



Land adjacent to Polruan Road, Chorlton, Manchester, M21 9NR

Application for the development of a single detached 3 bedroom dwelling
and associated works

Prepared for:	Kalid Ashraf
Date	Thursday, 9 September 2021
Prepared by	stuart vendy
Your Ref.	MCC



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1.0 Background, Site Context and Scheme Development

Background

- 1.1 This planning application has been submitted on behalf of Mr Kalid Ashraf (“the applicant”) and seeks planning permission deliver a high quality development of a single detached residential dwelling, set within its own gardens alongside dedicated off street parking.
- 1.2 The applicant has a successful business in residential development and letting with a record in providing a wide variety of high-quality accommodation across the local area. The application site is a redundant and unused area and is surplus to the requirements of occupiers of Polruan Road.
- 1.3 The approach to the site has been to work with local stakeholders to develop a scheme that respects the local character and is of a design and nature that meets local needs and standards. With regard to the proposed development, the applicant has engaged the Local Planning Authority in order to develop the proposals for the site in a proactive manner. The various pre-application discussions are detailed later in this report.

Drawings and Documents

- 1.4 This submission should be read in conjunction with the Planning Application Forms, Ownership Certificates and Application Fee, and the following drawings:

Job No.	Reference	Title	Scale
EXISTING			
Location Plan, Site Plan			
2245	PL- EX-000	Location plan	1:1250
2245	PL-EX-001	Existing Site Plan	1:200
Photo Record Sheet			
2245	PL-EX-010	Existing Site Photo	N/A
2245	PL-EX-011	Existing Context Photo	N/A
Plans			

2245	PL-EX-100	Existing Ground Floor Plan	1:100
Elevations			
2245	PL-EX-010	Existing Front and Rear Elevation	1:100
2245	PL-EX-010	Existing North and South Elevation	1:100
PROPOSED			
Location Plan, Site Plan			
2245	PL-PR-000	Proposed Site Plan	1:200
Plans			
2245	PL-PR-100	Proposed Ground Floor Plan	1:100
2245	PL-PR-101	Proposed First Floor Plan	1:100
2245	PL-PR-102	Proposed Second Floor Plan	1:100
2245	PL-PR-103	Proposed Roof Plan	1:100
Elevations			
2245	PL-PR-200	Proposed Front and Rear Elevation	1:100
2245	PL-PR-201	Proposed North and South Elevation	1:100

Site Context

- 1.5 The application site is currently an unused area of land, housing grass and a dilapidated concrete parking area on the frontage. To the rear, there is a storage building which is currently not in use. The site is located within the Chorlton, in Manchester. The application site is bordered on its three sides by two storey dwellings, some of which have been extended, and most provide off street parking.
- 1.6 The surrounding area is residential in nature, providing a mixture of residential houses and flats, primarily in private ownership or rental. The site and immediate surroundings are generally flat with no significant change in levels between the application site and the surroundings.

- 1.7 The site sits in close proximity to the centre of Chorlton (circa 5 mins walk), which offers a wide range of retail, leisure and associated facilities as well as high frequency bus routes and Metrolink connections (12 mins walk) to the city centre and surrounding destinations.
- 1.8 The application site itself is rectangular in shape and largely follows the historic property boundaries in this area of the settlement. There is no landscaping of significance on the site.
- 1.9 Access to and from the site is via a dropped kerb arrangement gained at the eastern boundary of the site.
- 1.10 The site is located in flood zone 1.
- 1.11 There are no heritage or environmental designations either within or bordering the site.
- 1.12 There are no public rights of way through the site.

The Proposed Development

- 1.13 The proposed development will comprise the removal of built structures on the site, and their replacement with a single detached dwelling. The building to be developed will reflect the two storeys character of the surroundings, as well as building lines and massing present in the area.
- 1.14 The proposed dwelling will be of a contemporary design, reflecting modern flexible accommodation including a lounge and kitchen/diner on the ground floor, two bedrooms and bathroom on the first floor and a third bedroom on the third floor. Ground floor accommodation has been designed to accommodate the desire for open plan living, as well as the need to separate 'work from home' areas. Externally, the building will benefit from an off-street parking space and front garden area, as well as gated rear access to a private garden for exclusive use of the proposed dwelling, housing external bike store, bin storage and garden areas.

2.0 Relevant Planning History & Pre-application Engagement

Relevant planning history

- 2.1 With regards to the application site itself, there is a limited planning history. Manchester City Council's public access portal details an application for part single/part two storey side extension and single storey rear extension to the existing dwelling house (MCC ref: 045184/FH/SOUTH2/94). Whilst the application was approved in May 1994, it appears that this extension was not constructed.
- 2.2 More recently, the site has been the subject of an application for prior notification of proposed larger home extension for single storey rear extension with a rearward projection (MCC Ref: 115304/PDE/2017). From a visit to the site, this appears to have been constructed in accord with the relevant plans.
- 2.3 Within the surrounding area, there are a limited number of dwellings that display a modern style of accommodation. However, a good example of an adapted and extended dwelling using modern design approach and a contemporary palette of materials, to provide open plan residential accommodation is at 16 Sark Road, Chorlton (MCC: 120114/FH/2018).

Pre-application Engagement

- 2.4 The applicant, through their project team, has undertaken a pre-application engagement exercise with the planning officer for the area, Mr Dave Morris.
- 2.5 The applicant has engaged in informal discussions with Mr Morris initially via Mr George Falzon (emails dated 15/3/21 to 17/3/21). A record of this exchange is contained at Appendix 1 of this document.
- 2.6 More recently, Mr Morris has been approached via Paula Butterfield Architecture. This later scheme sought to address the expressed concerns of Mr Morris in his email of 5th August 2021. A copy of this correspondence is contained at appendix 2.
- 2.7 This later scheme provided a revised approach to the development of the site, specifically in response to Mr Morris's comments it included:

- altered site edged red to accommodate the continued use of part of the current drive for off road parking by no. 10 Polruan Road.
- The inclusion of an off-road parking space for the new build house.
- A contemporary house that does not seek to adopt the same style as the existing houses but rather responds in terms of scale and massing offering an alternative option and more modern standard of living including energy saving measures.
- The house is narrower so that there is more space between the neighbouring properties so that it responds to similar spacing on the street and the character of the area and avoids the terracing effect
- The gross internal floor area of the house is 117sqm which exceeds the current space standards.

2.8 This later scheme received on a short response from Mr Morris to the effect that he considered that the site was not 'a development site'.

2.9 The design of the scheme has been developed to account for the detailed comments received during the initial engagement process, however no further detailed comments have been received as a result of the later engagement.

3.0 Planning Policy Context

Overview

- 3.1 Section 38 (6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications be determined in accordance with the development plan, unless material considerations indicate otherwise. Therefore, to assess the acceptability of this proposal, it is necessary to consider it against the adopted development plan. It is also necessary to take account of any material considerations relevant to the development proposal such as national planning policy contained within the revised National Planning Policy Framework (“NPPF”) and national planning guidance contained within Planning Practice Guidance (“PPG”), as well as locally adopted supplementary planning guidance (“SPG”) and documents (“SPD”).
- 3.2 In the case of the proposed development, the policies of NPPF, Manchester Core Strategy and the saved policies of the Manchester UDP (1995) where they are consistent with the revised NPPF, are the extant policies against which the development will be assessed.

NPPF

- 3.3 The NPPF was originally published in March 2012, with the latest revised version adopted in July 2021.
- 3.4 As outlined in paragraph 2 of the NPPF, the Framework is a material consideration in planning decisions.
- 3.5 Paragraph 8 confirms that in order to achieve sustainable development, the planning system has three overarching objectives need to be pursued. These objectives are as follows:

- ***An economic objective*** – *to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;*

- **A social objective**– *to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being; and*
- **An environmental objective**– *to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.*

3.6 A key element of the NPPF (as outlined at paragraph 11) confirms that local planning authorities should apply the presumption in favour of sustainable development. For decision taking this means:

c) approving development proposals that accord with the development plan without delay’; or:

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

- i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or*
- ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.”*

3.7 The NPPF sets out a series of key aims and objectives of the planning system, the most relevant of which I paraphrase below.

Delivering a sufficient supply of homes

- 3.8 Paragraph 60 of the Framework confirms the Government’s continued objective to significantly boost the supply of housing. It is also reiterated that it is important that a sufficient amount and variety of land can come forward where it is needed.
- 3.9 Paragraph 74 outlines that local planning authorities should identify and update annually a supply of specific deliverable sites sufficient to provide a minimum five years’ worth of housing.

- 3.10 In relation to five-year land supply matters, paragraph 11 (the presumption in favour of sustainable development) confirms the Government's continued position on this matter. It states that for decision making, where policies for determining planning applications are out of date, permission should be granted 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. Footnote 8 of the NPPF confirms that for applications involving the provision of housing, policies are out of date in situations where the local planning authority cannot demonstrate a five-year supply of deliverable housing.

Promoting healthy and safe communities

- 3.11 Paragraph 93 notes how planning decisions should aim to achieve healthy, inclusive and safe places, through provisions such as site layouts encouraging walking and cycling and ensuring that crime and disorder and the fear of crime do not undermine the quality of life or community cohesion.

Promoting Sustainable Transport

- 3.12 Paragraph 111 states the following in relation to the determination of planning applications:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe"

- 3.13 Paragraph 112 notes how applications for development should give priority first to pedestrian and cycle movements, and as far as possible facilitate access to high quality public transport.

Making Effective Use of Land

- 3.14 Paragraph 119 notes how planning decisions should promote the effective use of land in meeting the need for homes and other uses. This includes making as much use as possible of previously developed or 'brownfield' land. Furthermore, it is noted that planning decisions should give substantial weight to the value of using suitable brownfield land within settlements for homes, and proposals which support appropriate opportunities to remediate degraded land.

- 3.15 Paragraph 125 discusses the importance of achieving appropriate densities and that developments should make optimal use of the potential of each site. Where there is an existing or anticipated shortage of land for meeting identified housing needs, in such circumstances:

“c) local planning authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in this Framework. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards.”

Achieving well-designed places

- 3.16 Paragraph 126 explains how good design is a key aspect of sustainable development and that the creation of high-quality places is fundamental to what the development process should achieve.
- 3.17 Paragraph 130 notes how planning decisions should ensure that developments are visually attractive as a result of good layout, are sympathetic to local character and history and should establish or maintain a strong sense of place.

Conserving and enhancing the natural environment

- 3.18 Paragraph 185 states that planning decisions should ensure that new development is appropriate for its location, considering the likely effects of pollution on health, living conditions and the natural environment.

Local Planning Policy and Guidance

- 3.19 The adopted Development Plan for Manchester City Council comprises the Core Strategy Development Plan Document, which was adopted in July 2012. Whilst the Core Strategy superseded much of the 1995 Unitary Development Plan (UDP), some UDP policies remain part of the Development Plan for Manchester.

Core Strategy (2012-2027)

3.20 The Core Strategy Proposals Map confirms that the site is not designated for any particular use in the Local Plan. The site is located to the north west of Chorlton District Centre (see blue line).

3.21 **Policy H1 (Overall Housing Provision)** states that approximately 60,000 new dwellings will be provided in Manchester between March 2009 and March 2027. 90% of residential development will be on previously developed land. The site is located within the South Manchester area and Table 9.1 of the Core Strategy confirms that approximately 3,240 net new dwellings will be delivered in South Manchester. The policy notes how proposals for new residential development should take account of the need to:

- Contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population.
- The design and density of a scheme should contribute to the character of the local area. All proposals should make provision for appropriate usable amenity space and make provision for parking cars and bicycles.
- Prioritise sites which are in close proximity to centres or high frequency public transport routes.
- Be designed to give privacy to both its residents and neighbours.

3.22 **Policy H6 (South Manchester)** outlines how South Manchester will accommodate around 5% of new residential development over the plan period. It is noted how outside the District Centres, priorities will be for housing which meets identified shortfalls, including family housing and provision that meets the needs of elderly people, with schemes adding to the stock of affordable housing. The accompanying table to the policy confirms the target to deliver 3,240 residential units and confirms that the Council are taking a staggered approach to delivery:

Breakdown over the lifetime of the Core Strategy within South Manchester (net units)		
Time Period	Average Annual Provision	Total Provision for Period
March 2011-16	260	1,320
March 2016-21	190	950
March 2021-27	90	510
N.b. 233 units (net) were completed in the period 31 st March 2009 - 31 st March 2010 and it is estimated that 222 will be completed (net) between 31 st March 2010 and 31 st March 2011.		

- 3.23 **Policy H8 (Affordable Housing)** states that the trigger for providing affordable housing is sites of 0.3 hectares and above or where 15 or more units are proposed. New development will contribute to the City-wide target for 20% of new housing provision to be affordable. It is envisaged that 5% of new housing provision will be social or affordable rented and 15% will be intermediate housing, delivering affordable home ownership options. The provision of affordable housing units will reflect the type and size of the development as a whole and will be inclusively designed to reflect the character of development on the site.
- 3.24 **Policy CC 5 (Transport)** notes how the Council will seek to ensure that development includes adequate parking for provision for cars and bicycles, which should be based on the parking standards described in Appendix B.
- 3.25 **Policy T2 (Accessible areas of opportunity and need)** further discusses the Council's parking standards, noting that the car parking standards are maxima, and the cycle and disabled car parking standards are minimums. The Council will take the circumstances of each proposal into account to establish what level of parking is appropriate.
- 3.26 **Policy EN1 (Design Principles and Strategic Character Areas)** notes how all development should have regard to the strategic character area in which the development is located. Chorlton falls within the Southern Character Area, with the policy noting that new development in this character area needs to retain the identity and focus of activity associated with the historic District Centres. Where appropriate, development along the radial routes such as Princess Parkway should be commensurate in scale with the prominence of its location.
- 3.27 **Policy EN19 (Waste)** states that the Council will require all developers to submit a waste management plan to demonstrate how both construction and demolition waste will be minimised and recycled on site wherever possible and how the sustainable waste management needs of the end user will be met.
- 3.28 **Policy PA1 (Developer Contributions)** states that the Council may seek contributions for a number of matters on a site-by-site basis. This includes (but is not limited to) contributions relating to affordable housing, education, health facilities, community facilities and sustainable transport. The nature and scale of any planning obligations sought will be related to the form of development and its potential impact upon the surrounding area. In determining the level of contributions, specific site conditions and

other material considerations including viability, redevelopment of previously developed land or mitigation of contamination may be considered.

3.29 **Policy DM1 (Development Management)** confirms that all development must have regard to several specific issues, including appropriate siting, layout, scale, form, massing, materials and detail. Development should have regard to the character of the surrounding area and must consider effects on amenity including privacy, light, noise, road safety and traffic generation.

3.30 Appendix B contains the Council's Parking Standards; however, no standards are provided for residential use (C3).

Unitary Development Plan (1995)

3.31 Although the 2012 Core Strategy replaced many UDP policies, some policies have been saved.

3.32 The only policy of relevance to the development proposals is Policy DC7 (New Housing Development). This 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.

Other Material Considerations

Manchester Residential Quality Guidance (March 2017)

3.33 Although not part of the Development Plan, this document, which was formally approved by the Executive in December 2016, is a material consideration in determining applications. The Document discusses a number of key design principles, including appropriate density. It is noted how increases in density should be encouraged in those parts of the city that are well connected to public transport.

3.34 Appendix A contains Manchester's Emerging Space Standards. The standards are a combination of the Nationally Described Space Standards and the London Housing Design Guide space standards. The development proposals fully comply with these standards.

Guide to Development in Manchester SPD (April 2007)

- 3.35 Whilst somewhat dated given that the document was written in line with the 1995 UDP policies (many of which have been superseded), this SPD is also a material consideration in the determination process.
- 3.36 The SPD notes how energy efficiency should be considered as part of development proposals, as well as emphasising the need to appropriately consider waste management.
- 3.37 The document discusses a number of matters, including the need for development to consider crime prevention.

4.0 Assessment

4.1 This section assesses the proposal against adopted local and national planning policy, as well as other key planning matters including the appropriateness of development of the site with regards to:

- The Principle of Development;
- Design;
- Residential Amenity;
- Space Standards;
- Highways;
- Flood Risk & Drainage; and
- Waste Management.

The Principle of Development

4.2 The site currently comprises 'white land', as per the currently adopted Core Strategy position. The site is previously developed brownfield land and is sustainably located within the urban area of Chorlton. As explained in Section 2 of this Planning Statement, the site benefits from an excellent location in relation to local shops, schools and high frequency bus and tram services. The site is also located within an area where residential development is the prevailing land use type. Due to these attributes, the site is a logical housing site which can provide a small contribution towards meeting Chorlton's housing requirements, and thereby the city as a whole.

4.3 Indeed, as per policy H 1, South Manchester (including Chorlton) is to deliver at least 3,240 net new dwellings over the plan period. The site is therefore located in an area where residential development is generally acceptable, subject to compliance with other relevant policies in the Core Strategy.

Design

4.4 The development proposals have been carefully designed to respect the existing character and context of the area, and to ensure that the proposals will enhance the street scene. The following summarises the key points of note and how the proposed development accords with relevant design policies.

- 4.5 In terms of scale, the development proposals have been carefully designed to ensure that they are of a height which is appropriate to this location. The overall design, materials palette and appearance of the building is intended to be modern whilst appropriate and respectful of the environment to which it is proposed to be introduced.
- 4.6 The width, ridge and eaves height have been arrived at in cognisance of the surrounding building designs. The plan of the building is also mindful of the footprint of the neighbouring dwellings, both in terms of the front and rear extents of development and the overall shape and scale of the building. The proposed building heights are therefore acceptable in terms of visual impact and character and accord with policy DM1.
- 4.7 The proposals are also appropriately sited, with a landscaping area provided at the front which allows for a built development set back from Polruan Road and ensures that the proposal respects the current building line. To the rear, the proposal provides an appropriate separation distance from the residential properties to the east, west and south-west. The development proposals again accord with Policy DM1 in this regard.
- 4.8 In terms of massing, the development proposals have been designed to ensure that they do not provide an overly dominate feature in the streetscene. The upper storey has been set back with a view to reduce overall bulk and massing and provide an acceptable design in this location, thereby according with Policy DM1.
- 4.9 Finally, in respect of elevational treatments and materials, the accompanying drawings provides the full details of these. The proposals have been designed to take design cues from the existing character of the area, to ensure that the proposals respect the existing context and built form in the area.
- 4.10 In summary, the development proposals are acceptable from a design perspective and in accordance with Policy DM1.

Residential Amenity

- 4.11 The development proposals have carefully considered privacy, overlooking, separation distances and other general amenity matters. To protect the amenity of the existing dwellings to the sides, no windows are provided on those elevations, and the building has been stepped back from the boundaries to prevent any feeling of overbearing on these properties. Appropriate separation distances (set out on the drawings) are also present to prevent privacy and shadowing issues in relation to the neighbouring properties.

- 4.12 The building has been carefully designed to provide an acceptable level of amenity for future occupiers.
- 4.13 In terms of the screening of the development proposals, it is also important to note that the existing boundary treatments to site boundary will be retained as part of development proposals. These provide a good level of screening for the development proposals.
- 4.14 Accordingly, the development proposals are in accordance with DM1 in relation to the protection of residential amenity.

Space Standards

- 4.15 The development proposals have been designed in accordance with the Manchester Space Standards, as outlined in Appendix A of the 2017 Residential Design Guide. As the Space Standards provide minimum figures based on bedspaces, we have assessed the proposed apartment layouts against these requirements.
- 4.16 The development proposals are therefore acceptable in this regard and meet the Emerging Manchester Space Standards.

Highways

- 4.17 A review of the site and surrounding area provides the following key conclusions of the Transport Assessment are as follows:
- The site is fully accessible by public transport and benefits from excellent transport links;
 - Site access arrangements will remain largely as existing; and
 - The proposals will not adversely affect the safe and efficient operation of the local highway network
- 4.18 It is an accepted position that car ownership in Manchester is lower than average and for this reason, in combination with the proposed car parking and bike provision and the highly sustainable location of the site in relation to public transport facilities, the proposed parking provision is sufficient and would not represent severe harm or give rise to highway safety concerns.

- 4.19 As such the proposed development is entirely acceptable from a highways perspective, are in accordance with Policy DM1, and there are no grounds to refuse the application on transportation matters.

Flood Risk and Drainage

- 4.20 The site is located within Flood Zone 1 (lowest probability of flood risk). Both foul and surface water discharge will be discharged to the public combined sewer which runs underneath/across the site.
- 4.21 Accordingly, the proposals are entirely acceptable from a flood risk and drainage perspective and comply with Policy EN 14.

Waste Management

- 4.22 A Waste Proforma and Waste Management Plan are submitted in support of the application. As shown on the application drawings, general refuse, recycling and food waste bins will be securely located and enclosed within the site. Waste from the site will be collected alongside the normal domestic waste collection serving Polruan Drive via a bin lorry passing the site.
- 4.23 The development proposals therefore comply with Policy EN 19.

Summary

- 4.24 To conclude, the principle of residential development is acceptable on this highly sustainable site, as for the reasons set out above the proposals comply with Policy EC 2. The development proposals are also acceptable from all other technical and planning aspects. Accordingly, these sustainable development proposals should be approved without delay, in accordance with paragraph 11 of the NPPF.

5.0 Conclusion

- 5.1 The planning application relates to the proposed development of a largely redundant area associated with the retained dwelling at 10 Polruan Road. The proposal will deliver a well-designed and appropriate dwelling.
- 5.2 The development aligns with the relevant requirements of the development plan policies. In general, it is contended that there is a significant amount of policy support, on both a national and local level, for the principle of the development at the application site.
- 5.3 There is an identified need for this type of development in the locale and the proposal enables the use of the site in an effective and efficient manner.
- 5.4 This planning application has assessed the environmental, amenity and operational impacts of the scheme and has found that there will be minimal impacts with regards to the proposed development and its surroundings. It is clear that the development will bring about a number of benefits, including the public benefits.
- 5.5 The highways impact of the development has also been considered and has been shown to be compliant with the relevant planning policies and guidance.
- 5.6 The proposed development is considered acceptable when assessed against the provisions of the relevant policies of the prevailing adopted development plan and the relevant sections of the revised NPPF as identified in this Planning Statement.

APPENDIX 1

From: Dave Morris <dave.morris@manchester.gov.uk>
Sent: 12 April 2021 12:16
To: George Falzon <gfalzon@hotmail.com>
Subject: Fw: Land adjoining 10 Polruan Road Chorlton Manchester M21 9NR

Hi George

Thank you for the amended drawing. However, these still do not address the spacing between buildings or the lack of off street parking for 10 Polruan Road.

Regards

David Morris
Planner
Development Management South
Planning, Building Control and Licensing
Growth and Neighbourhoods Directorate

Postal Address

Manchester City Council
Planning
PO Box 532
Town Hall
Manchester
M60 2LA

Telephone 0161 600 7024
Mobile 07949807835
E mail dave.morris@manchester.gov.uk
<http://www.manchester.gov.uk>

From: George Falzon <gfalzon@hotmail.com>
Sent: 09 April 2021 21:01
To: Planning <Planning@manchester.gov.uk>
Subject: Re: Land adjoining 10 Polruan Road Chorlton Manchester M21 9NR

Planning,

Further to my recent correspondence with David Morris, I have revised the proposal for a detached house at the above site.

The siting of the house is now along the existing building line, while still providing one off road car parking space.

The attached drawings include site plan, floor plans and two options for the proposed elevations. Please let me know which is your preferred option.

Kind regards

G F Falzon

From: Dave Morris <dave.morris@manchester.gov.uk>
Sent: 17 March 2021 07:03
To: George Falzon <gfalzon@hotmail.com>
Subject: Re: Land adjoining 10 Polruan Road Chorlton Manchester M21 9NR

Hi George.

5 Polruan has no planning history, however, it appears that there is more space to either side, which is part of the character of the area, than you are proposing,

In respect of parking, our current requirement is one space per dwelling.

With regard to 8 Polruan, there are no records of permission for the erection of the house only its extension.

Regards

David Morris
Planner
Development Management South
Planning, Building Control and Licensing
Growth and Neighbourhoods Directorate

From: Dave Morris <dave.morris@manchester.gov.uk>
Sent: 16 March 2021 13:24
To: gfalzon@hotmail.com <gfalzon@hotmail.com>
Subject: Land adjoining 10 Polruan Road Chorlton Manchester M21 9NR

Hi George

I trust you are all well.

In respect of your recent enquiry regarding the erection of a detached house on land at the side of 10 Polruan Road I would make the following comments.

Having regard to the pattern of development in the area and the spaces between properties it is not considered that the site is sufficiently wide to accommodate a dwelling as proposed.

Concern is expressed that in order to provide an off street parking space it is necessary to set the building behind the established building line on Polruan Road.

The development of the site would mean that 10 Polruan Road would no longer have an off street parking space.

The design of the proposed building is not informed by the existing properties and it would appear incongruous.

The proposed dwelling would need to meet the Council's space standards.

In view of the above it is considered that this is not a development site.

I trust this is of assistance to you

Regards
David Morris
Planner
Development Management South
Planning, Building Control and Licensing
Growth and Neighbourhoods Directorate

Postal Address

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M60 2LA

APPENDIX 2

From: Dave Morris <dave.morris@manchester.gov.uk>
Subject: Re: 10 Polruan Avenue - proposed single dwelling.
Date: 5 August 2021 at 07:35:53 BST
To: paula butterfield <paula@butterfieldarchitecture.co.uk>

Hi Paula

Thank you for your draft scheme for the development of the above site which seeks to address the issues raised by the Council in respect of the scheme submitted by George Falzon. In seeking to address the issues raised the resultant proposal, it is considered, would be out of character with the pattern and scale of development in the area and would appear incongruous in the street scene. The Council remains of the opinion that this is not a development site.

Regards

David Morris
Planner
Development Management South
Planning, Building Control and Licensing
Growth and Neighbourhoods Directorate

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<http://www.manchester.gov.uk>

From: paula butterfield <paula@butterfieldarchitecture.co.uk>

Sent: 04 August 2021 11:43

To: Dave Morris <dave.morris@manchester.gov.uk>

Subject: 10 Polruan Avenue - proposed single dwelling.

Dear Dave

I hope that you are well.

I am aware that in March 2021, by email, George Falzon put forward a scheme for a new build single dwelling and I have been appointed by Khalid Ashraf to prepare and submit an alternative scheme that addresses your initial concerns.

The proposal as attached includes the following amendments:

1 altered site edged red to accommodate the continued use of part of the current drive for off road parking by no. 10 Polruan Road.

2 the inclusion of an off road parking space for the new build house.

3 a contemporary house that does not seek to adopt the same style as the existing houses but rather responds in terms of scale and massing offering an alternative option and more modern standard of living including energy saving measures.

4 the house is narrower so that there is more space between the neighbouring properties so that it responds to similar spacing on the street and the character of the area and avoids the terracing effect

5 the gross internal floor area of the house is 117sqm which exceeds the current space standards.

The attached drawings have been prepared with the intention of submitting a planning application however due to the history of this site and your previous correspondence I wanted to send this to you first for your comment please.

Many thanks.

Kind regards

Paula

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