

Planning

Growth & Development

Delegated officer report for planning application

Application no. 128160/FO/2020

Date registered valid: 12 October 2020

Proposal: Erection of two storey detached dwellinghouse (Class C3) with associated parking and landscaping

Address: 4 Thirsfield Drive, Manchester, M11 4BF

Ward(s): Clayton & Openshaw Ward

Applicant: Mr A Rashid, 14 The Haystack, Lang Farm, Daventry, NN11 0NZ

Agent (if any): David Berlouis, Cadmonkies, 19 Westminster Croft, Brackley, NN13 7ED

Case officer: Steven McCoombe
Tel: 0161 234 4607
Email: steven.mccoombe@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 15 December 2020

Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit: 17 November 2020

Standard consultations:

Printed: 5 November 2020 Expired: 26 November 2020

Neighbour notifications

Printed: 3 December 2020 Expired: 10 December 2020

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 application site relates to a vacant, overgrown plot, situated along the eastern side of the short residential cul-de-sac of Thirsfield Drive, just off John Heywood Street.

The site which is situated adjacent to the turning circle is understood to have been previously occupied by a dwellinghouse which has since been demolished.

The site is flanked by a two storey semi-detached property to one side and by a two storey detached property to the other. Opposite is a further detached dwellinghouse, whereas to the rear, the site adjoins the rear garden of 45 Slaithwaite Drive.

Listed building: No

Conservation area: No

Tree Preservation Order: No

Description of area

The immediate area is predominantly residential in character, mainly comprising two storey, semi-detached and detached dwellinghouses.

Description of development

Planning permission is sought for the erection of a two storey, detached dwellinghouse (Class C3) which incorporates a gable roof and projecting two storey element to the rear.

The development includes front and rear gardens areas and a driveway which can accommodate up to two cars along the northern side of the property.

Consultations & Notification Responses

Local Residents/Occupiers – No representations have been received.

Highway Services - The addition of one residential dwelling is not anticipated to generate any significant increase in vehicle trips. It is therefore accepted that the development is unlikely to generate any highway safety, traffic or network capacity concerns.

The site is located within a residential area in Clayton, with some accessibility via sustainable modes, with regular local bus services routed along Clayton Street, North Road and Ashton New Road. The local Metrolink stop is an eight minute walk.

Car parking provision is offered on site for two vehicles. It should be noted that driveway parking spaces should each be minimum 3m wide and 6m length to ensure that vehicles do not encroach onto the footway.

In order to facilitate access onto the driveway a new dropped crossing will be required via a Section 184 Agreement with MCC Highways, which will be funded by the applicant.

The applicant is requested to confirm that the location of the proposed driveway entrance will not conflict with the existing telecommunication pole.

Secure and sheltered cycle parking is being provided, in curtilage, to the rear of the property, this is acceptable to Highways.

It is recommended that the driveway is fitted with an electric vehicle charging point (minimum 7KW).

No boundary treatments have been noted. For the avoidance of doubt, all gated accesses will need to provide inward opening gates to ensure they do not impact on the adopted footway or highway

It is acceptable for waste bins to be stored within the curtilage of the property and serviced in-line with surrounding operations, with bins being presented to the collection point on Thirsfield Drive by the occupants on collection days.

A Construction Management Plan should be provided by the applicant prior to any construction works beginning.

Environmental Health – A condition is recommended in relation to the investigation and remediation of ground conditions. The submitted waste management scheme is considered acceptable.

Greater Manchester Ecology Unit - There are unlikely to be any significant ecological issues associated with this development. Risks to nests birds and ecological mitigation can be dealt with via condition.

Flood Risk Management – Development should not begin until a surface water drainage layout based on sustainable drainage principles has been submitted and approved by the City Council. A scheme for its subsequent maintenance should also be submitted and agreed.

Greater Manchester Police (Design for Security) - The proposed development should be designed and constructed to Secured by Design standards including laminated glazing; security-certified windows and doors

All garden boundary treatments adjacent public land and in particular the rear boundary, should be 2100mm.

An entrance gate should be installed that lead to the rear of the property and should be set forward as close to the building line as possible.

Policy

The following policy and guidance is considered relevant to the consideration of this application:

- Policies DM1, SP1, H1, H4, T2, EN4, EN14, EN14, EN16-19 of the Core Strategy;
- Saved policy DC7.1 and DC26 of the UDP;
- Guide to Development in Manchester (SPD);
- Residential Quality Guidance;
- Greater Manchester Spatial Framework;
- National Planning Policy Framework (NPPF).

Issues

Having regard to the existing planning policy framework, City Council policy and national planning guidance, the principle of the development is considered acceptable.

Policy H1 outlines the strategic approach to housing growth in the City. Approximately 60,000 new homes need to be provided in the City between 2009 and 2027. This growth is expected to be accommodated principally within the North, East, City Centre and central areas of Manchester which fall within the Regional Centre and inner areas of Manchester. This is as a direct response to Manchester's growing economy and population growth the later which is expected to rise significantly over the next 20 years.

New developments in the City will therefore be expected to contribute towards this growth strategy ensuring that development takes place within the right areas to meet demands along with creating high quality places and neighbourhoods of choice.

Policy H1 goes on to state that the Regional Centre is a priority area for residential schemes in order to support regeneration and drive regional growth.

Policy H4 states further that East Manchester will accommodate East Manchester, over the lifetime of the Core Strategy, will accommodate around 30% of new residential development. Priority will be given to family housing and other high value, high quality development where this can be sustained.

Further policy support is also given within policies SP1 and H1 which seek to encourage development on previously developed, whilst the NPPF advocates a presumption of sustainable development particularly where existing resources can be utilised and shared.

In this case, the site would regenerate an unattractive and vacant brownfield land and would add to the housing mix in the locality. The site is also appropriately situated within a sustainable location. On this basis, the principle of the proposed development is considered acceptable.

Design, Scale and Appearance – The proposed dwellinghouse is designed to provide a principal frontage to Thirsfield Drive, with the style and layout of the development reflecting the design of existing residential development along the cul-de-sac.

The layout makes efficient use of the land available, to provide a centrally positioned dwellinghouse which incorporates front and rear garden areas and which respects the amenity of neighbouring occupiers, whilst providing a strong frontage to the road.

It is considered that the layout reflects the pattern of development in the area and the development will assimilate effectively into its immediate context.

In terms of appearance, the applicant has adopted a simple, relatively traditional approach incorporating two storey, pitched roofs to mirror the scale and roof line of neighbouring properties. It is therefore believed that the proposed houses can be satisfactorily accommodated, without being over-dominant or at odds with the streetscape.

The proposed use of materials utilises a simple palette, including brick work, UPVC window frames and interlocking concrete tiles. The exact specification will be controlled by way of planning condition to ensure the materials reflect the colour and texture of neighbouring properties.

At two storeys high, the proposed development is consistent with housing in the surrounding area. The form of the proposed house uses traditional pitched, gabled roofs with the the proposed external appearance seeking to blend in with the external façade of adjacent buildings, in terms of design, height and materials.

Residential space standards - The proposed development would deliver a single two storey, three bedroom unit with an internal floor area of 84 sqm

On balance, it is considered that the development secures a satisfactory configuration of accommodation which responds to the site boundaries. The density of the proposed development is related to the prevailing character of neighbouring residential development. Within this urban context it is considered that a satisfactory quality accommodation has been achieved, with appropriate arrangements for the external functional requirements of amenity space and car parking. It is therefore considered that the development responds positively to the spirit of the Residential Quality guidance.

Residential amenity - Policies DM1 and SP1 of the Core Strategy advocate that consideration should be given to effects of development upon the amenity, living conditions and well-being of residents.

In this instance, the proposed development will introduce a residential use into the context of an established residential area.

Whilst it is acknowledged that there will be a marginal increase in activity at the site due to an the likely number of proposed occupiers and as the site has been vacant for a number of years, the relatively limited amount of prospective occupiers in comparison to the existing vacant use of the site, is unlikely to significantly undermine the amenity of existing residents in terms of coming and goings, noise and disturbance.

In terms of any impact as a result of the physical presence of the proposed houses, including any potential over-dominance, overshadowing or overlooking, it is believed that given the interface distances, relationship with neighbouring properties and proposed window positioning, there is unlikely to be any significant, adverse impact upon living conditions.

During the course of the application, the applicant was requested to remove windows from the side, south facing elevation, neighbouring No.2. Whilst these were non habitable, bathroom windows, they had the potential to increase the perception of overlooking and also encroachment due to their proximity to the side boundary. Revised drawing were received accordingly.

In addition, it is considered important to protect future and nearby occupiers from any undue noise and disturbance and therefore conditions are recommended in relation to waste management and a restriction to any new window/door openings. A Class C3 use restriction will also prevent any potential over-intensification of use, by preventing the properties from being occupied as HMOs.

Impact on the Highway - The proposal includes two off road car parking space along the northern side of the property, which provides in excess of 100% ratio. This is considered acceptable, particularly as on-street parking is limited along the narrow cul-de-sac of Thirfield Drive.

In terms of vehicle movements and access, although there is potential for a marginal increase in traffic along Thirfield Drive, 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.

Access/car parking – The proposed dwellinghouse will require a new driveway to access the proposed parking spaces. An Informative has been included to ensure a dropped kerb provided to allow access.

Cycle storage – The development includes a secure rear amenity space, where a cycle storage unit can be provided. A condition has been included to ensure that the cycle storage space is in situ prior to first occupation.

Security - It is considered that proposal enhances natural surveillance to the street and through satisfactory planting and boundary treatment will allow for decent levels of defensible space and perimeter security.

To ensure all external fittings and associated works are of a satisfactory standard, it is recommended that a condition of the planning approval should require the completed development to achieve 'Secured by Design' accreditation.

Waste Management - Space is shown, within the rear garden area, for the storage of 4 bins, including relevant recycling receptacles. Bins will be transferred to the property frontage on collection day. Environmental Health and Highways considered this arrangement acceptable.

Affordable Housing - Due to the low number of units proposed there is no requirement to provide any units on an affordable basis, pursuant to policy H8 of the Core Strategy.

Air quality - From an air quality perspective, the proposal is for single residential units only on a site previously occupied by a dwellinghouse. The application site is located close to significant public transport routes with regular Metrolink and bus services nearby. 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. It is proposed that a condition is attached requiring a Construction Management Strategy to be submitted, which would include mitigation measures in relation to dust suppression during construction.

Surface Water Drainage - A pre commencement condition has been included to ensure that a surface water drainage is submitted and approved in writing by the City Council prior to above ground works commencing.

Ecology – Greater Manchester Ecology Unit have no objections proposed development which is considered to have low ecological potential. A condition has been included to ensure tree/shrub removal is only carried out outside the peak bird nesting season.

Climate Change - As the proposal would result in a single residential unit within the context of a principally residential environment, 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.

A condition requiring the submission and approval of electric car charging point has also been included. Such a measure will serve to limit the impact the upon climate change.

Construction Management - To ensure construction and demolition is effectively controlled and to prevent any disruption to existing occupiers in the area, or the highway, conditions have been included which requires the submission and approval of a construction and demolition management plans which will need to details working practices, safety measures, dust suppression, the parking of construction vehicles and the removal of waste.

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 polices 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 / agent in a positive and proactive manner to guide the application through all stages of the planning process and resolve any issues that arose in dealing with the planning 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) No above ground development works above ground shall take place unless and until samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as local planning authority. The development shall be constructed only using the approved materials. The development shall only be implemented in accordance with the agreed details.

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, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

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

Drawings numbered P/20/280/001/A and P/20/280/002/B received by the City Council as Local Planning Authority on 3 December 2020 and 11 December 2020 respectively.

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.

4) Prior to the commencement of development, a construction management plan outlining working practices during development shall be submitted to and approved in writing by the City Council as Local Planning Authority, which for the avoidance of doubt should include:

- Measures to control noise and vibrations;
- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Detail of an emergency contact telephone number;
- Parking of construction vehicles; and
- Sheeting over of construction vehicles.

The development shall only be carried out in accordance with the approved construction management plan.

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

5) The development shall be carried out in accordance with the Waste Management Strategy received by the City Council as Local Planning Authority on 15 October 2020 and indicated on drawing numbered P/20/280/001/A received by the City Council, as Local Planning Authority on 3 December 2020. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation. No bins shall be stored outside the curtilage of each property, other than on the day of collection.

Reason - In the interests of amenity and public health, pursuant to policies DM1 and SP1 of Manchester's Core Strategy.

6) No development with the exception of demolition and any necessary remedial works, shall take place until surface water drainage works, designed in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards, have been submitted to and approved in writing by the City Council as Local Planning Authority. The development shall only be carried out 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 policies EN8 and EN14 of the Manchester Core Strategy.

7) The development hereby approved shall not be occupied until details of the implementation, maintenance and management of a sustainable drainage scheme have been submitted to and approved by the Local Planning Authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

- A verification report providing photographic evidence of construction as per design drawings;
- As built construction drawings if different from design construction drawings;
- Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Reason - To prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system, pursuant to policy EN17 of the Manchester Core Strategy.

8) The development shall not be occupied until details of the security measures to be incorporated into the development, which shall be to 'secured by design' specification, have been submitted to and approved in writing by the City Council as Local Planning Authority. The development shall only be carried out in accordance with these approved details which shall be retained thereafter.

Reason - To reduce the risk of crime pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

9) No above ground development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment/gates to be erected. The boundary treatment/gates shall be completed before the development hereby approved is occupied. The development shall be carried out in accordance with the approved details and shall thereafter be retained.

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

10) Notwithstanding details submitted, no above ground development shall commence until a detailed hard and soft landscaping treatment scheme has been submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the building is first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Core Strategy.

11) Prior to the first occupation of the development hereby approved, full details of an electric car charging point shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented as part of the development and be in place prior to the first occupation of dwellinghouse and be retained thereafter.

Reason - In the interest of air quality, pursuant to policy EN16 of the Manchester Core Strategy.

12) Notwithstanding details submitted, prior to above ground development commencing, an Environmental Standards Statement shall be submitted to, and approved in writing by, the City Council, as Local Planning Authority. The statement shall demonstrate measures to be incorporated into the development to achieve energy efficiency and approved measures shall be implemented in the construction of the approved development.

Reason - In order to minimise the environmental impact of the development, pursuant to policies DM1, EN6 and SP1 of the Manchester Core Strategy and National Planning Policy Framework.

13) The dwellinghouse hereby approved shall not be occupied until the space and facilities for bicycle parking have been provided in accordance with details shown on drawing P/20/280/001/A received by the City Council as Local Planning Authority on 3 December 2020. The approved space shall thereafter 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.

14) Notwithstanding the submitted Desktop report, before the development hereby approved commences, a scheme for the investigation of the site and the identification of remediation measures shall be 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.

Reason - The submitted report is undated, does not include details of the organisation that prepared it and does not include a review of historical mapping for the application site. This is necessary in order 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 SP1 of the Manchester Core Strategy.

15) 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. No occupation of the development shall take place until the completion/verification report is submitted to and approved 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 SP1 of the Manchester Core Strategy.

16) No works to trees or shrubs should take place during the optimum period for bird nesting (March to August inclusive) unless a detailed bird nest survey undertaken by a suitably experienced ecologist, has been carried out immediately prior to clearance and which has been submitted to and agreed in writing by the City Council as Local Planning Authority.

Reason - In order to protect wildlife from works that may impact on their habitats pursuant to policies EN9 and EN15 of the Manchester Core Strategy.

17) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) the dwellinghouse hereby approved shall not 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 2020, 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).

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.

18) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 or any legislation amending or replacing the same, no windows or doors shall be inserted within the exterior of the dwellinghouse, or any other boundary treatment to the road frontages, other than expressly authorised by the granting of this planning permission.

Reason - In the interests of residential amenity, since any additions to the approved dwelling may adversely impact upon visual amenity or the amenity of neighbouring occupiers, pursuant to Policies DM1 and SP1 of the Manchester Core Strategy.

Informatives

1) The applicant should ensure the drainage from the new dwelling and landscaping area is designed and constructed to prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system pursuant to policy EN17 of the Core Strategy. We recommend consideration of green SuDS solutions such as rain gardens, bioretention areas, and rainwater harvesting.

2) In order to facilitate access onto the driveway a new dropped crossing will be required via a Section 184 Agreement with MCC Highways, which will be funded by the applicant.

3) Please note, separate consent may be required from BT or other relevant utility company, for the relocation of the existing telegraph pole on Thirsfield Drive to allow a dropped kerb and access to the proposed driveway.

Appendix 1 – List of consultees & neighbours notified

Greater Manchester Ecology Unit
Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police

3 Thirsfield Drive, Manchester, M11 4BF
9 Thirsfield Drive, Manchester, M11 4BF
45 John Heywood Street, Manchester, M11 4BG
3 Slaithwaite Drive, Manchester, M11 4BA
1 Slaithwaite Drive, Manchester, M11 4BA
2 Enfield Drive, Manchester, M11 4HP
10 Thirsfield Drive, Manchester, M11 4BF
8 Thirsfield Drive, Manchester, M11 4BF
7 Thirsfield Drive, Manchester, M11 4BF
6 Thirsfield Drive, Manchester, M11 4BF
5 Thirsfield Drive, Manchester, M11 4BF
1 Thirsfield Drive, Manchester, M11 4BF
8 Enfield Drive, Manchester, M11 4HP
4 Enfield Drive, Manchester, M11 4HP

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: NORTH2