

Planning

Growth & Development

Delegated officer report for planning application

Application no. 132820/FH/2022
Date registered valid: 28 February 2022
Proposal: Creation of access and driveway
Address: 2 Hollyhedge Road, Manchester, M22 8HE
Ward(s): Sharston Ward

Applicant: Miss Megan Miller, 2 Hollyhedge Road, Manchester, M22 8HE
Agent (if any):
Case officer: Janine Renshaw-Livesey
Tel: 0161 234 4555
Email: janine.renshaw-livesey@manchester.gov.uk

Recommendation: Approve
Date of recommendation: 22 April 2022

Application details

Type of application: Full Householder Application

Development type: Householder

Standard consultations:

Printed: 3 March 2022 Expired: 24 March 2022

Neighbour notifications

Printed: 3 March 2022 Expired: 24 March 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

The property that is the subject of this planning application is a two storey end semi-detached dwelling house fronting Hollyhedge Road located within the Sharston Ward of Manchester. The site is located adjacent to the adopted highway. Hollyhedge Road has no Waiting at Any Time and No Loading (7am-10am and 4pm - 7pm) in place. The Metrolink is in place along Hollyhedge Road with two sets of tracks between the eastbound and westbound carriageway.

The proposal seeks consent for the creation of a driveway and the dropped kerb to create vehicular access into the front garden area. The area is predominately residential in nature.

Consultations & Notification Responses

The occupiers of the surrounding properties were consulted, and no representation were received.

The Highways Team were consulted and confirmed: The proposed development extends only within the red-line boundary of the site and as such, does not impinge upon the adopted highway.

Gated accesses will need to provide inward opening gates to ensure they do not impact on the adopted footway or highway and the new access will require a dropped kerb for access to a driveway and will therefore need to be built in accordance with MCC construction standards under a Section 184 vehicle crossing licence/agreement and both these matters have been added as an informative.

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. The proposal does not include a double dropped kerb.

Highways confirmed that the existing TROs should remain in place as Highways would not accept any parking on the adopted highway in this location.

Highways commented: fencing / railings are visually permeable from a distance of 600 mm upwards to ensure that child pedestrians are visible when accessing / egressing a site. Elements of the current boundary arrangement are in place, including a hedge and the proposed gates shown on the proposed layout are considered to be satisfactory.

The applicant should be advised that any requirements for licensing, hoarding / scaffolding, skips and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highway Applications and Network Resilience teams via Contact Manchester 0161 234 5004 and an informative has been added.

TfGM have confirmed via the highways team, Metrolink have no issue with this proposal, virtually every property has a dropped crossing along this length of Hollyhedge Road so precedents have been set and tram drivers are already used to vehicles accessing domestic properties.

Issues

Policies National Planning Policy Framework - July 2021

The NPPF sets out the Government's priorities for the Planning system and is a material consideration in the decision-making process. It places emphasis on the three strands of sustainable development and its social, environmental and economic functions.

Within the overarching roles that the planning system ought to play, a set of core land-use planning principles should underpin both plan-making and decision-taking. In this case specific weight is given to the following principles and the need to:

ii. Secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings;

Core Strategy 2012 - 2027 (adopted July 2012)

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

Policy DM1 - Development Management

All development should have regard to the following specific issues relevant to this application:-

- 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.
 - Design for health.
- Adequacy of internal accommodation and external amenity space.
- Refuse storage and collection.

ISSUES

RESIDENTIAL/VISUAL AMENITY

The submitted application is for the creation of hard standing to the front and the installation of dropped kerb.

It was noted during the site visit that the property benefits from a square shaped front garden area which consists of grassed area and concrete path leading to the main entrance of the house at the front of the property. The front boundary consists of a section of hedging with access gate at the back of pavement.

One side of the existing grassed area will be replaced with a new paved hardstanding area and retained side pedestrian access. The existing hedging will be mainly replaced with a vehicular access gate. The existing hedge along the side elevations with the neighbouring property will be retained and therefore appears to be acceptable in terms of visual amenity and appearance.

The plans do not indicate any proposed drainage to manage water runoff from the hardstanding therefore, a condition has been attached to the consent.

Overall, the development creates no significant impact within the character of the street scene or within the general area in terms of visual/ residential amenity and maintains safe pedestrian access.

DESIGN & APPEARANCE

The development is in keeping with the original property and in terms of design and appearance is of a standard construction and therefore it is considered that the proposal is acceptable in design terms.

HIGHWAYS

The main access to the property is gained from Holleyhedge Road. The pedestrian access is to remain. The off street car parking is acceptable by Highways as the length of the driveway is sufficient so that the vehicle does not overhang on the footway.

Metrolink have no issue with this proposal, as virtually every property has a dropped crossing along this length of Hollyhedge Road so precedents have been set and tram drivers are already used to vehicles accessing domestic properties.

Relevant informatives will be applied to any approval making the applicant aware of the highways works.

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 / agent in a positive and proactive manner to guide the application through all stages of the planning process and resolve any issues that arose in dealing with the planning application. Further information was sought from officers during the application and amendments were made to the proposal.

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:

The Location Plan, stamped as received on the 28 February 2022 and the Site Plan/ Proposed Drawing, stamped as received on the 22 February 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) Development shall not begin until a surface water drainage layout for the site, based on sustainable drainage principles has been submitted for approval in writing by the City Council, as local planning authority. The development shall be constructed and completed in accordance with the approved details.

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

Informatives

1) Gated accesses will need to provide inward opening gates to ensure they do not impact on the adopted footway or highway.

2) The new access will require a dropped kerb for access to a driveway and will therefore need to be built in accordance with MCC construction standards under a Section 184 vehicle crossing licence/agreement which will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).

3) The applicant should be advised that any requirements for licensing, hoarding / scaffolding, skips and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highway Applications and Network Resilience teams via Contact Manchester 0161 234 5004

Appendix 1 – List of consultees & neighbours notified

Highway Services

2A Hollyhedge Road, Manchester, M22 8HE

3 Hollyhedge Road, Manchester, M22 8HF

1 Hollyhedge Road, Manchester, M22 8HF

15 Moat Avenue, Manchester, M22 9HT

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 45M

Susceptible to Surf Water Flood (Less) -

Area Team Boundary - Name: SOUTH