

Planning

Growth & Development

Delegated officer report for planning application

Application no. 142128/FO/2025

Date registered valid: 12 February 2025

Proposal: Erection of a two storey, 3 bedroom dwellinghouse with rear roof dormer extension, integral garage and outdoor amenity space

Address: 2 Highfield Road, Manchester, M19 3JX

Ward(s): Levenshulme Ward

Applicant: Mr. Athar Iqbal

Agent (if any):

Case officer: Carl Glennon
Tel: 0161 234 4530
Email: carl.glennon@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 7 April 2024

Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit: 18 March 2025

Standard consultations:

Printed: 18 February 2025 Expired: 11 March 2025

Neighbour notifications

Printed: 18 February 2025 Expired: 11 March 2025

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

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

Description of area

The planning application site formerly accommodated one-half of a pair of semi-detached properties. Whilst the adjoining 4 Highfield Road has been retained in residential use, it is understood that the application site accommodated a hot food take-away that was destroyed by fire a number of years ago. The site has been cleared and used and the garden area related to No 4. The site has a triangular configuration that responds to the curve of the highway as Highfield Road moves westwards to Greenway Avenue. The eastern boundary to No 4 lies adjacent to Ravenoak Avenue and alleyway runs adjacent to the western site boundary. The development would thereby lead to the formation of a pair of semi-detached houses. The surrounding area predominantly comprises of 2-storey houses with rear outriggers.



Fig.1 – Views of the application site

Description of development

The development is related to the details of planning permission ref: 128773/FO/2020, which was approved on 16th August 2021, subject to conditions, but which has subsequently lapsed. The proposed development would involve the formation of a 2-storey house that would adjoin the western elevation of 4 Highfield Road, which is also owned by the applicant and is also 2-storey with a 2-storey outrigger and single storey lean-to extension. The proposed development has been informed by the footprint of the previous building and responds to the angled configuration of the site. The development would have a pitched roof that would respond to the eaves and ridge line of No 4. The principal elevation would have a width of 8.1 metres and incorporates an angled 5.3 metre elevation that responds to the configuration of the site returning to Greenway Avenue. Two storeys would be maintained and a western gable elevation to the alleyway has been informed by the configuration of 1 Greenway Avenue and its relationship to the alleyway. A flat roof dormer would return across the rear roof plane, terminating as it intersects with a 2-storey outrigger with a hipped roof and rearward projection of 3.65 metres. The applicant has indicated that the development would be composed of matching facing brick and grey slate.

The site would be demarcated from the street by a 600 mm brick boundary wall with a separate pedestrian and vehicular access. The 600 mm wall would also return along the western boundary rising to 2.1 metres where it projects beyond the rear building line. The private realm would be established through the formation of a narrow garden and driveway leading to an

integral garage, incorporating and vehicle charging point. A rear yard would be formed incorporating a bin storage area and cycle store.

The internal layout would comprise:

- i. Ground floor – Hallway, lounge, dining / kitchen, WC and garage;
- ii. First floor – 3 bedrooms, family bathroom and storage area;
- iii. Second floor (roof space) – Master bedroom with en suite and storage.

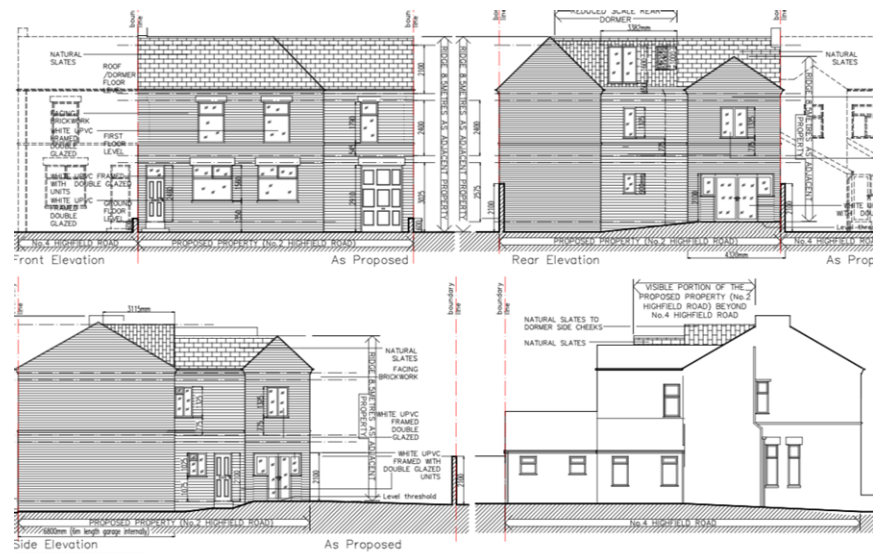


Fig.2 – Proposed elevations

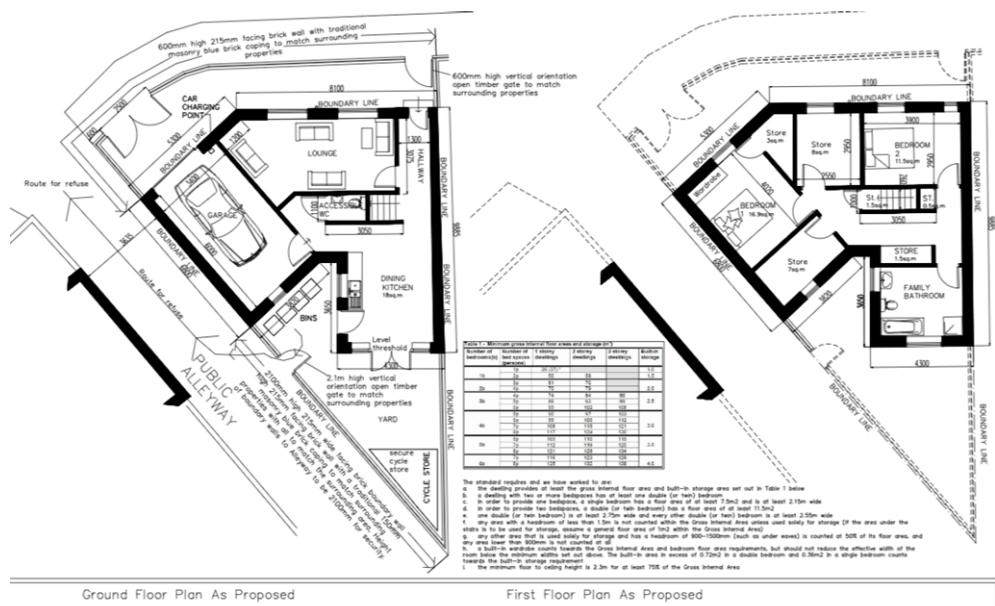
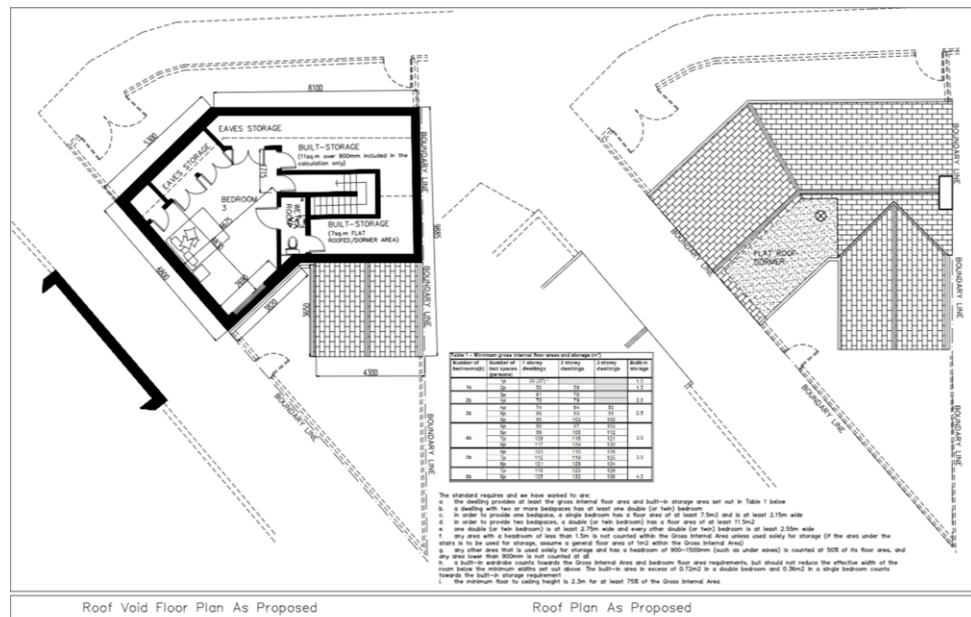


Fig.3 – Proposed ground and first floor



- i. The occurrence of on-street car parking in the area is noted, together with the absence of in-curtilage car parking for most houses in the locality. However, it is not anticipated that the development would generate a significance number of vehicular trips.
- ii. The site is in a sustainable location with bus and railway services within walking distance of the site.

- iii. 100% car parking proposed.
- iv. A dropped kerb access would be required and need to be delivered through a s184/ s28 highways agreement.
- v. It is recommended that a H-Bar is in place at the driveway access to avoid obstruction of the vehicle crossing.
- vi. Electric vehicle charging point proposed and is acceptable subject to minimum charging capacity of 7kW.
- vii. Cycle store noted in rear yard and is acceptable.
- viii. It is recommended that all fencing / railings adjacent to the adopted highway are visually permeable from 600mm upwards to ensure adequate visual permeability for child pedestrians.
- ix. The proposed arrangements for waste and recycling management (including collection) are acceptable.
- x. The arrangements for construction management are acceptable.
- xi. The applicant is advised that and any requirements for licensing, hoarding / scaffolding should be agreed with the Council as local highways authority.

Flood Risk Management - Have requested a drainage condition, which has been included.

United Utilities – No comments, but an informative relating to drainage has been provided and forwarded to the applicant.

Issues

National Planning Policy Framework (NPPF) - This Framework came into effect on 27th March 2012 and was amended most recently in December 2024. It represents key up to date national policy and is an important material consideration in determining the current application. The document states that the 'purpose of the planning system is to contribute to the achievement of sustainable development. The document clarifies that 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' . The purpose of the planning system is to achieve sustainable development. The NPPF states that, to achieve this, the following three overarching objectives need to be pursued mutually:

- The economic role should contribute to sustainable development by building a strong, responsive and competitive economy that ensures sufficient and appropriate development and supports growth.
- The social role is required to support communities by creating a high quality built environment with accessible local services to reflect the needs of the community.
- The environmental role should protect and enhance the natural, built and historic environment.

The Framework re-iterates that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The statutory status of the development plan remains as the starting point for decision making. The following aspects of the Framework are relevant.

- i. Section 5 Delivering a sufficient supply of homes - States that to support the Government's objective of significantly boosting the supply of homes, a sufficient amount and variety of land can come forward where it is needed. The needs of groups with specific housing requirements should be addressed and that land with permission is developed without unnecessary delay. Consideration should be given to the size, type and tenure of housing needed for different groups in the community(paragraph 61). It states that the re-use of brownfield sites should be encouraged (paragraph 65). The contribution of small and medium

sized sites in delivering new housing is also acknowledged (paragraph 73). In this case, the proposed development would make a proportionate and positive contribution to the quality and supply of local housing provision through the development of a brownfield site. The development would be appropriately related to Section 5.

ii. Section 8: Promoting healthy and safe communities - States that planning decisions should aim to achieve healthy, inclusive, accessible and safe places, where crime and disorder (and the fear of crime) do not undermine the quality of life or community cohesion (paragraph 96). The development would deliver a building with a high quality of design that will enhance the quality of built form in the area and be beneficial to the amenities of the area. The development is capable of incorporating measures to reduce the risk of crime. The development would present habitable room windows to the back of pavement, which would aid natural surveillance and the sit capable of being secure through appropriate boundary treatment. Section 8 would thereby be accorded with.

iii. Section 9: Promoting sustainable transport - States that in assessing specific applications for development, it should be ensured that:

- Sustainable transport modes are prioritised.
- Safe and suitable access to the site can be achieved for all users.
- Any significant impacts from the development on the transport network or on highway safety, can be cost effectively mitigated to an acceptable degree (paragraph 115).

It is considered that, given the magnitude of the development, the generation of traffic and vehicular movement would be predictable and capable of being accommodated within the local highway infrastructure. Given the magnitude of the development, it is not considered that the development would generate significant on-street car parking. Car parking and cycle storage provision would be made. The site benefits from access to bus services and local shops within the nearby Levenshulme District Centre. The development would thereby be positively related to Section 9.

iv. Section 11: Making effective use of land - States that planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. The use of previously developed or 'brownfield' sites is strongly encouraged (paragraph 124). Section 11 would be positively responded to as the development would secure the re-use of a brownfield site with appropriately designed housing. The scale, proportions and character development would also be appropriately related to the constraints of the existing building and surrounding area.

v. Section 12: Achieving well-designed places - States that 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 and that planning decisions should ensure that development (paragraph 135):

- a. Will function well and add to the overall quality of the area (over the lifetime of the development);
- b. Is visually attractive and related to good architecture, layout and landscaping;
- c. Is sympathetic to local character and surrounding built environment, whilst not preventing or discouraging appropriate innovation or change, including increased densities;
- d. Establishes or maintains a strong sense of place, including the arrangement of streets, spaces, building types and materials;

- e. Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development.

The development would introduce some additional height to the site, but would maintain appropriate relationship to neighbouring housing and the scale of development with frontages to the streetscene. The proposed design has been informed by the characteristics of neighbouring built form and would improve the quality of the streetscene. Section 12 would thereby be accorded with.

- vi. Section 14: Meeting the challenge of climate change, flooding and coastal change - States that new development should (paragraph 164)

- a. Avoid increased vulnerability to the range of impacts arising from climate change;
- b. Help to reduce greenhouse gas emissions, such as through its location, orientation and design.

It further states that all plans should apply a sequential, risk-based approach to the location of development - taking into account the current and future impacts of climate change to avoid where possible, flood risk to people and property (paragraph 173).

Given the scale of the development, it would not be expected that the application would be accompanied with an environmental statement. However, the development would need to meet the requirements of current building regulations that require a high standards of carbon reduction and environmental performance. The development would involve car parking and the provision of an EV charging point is conditioned. The site is in walking distance of Levenshulme District Centre. The adoption of sustainable transport modes would be encouraged through the provision of cycle storage. The site is within Flood Zone 1 with a resultant low risk of flooding. However, as the development would generate requirements of additional drainage, an appropriate drainage condition has been included. On balance, the development would be appropriately related to Section 14.

- vii. Section 15: Conserving and enhancing the natural environment – States that when determining planning applications consideration should be given to biodiversity (paragraph 193). The site is exempt from BNG requirements as it relates to a self-build and custom build applications. Notwithstanding the above it is not apparent the site has any ecological value.

Planning Practice Guidance (PPG) - On 6 March 2014 the Department for Communities and Local Government (DCLG) launched this planning practice guidance web-based resource. The PPG seeks to both simplify and clarify planning guidance easier and simpler. It is intended to be read in conjunction with the National Planning Policy Framework (NPPF) and is relevant to key planning issues of significance to applicants and local authorities. In the following assessment of the proposed development has been given to the following aspects of the PPG:

- i. Consultation and pre-decision matters
- ii. Design
- iii. Flood Risk Planning and Flood Risk
- iv. Health and well-being
- v. Air quality
- vi. Land affected by contamination
- vii. Noise

It is considered that the development responds to the above points through the submitted details, which are discussed below.

Places for Everyone - The Inspectors' Report on the examination of the Places for Everyone plan was published on 15 February 2024. The plan was considered at the Full Council meeting in Manchester on 20 March 2024 and was subsequently approved on 21st March 2024. Given the stage the Plan has reached, the Plan and its policies is now a material planning consideration in the determination of planning applications. The plan and its policies must therefore be given full weight in the planning balance. The following policies are relevant and are positively responded to for the reasons set out in this report:

JP-H1 – Scale, distribution and phasing of new housing
JP-H2 – Affordability of new housing
JP-H3 - Type, size and design of new housing
JP-H4 – Density of new housing
JP-P1 – Sustainable places
JP-P6 – Health
JP-S1 – Sustainable development
JP-S4 – Flood risk and the water environment
JP-S5 – Clean air
JP-S6 – Resource efficiency

Manchester's Local Development Framework: Core Strategy - The Core Strategy Development Plan Document 2012 -2027 ('the Core Strategy') was adopted by the Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development. A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.'

The following policies are relevant to the proposed development:

Policy SP 1 (Spatial Principles) - Specifies the Core Development Principles for parts of the City. In this case the relevant principles relate to the extent to which the development:

- a. Makes a positive contribution to neighbourhoods of choice including the creation of well designed places that enhance or create character; making a positive contribution to the health, safety and well-being of residents, considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income and to protect and enhance the built and natural environment;
- b. Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible;
- c. 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.

It is considered that the proposed development would contribute positively to the formation of a sustainable community, which would be beneficial to the quality of the living environment experienced by existing and future residents. This would be achieved through the quality of the development and its contribution to local housing provision and providing opportunities for people to both live and work in the area. Policy SP1 would therefore be positively responded to.

Policy EN1 (Design Principles and Strategic Character Areas) - States that opportunities for good design to enhance the overall image of the City should be fully realised through the implementation detailed design principles that reinforce and enhance the local character of that part of the City and supports the achievement of the Core Strategy Strategic Objectives. In this

case, it is that the proposed design would achieve a high quality that would positively contribute to the character of the area and improve the standard of residential accommodation in the locality. The demarcation of public and private space formation of amenity space and boundary treatments would secure a satisfactory relationship to the streetscene. The applicant has agreed to a condition to ensure that satisfactory and inclusive access to the rear of the property. The development would satisfactorily relate to the characteristic appearance of housing in the local area. The development would thereby comply with policy EN1.

Policy EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon Development) - Has been related to the assessment of the submitted statement detailing measures to reduce CO2 emissions and to secure energy efficiency.

Policy EN 8 (Adaptation to Climate Change) States that all new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces.

The development represents a small scale in-fill development that is capable of achieving sustainable design through its construction techniques, glazing and related heating systems. On this basis, policy EN4 and EN8 would therefore be appropriately responded to.

Policy EN 14 (Flood Risk) - States that in line with the risk-based sequential approach, development should be directed away from sites at the greatest risk of flooding and towards sites with little or no risk of flooding. The development has been assessed and given its magnitude, it is not considered that the development would contribute significant increased flood risk. As stated, the comments of UU have been forwarded to the applicant. The applicant has been advised of the need for a drainage condition as requested by the Flood Risk Management Team. On this basis, it is considered that the development would be appropriately related to policy EN14.

Policy EN 16 (Air Quality) – In order to secure a contribution towards improvements to air quality. A condition has been included to secure the provision of an electric vehicle charging point, pursuant to the objectives of policy EN16.

Policy EN18 (Contaminated Land and Ground Stability) - States that any proposal for development of contaminated land must be satisfactorily responded to. The applicant has been advised of the need to supplement the submitted land condition report in response to Environmental Health comments. It is considered that policy EN18 subject to the discharge of the related condition.

Policy EN19 (Waste) - Requires consideration of the submitted details relating to determine if the applicant has satisfactorily demonstrated how:

- i. Both construction and demolition waste will be minimised and recycled on site wherever possible;
- ii. The sustainable waste management needs of the end user will be met.

Policy EN19 has been related to the proposed waste management arrangements, which are considered to be acceptable in terms of capacity and the transfer of bins to collection points. Policy EN19 would thereby be accorded with.

Policy H1 (Overall Housing Provision) - Relates to the City Council strategy for the delivery of new housing between March 2009 and March 2027. The proposed development responds positively to policy H1 by:

- i. Contributing to the creation of mixed communities by providing house types to meet the needs of a diverse and growing Manchester population, including elderly people, disabled people and people with specific support requirements;
- ii. Supporting growth on previously developed sites in sustainable locations and which takes into account the availability of developable sites in these areas;
- iii. Ensuring that the design and density of the a scheme contributes to the character of the local area;
- iv. Making appropriate provision for parking cars and appropriate levels of sound insulation;
- v. Being designed to give privacy to both its residents and neighbours.

It is considered that the above objectives would be accorded with to secure compliance with policy H1.

Policy H 6 (South Manchester) - Seeks to encourage the provision of sustainable family housing. The development would be positively related to policy H6.

Policy H11 (Houses in Multiple Occupation) – Relate to the management of the location and proliferation of houses in multiple occupation. A condition has been included to ensure that the proposed housing is retained as Class C3 accommodation. This accords with the policy H11 objective of securing a sustainable supply of family housing and maintaining an appropriate mix housing type and tenure.

Policy T1 (Sustainable transport) - Relates to the delivery of sustainable, high quality, integrated transport system, which encourages a modal shift away from car travel to public transport, cycling and walking and prepare for carbon free modes of transport. In this case, would not generate significant traffic and the site has the capacity to provide a single car parking space and cycle storage. On this basis the development would be suitably related to policy T1.

Policy DM1 (Development Management) - 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. Relevant considerations in this case are:

- a. Appropriate siting, layout, scale, form, massing, materials and detail;
- b. Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development with due regard to the character of the surrounding area;
- c. Effects on amenity;
- d. Accessibility;
- e. Community safety and crime prevention;
- f. Design for health;
- g. Adequacy of internal accommodation and external amenity space;
- h. Refuse storage and collection.

Policy DM1 points a - h (inclusive) have been related to the assessment of the proposals with regard to its potential impact on residential amenity and the contextual relationship of the new housing to the local built environment. Although inclusive access to the front of the property cannot be achieved due to the configuration of the garden area, a condition has been included to ensure that the arrangements for rear access would be delivered. It is considered the policy DM1 would thereby be accorded with.

Unitary Development Plan saved policies -The following saved Unitary Development Plan policy is also considered to be relevant:

Policy DC7 (New Housing Development)

Policy DC7.1 states that the Council will negotiate with developers to ensure that new housing is accessible at ground floor level to disabled people, including those who use wheelchairs, wherever this is practicable. Policy DC7 also requires that a satisfactory quality of development is achieved. In this case the layout of the proposed houses and the quality of design would accord with residential quality guidance. It is also considered that satisfactory and inclusive access would be achieved albeit limited by the constraints of the site. Policy DC7.1 would therefore need to be complied with.

Policy DC26 (Development and noise)

The following elements of policy DC26 are relevant:

Policy DC26.5 has been related to the assessment of the development, in terms of measures to minimise the impact of noise on future residents, including the incorporation of noise insulation.

The development has been assessed by Environmental Health and there is no recommendation for specific noise insulation. Beyond traffic there is no apparent noise sources that would affect development. Noise generated by the use would be commensurate with residential occupation and would not detract from the character of the area.

Manchester Residential Quality Guidance (MRQG) - 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. It is therefore essential for applicants to consider and integrate the design principles contained within the 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. In this case, the development would be appropriately related to MRQG, in terms of the achieved internal space, relationship to context and design.

Positive and proactive engagement with the applicant - An amendment to the DMO, which came into effect on 1st December 2012, requires every decision notice relating to planning permission and reserved matters application to include an explanation as to how the local planning authority have worked with the applicant in a positive and proactive manner based on seeking solutions to problems which arise during the determination of the planning application. In this case, officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. The proposal is acceptable and therefore determined within a timely manner.

Principle of the development – The principle of the development was established through planning permission ref: 128773/FO/2020, which expired on 16 August 2024. The re-submission has been related to previously considered and approved drawings. Based on the detailed site history the site formerly accommodated a fish and chip shop with residential above. The related buildings were removed from the site a number of years ago. The development therefore relates to a brownfield site and. In this location, the formation of a new residential use is considered to be appropriate. The development has been related to the constraints of the site, in terms of its siting. The parameters of the proposals would also be satisfactorily related to the height and proportions of houses within the street. The proposal would contribute positively to local housing provision. The principle of the development therefore continues to be acceptable.

Future use of the development - A condition has been included for purposes of clarity and to confirm that the authorised development relates to the formation of one, 3 x bedroom two storey house with roof space accommodation. A separate condition has been included to facilitate the appropriate future use and management of the dwelling house limiting its future occupation to Class C3 (a) not precluding occupation by two unrelated people sharing a

property. This condition is considered necessary to secure the appropriate and sustainable occupation of the proposed houses.

Residential amenity – The development would represent a built form that has been satisfactorily informed by the character and proportions of surrounding houses. The visual amenities of the area would thereby be safeguarded. The configuration of the development and orientation of neighbouring houses would ensure that residential amenity would not be unduly compromised. The internal and external [amenity] spaces would ensure that the development would secure a quality development that would encourage sustained occupation.

Permitted development restrictions - In order to maintain and safeguard residential amenity and in response to the constraints of the substantive site, it has been considered appropriate to restrict the permitted rights that would otherwise be available to householders. Conditions have therefore been recommended to ensure that the following development is not undertaken without the permission of the City Council as local planning authority:

- i. The erection of extensions, porches and outbuildings;
- ii. The replacement of authorised boundary treatments;
- iii. The insertion of additional windows.

Residential space standards – The internal layout would exceed the MRQG for a 3 bedroom, 6 person house over 3 storeys (including roof space bedroom and storage and excluding the garage). Whilst the proposed house would be relatively substantial, it is considered that it would incorporate satisfactory amenity space that would secure a setting to the building, and an appropriate relationship to the surrounding context. The development is thereby considered to be a proportionate addition to the streetscene.

Magnitude of development - It is considered that the development appropriately relates to the constraints of the application site, which is considered to have capacity for the proposed dwellinghouse. A condition has been recommended that relates the undertaking of the proposed development in accordance with specified number of units and ensures the property's future use for Class C3 purposes.

Siting – The siting of the proposed development has been positively related to the character of the surrounding area. The configuration of the principal elevation would secure a cohesive relationship to the streetscene and its characteristic terraces. The established building lines to the street have been appropriately responded to and the garden area related to the characteristic amenity space to neighbouring properties. The development would be appropriately related to the configuration and orientation of houses to the east and immediate west of the site. The projection of the rear extension would be 3.65 metres and would not project beyond the 2-storey outrigger to No 2. Again, given the orientation the development the position of would not result in undue overlooking or loss of privacy, with satisfactory demarcation secured through the space afforded by the garden area. The siting of new built form would thereby be satisfactorily reflected neighbouring characteristics and is considered to be acceptable.

Height, scale and massing - The proposed development would be related to the scale and proportions of the neighbouring 2-storey houses and related extensions. The development would also replicate existing eaves of ridge heights to achieve visual cohesion within the streetscene. The height scale and massing the development is considered to be acceptable.

Design - The proposed design and materials has been satisfactorily related to the style and character of neighbouring terraced houses. This included the alignment of the windows, the

composition of brickwork and the configuration of the roofscape. A condition requiring approval of materials has been included, in relation to both the house and the boundary treatment.

Accessibility – Due to changes in ground levels stepped access would be formed to the main front door of the proposed house thereby reflecting the characteristics of neighbouring houses. The configuration of the site and the narrowness of the garden would not facilitate the formation of an access ramp. However, to facilitate inclusive access the applicant has indicated that ground works within the rear yard area to facilitate rear access via patio doors (and the side gate from the alleyway). This arrangement would be less than preferable, but would respond to the constraints of the site and would be an improvement to the circumstance relating to the neighbouring properties. The internal layout would secure appropriate circulation space, and the accommodation would be capable of future adaptation.

Crime and Security – The development would incorporate satisfactory natural surveillance and can incorporate appropriate security and crime reduction measures (as recommended in the attached informative). The condition boundary treatments would secure appropriate demarcation of the development site from the public realm.

Car parking – The application site has been enclosed and not used as car parking by No 2 Highfield Road. The development would not, therefore, affect the car parking arrangements to that property. The development, unlike neighbouring houses, would be supported by in curtilage car parking in the form of a garage, which is considered to be a positive component of the residential use. A condition has been included that ensure that in curtilage car parking would be contained within the application and that the driveway be maintained without obstruction to facilitate access and egress to the garage. On this basis, it is considered that an appropriate leave and arrangement of car parking would be provided.

Cycle storage - The site has the capacity to accommodate cycle storage. A pre-occupation condition has been included to ensure the approval and implementation of final cycle storage arrangements.

Air Quality – In order to secure a contribution towards improvements to air quality, a condition has been included to secure the provision of an electric vehicle charging point. This would be delivered by condition, which allows sets out the operating capacity to be achieved.

Off-site highways works – A condition has been included ensure that any associated highways works are undertaken prior to the occupation of the house, including the formation of dropped kerbs.

Waste management - The applicant has demonstrated that the site has the capability of delivering appropriate bin storage within the site, i.e., within the rear garden area with access to a collection point via a proposed boundary gate to and adjacent alleyway. A condition has been recommended to ensure that the development is fully implemented in accordance with the submitted waste management arrangements.

Noise – The site is in a residential area and the development would not be exposed to local noise generating uses. Measures for noise attenuation are not considered to be necessary in this case.

Ground conditions – The site is in a landfill buffer zone and the development relates to previously developed land. The submitted remediation strategy has been assessed, considered to be acceptable and related to the development by condition. The condition also includes the submission of a related verification statement. On this basis, it is considered that potential contamination risk can be mitigated.

Construction management plan (CMP) – It is recommended that the development is conditioned to be implemented in accordance with the submitted Construction Management Plan.

Flood risk and site drainage – The applicant has been advised of the need for a pre-commencement condition to secure appropriate site drainage. The development has been conditioned accordingly. The applicant has been advised of the comments of United Utilities.

Ecology - The application site has no apparent ecological features. The requirements of BNG are not applicable as the development would relate to a self-build development.

Conclusion - The development would secure the residential use of a previously developed parcel of land. It is considered that a satisfactory quality of elevational design. Any potentially harmful impact of the development on residential amenity has been either addressed through the submitted details or is capable of being addressed by condition. The proposed development is therefore considered to be acceptable.

Other Legislative Requirements

Equality Act 2010

Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

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 problems arising in relation to dealing with the planning application. The proposal is acceptable and therefore determined within a timely manner.

Condition(s) to be attached to decision for approval

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 received by the City Council as local planning authority on 11 February 2025:

Planning application forms;

Ground and first floor plans as proposed Ref: 01C;

Roof void plans and roof plans as proposed Ref: 02B;

Elevation as proposed Ref: 03C;

Elevations as proposed (street) Ref: 04A;

Location plan with red edge Ref: 05A (as amended by drawing ref: Ground and first floor plans as proposed Ref: 01C);

Boundary treatment as proposed Ref: 06.

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 for the City of Manchester.

3) Before the commencement of above ground level construction works relating the authorised development, 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 fully implemented in accordance with the authorised development, which shall be maintained in situ thereafter.

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 for the City of Manchester.

4) The construction phase of the development shall be implemented in accordance with document referenced Construction Method Statement – 2 Highfield Road Manchester M19 3JX received by the City Council as local planning authority on 11 February 2025.

Reason - To safeguard the amenities of nearby residents and highway safety, pursuant to policies SP1, EN19 and DM1 of the Core Strategy for the City of Manchester and policies JP-S1 and JP-P6 of the Sustainable Development Joint Development Plan Document - Places for Everyone.

5) a) The development shall be implemented in accordance with document referenced Remediation Method Statement 2 Highfield Road Manchester by Wesson Environmental dated 13 March 2024 and received by the City Council as local planning authority on 11 February 2025.

b) Prior to the first use/occupation of the development, a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority, to validate that the development conforms with the approved Site Investigation Report and/or Remediation Strategy.

c) In the event of any non-conformity with the approved Site Investigation Report and/or Remediation Strategy, then any further measures that are required to remediate the land shall be carried out. Any required measures/remediation and validation shall continue until conformity has been achieved and agreed in writing by the City Council as local planning authority, prior to first use/occupation of the development.

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 for the City of Manchester and policies JP-S1 and JP-P6 of the Sustainable Development Joint Development Plan Document - Places for Everyone.

6) Prior to the commencement of the development hereby approved, a surface water drainage layout for the development site shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include the following:

- i. Evidence of drainage hierarchy adherence.
- ii. Finalised surface water drainage layout including all components, levels and connectivity.
- iii. Evidence of connection approval in principle.
- iv. Maintenance and management plan.

The development shall be constructed and completed in accordance with the approved details prior to the first occupation/use of the development.

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 EN14 and EN17 of the Core Strategy for the City of Manchester and policies JP- P6, JP-S1 and JP-S4 of Sustainable Development Joint Development Plan Document - Places for Everyone.

7) 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 part of the development shall be used for any purpose other than the purpose(s) of Class C3(a) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - In the exceptional circumstances of a proliferation of HMO's restricting housing choice and adversely affecting sustainability and 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 policy 7.4 of the Guide to Development in Manchester: Supplementary Planning Document and Planning Guidance, the National Planning Policy Framework, policies SP1 and DM1 of the Manchester Core Strategy, and policies JP-S1 and JP-P6 of the Sustainable Development Joint Development Plan Document - Places for Everyone.

8) 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) no garages, extensions, porches or outbuildings shall be erected other than those expressly authorised by this permission.

Reason - In the interests of residential amenity pursuant to policy SP1 and DM1 of the Core Strategy for the City of Manchester and policies JP-S1 and JP-P6 of the Sustainable Development Joint Development Plan Document - Places for Everyone.

9) 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) no windows shall be inserted into the elevations of the dwellinghouses hereby approved other than those shown on the approved drawings referenced:

Ground and first floor plans as proposed Ref: 01C
Roof void plans and roof plans as proposed Ref: 02B;
Elevation as proposed Ref: 03C;
Elevations as proposed (street) Ref: 04A.

Reason - In the interests of residential amenity pursuant to policy SP1 and DM1 of the Core Strategy for the City of Manchester and policies JP-S1 and JP-P6 of the Sustainable Development Joint Development Plan Document - Places for Everyone.

10) Before first occupation the first floor bathroom window as shown on drawings ref: Ground and first floor plans as proposed Ref: 01C and Elevation as proposed Ref: 03C 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 for the City of Manchester and policies JP-S1 and JP-P6 of the Sustainable Development Joint Development Plan Document - Places for Everyone.

11) Notwithstanding the provisions of 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), the authorised integral garage shall not be used for any purpose that would preclude its use for the parking of a motor vehicle in association with the authorised residential use or development be undertaken that would preclude vehicular access to the garage.

Reason - The loss of garage parking space could result in an unacceptable increase in on-street parking and would thereby be detrimental to highway and pedestrian safety and to comply with policies SP1, T1 and DM1 of the Core Strategy for the City of Manchester and policies JP-S1 and JP-P6 of the Sustainable Development Joint Development Plan Document - Places for Everyone.

12) In curtilage car parking relating to the residential occupation of the development shall be undertaken within the garage shown on drawing ref: Ground and first floor plans as proposed Ref: 01C and the related driveway remaining unobstructed for purposes of access and egress. The authorised car parking arrangements shall be maintained in situ at all times whilst the development is occupied.

Reason - In the interests of residential amenity and ensure the provision of appropriate car parking, pursuant to policies SP1, T1 and DM1 of the Core Strategy for the City of Manchester and policies JP-S1 and JP-P6 of the Sustainable Development Joint Development Plan Document - Places for Everyone.

13) Before the occupation of the authorised houses the boundary treatment detailed on drawing ref: Ground and first floor plans as proposed Ref: 01C shall be fully implemented and maintained in situ thereafter.

Reason - In the interests of residential amenity pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester and policies JP-S1 and JP-P6 of the Sustainable Development Joint Development Plan Document - Places for Everyone.

14) Before the occupation of the development, electric vehicle charging points shall be installed in accordance with the details specified on drawing referenced: Ground and first floor plans as proposed Ref: 01C and achieve a charging capacity of 7kW/h (32A) in a single phase, The implemented details shall be maintained in situ thereafter.

Reason - In the interests of residential amenity and the contribute to the reduction of carbon emissions and improve air quality, pursuant to policies SP1, EN16 and DM1 of the Core Strategy for the City of Manchester and the National Planning Policy Framework and policies JP-S1, JP-S5 and JP-P6 of the Sustainable Development Joint Development Plan Document - Places for Everyone.

15) Before the occupation of the authorised development, full details and specifications of all off-site highways works, including footpath reinstatement to Highfield Road and Greenway Avenue shall be submitted to and approved in writing by the City Council as local planning authority. The required works shall be fully implemented prior to the first occupation of any part of the development and maintained in situ thereafter.

Reason - In the interest of pedestrian and highway safety and in the interests of local amenity, as specified in policies SP1, T2 and DM1 of the Core Strategy for the City of Manchester, guidance contained within the National Planning Policy Framework and policies JP-S1 and JP-P6 of the Sustainable Development Joint Development Plan Document - Places for Everyone.

16) The waste and recycling arrangements as detailed on the submitted drawings ref: Ground and first floor plans as proposed Ref: 01C shall be fully implemented upon first occupation of the development and maintained in situ thereafter.

Reason - In the interests of residential amenity and to secure appropriate arrangements for the storage and collection of segregated waste and recycling, pursuant to policies SP1, EN19 and DM1 of the Core Strategy for the City of Manchester and policies JP-S1 and JP-P6 of the Sustainable Development Joint Development Plan Document - Places for Everyone.

17) Before the occupation of the development, the arrangement cycle storage shall be implemented in accordance with the following documents and drawings ref: Tiger Pent Bike Store (with a minimum capacity for two cycles) and Ground and first floor plans as proposed Ref: 01C. The approved details shall be fully implemented prior to the occupation of the development and maintained in situ thereafter.

Reason - In the interests of residential amenity and to secure appropriate arrangements for the storage of cycles, pursuant to policies SP1, T1 and DM1 of the Core Strategy for the City of Manchester and policies JP-S1 and JP-P6 of the Sustainable Development Joint Development Plan Document - Places for Everyone.

Informative

1) Guidance for developers can be obtained via the following link:

http://www.manchester.gov.uk/info/500207/planning_and_regeneration/1962/additional_planning_guidance/3

2) Any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with MCC Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).

3) The following security and crime reduction measures are recommended:

- i. The front and rear of the dwelling should be illuminated in the hours of darkness via the use of dusk till dawn sensors on the light fixtures.
- ii. An intruder alarm should be provided for the proposed dwelling.
- iii. The proposed dwelling should be complete to Secured by Design standards, including laminated glazing ; security certified windows and doors .
- iv. Advice relating to site security and crime reduction can be found via the following website: www.designforsecurity.org/secured-by-design/ or www.securedbydesign.com

Appendix 1 – List of consultees & neighbours notified

Environmental Health
MCC Flood Risk Management
Highway Services

3 Greenway Avenue, Manchester, M19 3LQ
1 Greenway Avenue, Manchester, M19 3LQ
9 Highfield Road, Manchester, M19 3LL
17 Highfield Road, Manchester, M19 3LL
6 Highfield Road, Manchester, M19 3JX
4 Ravenoak Avenue, Manchester, M19 3LW
7 Highfield Road, Manchester, M19 3LL
15 Highfield Road, Manchester, M19 3LL
11 Highfield Road, Manchester, M19 3LL
2 Ravenoak Avenue, Manchester, M19 3LW
13 Highfield Road, Manchester, M19 3LL
1 Ravenoak Avenue, Manchester, M19 3LW
5 Highfield Road, Manchester, M19 3LL
4 Highfield Road, Manchester, M19 3LW

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Historic Landfill Site 250m Buffer -
Area Team Boundary - Name: NORTH AREA