

Planning

Growth & Development

Delegated officer report for planning application

Application no. 133132/FO/2022

Date registered valid: 7 March 2022

Proposal: Erection of a detached dwelling (use class C3) with associated car parking, bin and bike store, landscaping and boundary treatments

Address: Side Garden To 174 Manley Road, Manchester, M16 8NE

Ward(s): Chorlton Park Ward

Applicant: Alex Leech Hayesleeche Developments Ltd 61 Norwood Road, Manchester

Agent (if any): Mr Ralph Taylor Paul Butler Associates 31 Blackfriars Road, Salford, M3 7AQ

Case officer: Dave Morris
Tel: 0161 600 7924
Email: dave.morris@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 10.05.2022

Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit: 1 April 2022

Standard consultations:

Printed: 16 March 2022 Expired: 6 April 2022

Neighbour notifications

Printed: 16 March 2022 Expired: 6 April 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

This application relates to the side garden of a two storey semi detached house.



The site has been neglected and that boundary treatments to three sides are in a poor condition.



Listed building: Not applicable

Conservation area:

Tree Preservation Order:

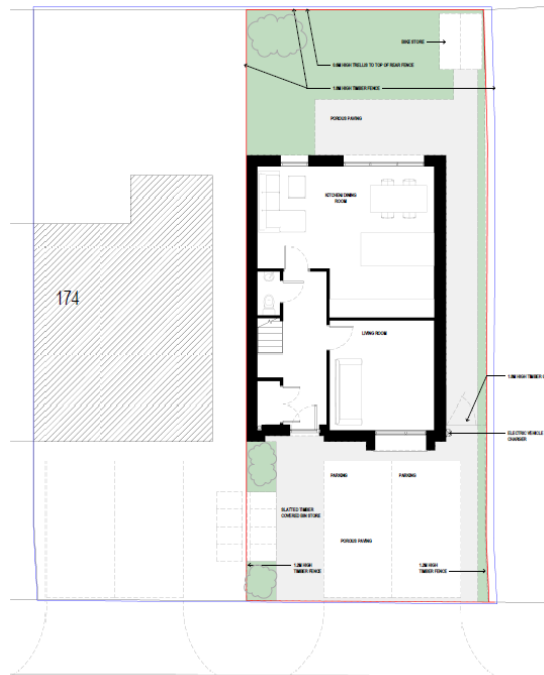
Description of area

This is a residential area. The site is adjoined to the west by the gable elevation of 174 Manley Road. To the east is the side garden of 172 Manley Road. To the north is part of the gable wall of a terraced house on Granville Avenue and the head of Granville Avenue which is a cul des sac. There are further residential properties facing the site across Manley Road.

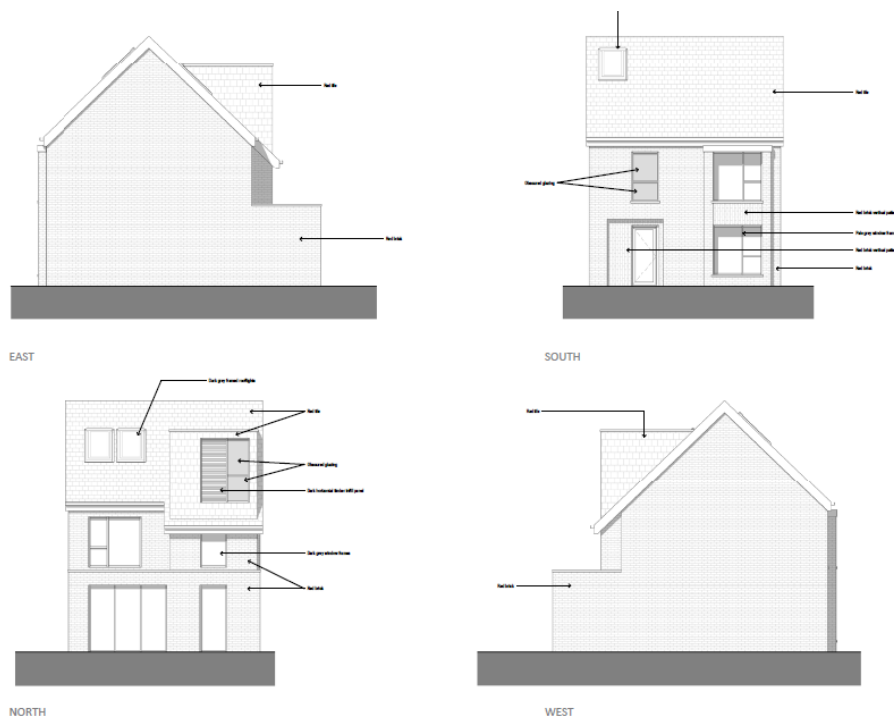
Description of development

Consent is sought to erect a two storey detached house with accommodation in the roof void. The house would be of brick construction with a dual pitch tile roof. At the rear would be a single storey extension across the full width of the property with a first floor extension across part of the width of the property and not projecting as far. There would also be a dormer on the rear roof slope.

The proposed house would adopt the same building line as the adjacent properties. It would be 7 metres wide and 10 metres deep at ground floor level, reducing to 7.5 metres at first floor level. The building would sit on the western boundary of the site 1.2 metres from the gable of 174 Manley Road. It would be 1.4 metres from the boundary of the side garden to 172. The rear garden would be 5.25 metres long. Two parking spaces would be provided in the front garden together with a timber refuse enclosure. The front would be open plan. In the rear garden would be a secure store for two cycles.



The proposed building would have the same eaves height as the adjacent property and the ridge is marginally higher. The front elevation would contain a recessed front door and a two storey flat roofed rectangular bay. There would be a single window at ground floor level, two at first floor level and a single roof light. The rear elevation would contain a set of bi fold doors and a full height window, there would be two windows at first floor level, a single window in the dormer and two roof lights. There are no openings in either of the side elevations



The proposed dwelling would provide the following accommodation. On the ground floor, a lounge, kitchen/diner, wc, entrance hall and a store. The first floor would comprise two bedrooms a bathroom and a study. In the roof space would be a bedroom with ensuite.



In support of the application the applicant has made the following comments “The proposed scheme will have environmental benefits that include building a sustainable dwelling that will have high energy efficiency and adopt a fabric first approach. This will include low-energy lighting, sustainable use of materials, the installation of an energy efficient heating system and appliances, whilst glazing specifications will provide good thermal efficiency for the property. An electric vehicle charging point will also be provided, and soft landscaping will provide an ecological benefit.

On the basis of the sustainability benefits that the scheme will provide, the application is in accordance with the provision of the NPPF, Core Strategy Objectives SO1 and SO6; Core Strategy Policies SP 1, EN 4, EN 8 and DM 1; the Guide to Development in Manchester SPD and the Manchester Residential Quality Guidance document. “

Consultations & Notification Responses

Local Residents

No representations received.

United Utilities

Have commented in respect of drainage and these comments have been forwarded to the applicant.

Environmental Protection

Request conditions in respect of a watching brief for contamination and the submission of a validation report in respect of imported soil.

Highways

-Given that the proposed development is resultant in one residential dwelling, the number of vehicular trips associated with site is expected to be minimal. It is therefore accepted that the adjacent highway network can facilitate such additional demands with no highway safety or capacity concerns.

-There are regular bus services close to the site to a number of destinations

-Two parking spaces will be in place at the front of the site.

-In order to facilitate access into the site, a new vehicular crossover will be required from Manley Road. Highways would not support any greater than a double dropped kerb and

therefore the driveway should be positioned at an appropriate point away from the neighbouring driveway.

-It is expected that all modifications / improvements to the public highway are achieved with a maximum carbon footprint of 40%. Materials used during this process must also be a minimum of 40% recycled and fully recyclable. Developers will be expected to demonstrate that these standards can be met prior to planning conditions being discharged. The developer is to agree the above with MCC's Statutory Approvals and Network Resilience Teams post planning approval and prior to construction taking place.

-It is required, in line with MCC Residential Guidelines, that the provision of an Electrical Vehicle charging point (minimum 7kW) is made available. A EVC will be available and this arrangement is acceptable to Highways.

- A secure and sheltered bike store that can accommodate two cycles will be in place at the rear of the site. This is acceptable to Highways.

-It is recommended that all fencing / railings adjacent to the adopted highway are visually permeable from a distance of 600mm upwards to ensure adequate visual permeability for child pedestrians. The applicant should be advised that all gated accesses will need to provide inward opening gates to ensure they do not impact on the adopted footway or highway.

- A bin store will be located at the front of the site and bins will be taken to/from the collection point on Manley Road on collection day. Highways consider this to be acceptable in order to prevent any obstruction to passing pedestrians on the adjacent footway.

-A construction management plan is required.

Policy

The relevant Core Strategy policies are SP1, DM1, H1, H6, EN9 and EN16

Policy SP1, Spatial Principles– 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 and protect and enhance the built and natural environment.

Policy DM1, Development Management – This policy 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, odours, litter, vermin, birds, 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.
- The use of alternatives to peat-based products in landscaping/gardens within development schemes.
- Flood risk and drainage.
- Existing or proposed hazardous installations.
- Subject to scheme viability, developers will be required to demonstrate that new development incorporates sustainable construction techniques.

Policy H1, Overall Housing Provision Identifies a shortage of family houses in the south of the City.

Policy H6- Seeks to provides residential developments that meet the needs of the area.

Policy EN9 Green Infrastructure - Where the opportunity arises and in accordance with current Green Infrastructure Strategies the Council will encourage developers to enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrast
ructure.

Policy EN16 Air quality – says that the Council will seek to improve air quality in the City.

Green Blue Infrastructure

The strategy lays the foundations for the preservation and improvement of green and blue infrastructure within the City. It is considered that gardens form an important part of this infrastructure. The Strategy advised that gardens play an important part in defining the character and attractiveness of an area.

Guide to Development In Manchester

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 appropriate to Manchester. It seeks to retain the essential distinctiveness of its character areas, whilst not precluding new development.

Issues

Principle

This is a residential area and the principle of developing this windfall site with a single dwelling is considered acceptable. Similar sites elsewhere on the north side of Manley Road have been similarly developed.

Site Layout

The building adopts the existing building line to Manley Road and there is amenity space with parking and refuse storage at the front and private amenity space with a cycle store at the rear. On balance the proposed site layout reflects that found in the area and is considered acceptable.

Scale

The properties along the north side of Manley Road tend to vary in scale and whilst the proposed building has a higher ridge height than the adjacent property it is similar to other properties granted consent in more recent times. The eaves and depth of the property are comparable with other existing properties in the area.



It is considered that the scale of the proposed property is acceptable.

Design

The north side of Manley Road contains a range of house style even within the original interwar style properties, many of which have been modified over time. This collection of styles is reflected in the recent consents for infill houses on similar side garden site along the Road. The actual design of the building is quite simple and raises no issues.

Standard of accommodation

The Council's space standards for a three bed three storey property are 90 square metres for 4 persons, 102 square metres for five persons and 108 square metres for six persons. The proposed dwelling would have a floor area of 139 square metres and therefore exceeds the minimum standard significantly.

Parking

The proposed development would provide two parking spaces at the front of the property, which exceeds the Council's current requirement of 1 space per dwelling. EV charging points are to be provided. It is considered that the proposed parking arrangements are acceptable.

Cycles

Secure storage is to be provided for two cycles in the rear garden. This exceeds the Council's requirements and is considered acceptable.

Refuse

Refuse storage is to be provided in an appropriate enclosure to one side of the front garden. The refuse storage arrangements are therefore considered acceptable.

Residential Amenity

The windows in the proposed dwelling either face across the street or down the garden, as such there would be no significant overlooking or privacy issues.

In terms of overbearing impact to the west is the side garden of 172 Manley Road which is separated from the gable by a 1.4 metre strip. Any overshadowing would therefore be principally in the afternoon and as the garden is south facing it is not considered that this would be significant.

174 Manley Road has a number of windows in the side elevation which would be 1.2 metres from the gable wall of the proposed dwelling. On the first floor these are a secondary bathroom window and a landing window and consequently any impact would not be significant. The ground floor window appears to be to the kitchen. It is a narrow window and it is unclear if this is the only window to the room. However, the property is in the applicant's ownership and therefore any impact would be on their future tenants who would move into the property in the knowledge of any overbearing impact that the new building may have. This is not a dissimilar relationship to that at 166 and 182 Manley Road although the new house there is marginally further away.

Given the above it is not considered that any overbearing impact would be so significant as to justify refusing consent.

Blue Green Infrastructure.

The site whilst notionally a garden it is in poor condition. The proposed development whilst increasing the amount of built form will still retain some soft landscaping. It is considered that the proposed development will not significantly impact on Green Blue infrastructure.

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

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to issues arising from the consideration of the application.

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

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:

22-0002-20-010P revision R1 received 7 March 2022

22-0002-20-101E revision R1 received 7 March 2022

Design and Access Statement dated March 2022 received 7 March 2022

Waste Management Strategy received 7 March 2022

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.

3) Before the development hereby approved progresses beyond damp proof course level details of the materials to be used in all the external finishes shall be submitted to and approved in writing by the City Council. The development shall be carried out in accordance with the agreed details.

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

4) No development shall take place, including any demolition works, until a construction management plan or construction method statement has been submitted to and approved in writing by the Local Planning Authority. The approved plan/statement shall be adhered to throughout the demolition/construction period. The plan/statement shall provide for:

- o A construction programme including phasing of works;
- o 24 hour emergency contact number;
- o Expected number and type of vehicles accessing the site: o Deliveries, waste, cranes, equipment, plant, works, visitors; o Size of construction vehicles; o The use of a consolidation operation or scheme for the delivery of materials and goods; o Phasing of works;
- o Means by which a reduction in the number of movements and parking on nearby streets can be achieved (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction): Programming; Waste management; Construction methodology; Shared deliveries; Car sharing; Travel planning; Local workforce; Parking facilities for staff and visitors; On-site facilities; A scheme to encourage the use of public transport and cycling;
- o Routes for construction traffic, avoiding weight and size restrictions to reduce unsuitable traffic on residential roads;
- o Locations for loading/unloading, waiting/holding areas and means of communication for delivery vehicles if space is unavailable within or near the site;
- o Locations for storage of plant/waste/construction materials;
- o Arrangements for the turning of vehicles, to be within the site unless completely unavoidable;
- o Arrangements to receive abnormal loads or unusually large vehicles;
- o Swept paths showing access for the largest vehicles regularly accessing the site and measures to ensure adequate space is available;
- o Any necessary temporary traffic management measures;
- o Measures to protect vulnerable road users (cyclists and pedestrians);
- o Arrangements for temporary facilities for any bus stops or routes;
- o Method of preventing mud being carried onto the highway;
- o Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

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

Reason: In the interests of safe operation of the adopted highway in the lead into development both during the demolition and construction phase of the development, pursuant to policies SP1, EN19 and DM1 of the Core Strategy for the City of Manchester.

5) In the event that ground contamination, groundwater contamination and/or ground gas are encountered on the site at any time before the development is occupied during the watching brief, 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 and 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.

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 Core Strategy policies DM1 and EN18.

6) Any soils imported for use in the landscaped area shall be validated as suitable for use and a minimum of 600mm subsoil and topsoil over a no dig marker layer shall be placed. A post completion validation report shall be submitted to and approved in writing by the City Council as local planning.

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 Core Strategy policies DM1 and EN18.

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

8) The cycle storage arrangements shown on the approved plans shall be implemented as part of the development and retained thereafter.

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

9) The housing development hereby approved shall not be occupied until details of the measures to be incorporated into the development to allow for the provision of electric vehicle charging points have been submitted to and approved by the City Council as Local Planning Authority. The approved scheme shall be implemented as part of the development.

Reason - To promote sustainable development and in the interests of residential amenity, pursuant to Policies DM1 and EN16 in the Manchester Core Strategy (2012).

10) 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 garages or extensions or dormers or ancillary buildings; shall be erected other than those expressly authorised by this permission.

Reason - In order that the City Council can assess the impact on the amenity of the area pursuant to Core Strategy policy DM1.

Informatives

It is expected that all modifications / improvements to the public highway are achieved with a maximum carbon footprint of 40%. Materials used during this process must also be a minimum of 40% recycled and fully recyclable. Developers will be expected to demonstrate that these standards can be met.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health

178 Manley Road, Manchester, M16 8NE
19 Cambridge Avenue, Manchester, M16 8JY
151 Manley Road, Manchester, M16 8NF
145 Manley Road, Manchester, M16 8NF
20 Granville Avenue, Manchester, M16 8JX
Flat 2, 19 Cambridge Avenue, Manchester, M16 8JY
Flat 1, 19 Cambridge Avenue, Manchester, M16 8JY
149 Manley Road, Manchester, M16 8NF
147 Manley Road, Manchester, M16 8NF
143 Manley Road, Manchester, M16 8NF
176 Manley Road, Manchester, M16 8NE
172 Manley Road, Manchester, M16 8NE
170 Manley Road, Manchester, M16 8NE
21 Cambridge Avenue, Manchester, M16 8JY
22 Granville Avenue, Manchester, M16 8JX
21 Granville Avenue, Manchester, M16 8JX

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
Flood Zones Type 2 (low to medium risk) -
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: SOUTH