

Planning

Growth & Development

Delegated officer report for planning application

Application no. 132262/FO/2021

Date registered valid: 25 January 2022

Proposal: Erection of a three storey building to create 2 flats (Class C3) with associated car parking, landscaping and boundary treatment

Address: 892 Rochdale Road, Manchester, M9 8AH

Ward(s): Harpurhey Ward

Applicant: Mr Noel Dyer 892 Rochdale Road, Manchester, M9 8AH

Agent (if any): Mr Abdel Koussa Koussa Architects 66 Norman Road, Altrincham, WA14 4EB

Case officer: Janine Renshaw-Livesey
Tel: 0161 234 4555
Email: janine.renshaw-livesey@manchester.gov.uk

Recommendation: Refuse

Date of recommendation: 22 March 2022

Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit:

Standard consultations:

Printed: 26 January 2022 Expired: 16 February 2022

Neighbour notifications

Printed: 4 February 2022 Expired: 16 February 2022

Site notice

No site notice has been produced

Press advert

No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: NO

This application relates to a reasonable size plot of land to the north side of 892 Rochdale Road an end terrace property, that presently has a double garage at the far end. This terrace on Rochdale Road has a strong architectural rhythm.

Description of area

The area is predominantly residential in nature and the application site is situated within the side garden of a substantial villa type end terraced property. The neighbouring property is currently being used as flats and has a small front and rear garden. To the immediate west of the site lies a grassed area containing mature trees. Currently, the application site provides car parking provision. The garage to the rear of the site would be demolished to implement the proposal.

Description of development

The proposal includes the erection of a three-storey building to create 2 flats (Class C3) with associated car parking, landscaping and boundary treatment. The three-storey detached building is modern in appearance with large windows and an apex roof with balcony features to the front elevation. The building would be set back from the established building line, with three car parking spaces to the front including bin storage. The scheme does not include private amenity space.

Site History

085368/FO/2007/N1 Erection of new 3 storey, 5 bedroom dwelling to form end terrace attached to 892 Rochdale Road with associated car parking, access ramp and boundary treatment: Approved.

082575/FO/2007/N1 Erection of two terraced houses: Withdrawn.

Consultations & Notification Responses

Local residences were consulted, and no representations were received.

The Highways team were consulted and raised no objections to the proposal subject to electric charging points, cycle shelters and construction management plan conditions be attached to the consent.

Environmental Health we consulted and recommend construction management plan, air quality and contaminated land conditions be attached to the consent should it be supported.

The Ecology Unit recommended a bat and bird assessment of the building to be demolished be provided.

The Tree Section commented: the applicant has not submitted a tree report to show any impact the development could have on the offsite trees surrounding the property.

The Flood Team recommended a surface water drainage condition.

Greater Manchester Police were consulted, and no representation were received.

United Utilities were consulted, and no representation were received.

Issues

POLICIES

NATIONAL PLANNING POLICY FRAMEWORK

Chapter 2. Achieving sustainable development

7. The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

8. Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

- o An economic objective - to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
- o A social objective - to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and

future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

o An environmental objective - to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

These objectives should be delivered through the preparation and implementation of plans and the application of the policies in this Framework; they are not criteria against which every decision can or should be judged. Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area.

11. Plans and decisions should apply a presumption in favour of sustainable development.

For plan-making this means that:

c) plans should positively seek opportunities to meet the development needs of their area, and be sufficiently flexible to adapt to rapid change;

d) strategic policies should, as a minimum, provide for objectively assessed needs for housing and other uses, as well as any needs that cannot be met within neighbouring areas, unless:

i. the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for restricting the overall scale, type or distribution of development in the plan area⁶; or

ii. 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.

For decision-taking this means:

c) approving development proposals that accord with an up-to-date development plan without delay; or

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date⁷, granting permission unless:

i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or

ii. 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.

Chapter 8. Promoting healthy and safe communities

91. Planning policies and decisions should aim to achieve healthy, inclusive and safe places which:

a) promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other - for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages;

b) are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion - for example through the use of clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas; and

c) enable and support healthy lifestyles, especially where this would address identified local health and well-being needs - for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.

Chapter 9. Promoting sustainable transport

102. Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed;
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised - for example in relation to the scale, location or density of development that can be accommodated;
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account - including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

Chapter 12. Achieving well-designed places

124. The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. 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. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.

125. Plans should, at the most appropriate level, set out a clear design vision and expectations, so that applicants have as much certainty as possible about what is likely to be acceptable. Design policies should be developed with local communities so they reflect local aspirations, and are grounded in an understanding and evaluation of each area's defining characteristics. Neighbourhood plans can play an important role in identifying the special qualities of each area and explaining how this should be reflected in development.

131. In determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

LOCAL DEVELOPMENT FRAMEWORK CORE STRATEGY DEVELOPMENT PLAN DOCUMENT (ADOPTED 11 JULY 2012)

Policy SP1 identifies the City Council's Core Development Principles and states that development in all parts of the City should:-

Make a positive contribution to neighbourhoods of choice including:-

- Creating well designed places that enhance or create character
- Making a positive contribution to the health, safety and wellbeing of residents
- Considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income.
- Protect and enhance the built and natural environment

Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible.

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.

Policy DM 1 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:-

- Appropriate siting, layout, scale, form, massing, materials and detail.
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.

- Effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- Community safety and crime prevention.
- Design for health.
- Adequacy of internal accommodation and external amenity space.
- Refuse storage and collection.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Green Infrastructure including open space, both public and private.
- Flood risk and drainage.
- Existing or proposed hazardous installations.

EC1 Looks to ensure priorities for economic growth. The Council will support significant contributors to economic growth and productivity including health, education, retailing, cultural and tourism facilities, and other employment generating uses.

Policy H 1 Overall Housing Provision

States that the proportionate distribution of new housing, and the mix within each area, will depend on a number of factors. New housing will be predominantly in the North, East, City Centre and Central Manchester, these areas falling within the Regional Centre and Inner Areas of Manchester.

The policy goes on to state that that new residential development should take account of the need to:

- o Contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population;
- o Reflect the spatial distribution set out above which supports growth on previously developed sites in sustainable locations and which takes account of the availability of developable sites in these areas;
- o Contribute to the design principles of Manchester LDF including in environmental terms. The design and density of a scheme should contribute to the character of the local area. All proposals should make provision for appropriate usable amenity space. schemes should make provision for parking cars and bicycles (in line with policy T2) and the need for appropriate sound insulation;
- o Prioritise sites which are in close proximity to centres of high frequency public transport routes;
- o Be designed to give privacy to both its residents and neighbours.

Policy H 2 - Strategic Housing Location

The key location for new residential development throughout the plan period will be within the area to the east and north of Manchester City Centre identified as a strategic location for new housing.

Land assembly will be supported in this area to encourage the creation of large development sites or clusters of sites providing the potential for significant regeneration benefits.

Developers should take advantage of these opportunities by:-

- o Diversifying the housing offer with particular emphasis on providing medium density (40-50 dwellings per hectare) family housing including affordable housing. In locations which are close to the City Centre, such as the Lower Irk Valley and Holt Town, higher densities will be appropriate. However, the provision of family homes should remain an emphasis in these areas, too.
- o Including environmental improvements across the area.

- o Creating sustainable neighbourhoods which include complementary facilities and services.
 - o Considering the scope to include a residential element as part of employment-led development.
 - o Proposals will be expected to show how they contribute to decentralised low and zero carbon energy infrastructure as set out in the energy policies (EN4 - EN7).
- Housing proposals in the Strategic Housing Location, in particular in West Gorton, the Irk Valley, Holt Town and the Lower Medlock Valley, will need to take account of the flood risk issues in line with policy EN14 - Flood Risk.

Policy T2 Looks to manage the pattern of development to ensure that new development is located in accessible locations. Particular emphasis is given to the need to ensure residents are able to live in locations accessible to employment health, education, open space and leisure opportunities. The policy also states that all new development should provide appropriate car parking facilities.

Policy EN1 'Design principles and strategic character areas' states that all development in Manchester will be expected to follow the seven principles of urban design. Opportunities for good design to enhance the overall image of the City should be fully realised, particularly on major radial and orbital road and rail routes. Proposals for new development must clearly detail how the proposed development addresses the design principle, reinforces and enhances the local character of that part of the City and supports the achievement of the Core Strategic objectives.

Policy EN 14 Flood Risk

- o In line with the risk-based sequential approach contained within PPS25, development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding; this should take account of all sources of flooding identified in the Manchester-Salford-Trafford Strategic Flood Risk Assessment (SFRA). In addition to the requirements for site-specific Flood Risk Assessments (FRAs) set out in PPS25, an appropriate FRA will also be required for all development proposals, including changes of use, on sites greater than 0.5ha within Critical Drainage Areas (CDAs) and Canal Hazard Zones identified in the SFRA.
- o All new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of Green Infrastructure. Developers should have regard to the surface water run-off rates in the SFRA User Guide. In CDAs, evidence to justify the surface water run-off approach / rates will be required.
- o The City of Manchester contains many sections of rivers which are culverted or 'hidden'; where these are indicated in the SFRA beneath the proposed development site, further investigation will be required and the development proposal should take this into account; where feasible and appropriate development should seek to open up culverted/hidden rivers to reduce the associated flood risk and danger of collapse, taking advantage of opportunities to enhance biodiversity and Green Infrastructure

Policy EN 17 Water Quality

With reference to the Manchester-Salford-Trafford SFRA and other relevant documents:

- o Development should avoid any adverse impact on water quality, including during the construction phase, and wherever possible should seek to enhance water quality, both chemical and ecological;
- o Development should minimise surface water run-off from development and associated roads, and maximise the use of appropriate sustainable drainage systems, to minimise groundwater contamination, and to avoid pollutants reaching watercourses;
- o Development close to a watercourse should also ensure that waste or litter cannot enter the watercourse from the site;

- o Development should, where feasible and appropriate, seek to open up any culverted or hidden watercourse beneath the site to improve the ecological status of that watercourse.

Policy EN 18 Contaminated Land and Ground Stability

The Council will give priority for the remediation of contaminated land to strategic locations as identified within this document. Any proposal for development of contaminated land must be accompanied by a health risk assessment.

Policy EN 19 Waste

- o The Council will Work with other Districts through the Greater Manchester Joint Waste Development Plan Document (GMJWDPD) to safeguard existing sites for waste management and identify and safeguard new sites in existing areas of employment where appropriate.
- o Require all developers, including those of new waste management facilities within the District, to demonstrate the proposal's consistency with the principles of the waste hierarchy (prevention, reduction, re-use, recycling/composting, energy recovery, final disposal)
- o Require all developers of new waste management facilities within the District to plan for and, where appropriate, use sustainable modes for waste transport, including use of modes such as rail and the Manchester Ship Canal.
- o Require all developers to submit a waste management plan to demonstrate how both construction and demolition waste will be minimised and recycled on site wherever possible and how the sustainable waste management needs of the end user will be met.
- o Have full regard to the economic and environmental benefits that well designed and run, waste management facilities can bring to the District, subject to any conditions required to protect the amenity of existing adjacent users.
- o Promote the development of innovation and technological advancement within the sustainable waste management industry, aiming to achieve a closed-loop waste management system.
- o Require waste management practices to have full regard to the environmental, social and economic impacts of such development and encourage long-term benefits in improving the environment, the regeneration of areas in need of investment and co-location with other employment uses where appropriate.
- o Encourage communities to take responsibility for the waste they create through the provision of accessible facilities.

UNITARY DEVELOPMENT PLAN SAVED POLICIES

DC5 Flat Conversions.

DC5.1 In determining planning applications to convert 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 being normally required where practicable, and essential where there is so severe an existing on-street parking problem that unacceptable additional pressures would be created;
- d. general effects on the character of the neighbourhood, including the extent to which flat conversion schemes are a new or an established feature of the immediate area, avoiding the loss of front gardens and the retention of existing trees and shrubs;
- e. adequate private outdoor amenity space;
- f. the desirability of achieving easy access for all, including disabled people (as a minimum, access for disabled people will normally be required in conversions of ground floor accommodation);
- g. the satisfactory provision of refuse storage and collection facilities.

DC5.3 Notwithstanding policy DC5.2, the Council will normally refuse permission for any developments in this category which:

- a. do not provide accommodation to the Council's current approved standards;

- b. are in tightly-packed residential streets where there is no scope for off-street car parking and where there is already an acknowledged problem of on-street congestion;
- c. involve conversion schemes without adequate private external amenity space;
- d. are schemes without satisfactory refuse storage and collection facilities.

DC5.4 In determining applications of this kind, the Council will give particularly careful consideration to situations where a scheme is the first in a street of otherwise single family dwellings, the Council will give weight to the desirability of maintaining the character of the street in that respect.

CITY COUNCILS GUIDE TO DEVELOPMENT IN MANCHESTER 2: Supplementary Planning Document and Planning Guidance Adopted April 2007. 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. Part 1 of the Supplementary Planning Document, Chapter 2 Design, Character and Context: A place with its own identity, paragraph 2.3 states the following;

2.3 'A high quality environment is created by buildings which reflect their purpose and respect the place in which they are located. Different parts of the City, its neighbourhoods and streets have distinct or individual characters which are a product of the design of their buildings, the nature of the streets, the quality of the landscape or the nature of their activities. Such positive characteristics should be recognised and enhanced by new development. Each new development should be designed having full regard to its context and the character of the area. This should be demonstrated in planning submissions by way of design statements and where appropriate, visual means such as models and photomontages'.

MANCHESTER RESIDENTIAL QUALITY GUIDANCE 2016 - Sets out the direction for the delivery of sustainable neighbourhoods of choice where people will want to live and also raise the quality of life across Manchester and was approved by the Executive at its meeting on 14 December 2016. The ambitions of the City are articulated in many places, but none more succinctly than in the 'Manchester Strategy' (2016).

The guidance has been produced with the ambition, spirit and delivery of the Manchester Strategy at its heart. The delivery of high-quality, flexible housing will be fundamental to ensuring the sustainable growth of Manchester. To achieve the City's target of carbon neutrality by 2050, residential schemes will also need to be forward thinking in terms of incorporating the most appropriate and up to date technologies to significantly reduce emissions. It is therefore essential for applicants to consider and integrate the design principles contained within the draft guidance into all aspects of emerging residential schemes. In this respect, the guidance is relevant to all stages of the development process, including funding negotiations, the planning process, construction and through to operational management.

ISSUES

Principle

Although this is a residential area, the proposals for residential accommodation would generally be considered acceptable in principle, this site is not necessarily an obvious development site, as it comprises of the garden area of a residential property.

Siting and layout

The proposed building would be located in close proximity to the boundary of the property, 892 Rochdale Road. It would be set back considerably from the established building line. The

proposed building would be larger than the existing host property it lies next to situated within the existing side garden.

The current layout provides amenity space and car parking provision for the current occupiers of the neighbouring property. However, this proposal would remove these provisions. The issues associated with the proposed layout is compounded by the lack of amenity space for future occupiers of the proposed development along with inadequate car parking provision between both developments. Therefore, due to the lack of space around the curtilage of the two sites negative adequate car parking and amenity space. Therefore, the proposal is considered to be overdevelopment and is unacceptable on that basis.

Notwithstanding the inadequate space associated with the proposal, the visual impact of the layout is also considered to be unacceptable, due to the unusual and unorthodox layout and the poor relationship it has within the street scene. The proposed car parking dominating the street scene rather than front gardens and the attempts to incorporate a turning circle results with an unacceptable interface with the street which is at odds with the strong character of the surrounding area.

It is considered that this will have an adverse impact on the visual amenity within the surrounding area and the erection of a large detached dwelling in the garden removes a considerable amount of the amenity space for the occupiers of No.892 Rochdale Road and is considered to be out of keeping with the historic pattern of development in this location.

Design

The proposed development fails to pick up on the predominant features and overall character of the dwellings along Rochdale Road. These being traditional in materials and design, and only 2 storeys in height. These details, the regular appearance, detailing and rhythm of the properties contribute positively to the character and appearance of the area.

The proposal is a departure from the character of both the property at number 892 Rochdale Road and the neighbouring properties along the street frontage. It is three storey in nature, the elevations differ significantly from the existing street scene presenting as a gable elevation both front and rear, and comprising of predominantly glazing with balconies. It occupies a larger footprint upon a smaller plot than the neighbouring properties. In this respect, the proposal would be contrary to Policies SP 1 and DM 1 of the Manchester Core Strategy 2012 which require, amongst other things, that development should be of an appropriate form and massing and should have regard to the character of the surrounding area.

Residential Amenity

The proposed building due to its position would have a significant overbearing impact on the neighbouring property particularly 892 Rochdale Road. Furthermore, there would be with a subsequent adverse impact on their residential amenity in relation to the loss of amenity space at the front and back of the neighbouring property. The proposed building, by virtue of its location, position, orientation and height, would overshadow the rear garden of the neighbouring property to a significant extent, which is to the detriment of the amenities of those occupiers. Therefore, the proposal is contrary to policy DM1, SP1 of the Core Strategy for Manchester and the Unitary Development Plan for Manchester Policy DC5 and DC26.

Whilst the internal space is adequate in terms of the residential space standards the external space is limited for a property of this size, and it results in a tight cramped development that appears to be shoehorned onto an existing garden area.

The resultant structure would have a detrimental impact on visual amenity of properties within the vicinity of the site, and on the character of the area within which the property would be located.

Whilst it is acknowledged that the proposal would provide a unit of residential accommodation in a sustainable location to add to the housing land supply, however, the benefit of two additional units is limited and as such this does not outweigh the identified harm to the character and appearance of the area and to the impact upon the residential amenity of existing and future occupiers.

Conclusion

It is acknowledged that the NPPF seeks to boost the supply of housing and requires that housing applications be considered in the context of the presumption in favour of sustainable development. The proposed scheme is however considered to have an unsatisfactory relationship with adjoining properties in terms of visual and residential amenity and there are concerns about whether the site can comfortably accommodate flats. It is considered that the lack of space between the proposed block and its boundaries mean that it would appear cramped on the plot and at odds with the current spacious setting and the harm arising from the development would significantly and demonstrably outweigh the benefit of the provision of additional residential accommodation. This is underlined by the fact that the proposed flats do not provide amenity space and adequate car parking. The proposed development, by reason of its design and siting, would be out of character with the historic pattern of development in the area and result in an incongruous feature in the streetscene. It would therefore be detrimental to existing levels of visual amenity enjoyed on Rochdale Road and contrary to Policies SP1 and DM1 in the Manchester Core Strategy, the National Planning Policy Framework and National Design Guide.

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:

Article 35 Declaration

The proposal was assessed against the policies within the Manchester Core Strategy Development Plan Document, the Manchester Residential Quality Guidance and the guidance contained within the National Planning Policy Framework and National Design

Guide. The applicant was advised that the provision of residential accommodation in this location would not be appropriate due to it being out of character with the pattern of development and its detrimental impact upon residential amenity of existing and proposed occupants. As the nature of the proposal was considered to be unacceptable and following the assessment of revised plans unfortunately a solution that was acceptable to both the Local Planning Authority and the applicant could not be reached.

Condition(s) to be attached to decision for approval OR Reasons for recommendation to refuse

- 1) The proposed development, by reason of its siting, scale and appearance, would be out of character with the pattern of development in the area and result in an incongruous feature in the street scene. Car parking and waste bins would dominate the street scene together with unacceptable standards of accommodation due to lack of private amenity space. The proposal would result in an unduly harmful impact on the visual amenity of the local area which is contrary to Policies SP1, EN1 and DM1 in the Manchester Core Strategy (2012), saved policy DC5 and E3.3 of the Unitary Development Plan for the City of Manchester (1995), the National Planning Policy Framework and National Design Guide.
- 2) The proposal would result in development in the garden space of no. 892 Rochdale Road. Due to the size of the plot, the layout of the site and the scale and massing of the proposed building, the proposal would result in the overdevelopment of the site and form a cramped form of development which would be out of character with the pattern of development in the area. The proposal would also result in an overbearing, overshadowing and perceived overlooking impacts due to the relationship and proximity to 892 Rochdale Road together with increased noise and activity from comings and goings due to the increased levels of domestic activity taking place at the property together additional refuse arrangements. The proposal would have an unduly harmful impact on the residential amenity. This is contrary to the provisions of policy SP1, H3, EN1, and DM1 of the Manchester Core Strategy (July 2012), saved policies DC5 and DC26 of the Unitary Development Plan for the City of Manchester (1995) and the National Planning Policy Framework.

The creation of a two bedroom apartment in the basement of 22 Seymour Road will result in increased noise and activity from comings and goings due to the increased levels of domestic activity taking place at the property together additional refuse arrangements. The proposed windows for the main living accommodation will be particularly effected by noise, disturbance and fumes from the operations of the site due to their relationship with the vehicular and pedestrian access and car parking area. These issues will have an unduly harmful impact on the residential amenity of the existing and proposed occupants of this property. This is contrary to the provisions of policy SP1 and DM1 of the Manchester Core Strategy (July 2012), saved policies DC5 and DC26 of the Unitary Development Plan for the City of Manchester (1995) and the National Planning Policy Framework.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Greater Manchester Police
United Utilities Water PLC
Greater Manchester Ecology Unit

Paul Murphy Centre, 1067 - 1071 Rochdale Road, Manchester, M9 8AJ
1079 Rochdale Road, Manchester, M9 8AJ
1065 Rochdale Road, Manchester, M9 8AJ
Flat 1, 892 Rochdale Road, Manchester, M9 8AH
Flat 2, 892 Rochdale Road, Manchester, M9 8AH
Flat 1, 890 Rochdale Road, Manchester, M9 8AH
Flat 2, 890 Rochdale Road, Manchester, M9 8AH
Flat 8, 880 Rochdale Road, Manchester, M9 8AH
Flat 7, 880 Rochdale Road, Manchester, M9 8AH
Flat 5, 880 Rochdale Road, Manchester, M9 8AH
Flat 6, 880 Rochdale Road, Manchester, M9 8AH
Flat 3, 874 Rochdale Road, Manchester, M9 8AH
Flat 2, 876 Rochdale Road, Manchester, M9 8AH
Flat 3, 878 Rochdale Road, Manchester, M9 8AH
878 Rochdale Road, Manchester, M9 8AH
880 Rochdale Road, Manchester, M9 8AH
Flat 2, 874 Rochdale Road, Manchester, M9 8AH
Flat 1, 874 Rochdale Road, Manchester, M9 8AH
Flat 3, 876 Rochdale Road, Manchester, M9 8AH
Flat 1, 876 Rochdale Road, Manchester, M9 8AH
Flat 4, 878 Rochdale Road, Manchester, M9 8AH
Flat 2, 878 Rochdale Road, Manchester, M9 8AH
Flat 1, 878 Rochdale Road, Manchester, M9 8AH
9 Cambridge Road, Manchester, M9 8BB
888 Rochdale Road, Manchester, M9 8AH
886 Rochdale Road, Manchester, M9 8AH
882 - 884 Rochdale Road, Manchester, M9 8AH

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 - Not Affected
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Historic Landfill Site 250m Buffer -
Area Team Boundary - Name: NORTH1