

Planning

Growth & Development

Delegated officer report for planning application

Application no. 129865/FO/2021

Date registered valid: 22 April 2021

Proposal: Erection of three storey dwellinghouse (Class C3) to side garden, together with associated landscaping and boundary treatment

Address: 55 Slack Road, Manchester, M9 8NJ

Ward(s): Harpurhey Ward

Applicant: Mr Nurul Haque & Mrs Foujia Akther 55 Slack Road, Manchester, M9 8NJ

Agent (if any): Mr Nick Goodchild Goodchild Design Partnership (GDP) 132-134 Great Ancoats Street, Manchester, M4 6DE

Case officer: Janet Lawless
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Recommendation: Refuse

Date of recommendation: 21st July 2021

Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit: 27th May 2021

Standard consultations:

Printed: 23 June 2021 Expired: 7 July 2021

Neighbour notifications

Printed: 23 June 2021 Expired: 7 July 2021

Site notice

No site notice has been produced

Press advert

No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

The site that is the subject of this application is a roughly rectangular plot of land that is currently the side garden to the property at number 55 Slack Road in the Harpurhey ward of the City. The side garden rises to a higher level with a grass bund between number 55 Slack Road and the adjoining cleared site. Number 55 forms part of a wider housing estate granted planning permission under ref:063730/MO/NORTH1/01 in 2002. The proposal site was not developed as a development plot for a residential unit, and instead was incorporated into the garden area for number 55 this being the first of the properties that forms the estate on Slack Road.

The garden area is accessed off Slack. The boundary to the front is a brick pier and low wall and railing, with a timber fence and gate to the side elevation. The boundary to the rear is timber panel fence, as is the boundary between number 55 Slack Road and number 57. There are garden areas to three sides.

There was originally a timber fence between the former scrap yard and the proposal site, however this has now been removed, leaving a chain link and post fence between the boundary of the cleared site and the side garden of number 55 Slack Road.

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of area

The area within the vicinity of the site is predominantly residential in nature, comprising of properties of differing ages and types. The estate that number 55 forms part of lies to the north and west.

To the south are a traditional row of terraced properties. On the opposite side of the road are residential properties together with a small parade of local shops. To the rear of the property is an apartment block that forms part of the same estate as 55 Slack Road, with the remainder of the estate being mainly detached and mews style properties.

Description of development

The proposal is for the erection of a 3 storey 4- bedroom detached property within the side garden of 55 Slack Road. The proposed dwellinghouse would be accessed off Slack Road and would have a small garden area to the front with the main garden to the rear of the property. The house would comprise of garage, lounge, utility room, kitchen diner and WC to the ground floor. with three bedrooms (1 en-suite) and a family bathroom to the first floor, with a further master bedroom with en-suite bathroom to the third floor. The design of the elevations are contemporary in nature with a gable frontage with a small projecting apron full height. The elevation comprises of full height glazing within brick piers. The garage door The rear elevation comprises of 2 sets of bi-fold doors to the ground floor, with full height French doors with Juliet balconies to the first floor, and a picture window to the second floor.

Consultations & Notification Responses

Local residents were informed- one representation has been received the main points being as follows:

I support this site being developed for a new house, but object to the size and scale of the dwelling. It is too large for the plot. In particular, I object to the balcony at the rear of the property as this will overlook my garden and those of my fellow neighbours. At the very least, this should be removed. The proposal should be scaled back and more in keeping with existing houses on the estate.

A second letter was sent to residents upon receipt of the revised plans, no further comments were received.

Highways- No objections subject to the attachment of conditions relating to Construction Management, Visibility splays, Electric vehicle charging points, section 278/ 184 agreements secure cycle parking and boundary treatments.

Environmental Health-No objections subject to the attachment of conditions relating to Contaminated land and ground conditions, Waste management, Noise -acoustic insulation for residential developments, air quality and construction management.

Arboriculture- No objections to the removal of the trees within the site, however the comments only relate to trees directly within the site.

GMP Architectural Liaison Unit- A condition requiring the scheme to achieve secure by Design should be attached to any consent granted.

Issues

POLICIES

NATIONAL PLANNING POLICY FRAMEWORK

Chapter 2. Achieving sustainable development

7. The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

8. Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

- o 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;
- o 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 a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
- o An environmental objective - to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

These objectives should be delivered through the preparation and implementation of plans and the application of the policies in this Framework; they are not criteria against which every decision can or should be judged. Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area.

11. Plans and decisions should apply a presumption in favour of sustainable development.

For plan-making this means that:

c) plans should positively seek opportunities to meet the development needs of their area, and be sufficiently flexible to adapt to rapid change;

d) strategic policies should, as a minimum, provide for objectively assessed needs for housing and other uses, as well as any needs that cannot be met within neighbouring areas, unless:

- i. the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for restricting the overall scale, type or distribution of development in the plan area⁶; 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.

For decision-taking this means:

c) approving development proposals that accord with an up-to-date 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-date⁷, 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.

Chapter 8. Promoting healthy and safe communities

91. 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 clear and legible

pedestrian 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.

Chapter 9. Promoting sustainable transport

102. Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed;
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised - for example in relation to the scale, location or density of development that can be accommodated;
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account - including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and, contribute to making high quality places.

Chapter 12. Achieving well-designed places

124. The creation of high -quality buildings and places is fundamental to what the planning and development process should achieve. 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. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.

125. Plans should, at the most appropriate level, set out a clear design vision and expectations, so that applicants have as much certainty as possible about what is likely to be acceptable. Design policies should be developed with local communities, so they reflect local aspirations, and are grounded in an understanding and evaluation of each area's defining characteristics. Neighbourhood plans can play an important role in identifying the special qualities of each area and explaining how this should be reflected in development.

131. In determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

LOCAL DEVELOPMENT FRAMEWORK CORE STRATEGY DEVELOPMENT PLAN DOCUMENT (ADOPTED 11 JULY 2012)

Policy SP1 identifies the City Council's Core Development Principles and states that development in all parts of the City should:-

Make a positive contribution to neighbourhoods of choice including:-

- Creating well designed places that enhance or create character
- Making a positive contribution to the health, safety and wellbeing of residents
- Considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income.
- Protect and enhance the built and natural environment

Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible.

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.

Policy DM 1 states that all development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:-

- Appropriate siting, layout, scale, form, massing, materials and detail.
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.
- Effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- Community safety and crime prevention.
- Design for health.
- Adequacy of internal accommodation and external amenity space.
- Refuse storage and collection.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Green Infrastructure including open space, both public and private.
- Flood risk and drainage.
- Existing or proposed hazardous installations.

EC1 Looks to ensure priorities for economic growth. The Council will support significant contributors to economic growth and productivity including health, education, retailing, cultural and tourism facilities, and other employment generating uses.

Policy H 1 Overall Housing Provision

States that the proportionate distribution of new housing, and the mix within each area, will depend on a number of factors. New housing will be predominantly in the North, East, City Centre and Central Manchester, these areas falling within the Regional Centre and Inner Areas of Manchester.

The policy goes on to state that that new residential development should take account of the need to:

- o Contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population;
- o Reflect the spatial distribution set out above which supports growth on previously developed sites in sustainable locations and which takes account of the availability of developable sites in these areas;
- o Contribute to the design principles of Manchester LDF including in environmental terms. 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. schemes should make provision for parking cars and bicycles (in line with policy T2) and the need for appropriate sound insulation;
- o Prioritise sites which are in close proximity to centres of high frequency public transport routes;
- o Be designed to give privacy to both its residents and neighbours.

Policy H 2 - Strategic Housing Location

The key location for new residential development throughout the plan period will be within the area to the east and north of Manchester City Centre identified as a strategic location for new housing.

Land assembly will be supported in this area to encourage the creation of large development sites or clusters of sites providing the potential for significant regeneration benefits.

Developers should take advantage of these opportunities by:-

- o Diversifying the housing offer with particular emphasis on providing medium density (40-50 dwellings per hectare) family housing including affordable housing. In locations which are close to the City Centre, such as the Lower Irk Valley and Holt Town, higher densities will be appropriate. However, the provision of family homes should remain an emphasis in these areas, too.

- o Including environmental improvements across the area.

- o Creating sustainable neighbourhoods which include complementary facilities and services.

- o Considering the scope to include a residential element as part of employment-led development.

- o Proposals will be expected to show how they contribute to decentralised low and zero carbon energy infrastructure as set out in the energy policies (EN4 - EN7).

Housing proposals in the Strategic Housing Location, in particular in West Gorton, the Irk Valley, Holt Town and the Lower Medlock Valley, will need to take account of the flood risk issues in line with policy EN14 - Flood Risk.

Policy T2 Looks to manage the pattern of development to ensure that new development is located in accessible locations. Particular emphasis is given to the need to ensure residents are able to live in locations accessible to employment health, education, open space and leisure opportunities. The policy also states that all new development should provide appropriate car parking facilities.

Policy EN1 'Design principles and strategic character areas' states that all development in Manchester will be expected to follow the seven principles of urban design. Opportunities for good design to enhance the overall image of the City should be fully realised, particularly on major radial and orbital road and rail routes. Proposals for new development must clearly detail how the proposed development addresses the design principle, reinforces and enhances the local character of that part of the City and supports the achievement of the Core Strategic objectives.

Policy EN 14 Flood Risk

- o In line with the risk-based sequential approach contained within PPS25, development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding; this should take account of all sources of flooding identified in the Manchester-Salford-Trafford Strategic Flood Risk Assessment (SFRA). In addition to the requirements for site-specific Flood Risk Assessments (FRAs) set out in PPS25, an appropriate FRA will also be required for all development proposals, including changes of use, on sites greater than 0.5ha within Critical Drainage Areas (CDAs) and Canal Hazard Zones identified in the SFRA.

- o All new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of Green Infrastructure. Developers should have regard to the surface water run-off rates in the SFRA User Guide. In CDAs, evidence to justify the surface water run-off approach / rates will be required.

- o The City of Manchester contains many sections of rivers which are culverted or 'hidden'; where these are indicated in the SFRA beneath the proposed development site, further investigation will be required and the development proposal should take this into account; where feasible and appropriate development should seek to open up culverted/hidden rivers to reduce the associated flood risk and danger of collapse, taking advantage of opportunities to enhance biodiversity and Green Infrastructure

Policy EN 17 Water Quality

With reference to the Manchester-Salford-Trafford SFRA and other relevant documents:

- o Development should avoid any adverse impact on water quality, including during the construction phase, and wherever possible should seek to enhance water quality, both chemical and ecological;
- o Development should minimise surface water run-off from development and associated roads, and maximise the use of appropriate sustainable drainage systems, to minimise groundwater contamination, and to avoid pollutants reaching watercourses;
- o Development close to a watercourse should also ensure that waste or litter cannot enter the watercourse from the site;
- o Development should, where feasible and appropriate, seek to open up any culverted or hidden watercourse beneath the site to improve the ecological status of that watercourse.

Policy EN 18 Contaminated Land and Ground Stability

The Council will give priority for the remediation of contaminated land to strategic locations as identified within this document. Any proposal for development of contaminated land must be accompanied by a health risk assessment.

Policy EN 19 Waste

- o The Council will Work with other Districts through the Greater Manchester Joint Waste Development Plan Document (GMJWDPD) to safeguard existing sites for waste management and identify and safeguard new sites in existing areas of employment where appropriate.
- o Require all developers, including those of new waste management facilities within the District, to demonstrate the proposal's consistency with the principles of the waste hierarchy (prevention, reduction, re-use, recycling/composting, energy recovery, final disposal)
- o Require all developers of new waste management facilities within the District to plan for and, where appropriate, use sustainable modes for waste transport, including use of modes such as rail and the Manchester Ship Canal.
- o 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.
- o Have full regard to the economic and environmental benefits that well designed and run, waste management facilities can bring to the District, subject to any conditions required to protect the amenity of existing adjacent users.
- o Promote the development of innovation and technological advancement within the sustainable waste management industry, aiming to achieve a closed-loop waste management system.
- o Require waste management practices to have full regard to the environmental, social and economic impacts of such development and encourage long-term benefits in improving the environment, the regeneration of areas in need of investment and co-location with other employment uses where appropriate.
- o Encourage communities to take responsibility for the waste they create through the provision of accessible facilities.

UNITARY DEVELOPMENT PLAN SAVED POLICIES

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.

DC26.2 New noise sensitive developments (including large scale changes of use of existing land or buildings) such as housing, schools, hospitals or similar activities, will be permitted subject to their not being in locations which would expose them to high noise levels

from existing uses or operations, unless the effects of the noise can realistically be reduced. In giving effect to this policy, the council will take account both of noise exposure at the time of receiving a planning application and of any increase that may reasonably be expected in the foreseeable future.

DC26.4 Where the council believes that 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, it will in either case require the applicant to provide an assessment of the likely impact and of the measures he proposes to deal satisfactorily with it. Such measures might include the following

- a) engineering solutions, including reduction of noise at source, improving sound insulation of sensitive buildings or screening by purpose- built barriers
- b) layout solutions, including consideration of the distance between the source of the noise and the buildings or land affected by it and screening by natural barriers or other buildings or non- critical rooms within a building; and
- c) administrative steps, including limiting the operating times of the noise source, restricting activities allowed on the site or specifying an acceptable noise limit. Any or all of these factors will be considered appropriate for inclusion in conditions on any planning permission

DC26.5 The council will control noise levels by requiring, where necessary, high levels of noise insulation in new development as well as noise barriers where this is appropriate.

DC26.6 Exceptions to the general policy will be considered on their merits. The council accept, as an example, that the occasional use of outdoor facilities such as sports stadia for concerts can be acceptable in certain circumstances. Any such proposal will be considered in the light of consultation with local residents and others, and the practicability of appropriate conditions on any approval.

City Councils Guide to Development in Manchester 2: Supplementary Planning Document and Planning Guidance Adopted April 2007. 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. Part 1 of the Supplementary Planning Document, Chapter 2 Design, Character and Context: A place with its own identity, paragraph 2.3 states the following;

2.3 'A high quality environment is created by buildings which reflect their purpose and respect the place in which they are located. Different parts of the City, its neighbourhoods and streets have distinct or individual characters which are a product of the design of their buildings, the nature of the streets, the quality of the landscape or the nature of their activities. Such positive characteristics should be recognised and enhanced by new development. Each new development should be designed having full regard to its context and the character of the area. This should be demonstrated in planning submissions by way of design statements and where appropriate, visual means such as models and photomontages'.

MANCHESTER RESIDENTIAL QUALITY GUIDANCE 2016 - 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 and was approved by the Executive at its meeting on 14 December 2016. The ambitions of the City are articulated in many places, but none more succinctly than in the 'Manchester Strategy' (2016).

The guidance has been produced with the ambition, spirit and delivery of the Manchester Strategy at its heart. The delivery of high-quality, flexible housing will be fundamental to ensuring the sustainable growth of Manchester. To achieve the City's target of carbon neutrality by 2050, residential schemes will also need to be forward thinking in terms of incorporating the

most appropriate and up to date technologies to significantly reduce emissions. It is therefore essential for applicants to consider and integrate the design principles contained within the draft 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.

The guidance sets standards for securing high quality and sustainable residential development in Manchester. The document includes standards for internal space within new dwellings and is suitable for applications across all tenures. It adopts the nationally described space standards and this has been applied to an assessment of the size and quality of the proposed houses.

Issues

Principle - Although this a residential area and proposals for residential accommodation would generally be considered acceptable in principle, this site is not an obvious development site, as it comprises of the garden area of a residential property.

Siting and layout - The proposed house would be located in close proximity to the northern boundary of the property at 55 Slack Road. It would project out beyond the rear building line of 55 Slack Road at 3 storey and occupies a greater footprint over the site than the property that currently occupies the site at 55 Slack Road. It results in a larger building than the existing host property on that site, within an existing side garden.

This layout results in built form at a minimum height of 5.3m and a maximum height of c.8.3m for c. 11.5m along the joint boundary with that of 55 Slack Road. The width of the proposed dwellinghouse is 7.2m thereby retaining a gap of only 80cm between the side elevation of the proposed property and the boundary of number 55 Slack Road. The gap to the boundary with the former scrap yard to the southern boundary is 1.10m at the front of the property opening to 1.7m at the rear of the property.

There are 2 large Juliette balconies proposed in the rear elevation at first floor, which given the additional rearward projection would overlook the garden of numbers 55 Slack Road, and the properties to the rear on Bankwood Court.

It is considered that this will have an adverse impact on the ability of the residents of the property to enjoy the amenity of their garden and properties in terms of loss of privacy and overlooking. The erection of a large detached dwelling in the garden which removes a considerable amount of the amenity space of No. 55 Slack Road is considered out of keeping with the historic pattern of development in this location.

Design - The proposed development fails to pick up on the predominant features and overall character of the dwellings on Slack Road. These being traditional in materials and design, and only 2 storey in height. These details, the regular appearance, detailing and rhythm of the properties, contribute positively to the character and appearance of the area.

The proposal is a departure from the character of both the property at number 55 Slack Road, and the neighbouring properties along the Slack Road frontage. It is three storey in nature, the elevations differ significantly from the existing street scene presenting as a gable elevation both front and rear, and comprising of predominantly glazing with brick piers. It occupies a larger footprint upon a smaller plot than the neighbouring properties and retains little circulation space around the property when compared to the punctuated gaps to one side of the neighbouring properties. In this respect, the proposal would be contrary to Policies SP 1 and DM 1 of the Manchester Core Strategy 2012 which require, amongst other things, that development should be of an appropriate form and massing and should have regard to the character of the surrounding area.

Residential Amenity

The proposed dwellinghouse would occupy a green site that has provided amenity space for the occupants of a family sized dwellinghouse in the form of 55 Slack Road. The existing side garden to number 55 acts as a green buffer between the residential accommodation and the cleared former scrap yard site to the south. The proposal site is set at a much lower level than the former scrap yard site and to enable the development, the bund edge of the current garden would have to be levelled off. This would result in a high retaining fence/ wall along that boundary which again would be highly visible within the street scene, and would be relatively tight up against the proposed dwellinghouse with a gap at the frontage of only 1.1m. The garden to the rear would be shorter than the garden of the existing property at number 55 Slack Road due to the rearward projection of the proposed dwellinghouse beyond the rear building line of number 55 Slack Road. This together with a high boundary treatment along the southern boundary would result in a space that would be oppressive and uninviting.

Whilst the internal space is adequate in terms of the residential space standards the external space is limited for a property of this size, and it results in a tight cramped development that appears to be shoe- horned onto an existing garden area.

The resultant structure would have a detrimental impact on visual amenity of properties within the vicinity of the site, and on the character of the area within which the property would be located.

Whilst it is acknowledged that the proposal would provide a unit of residential accommodation in a sustainable location to add to the housing land supply, however, the benefit of one additional unit is limited and as such this does not outweigh the identified harm to the character and appearance of the area and to the impact upon the residential amenity of existing and future occupiers.

Impact on the Highway - The proposal includes one off road car parking space in the form of an integral garage to provide a 100% ratio, there is also space on the run up to the garage, which is considered acceptable.

In terms of vehicle movements and access, it is not considered that the anticipated amount and frequency of vehicle movements will be so excessive that it will jeopardise highway or pedestrian safety or cause congestion on such roads. Highway Services have not expressed any concern in this regard. However further information would be required in relation to achieving adequate visibility splays for access and egress of the site.

To facilitate access to the proposed driveway, it will be necessary for a dropped crossing. These works would require Section 278 agreements.

Surface Water Drainage - A pre commencement condition would be required to ensure that a surface water drainage plan is submitted and approved in writing by the City Council prior to the commencement of development.

Waste Management - Space is shown, within the curtilage of the property to the rear for the storage of the bins. Further detail of size, number and capacity of bins would be required.

Security - To ensure the dwellinghouse incorporates sufficient security measures, a condition would be required to include detail of the measures to be included, which shall be 'Secured by Design' standards, as well as further details surrounding the proposed boundary treatment.

Air quality - From an air quality perspective, the proposal is for a single residential unit only. The application site is located close to significant public transport routes. It is therefore envisaged that the location of the proposed development, together with measures forming part

of the development, have the potential to limit any adverse impacts to air quality. If approval is granted It would be proposed that a condition be attached requiring a Construction Management Strategy to be submitted, which would include mitigation measures in relation to dust suppression.

Climate Change - As the proposal would result in the erection of a single residential unit within the context of a principally residential environment, which built to modern day standards would provide a fabric first approach, the impact upon climate change is considered negligible.

The site is located near to a busy, main arterial route and transport corridor, and is therefore unlikely that there would be any significant or harmful contribution to air quality or climate change as a consequence of vehicular movements or ongoing activity, with many areas being accessible by alternative modes of transport to the car.

A condition requiring the submission and approval of an electric car charging point would be attached should permission be granted. Such a measure will serve to limit the impact the upon climate change.

Construction Management - Should permission be granted the applicant is advised that and any requirements for licensing, hoarding / scaffolding including amendments to the current scaffolding design will need discussion with MCC Highways Network Resilience team via highwaynetworkmanagement@manchester.gov.uk.

Conclusion-

The proposal seeks to locate an additional detached dwellinghouse in what is the garden space of 55 Slack Road. Due to the size of the plot and the design, scale and massing of the proposed building it is considered that this would result in unacceptable intensification and overdevelopment of the site and would lead to the formation of a dwellinghouse that would be at odds with the character of other properties within the immediate vicinity and, would have a negative impact on their visual and residential amenity.

The development would thereby be contrary to policies SP1, EN1, H6 and DM1 of the Core Strategy for the City of Manchester and the guidance within the National Planning Policy Framework and advice given in the Guide to Development in Manchester and the Manchester Residential Quality Guidance.

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 proposal was assessed against the policies within the Manchester Core Strategy Development Plan Document, the Manchester Residential Quality Guidance and the guidance contained within the National Planning Policy Framework and National Design Guide. The applicant was advised that the provision of residential accommodation in this location would not be appropriate due to it being out of character with the pattern of development and its detrimental impact upon residential amenity of existing and proposed occupants. As the nature of the proposal was considered to be unacceptable, and following the assessment of revised plans unfortunately a solution that was acceptable to both the Local Planning Authority and the applicant could not be reached.

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

- 1) The proposed development, by reason of its design and siting, would be out of character with the historic pattern of development in the area and result in an incongruous feature in the street-scene. It would therefore be detrimental to existing levels of visual amenity enjoyed on Slack Road and contrary to Policies SP1 and DM1 in the Manchester Core Strategy, the National Planning Policy Framework and National Design Guide.
- 2) The proposal seeks to locate an additional residential property in the garden space of no. 55 Slack Road. Due to the size of the plot, the layout of the site and the scale and massing of the proposed building, it is considered that this would result in unacceptable intensification and cramped overdevelopment of the site, out of character with the pattern of development in the area and with a negative impact on visual and residential amenity, contrary to Policies SP1, EN1 and DM1 of the Core Strategy and advice given in the Guide to Development in Manchester.
- 3) The first and second floor windows in the rear elevation of the proposed dwellinghouses would have a detrimental impact upon the levels of residential amenity enjoyed by the residents of the adjoining properties, namely nos. 55 Slack Road and Court, due to the perception of overlooking and a sense of intrusion, contrary to Policy DM1 in the Core Strategy Development Plan Document for Manchester.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
Greater Manchester Police
Environmental Health
Highway Services
Neighbourhood Team Leader (Arboriculture)
Greater Manchester Police

7 Marshbrook Drive, Manchester, M9 8NN
12 Bankwood Court, Marshbrook Drive, Manchester, M9 8NH
10 Bankwood Court, Marshbrook Drive, Manchester, M9 8NH
8 Bankwood Court, Marshbrook Drive, Manchester, M9 8NH
6 Bankwood Court, Marshbrook Drive, Manchester, M9 8NH
4 Bankwood Court, Marshbrook Drive, Manchester, M9 8NH
2 Bankwood Court, Marshbrook Drive, Manchester, M9 8NH
3 Marshbrook Drive, Manchester, M9 8NN
5 Marshbrook Drive, Manchester, M9 8NN
67 Slack Road, Manchester, M9 8NJ
57 Slack Road, Manchester, M9 8NJ
63 Slack Road, Manchester, M9 8NJ
45 Frederick Terrace, Slack Road, Manchester, M9 8GT
43 Frederick Terrace, Slack Road, Manchester, M9 8GT
41 Frederick Terrace, Slack Road, Manchester, M9 8GT
1 Marshbrook Drive, Manchester, M9 8NN
69 Slack Road, Manchester, M9 8NJ
65 Slack Road, Manchester, M9 8NJ
61 Slack Road, Manchester, M9 8NJ
59 Slack Road, Manchester, M9 8NJ
22 Moss House Terrace, Manchester, M9 8GU
1 Connington Avenue, Manchester, M9 8BA

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 - Not Affected
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Historic Landfill Site 250m Buffer -
Area Team Boundary - Name: NORTH1