

Re: Pre-commencement conditions for application 138481/FO/2023

Carl Glennon <carl.glennon@manchester.gov.uk>

Tue 19/12/2023 15:15

To: David Lambert <David@arcd.uk>

Hello David,

Thank you for your email.

An extension of time to 12 January 2024 is agreed.

Regards,

Carl

Carl Glennon
Planning Officer,
Growth and Development Directorate,
Area Team,
Planning,
Manchester City Council,
Floor 6 Town Hall Extension,
PO Box 532,
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Tel: 0161 234 4530
email: carl.glennon@manchester.gov.uk
Web: <http://www.manchester.gov.uk>
Mobile: 07814 086043

From: David Lambert <David@arcd.uk>

Sent: 19 December 2023 11:24

To: Carl Glennon <carl.glennon@manchester.gov.uk>

Cc: A Twambley <a.twambley@sky.com>

Subject: Re: Pre-commencement conditions for application 138481/FO/2023

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Hi Carl

Thanks for the email. I am of course disappointed by your comments, particularly after what we felt was an overly positive pre-application process. As you say, I don't believe we will have chance to fully consider your comments before the break, therefore can we please agree an extension of time until 12th January for now?

All the best, have a good xmas and i look forward to speaking in the new year.

David Lambert RIBA ARB

Director

07592 152 019



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From: Carl Glennon <carl.glennon@manchester.gov.uk>

Sent: 18 December 2023 17:45

To: David Lambert <David@arcd.uk>

Subject: Re: Pre-commencement conditions for application 138481/FO/2023

Dear David Lambert,

I have had the opportunity to review the above application and visit the site. I should be grateful if you would please consider and respond to the following LPA concerns and comments.

- i. The projection of the ground floor element (to Crossway) would form a bulky and overly prominent addition with an awkward relationship to the first floor element of the principal elevation. It is incorporation of expansive brickwork would also have an oppressive impact on the streetscene. It is considered that the design should be more closely related to the design and configuration of terraced houses located to the south of the application a principal elevation presented to the back of pavement. It is therefore recommended that the main principal elevation should have a continuous vertical plane rising from the back of pavement. The brick could then be relieved through the incorporation of habitable room windows.
- ii. The height and siting of the recessed two storey element presents concerns regarding the resulting relationship to the rear of 15 and 17 Barlow Moor Road. To improve this relationship and secure a greater sense of space across the site, it is recommended that the height of the recessed element be reduced to a single storey. Such an approach would allow extensive glazing to the first floor landing (northern elevation) to be omitted thereby addressing a concern regarding the relationship to windows in the rear elevation of No 15. Barlow Moor Road. [Notwithstanding the current use of 15 Barlow Moor Road it retains a potential to support

residential use in the future and its important. It is important the proposed development does not compromise the privacy of this potential accommodation.]

iii. Similarly, it is recommended that the secondary bedroom window in the norther elevation should be removed to avoid undue overlooking.

iv. The development would necessitate the removal of a tree that lies outside of the application site. Clearly, if consent for the removal of the tree is not forthcoming there may be implications for the delivery of the development. There is also concern that the siting of the recessed built form in relation the western boundary would result in a cramped relationship and emphasise the extent of the site coverage. The retraction of the development away for the western boundary is therefore recommended to allow the formation of a more clearly defined space.

v. The lowering of the gate height and the provision of a railing gate would improve the relationship of the vehicular access to Crossway.

vi. Please clarify how access between the front and rear garden (via the pathway adjacent the southern elevation would be secured).

vii. There is concern that the external elevations would have an overly flat appearance. To address these concerns, it is recommended that a cross section drawings be provided with details the depth of window reveals. Similarly, its recommended that drawings be provided that give the eaves greater definition and depth through the provision of more exposed soffits.

Given the significance of these concerns, it is not considered that the development can be supported in its submitted form. Please advise if you wish to withdraw the current application to facilitate a re-submission that allows the above concerns to be addressed.

Please advise if you will be in a position to respond to the above comments before the commencement of the forthcoming holidays. If requested an extension to the determination period can be discussed to facilitate the submission of your client's response.

For completeness, I have set out consultation responses.

I look forward to hearing from you.

Yours sincerely,

Carl

Consultation responses

1. Highways

1.1 The proposals will provide one parking space. It should be noted that all individual driveway parking spaces should be a minimum of 3.0m x 6.0m to ensure that vehicles / pedestrians do not impact on the adopted highway.

1.2 An electrical vehicle charging point (minimum 7kW) should be provided.

1.3 A new dropped kerb is proposed from Crossway to provide access to the single parking space. The related works, including footpath reinstatement will need to be addressed through and offset highways works condition and the approval of a Section 278 agreement. Should planning permission be granted related highways works should be discussed with the Council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004). This will be funded at the applicant's expense.

1.4 Secure and sheltered cycle parking provision should be provided for at least one cycle should be made, within the curtilage of the site, at a provision of one-per-unit.

1.5 It is recommended that all fencing / railings adjacent to the adopted highway are visually permeable from a distance of 600mm upwards to ensure adequate visual permeability. Any gates to the highways should

not be outward opening.

1.6 Proposed waste management arrangement are considered to be acceptable.

1.7 The development should be related to a construction management plan.

1.8 The applicant is advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).

2. City Arboricultuaralist

2.1 The development will require the removal of one lower quality specimen and the building will slightly encroach into the root protection zones of several of the trees. However, the encroachment is within the excepted margins to ensure the trees are not significantly impacted.

2.2 The developer should ensure that the trees are adequately protected during the development to ensure no machinery, materials or spoils are stored within the root protection zones of these trees.

2.3 All work must be carried out in accordance with BS:5837 and on-site operatives should be familiar with the site specific arboricultural impact assessment.

3. Flood Risk Management

3.1 As advised a pre-commencement drainage condition has been requested.

4. United utilities

4.1 Please see attached letter.

Carl Glennon
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Area Team,
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From: David Lambert <David@arcd.uk>

Sent: 12 December 2023 16:24

To: Carl Glennon <carl.glennon@manchester.gov.uk>

Subject: RE: Pre-commencement conditions for application 138481/FO/2023

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Hi Carl

I hope you are well and thanks for the letter, which in principle I have no issues with. However, it may be worth pointing out that in relation to condition 2 that it is unlikely that we will be able to use

soakaways on the site due to the proximity to boundaries. However, we may be able to make the driveway permeable subject to percolation tests etc.

I was going to get in touch in any event to see how the application was progressing. I assume the supply of the conditions is a positive?

Regards

David Lambert ARB RIBA
Director

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-----Original Message-----

From: carl.glennon@manchester.gov.uk <carl.glennon@manchester.gov.uk>
Sent: Tuesday, December 12, 2023 4:13 PM
To: David Lambert <David@arcd.uk>
Subject: Pre-commencement conditions for application 138481/FO/2023

Please find attached a letter regarding pre-commencement conditions in relation to your recent application under reference 138481/FO/2023.

Regards,
Carl Glennon
Planning, Manchester City Council, P O Box 532, Manchester M60 2LA

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