

Planning

Growth & Development

Delegated officer report for planning application

Application no. 131539/FO/2021
Date registered valid: 19 January 2022
Proposal: Erection of single storey extension to rear in connection with the change of use from a dwelling house to a ground floor shop (Class E) with living accommodation above
Address: 1 Shotton Walk, Manchester, M14 5UN
Ward(s): Moss Side Ward
Applicant: Mr Amanullah Khan, 1 Shotton Walk, Manchester, M14 5UN
Agent (if any): Mr Amjad Tahir, Aeyes Associates UK Ltd, 173 Dickenson Road, Manchester, M13 0YN
Case officer: Linda Marciniak
Tel: 0161 234 4636
Email: linda.marciniak@manchester.gov.uk
Recommendation: Refuse
Date of recommendation: 09 March 2022



Application details

Type of application: Full Application Consent
Development type: Minor Other
Date of site visit: 17.02.2022
Standard consultations: Printed: 24 January 2022 Expired: 14 February 2022
Neighbour notifications: Printed: 24 January 2022 Expired: 14 February 2022
Site notice: No site notice has been produced
Press advert: No press advert had been published
Departure from Development Plan: No
Environmental Statement: Not required
Listed building: Not applicable
Conservation area: Not applicable
Tree Preservation Order: Not applicable

Description of site/building

The application site is an end of 5no.terraced dwelling house on the corner of Shotton Walk and Viscount Street, north of Claremont Road in the Rusholme ward. The modern red brick property has a part-single, part-2-storey rear extension which was approved in 2018 (Ref: 119068/FH/2018).

The rear boundary wall has an elevation to Claremont Road whilst the front, north-facing elevation is accessed by pedestrian footpath that runs the length of Shotton Walk. The front of the property faces a grassed amenity area with trees and there is a dedicated off-road parking area for 4no. cars alongside the eastern elevation on Viscount Street. A similar parking area for 4no. cars is located on the north side of the pedestrian footpath.



There is a grass verge with trees outside the rear of the site. This widens to the Viscount Street elevation. A vehicular crossing has been created over the verge at the rear into a yard that is secured by high steel gates.

Internally, the submitted floorplans show a hallway, WC, kitchen, lounge, dining room and 1no. small box room. The first-floor layout shows 3no. bedrooms, bathroom, study and 2no. small box rooms.

Description of area

The site is within a residential area designed on Radburn estate principles running between Claremont Road and Walmer Street. Outside of this, houses are mainly Victorian pavement-fronted terraced housing with later infill terraces. There are new residential dwellings currently

under construction by One Manchester to the south of the site across Claremont Road. Adjacent to these to the south west, are the external playing pitches for Heald Place Primary School.

Description of development

Erection of single storey extension to rear in connection with the change of use from a dwelling house to a ground floor shop (Class E) with living accommodation above.

Site History

The site was extended in a February 2018 application 119068/FH/2018 which gave consent for the 'Erection of a part single/part two storey rear extension to provide additional living accommodation with external alterations.'

An application in April 2018 for the 'Extension of Family Room and Dining Room on Ground Floor', was returned to the applicant (Ref: 119790/FH/2018).

Consultations & Notification Responses

Neighbour notifications

Objection

I object to this planning on the base of a few things and concern to us as resident of this area.

Reason one: we have limited parking in the area sometimes I myself that live in the area have to park about a mile from my home. We have a disabled parking but some time when we go out and come back someone park in it some time with invalid disable badge. There several shops and small stores in the area. area are over-run with rats and mice because of the large number of shops and restaurant in this small area. We are just about a half mile from Rusholme curry mile.

Sometimes we see so much fly tipping in the area. another shop/store in this area is not good for the community. in our community on every corner there is a shop / store. we are asking the planning department to help us keep our community clean and safe from having more rodent and cockroaches all around.

Environmental Health

CONSTRUCTION HOURS

Construction works shall be confined to the following hours unless otherwise agreed in writing by the City Council as local planning authority:

Monday - Friday: 7.30am - 6pm

Saturday: 8.30am - 2pm

Sunday / Bank holidays: No work

HOURS1

Premises opening hours

The premises shall not be open outside the following hours unless otherwise agreed in writing by the City Council as local planning authority:

Days and times to be submitted.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation.
HOURS2

Deliveries to commercial premises

Deliveries, servicing and collections, including waste collections shall not take place outside the following hours: 07:30 to 20:00, Monday to Saturday, no deliveries/waste collections on Sundays/Bank Holidays.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation.

NSE1

a) The premises shall be acoustically insulated and treated to limit the break-out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

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

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties.

NSE6

External plant/equipment/servicing

a) Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. Prior to commencement of the use hereby approved the scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

b) Prior to the operation of the scheme a verification report shall be submitted to and approved in writing by the City Council as local planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the noise criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site.

REF*

a) Before the development commences a scheme for the storage and disposal of refuse shall be submitted to and approved in writing by the City Council as local planning authority.

New developments shall have refuse storage space for segregated waste collection and recycling. Internal and external storage areas are required.

b) The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of amenity and public health.

The proforma/ Waste Management Strategy must include the following information:

Estimated volumes and types of waste produced by the development;
Details of internal and external stores for both waste and recycling, including any plans and designs;
Location of the proposed collection point and details of the route the collection vehicle will take;
Details of how waste will be transferred between stores and to the collection location; and
Details of number and capacity of bins proposed and collection frequency.

Other details as per 'Waste Proforma v1.0' - refer to guidance at:

http://www.manchester.gov.uk/downloads/download/6048/waste_management_strategy

The waste strategy is not acceptable. Waste bins cannot be left at the front of the premises, there are also not enough bins for the different types of waste. Furthermore, there needs to be separation from residential and commercial waste to ensure that this cannot be mixed.

Information for Developers guidance documents can be downloaded using the following link:
http://www.manchester.gov.uk/info/500207/planning_and_regeneration/1962/additional_planning_guidance/3

Highways

The site is considered to be adequately accessible by sustainable modes and is in close proximity to a range of a number of local bus services.

It is anticipated that the proposals are unlikely to generate a significant increase in the level of vehicular trips therefore they do not raise any network capacity concerns.

No parking is being provided and we have concerns that any comings and goings associated with the shop may utilise the parking nearby which is designated for residential use. In addition, no secure and sheltered cycle storage is being provided.

It would appear that the associated waste bins are to be placed on an area of land not within the ownership of the development and adjacent to the public footway which is a concern to Highways.

Pedestrian access arrangements are acceptable to us.

No details have been provided in relation to the servicing of the proposed shop.

Should the planning application be approved it is required that a Construction Management Plan be conditioned which shall include, where appropriate the following details:

- o The routing of construction traffic;
 - o Detail the vehicular activity associated with the construction including appropriate swept-path assessment;
 - o Details of the location and arrangements for contractor parking;
 - o The identification of the vehicular access points into the site;
 - o 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;
 - o The details of an emergency telephone contact number for the site contractor to be displayed in a publicly accessible location;
 - o For large schemes a highway dilapidation survey including photographs and commentary on the condition of carriageway/footways on construction vehicle routes surrounding the site.
- The applicant is advised that any requirements for licensing, hoarding / scaffolding, building maintenance and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).

SUGGESTED PLANNING CONDITION(S): -

1. Construction Management Plan

Policy

Section 38(6) Planning and Compulsory Purchase Act 2004 requires that decisions be made in accordance with the development plan unless material considerations indicate otherwise.

Core Strategy

The principal document within the Manchester Development Plan is the Manchester Core Strategy which sets out the spatial vision for the City and includes strategic policies for development during the period 2012 – 2027.

'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.

The following policies within the Core Strategy are material to the application:

Policy SP1 - Spatial Principles

This policy establishes the key spatial principles which will guide the strategic development of Manchester together with core development principles. It notes that development in all parts of the city should create well designed places which enhance or create character, make a positive contribution to the health, safety and well-being of residents, consider the needs of all members of the community and protect and enhance the built environment.

Policy DM1 - Development Management

This policy states that new development should have regard to more specific issues for which more detailed guidance may be given within supplementary planning documents. Issues include: the appropriate siting and appearance of development, the impact upon the surrounding area, the effects on amenity, accessibility, community safety and crime prevention,

health, the adequacy of internal accommodation and amenity space and refuse storage/collection.

Policy C5 - Central Manchester District Centres - Hulme, Longsight and Rusholme

The improvement to the quality of the environment in Rusholme and Longsight is a priority to help retain and attract shoppers and visitors. Development which supports its commercial role, including environmental improvements and enhanced parking facilities, will also be supported.

Policy H5 – Housing - Central Manchester

Central Manchester, over the lifetime of the Core Strategy, will accommodate around 14% of new residential development. Priority will be given to family housing and other high value, high quality development where this can be sustained. High density housing will be permitted within or adjacent to the Regional Centre (Hulme and the Higher Education Precinct) as well as within Hulme, Longsight and Rusholme district centres as part of mixed-use schemes.

Paragraph 9.25 notes that:

The emphasis will be on increasing the availability of family housing and diversifying housing stock in mono-tenure areas, preserving and improving the quality of the existing housing stock and the management of areas where HMOs predominate.

Core Strategy Objective - SO6 - Environment

Protect and enhance both the natural and built environment of the City and ensure the sustainable use of natural resources, in order to mitigate and adapt to climate change, support biodiversity and wildlife, improve air, water and land quality, recreational opportunities and provide networks of high quality green infrastructure, ensuring that the City is inclusive and attractive to residents, workers, investors and visitors.

National Planning Policy Framework

The central theme to the revised NPPF is to achieve sustainable development. The Government states that there are three dimensions to sustainable development: an economic role, a social role and an environmental role.

The Framework underlines a “presumption in favour of sustainable development”. This means approving development, without delay, where it accords with the development plan and where the development is absent or relevant policies are out-of-date, to grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF. Material to this application:

Chapter 8 – Promoting healthy and safe communities

Paragraph 92 states that:

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

- a) promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages;
- b) are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of attractive, well-

designed, clear and legible pedestrian and cycle routes, and high quality public space, which encourage the active and continual use of public areas; and

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

Paragraph 93 provides that:

To provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should:

a) plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments;

b) take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community;

c) guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs;

d) ensure that established shops, facilities and services are able to develop and modernise, and are retained for the benefit of the community; and

e) ensure an integrated approach to considering the location of housing, economic uses and community facilities and services.

Chapter 12 - Achieving well-designed places

Paragraph 127 states that:

Planning policies and 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 appropriate and effective 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 to create attractive, welcoming and distinctive places to live, work and visit;

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Paragraph 130 notes that:

Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into

account any local design standards or style guides in plans or supplementary planning documents.

Unitary Development Plan

The UDP has largely been superseded by the Core Strategy. However, 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 therefore be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.' Material to this application:

Policy DC26 - Development and noise

DC26.1 The Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both:

- a. the effect of new development proposals which are likely to be generators of noise; and
- b. the implications of new development being exposed to existing noise sources which are effectively outside planning control.

Issues

Principle

Use Class E of the Use Classes Order 1987 (as amended) was introduced on 1st September 2020 and covers the former Use Classes of A1 (shops) as well as A2 and former A3 Use Classes. The extension proposed in this application would create a potential retail trading area of 100sqm at ground floor within the new Use Class E with living accommodation above.

Policies SP1 and DM1 of the Core Strategy, as well as the guidance within the NPPF (2021) place emphasis on the creation of sustainable development, underlining the importance attached to protecting the character, amenity and public safety of an area as well as other considerations. In this case, the principle of the proposed development is unacceptable and contrary to the above development plan policy for the reasons set out below.

Use

The proposal seeks to extend and change the use of the ground floor residential dwelling to a Class E retail unit and retain the existing bedrooms and bathroom at first floor. There is no indication that residential accommodation at first floor includes any living space, but a kitchen is retained at ground floor.

In terms of the retail function, the proposed retail use lies 165 metres outside the Rusholme District Centre boundary. It therefore represents a non-conforming use within a highly defined residential area with a clear separation from the Rusholme District Centre. The Council's objective is to protect this commercial characteristic within the defined boundaries of the Centre plan, and so conform with policies C1 and C5 of the Core Strategy. As such, the proposal is in conflict with these policies. This has wider implications as discussed below.

Loss of Family House

The proposal entails the partial loss of a family house which would become ancillary to the ground floor shop unit. This conflicts with the character and function of the residential context. It would also undermine the broader objectives within Core Strategy policy H5 to increase the

availability of family housing stock, attract higher value investment and support economic growth.

The single storey rear extension would cover all of the remaining rear garden area around the existing 2-storey extension. This would lead to the total and unacceptable loss of all private amenity space for the first-floor residential unit, and thus removes the opportunity a garden offers for recreation, children's play and the storage of bins. This represents an unacceptable loss to a residential property that is contrary to the themes within Chapters 8 and 12 of the NPPF which seek well-designed places that promote healthy communities.

Through the ambiguous residential provision at first floor as shown on the proposed floor plans, it is not understood whether the residential space will function as a house in multiple occupancy or will continue as family housing but with a reduced standard of accommodation. Either scenario amounts to an unsustainable form of development that is contrary to Core Strategy policies SP1 and DM1 and to the above chapters and central theme of the NPPF which promotes sustainable development.

Residential amenity

A change of use of the ground floor to a shop unit, would lead to a significant loss of amenity for neighbouring occupiers largely due to an elevated footfall to and from the site above what is normally associated with a residential dwelling.

The intensified activity due to comings and goings from pedestrian and vehicular activity around the site, would lead to increased noise and disturbance, people congregating around the site and close to other residents' windows, loss of privacy and increased potential for crime and disorder around the site. This would have unacceptable consequences for residents living at first floor, adjacent to and in proximity to the site, to the detriment of their residential amenity. These impacts would be exacerbated by any proposal to trade from the shop unit beyond reasonable daytime hours.

On the basis of the above, the proposal is contrary to saved UDP policy DC26.1(a), Core Strategy policies SP1 and DM1 and to chapters 8 and 12 of the NPPF.

Waste Management

Amenity concerns are also relevant to the waste provision and management proposal. In this case, the proposal is for 2no. waste containers – a 1100L general waste and a 240L glass / plastic waste to be stored outside of the curtilage of the site on the grassed strip alongside the public highway. This land is not in the ownership of the applicant and is in full view of pedestrians and traffic.

The effect of storing waste containers on the grass verge is wholly unacceptable, blighting the public highway alongside the public footpath and conflicting with the enhanced public realm and place-making objectives set out in Objective 6 (Environment) of the Core Strategy. It would also undermine the efforts to improve the quality and visual amenities of the residential environment that is evident in the delivery of new housing at the One Manchester site immediately south, and the broader objective of improving the quality of the environment that is central to the success of the neighbouring Rusholme District Centre in continuing to attract shoppers and visitors as set out in Core Strategy policy C5.

The lack of defined ownership of the waste containers on the grass verge would also encourage fly-tipping that would further blight the appearance of the street scene and become a public health issue, contrary to the above policy framework. This would place an additional burden on

Council resources at a cost to the public purse. A resident who objects to the proposal has attested to an ongoing public health issue with existing levels of waste management spilling over from the concentration of commercial units in the District Centre 165 metres to the east, including rodents.

There is a further concern that the level of waste provision is inadequate and fails to make separate provision for residential and commercial waste as required in mixed use developments. This is not supported by the Environmental Health (Public Protection) team. The waste proposal is a result of the proposal to erect a single storey rear extension over all of the rear yard thus removing private external amenity space as set out above.

Visual amenity

The proposal significantly alters the appearance of the rear elevation of the dwelling house. Together with the infill of the rear garden area, it includes removal of the rear garden wall to create a shopfront at the back of pavement with double glazed doors and plate glass windows alongside on the Claremont Road elevation. This is entirely out of character with the street scene which comprises domestic rear gardens bounded by walls and fences and with a clear separation and openness between the street and dwellings. The street scene would also be harmed by any future pressure to display advertisements in the shop windows and doors and introduce signage. This would have a detrimental impact on the character and quality of the street scene, contrary to saved UDP policy E3.3

Parking

The proposal makes no separate parking provision but relies on the availability of 8no. demarcated parking spaces to the east of the site on Viscount Street, and any on-street parking



availability. As the estate is designed on Radburn principles, there is no dedicated in-curtilage parking for residents on Shotton Walk. The 8no. spaces on Viscount Street would most likely be the only options for car-owning residents to park close to their homes. This option would be compromised by the proposal which would see residents competing with shop visitors, as well as residents and visitors to the first-floor dwelling for the on-street spaces. Any approval of the

proposal would therefore lead to a greater parking demand on street although there are no Traffic Regulation Orders on Claremont Road outside the rear of the site. Highways have raised a concern about this element of the proposal.

The site is close to the junction with Viscount Street and Claremont Road which is a single lane each way highway. This could result in cars parking on the footway or kerb which would reduce the free flow of traffic as well as present potential conflicts with pedestrians, including schoolchildren at the nearby Heald Place Primary School. Highway Services have not raised an objection on this basis, however the absence of any parking or cycle provision makes the proposal fall below the standard expected of a retail unit outside of a District Centre.

Hours

The proposed hours of trading of the shop unit are unknown. However, even if the hours were reasonable 'daytime' hours, the nature of the use would attract a much higher footfall than compared to the comings and goings to a residential dwelling, which would outweigh the mitigation that any reasonable hours might otherwise offer. The consequential impacts on residential amenity that trading from the site would give rise to are set out above.

Based on the above, the proposal fails to create sustainable development and is recommended for refusal.

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: Refuse

Article 35 Declaration

The local planning authority in making its decision has had due regard to paragraph 47 of the National Planning Policy Framework as well as the development plan, national planning policy and other material considerations and has refused the application for the reasons outlined in the delegated report. The proposal fails to meet the requirements to provide sustainable development on the basis of the impacts on residential amenity, waste management, loss of amenity garden space and parking. The agent was advised of the Council's concerns and given the opportunity to withdraw the application prior to the decision being issued. No response was received.

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

- 1) The proposal, by reason of the conversion of the ground floor living accommodation from a family house to a shop unit, would lead to the partial loss of a family dwelling house in a residential area where the Council expects such provision to be retained, in character with the surrounding provision of family housing. The partial loss would undermine the maintenance of sustainable communities, contrary to the provisions in policies SP1, H1, H5, and DM1 of the Manchester Core Strategy (2012), the Guide to Development in Manchester Supplementary Planning Document (2007) and the National Planning Policy Framework (2021).
- 2) The proposed change of use of the ground floor from a family dwelling house to a shop unit, would intensify the use of the site through an increase in comings and goings from pedestrian and vehicular traffic, noise, people congregating outside the site, delivery vehicles, parking pressures as well as a potential increase in crime and disorder and litter, resulting in a detrimental loss of residential amenity for neighbouring occupiers. This is contrary to the provisions of policies SP1, DM1, EN19 and T2 of the Manchester Core Strategy (2012), saved UDP policy DC26.1 and the NPPF (2021).
- 3) The proposed shop unit at ground floor within a residential area and outside of a designated Local Centre or District Centre, together with the siting of large waste containers on the public highway, represents an uncharacteristic form of development that would be incongruous within and detrimental to the character of the street scene. The resulting additional movements around the site from patrons to the shop unit, on foot and by car, would also lead to an intensification of movement and traffic that is out of character in a residential area, contrary to the provisions of policies DM1, SP1 and EN19 of the Manchester Core Strategy (2012) and the NPPF (2021).
- 4) The proposal, by reason of the single storey rear extension which would cover over all of the rear yard area, would lead to the total loss of private residential amenity space within the curtilage of the site for the first floor residential unit, including the loss of space for the storage of waste bins off the public highway, and the loss of children's play space.
- 5) The proposal makes wholly inadequate arrangements for the provision and storage of waste containers outside of the site curtilage. Siting the waste containers on the grassed strip outside of the rear of the site, on a busy highway, would lead to a detrimental loss of amenity to the street scene and character of the area. It would also lead to the potential for fly-tipping on the public highway leading to a loss of public health. The proposal also fails to make inadequate provision for segregated waste and sufficient waste containers for recycling for both the shop and residential unit above. The proposal is therefore contrary to the provisions of policies DM1 and SP1 of the Core Strategy (2012) and the NPPF (2021).

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health

7 Shotton Walk, Manchester, M14 5UN
447 Claremont Road, Manchester, M14 5WP
3 Shotton Walk, Manchester, M14 5UN
62 Viscount Street, Manchester, M14 5UH
9 Shotton Walk, Manchester, M14 5UN
5 Shotton Walk, Manchester, M14 5UN
71 Viscount Street, Manchester, M14 5UJ
69 Viscount Street, Manchester, M14 5UJ

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
Area Team Boundary - Name: SOUTH