

Planning

Growth & Development

Delegated officer report for planning application

Application no. 132169/FO/2021

Date registered valid: 24 November 2021

Proposal: Erection of new two storey dwellinghouse, with accommodation in the roofspace, attached to end of existing row of terraced properties

Address: Land Adjacent To 31 Denham Street, Manchester, M13 0FJ

Ward(s): Ardwick Ward

Applicant: Mr Mohsen Ghorbani 114 St Davids Crescent, Wigan, WN2 1ST

Agent (if any): Mr Umayr Azam Northedge Architecture 22 Fownhope Avenue, Sale, M33 4RD

Case officer: Carl Glennon
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Email: carl.glennon@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 21 February 2022

Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit: 6 January 2022

Standard consultations:

Printed: 21 December 2021

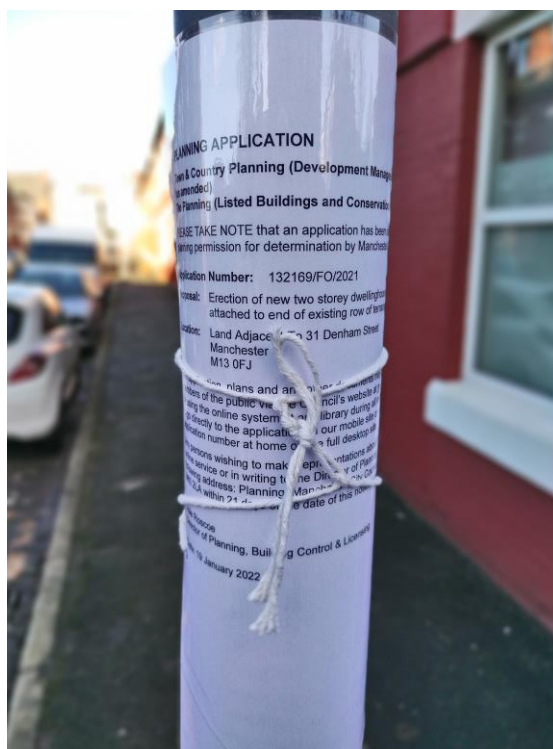
Expired: 11 January 2022

Neighbour notifications

Printed: 3 February 2022 Expired: 10 February 2022

Site notice

Posted: 19 January 2022 Expired: 9 February 2022



Press advert

Published: 30 November 2021

Expired: 21 December 2021

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

This planning application relates to an area of open land at the south-east end of a residential street comprising 2-storey back of pavement terraced houses. The houses comprise of red-brick and grey slate roofs, with a characteristic mix of the 2-storey outriggers and single storey extensions set within enclosed yard areas. The site boundary is defined by timber fencing between timber posts site adjacent to an alleyway running to the south and east. A detached Grade II listed building is located the south of the site beyond the alleyway at 80 Daisy Bank Road. The local area is characterised by shared occupation housing.

The site has the following has the following extant planning permission ref: 125139/FO/2019 - Proposed erection of a two storey detached property with associated car parking and amenity space

Approved 16 December 2022.



Fig. 1 – Application site and the adjacent 31 Denham Street

Description of development

The application site seeks to amend the previous planning permission resulting in an increase in the volume of internal floorspace within the development. The configuration of the development would respond to the configuration of the site including presentation of built form to the angle of the southern boundary. In response to localised car parking issues that would have affected its operation, the previously approved car parking space has been omitted to allow the formation of a garden area with a defined boundary and a coherently composed principal elevation.

The applicant has related the development to the height and ridge line alignment of No 31. The principal elevation would incorporate a 1.3 metre set back from the back of pavement resulting in an increase in the height of the eaves. This approach would maximise the width of the elevation presented to Denham Street. A gable elevation would be formed to the southern elevation punctuated with a first floor bathroom window. The returning elevation would form a 2-storey outrigger with rearward projection of 2.7 metres, with a hipped roof that would form an obtuse angle and aligned with the proposed ridge line and eaves. The 2-storey outrigger would be separated from the eastern elevation by a single storey lean-to roof extension that would have a set back to its eastern elevation to allow increase space for bin storage within the rear yard. The angle of the roof to the 2-storey addition would facilitate the formation of a flat roof dormer extension that would align with the main ridge line and be offset from the eaves and shared boundary with No 31.

The formation of roof space accommodation would be supported by rooflights to the first roof of the dormer and the western plane of the roof to Denham Street. The principle elevation would align windows and doors to the adjoining terrace and incorporate stone cills and lintels. The rear sash style windows would be included with a four section sectional door located at ground floors level. The western boundary would incorporate a low wall topped with railings with close boarded fencing provided to the southern boundary. The configuration of the western boundary would allow the retention of an existing telegraph pole.

Internally, the development would comprise:

- i. Ground floor – Hallway, reception room, lounge/ kitchen / diner and WC:
- ii. First floor – 2 x bedrooms and bathroom;
- iii. Second floor – 1 x bedroom, WC and storage area.

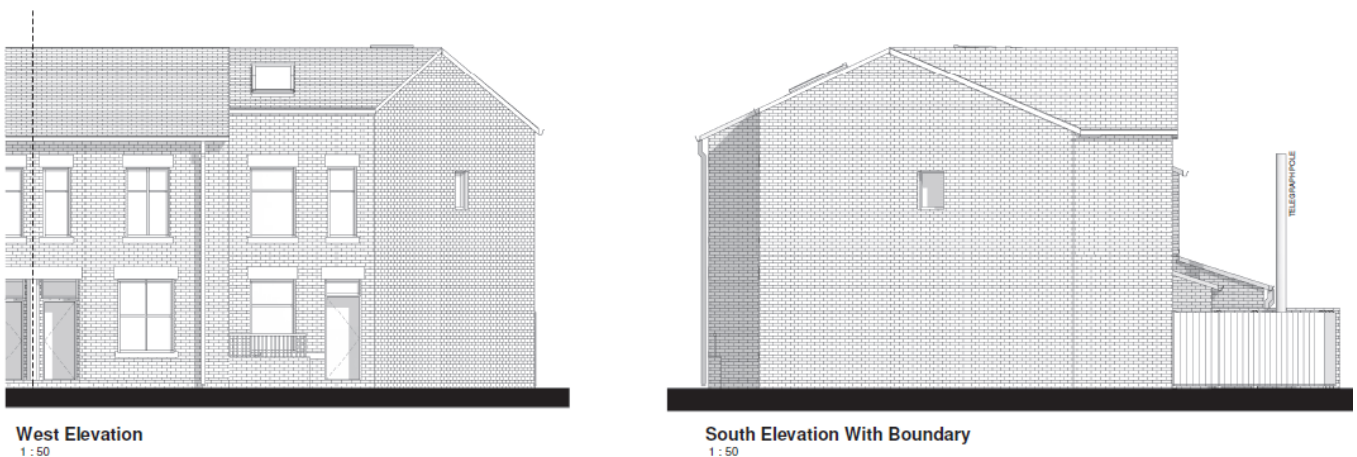


Fig. 2 - West and south elevation



Fig,3 – East elevation

Consultations & Notification Responses

Local residents – Three emails of objection have been received from one objector. These comments are summarised below:

- i. Concern is expressed regarding the management of issues relating to the potential need to divert a sewer through the site and how this might impact on neighbouring properties;
- ii. The development would result in a loss of an incidental area of open space within a densely developed street. The space should be maintained to support local bio-diversity;
- iii. The development would be harmful to residential amenity, particularly with regard to loss of light;
- iv. The development is not supported with car parking and will add to localised congestion;
- v. The development is not supported with sufficient waste storage.

Highway Services – Acknowledge the practical use of the previously proposed car parking space would be difficult to achieve due to its configuration and occurrence and position of on street car parking. The space would not achieved the require dimensions. Th eth inclusion of the car parking space has therefore been pursued. The request for construction management plan condition has been included.

Environmental Health – Conditions have been requested and attached in relation to:

- i. Mitigation of potential contaminated land. Following a review of initial comments, it has been confirmed that a watching brief approach in response to identified issues would be appropriate in this historically residential area. This approach is consistent with the previous planning permission;
- ii. Measures to manage construction management;
- iii. Confirmation of bin storage capacities.

Flood Risk Management Team – A condition has been requested to secure appropriate drainage and sewer connections.

United Utilities Water – Specific conditions have not been recommended but and informative regarding drainage have been forwarded and sent to the applicant.

Greater Manchester Police Design for Security – No comments received.

Issues

National Planning Policy Framework (NPPF) - This Framework came into effect on 27th March 2012 and was amended and updated in July 2021. It 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 10 states that 'at the heart of the Framework is a presumption in favour of sustainable development.' In 'decision-taking', this means that development proposals that 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.

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 (paragraph 59). This should be reflected in the consideration of the size, type and tenure of housing needed for different groups in the community (paragraph 61). 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 (paragraph 63). It further requires that local planning authorities should support the development of entry-level exception sites, suitable for first time buyers (paragraph 71). In this case, it is considered that the size and tenure of the proposed development would positively contribute to the quality and supply of housing in the local area, secure the development of a brownfield site and responds to an identified local housing need. It would also help to diversify the local housing market through the provision of high quality design that is capable of achieving sustainable future occupation. Chapter 5 would thereby be complied with.
- 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 (paragraph 91). These considerations have been related to the layout and design of the proposed development and the incorporation of measures to address issues of security and potential opportunities for criminal and anti-social behaviour. On the basis of the submitted design would respond positively to 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; and

c) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree (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. Given the magnitude of the development it is not considered that the development would generate significant on-street car parking. The site has access to bus routes and local services and shops. The development would thereby positively related to 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. It also encourages the use of previously developed or 'brownfield' sites (paragraph 117). Paragraph 122 states, amongst other things, that planning decisions should support development that makes efficient use of land. It is considered that chapter 11 has been positively responded to as it would secure the re-use of previously developed land and secures housing with a satisfactory quality of urban design. It is also considered that the development would be appropriately related to the scale, proportions and character of the development in the 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 (paragraph 124). Paragraph 127 further states that planning decisions should ensure that developments:

- a. Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b. Are visually attractive as a result of good architecture, layout and landscaping;
- c. Are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d. Establish or maintain a strong sense of place, using 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 proposed development achieves a layout that relates appropriately to the surrounding context, including its acknowledgement of the character neighbouring houses. Given the quality of the proposed design, it is considered that the development would contribute to place making and the character of the local area thereby according with chapter 12.

vi. Chapter 14: Meeting the challenge of climate change, flooding and coastal change - States that new development should be planned for in ways that:

- a. Avoid increased vulnerability to the range of impacts arising from climate change;
- b. Can help to reduce greenhouse gas emissions, such as through its location, orientation and design (paragraph 150).

In this case, the development would represent a small scale development and that its contribution to reduction in climate change would be achieved through application of contemporary building techniques and incorporation of double glazing etc. This would relate the development would be appropriately related to 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;
- ii. Design;
- iii. Flood Risk Planning and Flood Risk;
- iv. Health and well-being;
- v. Air quality;
- vi. Land affected by contamination;
- vii. Noise.

It is considered that the development responds to the above points through the submitted details, which are discussed below.

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)

Policy SP1 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 quality of the development and its contribution to local housing provision in the local area. Policy SP1 would therefore be positively responded to.

Policy EN1 (Design Principles and Strategic Character Areas)

Policy EN 1 states that opportunities for good design to enhance the overall image of the City should be fully realised through the implementation detailed design principles that reinforce and enhance the local character of that part of the City and supports the achievement of the Core

Strategy Strategic Objectives. In this case, it is that the proposed design would achieve a high quality that would positively contribute to the character of the area and improve the standard of residential accommodation in the locality. The demarcation of public and private space formation of amenity space and boundary treatments would secure a satisfactory relationship to the streetscene. The applicant has previously agreed to a condition to ensure that satisfactory and inclusive access to the rear of the property and this has been re-attached. The development would satisfactorily related to the characteristic appearance of housing in the local area. The development would thereby comply with policy EN1.

Policy EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon Development)

Policy EN4 has been related to the assessment of the submitted statement detailing measures to reduce CO2 emissions and to secure energy efficiency.

Policy EN 8 (Adaptation to Climate Change)

Policy EN8 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.

The development represents a small scale in-fill development that is capable of achieving sustainable design through its construction techniques, glazing and related heating systems. On this basis, policy EN4 and EN8 would therefore be appropriately responded to.

Policy EN 14 (Flood Risk)

Policy EN 14 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 drainage condition requested by the Flood Risk Management Team has been included.

Policy EN 16 (Air Quality)

Although an air quality assessment would not be required in this case, a report has been received and assessed. It is accepted that impacts on air quality would be mainly related to the construction stage and that impacts during the operational stage would be limited to residential traffic movement. Given the magnitude of the development and the limited frequency of vehicle movement, it is not anticipated that there would be a significant impact on local air quality. As car parking is not proposed as part of the development there would not be provision of an electric vehicle charging would not be appropriate in this case.

Policy EN18 (Contaminated Land and Ground Stability)

Policy EN18 states that any proposal for development of contaminated land must be satisfactorily responded to. A contaminated land condition has been included in response to Environmental Health comments.

Policy EN19 (Waste)

Policy EN19 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 considered to be acceptable subject to clarification of bin storage capacities. Adjustments to these arrangements can be amended through a related condition.

Policy H1 (Overall Housing Provision)

Policy H1 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 the a scheme 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.

Policy H 5 (Central Manchester)

Policy H5 seeks to encourage the provision of sustainable family housing and identifies the area as locality that should support new housing. The development would positively related to policy H6.

Policy H11 (Houses in Multiple Occupation)

Policy H11 has been related to a condition to ensure that the proposed housing is retained as Class C3 accommodation. This accords with the requirement of policy H11 by contributing to the supply of family housing and maintaining an appropriate mix housing type and tenure.

Policy T1 (Sustainable transport)

Policy T1 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, would not generate significant traffic and the site has the capability of incorporating cycle storage if required. On this basis the development would be suitably related to policy T1.

Policy DM1 (Development Management)

Policy DM1 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.

Policy DM1 points a - h (inclusive) have been related to the assessment of the proposals with regard to its potential impact on residential amenity and the contextual relationship of the new housing to the local built environment. Although inclusive access to the rear of the property cannot be achieved due to the position of the proposed house in relation to the adjoining terrace, a condition would achieve satisfactory access via the rear yard. It is considered that, for the reasons set out in this report, the above points have been responded to satisfactorily.

Unitary Development Plan saved policies -The following policies are considered to be relevant:

Policy DC7 (New Housing Development)

Policy DC7.1 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 layout of the proposed houses and the quality of design would accord with residential quality guidance. It is also considered that satisfactory access for people with disabilities to the ground floor would be achieved. Policy DC7.1 would therefore need to be complied with.

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.

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 assessed by Environmental Health and there is no recommendation for specific noise insulation. Beyond traffic there is no apparent noise sources that would affect development which would be located in a residential context.

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 particular relevance:

- i. Section 2 Design - Discusses the importance of the design of new development in relation to surrounding neighbourhoods and the character of its streets, in terms of its layout,

design, scale, massing and orientation of its buildings to achieve a unified urban form to enliven the neighbourhood and its sustainability. The density of the development should also be informed by the characteristics of an area and the specific circumstances of the proposals. It is considered that these design principles have been incorporated into the development.

ii. Section 3 Accessibility - In order to relate the development to ground levels and relate the development to the neighbouring terrace houses, it would be necessary to form a step to front entrances. However, level access would be achieved to the rear.

iii. Section 7 Housing Density and Mix - States that the composition of the residential development has been assessed to determine if the development positively contributes to the range of housing choices and assists the sustainability of these neighbourhoods. It is considered that the development responds positively to these objectives.

vi. Section 8 Community Safety and Crime Prevention - Relates the importance of creating safe environments through the incorporation of informal surveillance and crime prevention measures as an integral part of new development. These objectives have been related to the assessment of the proposed design and layout of the development.

Manchester Residential Quality Guidance (MRQG) - 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. It is therefore essential for applicants to consider and integrate the design principles contained within the 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. It is considered that the proposed house layout would achieve the space criteria for a 3 bedroom, 6 person house over three storeys. The proposed house would reflect the scale of magnitude of neighbouring housing and responds positively to the constraints of the site. The proposed development is therefore considered to be acceptable.

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 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. Discussions have been undertaken to ensure that the revised development satisfactorily relates to the constraints of the site and character and appearance of housing in the local area. These discussions included consideration regarding the deliverability of appropriate car parking and amendments to the design following its omission. The submission of supplementary details have allowed the development proposals to be appropriately assessed.

Principle of the development – The application relates to a brownfield site and, given the site configuration, it is considered that it is likely that the site has been formerly accommodated a house. The principal to the development was established through extant planning permission ref: 125139/FO/2019. The revised development would not depart significant from the previously development, although it is acknowledged that there would be an absence of a car parking space and increased level of occupation. The development has been related to the constraints of the site, in terms of its siting. The parameters of the proposals would also be related to the height and proportions of houses within the street. The proposal would contribute positively local housing provision. The principal of the development is therefore considered to be acceptable.

Future use of the development – The increased level of occupation would be consistent with a Class C3 use. A condition has been included for purposes of clarity and to confirm that the authorised development relates to the formation of 3 x bedroom , three storey house. A separate condition has been included to facilitate the appropriate future use and management of the authorised apartments limiting their future occupation to Class C3 (a) not precluding occupation by two unrelated people sharing a property. This condition is considered necessary to secure the appropriate and sustainable occupation of the proposed houses.

Residential amenity - The development at first floor level would reflect the distances achieved between existing houses and, at ground level, the positioning of the single storey extension would also be reflective of existing circumstances. However, the window openings at first floor level in the outriggers to the existing houses serve bathrooms. Whilst this site is at an angle to the end terraced property at No.32 Easton Street , and as such any windows proposed in the rear elevation would not be directly facing , it is recommended that the secondary window to serve the bedroom at first floor level in the rear elevation of the proposed dwellinghouse (closest to the boundary with 31 Denham Street) is obscurely glazed up to 1.7m above internal floor level to reduce any potential for overlooking. The proposed ground floor rear windows would be screened by proposed boundary treatment to reduce any harmful impacts to privacy. A rear yard depth of 3.6 metres would be achieved. It is considered that the achieved amenity space would reflect the nature and density of the development that characterised in the locality. It is therefore considered to be acceptable in this context. Given the orientation of the site to neighbouring houses to the east of the site, it is not considered that the development would undue affect privacy or result in undue overlooking.

Permitted development restrictions - In order to maintain and safeguard residential amenity and in response to the constraints of the substantive site, it has been considered appropriate to restrict the permitted rights that would otherwise be available to householders. Conditions have therefore been recommended to ensure that the following development is not undertaken without the permission of the City Council as local planning authority:

- i. The erection of extensions and outbuildings;
- ii. The replacement of authorised boundary treatments;
- iii. The insertion of additional windows.

Residential space standards - The development has been assessed on the basis that the house would form a 6 person, 3 bedroom houses over 3-storeys. The achieved space of 114 sq metres and would exceed the required 108 sq metre threshold. In order, to maintain compliance with the achieved space criteria, a condition has been included to ensure that the development is maintained as three bedroom house in accordance with the approve drawings.

Magnitude of development - It is considered that the development appropriately relates to the constraints of the application site, which is considered to have capacity for the proposed terraced house. A condition has been recommended that relates the undertaking of the proposed development in accordance with specified number of units and ensures their future use for Class C3 purposes.

Siting - The proposed house would maintain an appropriate relationship to Denham Street with an appropriate response to the configuration of the site. The development is acknowledged as addition to the terrace. To the rear distances of 13 metres would be maintained to the nearest terraced house at 32 Eston Street. The orientation of the proposed house would minimise the impact on the existing rear windows. It is considered that the position of the proposed house, including dormer extension, reflect the characteristics relationship between existing houses. The development at ground and first floor would also reflect the siting relationships established by

the extent planning permission. On balance, it is considered that the proposed siting is acceptable and takes into consideration the need to accommodate a retained telecommunications pole.

Height, scale and massing - The proposed development would be related to the scale and proportions of the neighbouring 2-storey houses and single storey extensions. The formation of a gable elevation and dormer extension would have some visual impact. However, the development would replicate existing ridge heights to achieve visual cohesion within the streetscene. The dormer would also be offset from the eaves and boundary with No 31 to respond to the alignment of the eastern elevation to secure a cohesive relationship to the house building. On balance, the development is considered to be acceptable.

Design – The configuration of the principal elevation would avoid the formation of a heavily recessed ground floor elevation that would appear as a void within the streetscene. The development would thereby be interpreted as an addition to the terrace with a continuously aligned principal elevation reflecting the characteristics of surrounding built form. The proposed design and materials would be satisfactorily related to the style and character of neighbouring terraced houses. The appearance of the roof extension would be constructed in materials to match neighbouring houses. This requirement would be managed by the attachment of a condition to any approval to require that materials to be used must match or be similar to the adjoining property. The style and arrangement of windows is considered to be acceptable. On balance, the development would not depart from the character of the area.

Accessibility – In order to relate the development to ground levels and relate the development to the neighbouring terrace houses, it would be necessary to form a step to front entrance. However, level access would be achieved to the rear. Given the relationship of the side access gate to the yard, it is considered that the rear access can be delivered. A condition relating to the formation of an accessible rear entrance has been attached.

Crime and Security - The site benefits from a gated alleyway and satisfactory boundary treatment and natural surveillance would be achieved. A previous condition relating to finalised details of the rear boundary has been re-attached. Although comments have not been received from Design for Security appropriate recommendation to reduce the risk of crime and deliver appropriate security measures have been included as an informative.

Car parking – The previously approved car parking space has been omitted in response to the position of localised on-street car parking on each side of the street. In these circumstances, access and egress would be difficult to achieve satisfactorily. The inclusion of a parking space, if unused, would harm the visual relationship of the development to the streetscene and impact upon site security through formation of a secluded doorway. The formation of a car parking space would necessitate the relocation of a lighting column and the related cost may impact upon the delivery of the development. These concerns would outweigh the benefits of maintaining a car parking space. The site is located on a bus route and local centres are accessible on foot and cycle. As the site is in a sustainable location, it is considered that the development can be brought forward with a requirement for car parking.

Cycle storage - The site has the capacity to accommodate limited external cycle storage if required.

Waste management - The applicant has indicated that bin storage can be achieved within the rear yard. However, a condition has been included to ensure that bins with appropriate capacities are provided in accordance with City Council policy and guidance.

Noise - Noise from the development would be commensurate with residential occupation and would not be unduly affected by any apparent local noise sources.

Land conditions – The contaminated land condition required by Environmental Health has been included.

Flood risk and site drainage - The condition requested by Flood Risk Management Team alongside the sewer diversion condition. On this basis it is considered that issues relating to drainage and flood risk can be appropriately addressed.

Ecology - The application site has no apparent ecological features.

Conclusion - The development would secure the residential use of a previously developed parcels of land. It is considered that a satisfactory quality of elevational design. On balance, it is considered that the amendment to the roof design appropriately related to the surrounding context. Any potentially harmful impact of the development on residential amenity has been either addressed through the submitted details or is capable of being addressed by condition. The proposed development is therefore considered to be acceptable.

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. Discussions have been undertaken to ensure that the revised development satisfactorily relates to the constraints of the site and character and appearance of housing in the local area. These discussions included consideration regarding the deliverability of appropriate car parking and amendments to the design following its omission. The submission of supplementary details have allowed the development proposals to be appropriately assessed.

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 8 November 2021, 24 November 2021 31 January 2022 :

Planning application forms

Location plan with a red edge

Existing ground and first floor plan Ref: 21 -77-00-001 R2

Existing elevations Ref: 21-77-00-002

Existing elevations Sheet 2 Ref: 21-77-00-003

Proposed ground and first floor plan Ref: 21-77-20-001R8

Proposed elevations (Sheet 1) Ref: 21-77-20-002- R5

Proposed elevations (Sheet 2) Ref: 21-77-20-003- R5

Proposed views Ref: 21-77-20-004-R4

Proposed loft plan Ref: 21-77-20 006 R5

Email from agent at 12:37 on 22 .02.2022 regarding obscurely glazed windows

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, including boundary walls , gates and fencing, 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, EN1 and DM1 of the Core Strategy for the City of Manchester.

4) Prior to the commencement of the development 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:

- The routing of construction traffic;
- Detail the vehicular activity associated with the construction including appropriate swept-path assessment;
- Details of the location and arrangements for contractor parking;
- The identification of the vehicular access points into the site;
- Identify measures to control dust and mud including on the surrounding public highway including: details of how the wheels of contractor's vehicles are to be cleaned during the construction period;
- The details of an emergency telephone contact number for the site contractor to be displayed in a publicly accessible location;

Reason - To safeguard the amenities of nearby residents and highway safety pursuant to policies SP1, EN9, EN19 and DM1 of the Core Strategy for the City of Manchester.

5) Development shall not begin until a surface water drainage layout for the site, based on sustainable drainage principles has been submitted to and approved in writing by the local planning authority. The development shall be constructed and completed in accordance with the approved details and details provided of how the scheme shall be maintained and managed after completion.

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 for the City of Manchester.

6) Prior to any above ground works , finalised details of the surface water drainage details of the development , together with the surfacing treatment of the proposed driveway shall be submitted to and approved in writing by the Local Planning Authority. The proposed surface water drainage details of the development , and surfacing treatment of the proposed driveway shall then be fully implemented in accordance with the approved scheme prior to the first occupation of the development.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of national policies within the NPPF and policies EN08 and EN14 of the Core Strategy for the City of Manchester.

7) Prior to the commencement of development , a detailed design for works to divert the sewer which bisects the site shall be submitted to and approved in writing by the City Council as Local Planning Authority. The development shall be implemented in with the details so approved.

Reason - To secure proper drainage for the development, pursuant to policies EN8, EN14, EN17 and DM1 of the Core Strategy for Manchester.

8) 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.

9) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Amendment) Order 2015, (or any order revoking and re-enacting that Order with or without modification), no additional glazing, windows or doors, other than those shown on the approved plans, shall be inserted at the property unless Planning Permission is specifically granted.

Reason - In the interests of the amenities of the occupiers of the neighbouring dwellinghouse, pursuant to policy DM1 of the Core Strategy for the City of Manchester and saved policy DC1 of the Unitary Development Plan.

10) Before first occupation of the development thereby approved, the first floor bathroom window, as shown on the approved plan ref: Proposed ground and first floor plan Ref: 21-77-20-001R8 and Proposed elevations (Sheet 1) Ref: 21-77-20-002- R5, shall be obscurely glazed to a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent and shall remain so in perpetuity.

Reason - To protect the amenity and living conditions of adjacent properties from overlooking or perceived overlooking and in accordance with policies SP1 and DM1 of the Core Strategy for the City of Manchester.

11) The boundary treatment shown on drawing Proposed elevations (Sheet 1) Ref: 21-77-20-002- R5 and Proposed elevations (Sheet 2) Ref: 21-77-20-003- R5 shall be completed prior to first occupation of the development hereby approved. The development shall be carried out in accordance with the approved details and shall thereafter be retained.

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, in order to comply with policies SP1 and DM1 of the Core Strategy for City of Manchester.

12) 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 DM1 and EN18 of the Core Strategy for the City of Manchester.

13) Any soils imported for use in the landscaped area shall be validated as suitable for use and a minimum of 300mm subsoil and topsoil over a no dig marker layer shall be placed. A post completion report shall be submitted to the LPA for approval 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 EN18 of the Core Strategy for the City of Manchester.

14) The development shall be implemented in accordance with the waste management strategy received on 22nd November 2021 in the location shown on plan ref: Proposed ground and first floor plan Ref: 21-77-20-001 R8. The approved scheme shall be implemented prior to first occupancy and shall remain operational thereafter.

Reason - To protect the amenity of the occupants of the dwellinghouse, and adjacent properties once the development hereby approved is occupied, pursuant to policies SP1 and DM1 of the Core Strategy for Manchester.

15) Before first occupation of the development thereby approved, the first floor secondary bedroom window, as shown on the approved plan ref: Proposed ground and first floor plan Ref: 21-77-20-001R8 and Proposed elevations (Sheet 1) Ref: 21-77-20-002- R5, and identified in email from planning agent at 12:37 on 22nd February 2022, shall be obscurely glazed to a

height of 1.7m above the finished internal floor level, to a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent , with an associated revision to the location of the glazing bar, and shall remain so in perpetuity.

Reason - To protect the amenity and living conditions of adjacent properties from overlooking or perceived overlooking and in accordance with policies SP1 and DM1 of the Core Strategy for the City of Manchester.

Informatives

1) Guidance for developers can be found via the following link:

http://www.manchester.gov.uk/info/500207/planning_and_regeneration/1962/additional_planning_guidance/3

2) The surface water drainage layout for the site required by condition 5 should include evidence of correspondence with United Utilities confirming that they are satisfied and accept the proposed diversion works to the 750mm diameter sewer main.

3) The development should be constructed to secure by design standards. Advice relating to site security and crime reduction can be found via the following website:
www.designforsecurity.org/secured-by-design/ or www.securedbydesign.com.

4) Any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with MCC Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management
United Utilities Water PLC
Greater Manchester Police

30 Denham Street, Manchester, M13 0FJ
28 Denham Street, Manchester, M13 0FJ
27 Denham Street, Manchester, M13 0FJ
30 Eston Street, Manchester, M13 0FF
Flat 29, Daisy Bank Court, 82 Daisy Bank Road, Manchester, M14 5GF
Flat 9, 86 Daisy Bank Road, Manchester, M14 5GJ
86 Daisy Bank Road, Manchester, M14 5GJ
Flat 5, 84 Daisy Bank Road, Manchester, M14 5GJ
Flat 3, 84 Daisy Bank Road, Manchester, M14 5GJ
Flat 8, 86 Daisy Bank Road, Manchester, M14 5GJ
Flat 25, Daisy Bank Court, 82 Daisy Bank Road, Manchester, M14 5GF
Flat 23, Daisy Bank Court, 82 Daisy Bank Road, Manchester, M14 5GF
Flat 20, Daisy Bank Court, 82 Daisy Bank Road, Manchester, M14 5GF
Flat 18, Daisy Bank Court, 82 Daisy Bank Road, Manchester, M14 5GF
Flat 16, Daisy Bank Court, 82 Daisy Bank Road, Manchester, M14 5GF
Flat 12, Daisy Bank Court, 82 Daisy Bank Road, Manchester, M14 5GF
Flat 10, Daisy Bank Court, 82 Daisy Bank Road, Manchester, M14 5GF

Flat 8, Daisy Bank Court, 82 Daisy Bank Road, Manchester, M14 5GF
Flat 5, Daisy Bank Court, 82 Daisy Bank Road, Manchester, M14 5GF
Flat 3, Daisy Bank Court, 82 Daisy Bank Road, Manchester, M14 5GF
Flat 1, Daisy Bank Court, 82 Daisy Bank Road, Manchester, M14 5GF
Flat 27, Daisy Bank Court, 82 Daisy Bank Road, Manchester, M14 5GF
84 Daisy Bank Road, Manchester, M14 5GJ
Daisy Bank Court, 82 Daisy Bank Road, Manchester, M14 5GF
Flat 4, 84 Daisy Bank Road, Manchester, M14 5GJ
Flat 2, 84 Daisy Bank Road, Manchester, M14 5GJ
Flat 1, 84 Daisy Bank Road, Manchester, M14 5GJ
Flat 7, 86 Daisy Bank Road, Manchester, M14 5GJ
Flat 6, 86 Daisy Bank Road, Manchester, M14 5GJ
29 Denham Street, Manchester, M13 0FJ
26 Denham Street, Manchester, M13 0FJ
32 Eston Street, Manchester, M13 0FF
28 Eston Street, Manchester, M13 0FF
Flat 26, Daisy Bank Court, 82 Daisy Bank Road, Manchester, M14 5GF
Flat 24, Daisy Bank Court, 82 Daisy Bank Road, Manchester, M14 5GF
Flat 22, Daisy Bank Court, 82 Daisy Bank Road, Manchester, M14 5GF
Flat 21, Daisy Bank Court, 82 Daisy Bank Road, Manchester, M14 5GF
Flat 19, Daisy Bank Court, 82 Daisy Bank Road, Manchester, M14 5GF
Flat 17, Daisy Bank Court, 82 Daisy Bank Road, Manchester, M14 5GF
Flat 15, Daisy Bank Court, 82 Daisy Bank Road, Manchester, M14 5GF
Flat 14, Daisy Bank Court, 82 Daisy Bank Road, Manchester, M14 5GF
Flat 11, Daisy Bank Court, 82 Daisy Bank Road, Manchester, M14 5GF
Flat 9, Daisy Bank Court, 82 Daisy Bank Road, Manchester, M14 5GF
Flat 7, Daisy Bank Court, 82 Daisy Bank Road, Manchester, M14 5GF
Flat 6, Daisy Bank Court, 82 Daisy Bank Road, Manchester, M14 5GF
Flat 4, Daisy Bank Court, 82 Daisy Bank Road, Manchester, M14 5GF
Flat 2, Daisy Bank Court, 82 Daisy Bank Road, Manchester, M14 5GF
Flat 28, Daisy Bank Court, 82 Daisy Bank Road, Manchester, M14 5GF
80 Daisy Bank Road, Manchester, M14 5GJ
31 Denham Street, Manchester, M13 0FJ

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
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: NORTH2