

Planning

Growth & Development

Delegated officer report for planning application

Application no. 129341/FO/2021

Date registered valid: 16 February 2021

Proposal: Erection of two storey dwellinghouse with accommodation within the roof space, together with landscaping, associated car parking within existing garden of 1 Farrington Avenue

Address: 1 Farrington Avenue, Manchester, M20 1ER

Ward(s): Old Moat Ward

Applicant: Mr Zak Rees, Barrington, 1 Farrington Avenue, Manchester, M20 1ER

Agent (if any):

Case officer: Dave Morris
Tel: 0161 600 7924
Email: dave.morris@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 13.04.2021

Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit:

Standard consultations:

Printed: 18 February 2021 Expired: 11 March 2021

Neighbour notifications

Printed: 18 February 2021 Expired: 11 March 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

This application relates to land currently forming the side garden of 1 Farrington Avenue. The site has an approximately 21.5 metre wide frontage to Whitchurch Road and a 21.5 metre wide frontage to Farrington Avenue. There are hedges to the two road frontages and there is a tree on the Whitchurch Road boundary. There is a detached garage in the north west corner of the site with access from Whitchurch Road.

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of area

This is a predominantly residential area. To the north of the site is the side elevation of 1 Farrington Avenue, a two storey end terraced property. To the west separated by the side garden and a detached garage is the side elevation of a two storey end terraced property fronting Whitchurch Road. To the east is a 19 metre deep area of incidental open space between the site and the carriageway of 1 Farrington Avenue. It is approximately 47 metres to the front edge of the corresponding side garden across Farrington Avenue. To the south across Whitchurch Road there are further two storey house and cottage flats. Along Whitchurch Road there is a grass verge with one tree in front of the site.

Description of development

Consent is sought for the erection of a two storey with accommodation in the roof detached dwelling. The building would be site in the Northwest corner of the site with the front and side elevations being level with the building lines Farrington Avenue and Whitchurch Road. The

building would be in a similar vernacular to the existing properties and be the same in terms of eaves and ridge heights. Windows in the north and west elevations are to landings and a bathroom. Principle windows are located in the South and East elevations facing Whitchurch Road and Farrington Avenue. There would be a small porch on the Whitchurch Road elevation with a dual pitch roof.

Two parking spaces would be provided, one for the proposed dwelling utilising the existing crossing from Whitchurch Road and a new parking space at the eastern end of the Whitchurch Road frontage which will serve 1 Farrington Avenue and will require a new crossing from Whitchurch Road. A 2metre high timber fence would be provided along the north and east boundaries of the site, the eastern fence set in 1.8 metres to allow a passage for the occupiers of 1 Farrington Avenue to rear the parking space. Both parking spaces would be provided with electric sliding gates. Elsewhere the existing hedges and the tree will be retained. A refuse store and bike store will be provided in the front garden of the proposed dwelling, whilst 1 Farrington Avenue will retain its existing refuse store in the rear garden.

The proposed dwelling will provide on the ground floor, a lounge, a kitchen/diner and a utility room, on the first floor three bedrooms one with an en-suite and a bathroom, the roof void will accommodate an office.

Consultations & Notification Responses

Local Residents

No representations received.

Environmental Health

The waste management proposal are acceptable. A contaminated land condition is required.

Highways

No objection in principle. The parking spaces should meet the Council's size requirements, an agreement will be required for any highways works. No details provided of waste storage or cycle storage. Request Cycle Storage and CMP condition.

United Utilities

A drainage condition is required.

Policy

Core Strategy

The relevant Core Strategy policies are SP1, DM1, H1, H6 and H8.

Policy SP1 sets down the key spatial principles which will guide the strategic development of Manchester to 2027 and is relevant to the application as this site is a development opportunity in this area. Outside the City Centre and the airport the focus will be on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs, all in a distinct environment.

The City is covered by regeneration areas including the City Centre. All development should have regard to the character, issues and strategy for each regeneration area as described in the

North, East, Central and South Manchester and Wythenshawe Strategic Regeneration Frameworks and the Manchester City Centre Strategic Plan.

The Core Development Principles require development in all parts of the City to 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 DM1 is relevant to this application as it seeks to protect the amenity of an area from the adverse impact of development. The policy states that all development should have regard to the following specific issues:-

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

Policy H1 is relevant in that it sets down the Council's objectives in supplying new housing. Approximately 60,000 new dwellings will be provided for in Manchester between March 2009 and March 2027. This equates to an average of 3,333 units per year.

Outside the Inner Areas the emphasis will be on increasing the availability of family housing therefore lower densities may be appropriate. New developments should take advantage of existing buildings where appropriate through refurbishment or rebuilding works.

Proposals for new residential 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, including elderly people, disabled people, people with specific support requirements, BME communities, Gypsies and Travellers and Travelling Showpeople;
- Reflect the spatial distribution set out above which supports growth on previously developed sites in sustainable locations and which takes into account the availability of developable sites in these areas;
- Contribute to the design principles of Manchester's Local Development Framework, 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 ; and the need for appropriate levels of sound insulation.
- Address any existing deficiencies in physical, social or green infrastructure, or future deficiencies that would arise as a result of the development, through developer contributions or on site provision;
- Prioritise sites which are in close proximity to centres or high frequency public transport routes.
- Take account of any environmental constraints on a site's development (e.g. flood risk through the Manchester-Salford-Trafford Strategic Flood Risk Assessment, or other statutory designations).
- Be designed to give privacy to both its residents and neighbours.

Policy H6 is relevant as it addresses housing developments in the south of the City. The policy says that South Manchester will accommodate around 5% of new residential development over the lifetime of the Core Strategy. High density development in South Manchester will generally only be appropriate within the district centres of Chorlton, Didsbury, Fallowfield, Levenshulme, and Withington, as part of mixed-use schemes. 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.

Policy H8 relates to affordable housing provision in Manchester and has been raised by an objector. Policy H8 relates to all residential developments on sites of 0.3 hectares and above or where 15 or more units are proposed. As the proposals does not meet these size or number criteria this policy is not relevant to the consideration of the current application.

Guide to Development in Manchester

This Supplementary Planning Document sets down the design considerations in determining applications for new developments. The Guide requires new developments to achieve a high standard of design that is informed by and respects the character of an area.

The Guide states the Council wishes to encourage the most appropriate form of development to enliven neighbourhoods and sustain local facilities. The layout of the scheme and the design, scale, massing and orientation of its buildings should achieve a unified urban form which blends in with, and links to, adjacent areas. Increased development density can be appropriate where it is necessary to reinforce community identity, promote a more economic use of land, increase demand for local facilities and contribute to safer, self-policed streets. However density levels must be informed by the character of an area and the specific circumstances of a proposal.

The Guide also says that properties should front streets and where practical parking should be behind the building line.

Green and Blue Infrastructure Strategy

The Strategy encourages developers to increase or improve the quality of green infrastructure as apart of development.

Unitary Development Plan

The relevant saved UDP Policy is DC6 which establishes the principle of not allowing backland development, unless it can be demonstrated that the development will not impact on the amenity of adjacent households.

Issues

Principle

This is a predominantly residential area comprising in the main family housing and cottage flats that were originally built as social housing by the City Council. The site is a side garden to a property with frontages to both Farrington Avenue and Whitchurch Road, and as such the site does not meet the definition of backland. On balance it is considered that, subject to addressing the issues below the principle of developing the site with a family house is considered acceptable.

Scale

The proposed dwelling is similar in scale to the existing properties in the area in terms of eaves and ridge heights and footprint. Whilst the area contains predominantly short terraces and semi detached properties it is considered that it is not inappropriate to development a detached dwelling which adds to the range of accommodation in the area. On balance the scale of the proposed development is considered acceptable.

Design

The properties in the wider area received a facelift several years ago and the pallet of materials found in the area comprises tiles, brick and render. The proposed dwelling seeks to reproduce the existing properties using brick, with a tile roof. On balance it is considered that the design of the proposed dwelling is appropriate to the area.

Site Layout

The proposed building respects the building lines to Farrington Avenue and Whitchurch Road however, this results in the building siting in the rear corner of the site, nevertheless there remains substantial areas of amenity space to the side and front on the property. Parking is provided off Whitchurch Road and there is provision for both the proposed and existing house for refuse storage. On balance it is considered that the proposed site layout is acceptable.

Standard of accommodation.

The Residential Quality Guidance suggests that a three bedroom three storey dwelling should be between 90 and 105 square metres. The proposed development achieved a floorspace of 106 square metres. On balance the standard of the accommodation is considered acceptable.

Blue Green Infrastructure

There is an existing garage and drive on the site and whilst the proposed development would result in the loss of some garden space, there is a substantial area of private garden and incidental open space at the junction of Farrington Avenue and Whitchurch Road. Further the proposed development retains the tree within the site and one in the verge on Whitchurch Road, as will a substantial part of the exiting boundary hedges. On balance it is considered that the proposed development will not significantly impact on the blue green infrastructure in the area.

Parking

The proposed development provides two off street spaces, with access from Whitchurch Road, one for the retained property and one for the proposed dwelling. This is in line with the Council's current practice. The space for the proposed house uses the existing drive. Whilst the new

space for the retained dwelling appears contrived it is a solution to the unusual layout of the site with 1 Farrington Avenue being set behind a deep area of incidental open space which would require a long driveway to be constructed losing a significant amount green space not in the applicants control. On balance it is considered that the proposed parking is acceptable.

Refuse

The provision of separate refuse storage arrangements for the retained and proposed dwelling is acceptable and has raised no issues with Environmental Health.

Residential amenity

The proposed dwelling would be adjacent to a detached garage and the gable wall of a dwelling. On balance it is therefore considered that it would not have a significant overbearing impact on the adjacent properties despite being due south of the gable and to the east of the garage.

The proposed dwelling is designed to have principle windows overlooking the side and rear gardens, with only non habitable room windows in the north and west elevations. A condition is proposed requiring the windows in the north and west elevations to be obscure glazed. The principle windows do not give rise to any privacy issues.

Character of the Area

The proposed development infills an area of land forming part of an overlarge side garden and respects the building lines. On balance it is considered that the proposed dwelling would not have a significant impact on the character of the area.

Conclusion

On balance it is considered that the proposed development accords with Council policy and is acceptable in all respects.

Human Rights Act 1998 considerations

This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have a right to a fair hearing and to this end the local planning authority must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the recommendation given is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation: Approve

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to issues arising from the consideration of this application.

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

1) The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

2) The development hereby approved shall be carried out in accordance with the following drawings and documents:

Proposed elevations received 16 February 2021

Proposed floor plans received 16 February 2021

Proposed street scene received 16 February 2021

Site layout drawing received 18 March 2021

Waste Management Proforma received 18 March 2021.

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies SP1 and DM1 of the Core Strategy.

3) The Weinerberger Sunset Red Multi brick is acceptable and should be used in the construction of the walls and porch. A sample of the tiles or slates to be used for the roof shall be submitted to and approved in writing by the City Council before the tiles are installed.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Core Strategy.

4) The refuse storage scheme as detailed in the waste Management Proforma and on the approved drawings shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - To ensure that there are satisfactory arrangements for the storage of refuse pursuant to Core Strategy policy DM1.

5) a) Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority.

The measures for investigating the site identified in the Site Investigation Proposal shall be carried out, before the development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

b) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority.

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Core Strategy.

6) No development shall commence until a surface water drainage scheme has been submitted to and approved in writing by the Local Planning Authority. The drainage scheme must include:

- (i) An investigation of the hierarchy of drainage options in the National Planning Practice Guidance (or any subsequent amendment thereof). This investigation shall include evidence of an assessment of ground conditions and the potential for infiltration of surface water;
- (ii) A restricted rate of discharge of surface water agreed with the local planning authority (if it is agreed that infiltration is discounted by the investigations); and
- (iii) A timetable for its implementation.

The approved scheme shall also be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards. The development hereby permitted shall be carried out only in accordance with the approved drainage scheme.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution pursuant to Core Strategy policies EN14, EN17 and DM1

7) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 as amended by The Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no part of the premises shall be used for any other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2010, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a). For the avoidance of doubt, this does not preclude two unrelated people sharing a property.

Reason - In the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

8) Before first occupation the windows in the north and west elevations shall be obscure glazed to a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent and shall remain so in perpetuity.

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

9) The parking shown on the approved plans shall be surfaced and available for use before the development hereby approved is first occupied.

Reason to ensure that there are satisfactory arrangements for the storage of refuse pursuant to Core Strategy policy DM1

10) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification) no garages or extensions or dormers or ancillary buildings shall be erected other than those expressly authorised by this permission.

Reason - To enable the City Council as local planning authority to assess the impact of any alterations to the property on adjoining residents pursuant to Core Strategy policy DM1.

11) The boundary treatment shown on the approved drawings shall be completed before first occupation of the dwelling hereby approved and shall thereafter be retained.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located in order to comply with saved policy E3.3 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

12) This condition relates to the tree on the Whitchurch Road frontage of the site and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with British Standard 5387 before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Core Strategy.

13) Before the dwelling hereby approved is first occupied the detailed design of the enclosure for the storage of refuse shall be submitted to and approved in writing by the City Council. The approved scheme shall be implemented in full as part of the development and retained in perpetuity.

Reason To ensure that there are satisfactory arrangements for the storage of refuse. pursuant to Core Strategy policy DM1.

14) Before the development hereby approved is first occupied details of the Cycle storage facilities shall be submitted to and approved in writing by the City Council. The approved space and facilities shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with policies SP1, T1 and DM1 of the Core Strategy.

15) No development shall take place, including any demolition works, until a construction management plan or construction method statement has been submitted to and approved in writing by the Local Planning Authority. The approved plan/statement shall be adhered to throughout the demolition/construction period. The plan/statement shall provide for:

- o 24 hour emergency contact number;
- o Hours of operation;
- o Parking of vehicle of site operatives and visitors (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction);
- o Routes for construction traffic;
- o Locations for loading/unloading and storage of plant, waste and construction materials;
- o Method of preventing mud being carried onto the highway;
- o Measures to protect vulnerable road users (cyclists and pedestrians) o Any necessary temporary traffic management measures;
- o Arrangements for turning vehicles;
- o Arrangements to receive abnormal loads or unusually large vehicles;
- o Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

Reason: In the interests of safe operation of the adopted highway in the lead into development both during the demolition and construction phase of the development. Pursuant to Core Strategy policy DM1

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health

52 Whitchurch Road, Manchester, M20 1EY
11 Farrington Avenue, Manchester, M20 1ER
5 Farrington Avenue, Manchester, M20 1ER
2 Farrington Avenue, Manchester, M20 1ER
44 Whitchurch Road, Manchester, M20 1FX
48 Whitchurch Road, Manchester, M20 1EY
9 Farrington Avenue, Manchester, M20 1ER
7 Farrington Avenue, Manchester, M20 1ER
3 Farrington Avenue, Manchester, M20 1ER
50 Whitchurch Road, Manchester, M20 1EY
46 Whitchurch Road, Manchester, M20 1EY

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
Area Team Boundary - Name: SOUTH