manchester, M12 4GD  
760A Stockport Road, Manchester, M12 4GD  
762 Stockport Road, Manchester, M12 4GD  
EASY HOMES (MCR) LTD, 776 Stockport Road, Manchester, M12 4GD  
760 Stockport Road, Manchester, M12 4GB  
19A Swallow Street, Longsight, Manchester, M12 4GH  
19B Swallow Street, Longsight, Manchester, M12 4GH  
784 Stockport Road, Manchester, M12 4GD  
Bottom Flat, 25 Swallow Street, Longsight, Manchester, M12 4GH  
Top Flat, 25 Swallow Street, Longsight, Manchester, M12 4GH  
Flat B, 13 Swallow Street, Longsight, Manchester, M12 4GH  
Flat A, 13 Swallow Street, Longsight, Manchester, M12 4GH  
701 Stockport Road, Manchester, M12 4QN  
689 Stockport Road, Manchester, M12 4QN  
North West Community Services Ltd, 20 Swallow Street, Longsight, Manchester, M12 4GH  
13 Swallow Street, Longsight, Manchester, M12 4GH  
691 Stockport Road, Manchester, M12 4QN  
31 Swallow Street, Longsight, Manchester, M12 4GH  
11 Swallow Street, Longsight, Manchester, M12 4GH  
20 Siddall Street, Manchester, M12 4GE  
10 Linwood Grove, Manchester, M12 4QH  
4 Linwood Grove, Manchester, M12 4QH  
19 Linwood Grove, Manchester, M12 4QH  
55 Siddall Street, Manchester, M12 4GE

45 Siddall Street, Manchester, M12 4GE  
39 Siddall Street, Manchester, M12 4GE  
33 Siddall Street, Manchester, M12 4GE  
29 Siddall Street, Manchester, M12 4GE  
18A Siddall Street, Manchester, M12 4GE  
18 Siddall Street, Manchester, M12 4GE  
33 Swallow Street, Longsight, Manchester, M12 4GH  
29 Swallow Street, Longsight, Manchester, M12 4GH  
21 Swallow Street, Longsight, Manchester, M12 4GH  
7 Swallow Street, Longsight, Manchester, M12 4GH  
10 Swallow Street, Longsight, Manchester, M12 4GH  
24 Siddall Street, Manchester, M12 4GE  
22 Siddall Street, Manchester, M12 4GE  
12 Linwood Grove, Manchester, M12 4QH  
8 Linwood Grove, Manchester, M12 4QH  
6 Linwood Grove, Manchester, M12 4QH  
2 Linwood Grove, Manchester, M12 4QH  
5 Linwood Grove, Manchester, M12 4QH  
15 Linwood Grove, Manchester, M12 4QH  
1 Linwood Grove, Manchester, M12 4QH  
49 Siddall Street, Manchester, M12 4GE  
47 Siddall Street, Manchester, M12 4GE  
43 Siddall Street, Manchester, M12 4GE  
41 Siddall Street, Manchester, M12 4GE  
37 Siddall Street, Manchester, M12 4GE  
35 Siddall Street, Manchester, M12 4GE  
31 Siddall Street, Manchester, M12 4GE

## **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  
Area Team Boundary - Name: NORTH AREA