MANCHESTER CITY COUNCIL

Planning

Growth & Development

Delegated officer report for planning application

Application no.	136711/FH/2023
Date registered valid:	11 April 2023
Proposal:	Erection of replacement wall, fencing and driveway gates (1.8m to 2m in height) to the western and southern boundaries; installation of lightwell to provide access to basement
Address:	4 Eversley Road, Manchester, M20 2FL
Ward(s):	Didsbury West Ward
Applicant:	Mr Nichol Weatherston
Agent (if any):	
Case officer:	Joshua Lee Tel: 0161 219 2851 Email: joshua.lee@manchester.gov.uk
Recommendation:	Approve
Date of recommendation:	**26/05/2023**

Application details

Type of application: Full Householder Application

Development type: Householder

Date of site visit: 02/05/2023

Standard consultations:

Highways Services: Sent 26 April 2023, Received 10 May 2023.

Neighbour notifications

Printed: 25 April 2023 Expired: 16 May 2023

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 proposal relates to a corner property on Eversley Road. The property has a small amount of landscaping around the property. The property currently has no off-street parking.

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable



Figure 1. Landscaping to be replaced



Figure 2. Hardstanding to be replaced



Figure 3. Photo of property

Description of area

The property is in a residential part of Didsbury West ward in Manchester.

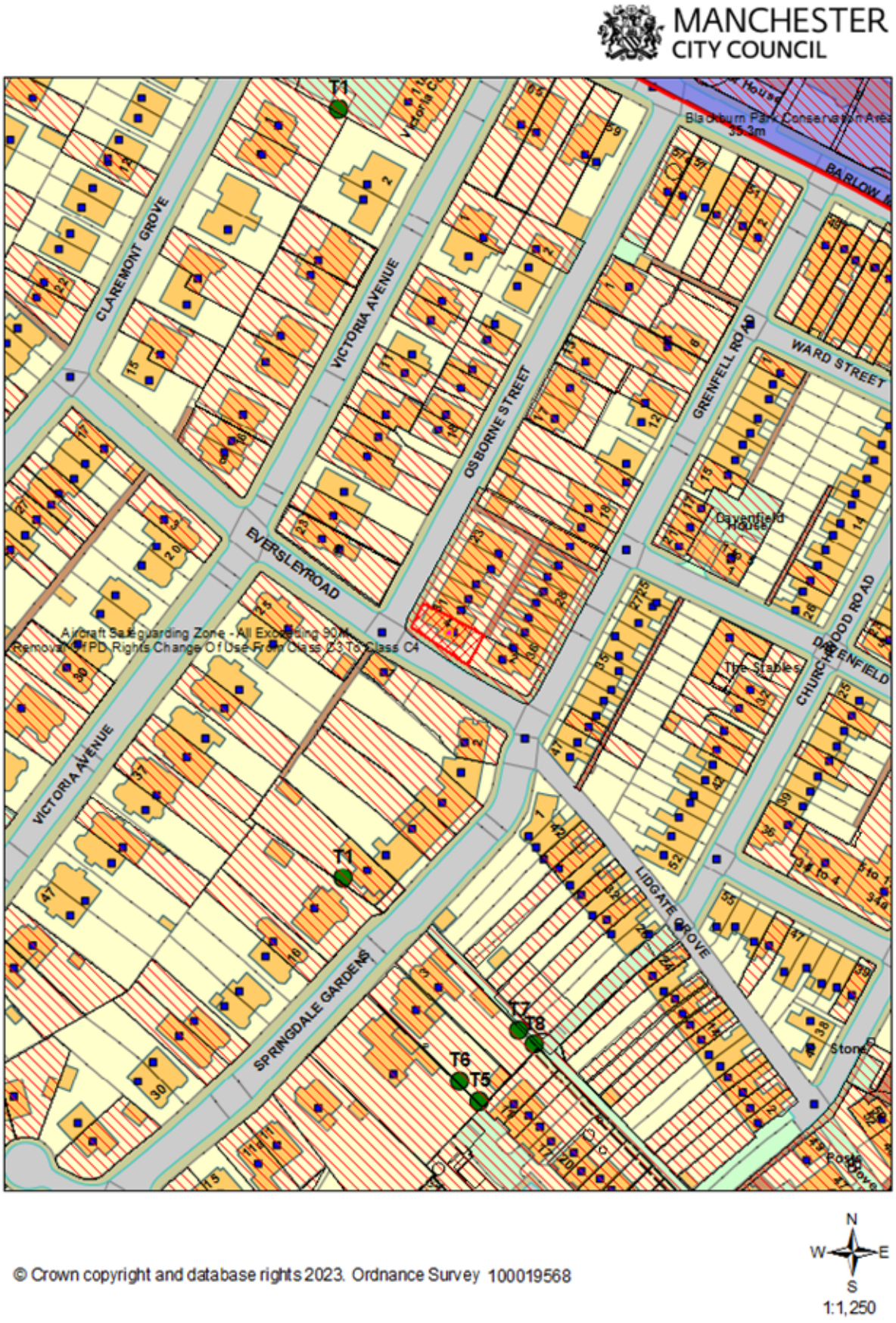


Figure 4. Location map

Description of development

Erection of replacement wall, fencing and driveway gates (1.8m to 2m in height) to the western and southern boundaries; installation of lightwell to provide access to basement.

This proposal would remove the existing boundary walls to both Osbourne Street and Eversley Road.

The Osbourne Street boundary treatment is currently a brick and stone wall with a fence totalling 1800mm high.

The Eversley Road boundary treatment is currently a brick and stone wall with hedge above totalling 2500mm high and a 2500mm high brick wall towards the boundary of 2 Eversley Road.

The proposal replaces the current boundary treatment with a 2000m brick/timber castellated wall.

The proposal removes the side landscaping, including lawn and 2no. trees, to provide hardstanding for vehicle parking and new vehicle access to boundary at Osbourne Street.

New vehicle access to Osbourne Street approx. 2560mm.

Applicant has electric vehicle and new hardstanding allows charging from domestic supply.

The proposal moves the pedestrian access on Eversley road for a new paved entrance to the property.

The proposal replaces the existing brick paved pathway to the south elevation with a new hard paved yard.

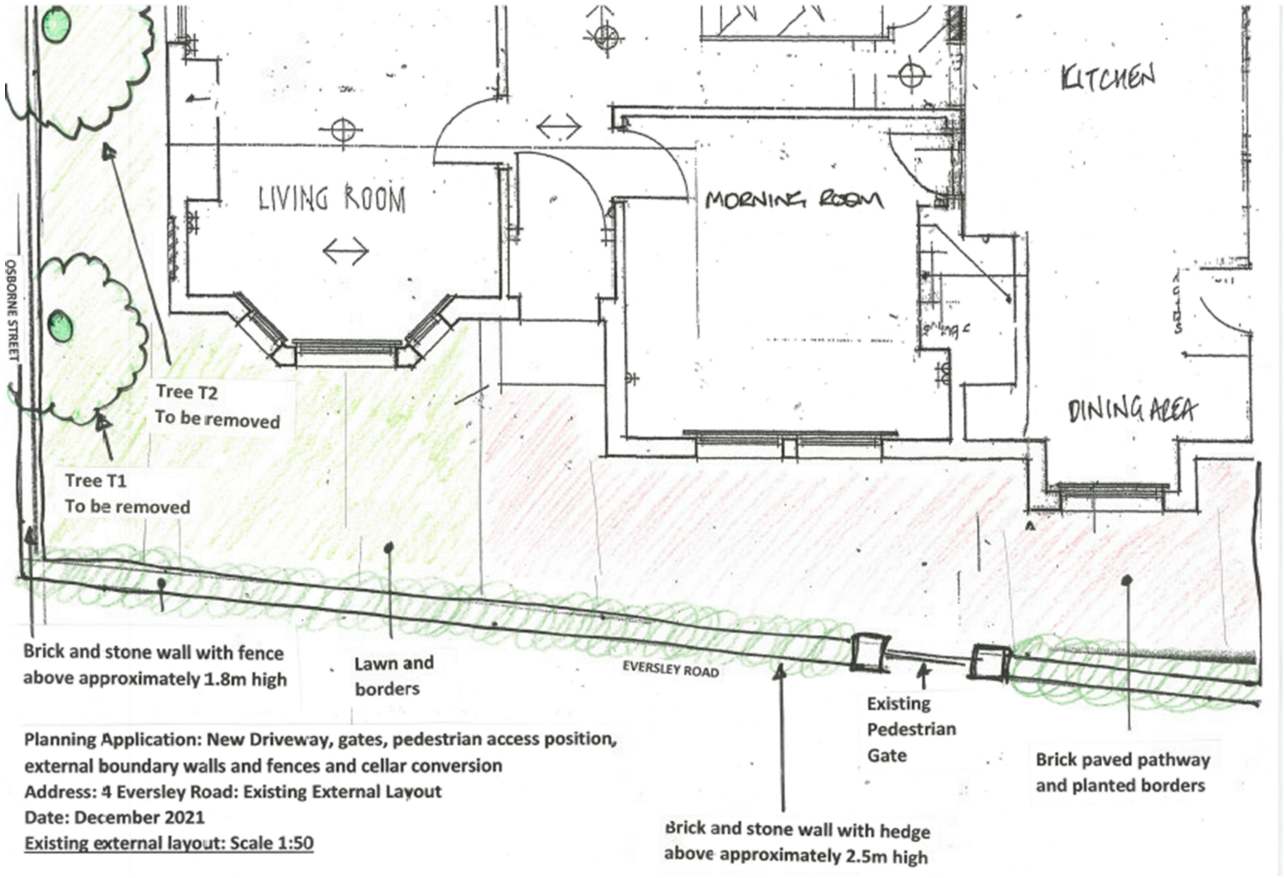


Figure 5. Existing layout

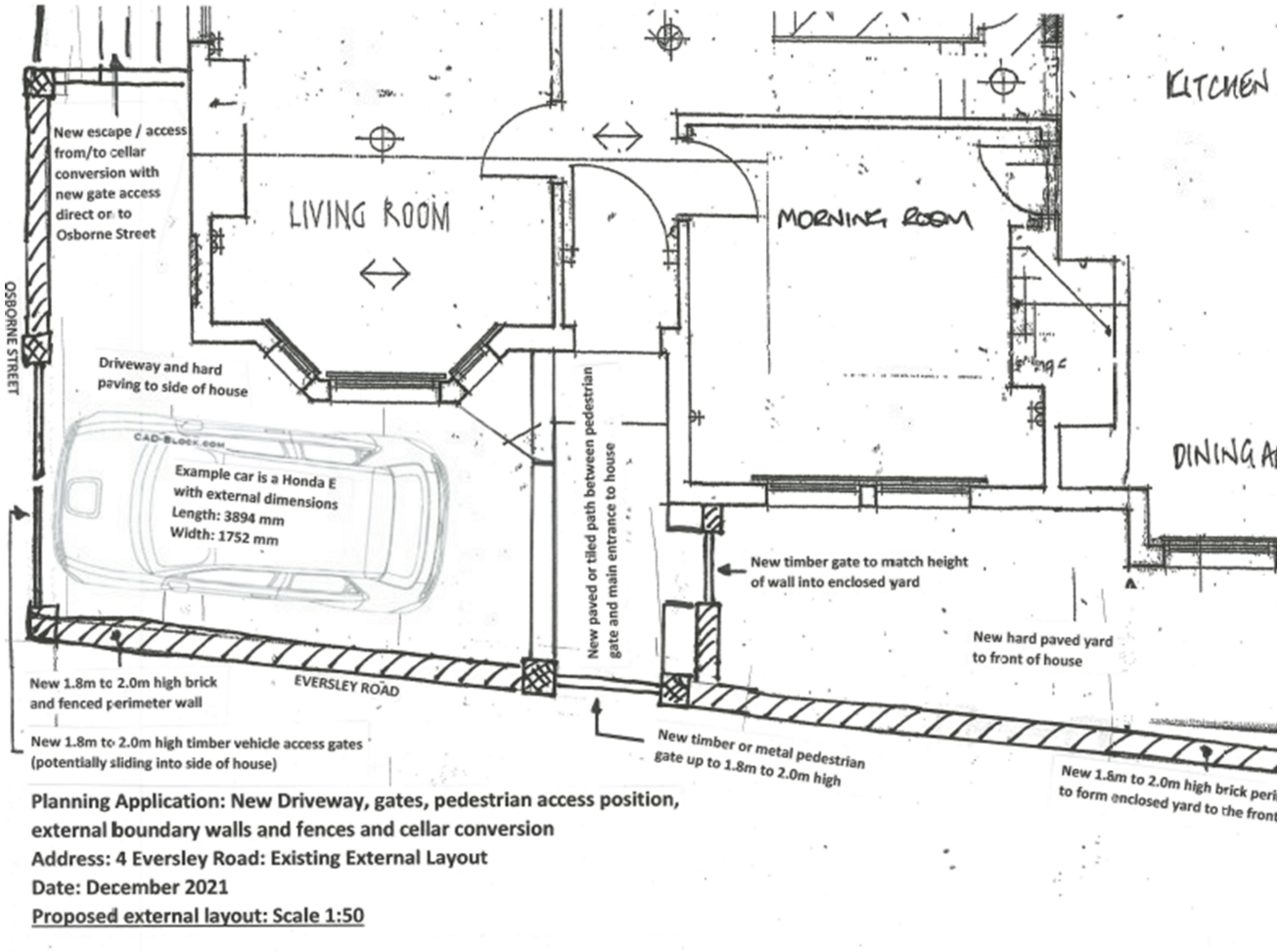


Figure 6. Proposed layout



Figure 7. Existing South Elevation



Figure 8. Proposed South Elevation

Planning History

Previous planning applications relating to this site as follows:

132941/FH/2022

Description: Erection of 1.8 to 2 metres high boundary wall, fencing and gates to the Osborne Street and Eversley Road frontages in connection with the provision of a parking space within the curtilage of the property; creation of basement lightwell to the Osborne Street frontage
Decision: Invalid 17/02/2022

It is of note that the current proposal is similar to the 2022 invalid application.

075997/FH/2005/S2

Erection of 1.76m high boundary wall to Eversley Road boundary and common boundary with No.2 Eversley Road. Approved in Aug 2005.

It is of note that this wall will be part removed to the boundary of 2 Eversley Road. The wall is noted as 2500mm high in the drawings rather than the 1760mm as specified in the original application.

Consultations & Notification Responses

As per Appendix 1, Occupiers of properties surrounding the application site were notified of the proposal.

No comments, objections, or representations in respect of this application was received.

As per Appendix 1, Highways Services were consulted on the proposal.

On 10/05/2023, Highways services made several comments and requests for more information. (See attached Memorandum dated 09/05/2023)

The feedback was shared with the applicant on 10/05/2023 and further information was received on 13/05/2023 which was shared with Highways Services.

On 19/05/2023 Highways Services commented

“Given that the local roads are subject to a 20mph speed-limit and are generally lightly trafficked, I do not object to the location of the proposed driveway access.

Also given that the applicant has demonstrated that the space can accommodate a small electric vehicle I am comfortable with the proposed driveway dimensions. The proposed gates however would need to be sliding gates as submitted plans indicate inward opening gates would be difficult to open with a parked vehicle due to the constrained nature of the driveway.

However, as the proposed boundary treatment is 1.8 to 2m in height, I am still concerned that the height of this fencing would restrict driver visibility at the Osbourne Street/Eversley Road junction and would restrict drivers' vision of passing pedestrians for those utilising the proposed driveway. We would require that any boundary treatment which impacts on junction visibility or pedestrian visibility does not exceed 600mm in height to allow for view of small children (or additional eight is of permeable construction)"

Negotiations

Issues have arisen in the consultation phase.

The proximity of the new access to the junction of Eversley Road and Osborne Street generates a higher risk for visibility.

After further communication with the applicant and Highway Services it was agreed that for 2000mm either side of the new vehicle access the boundary treatment would not rise above 1000m to ensure the highway visibility on the corner of Eversley Road and Osbourne Street.

Officers and the applicant negotiated a scheme which met this principle.

Updated scheme

The updated scheme reduces the boundary treatment for 2000m either side of the new vehicle access to provide visibility on the corner of Eversley Road and Osbourne Street.



Figure 9. Updated west elevation



Figure 10. Updated South Elevation

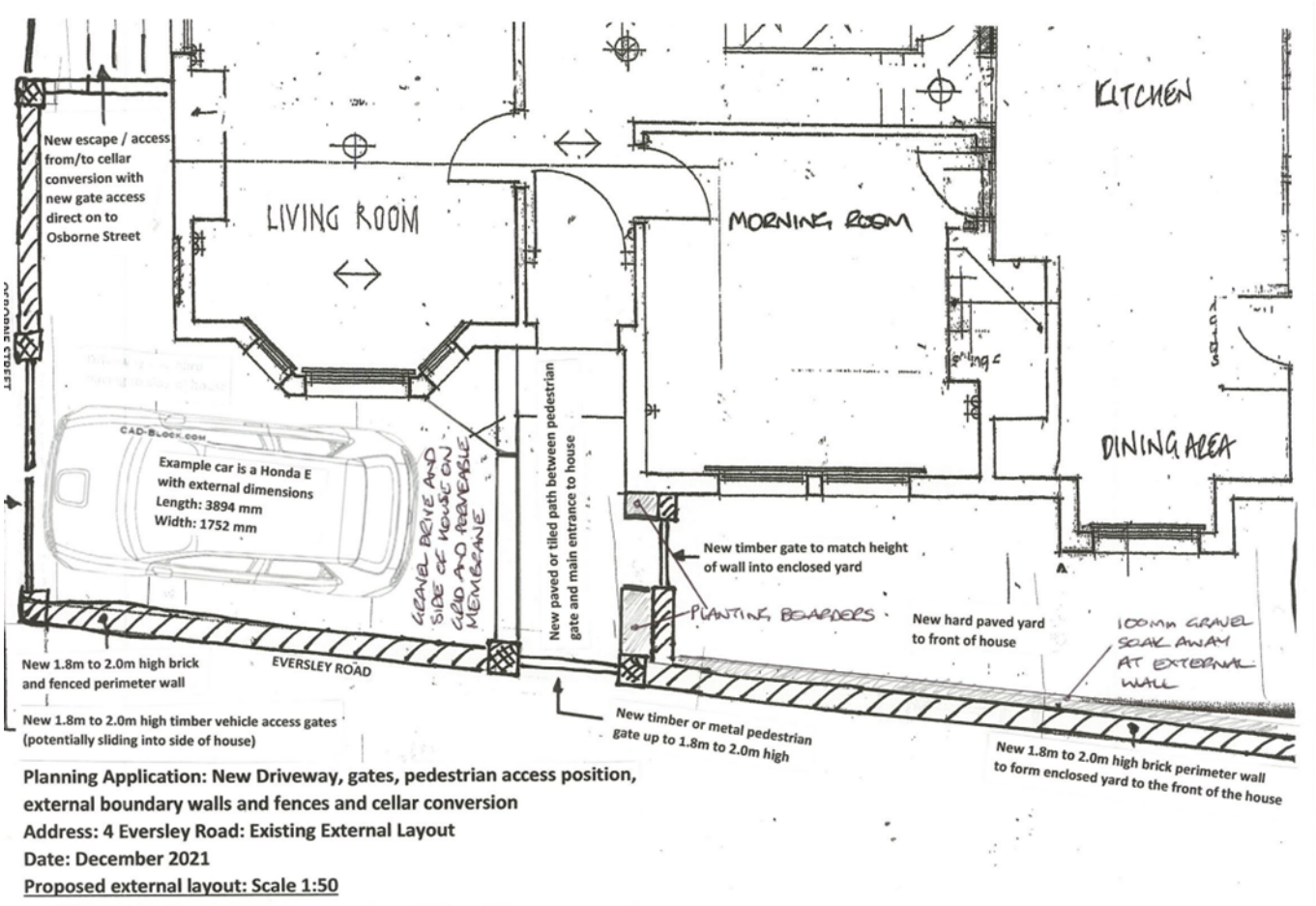


Figure 11. Updated drainage plan

Policies & Principles

Relevant Policy

Planning law requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise. The adopted development plan consists of The Manchester Core Strategy Development Plan Document 2012-2027 (Core Strategy) (adopted 2012) and Extant Unitary Development Plan Policies (UDP). Consideration in the determination of the application will also need to be afforded to national policies in the National Planning Policy Framework (NPPF) which represents a significant material consideration.

The following policies are considered relevant in the consideration of this application.

- The Manchester Core Strategy Development Plan Document 2012-2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012 and is the key document in

the Manchester Local Plan. It sets the out the long-term strategic policies for Manchester's future development and forms the framework that planning applications are assessed against. The following Core Strategy Policies are considered relevant to this proposal:

  - Policy DM 1 - Development Management
  - Policy SP 1 - Spatial Principles
  - Policy EN 1 - Design Principles and Strategic Character Areas
  - Policy EN 9 – Green Infrastructure
  - Policy EN 16 - Air Quality
  - Policy EN 18 - Contaminated Land and Ground Stability
  - Policy EN 19 - Waste

- Extant Unitary Development Plan Policies (UDP) - The Core Strategy replaced much of the UDP, but some UDP Development Control policies are extant (remain). The following extant policy are still considered relevant to this proposal.
  - Policy DC1 for Residential Extensions
  - Policy DC26 for Development and Noise
- The National Planning Policy Framework (The NPPF) - The National Planning Policy Framework (NPPF) was first published on 27 March 2012 and updated on 24 July 2018, 19 February 2019, and 20 July 2021. This sets out the government's planning policies for England and how these are expected to be applied. The following sections are considered relevant to this proposal:
  - Section 4 – Decision-making
  - Section 12 – Achieving well-designed places

For reasons to be outlined below, it is considered the proposal accords with the principles of these policies.

Principle

The Manchester Core Strategy Development Plan Document 2012-2027 (Core Strategy)

Policy DM 1 of the Core Strategy sets out the principles to which all development in the City should have regard to. It seeks to seek to ensure that new development enhances or creates character, protects, and enhances the built environment; and that the design, scale and appearance of the proposed development is appropriate to its context.

Policies SP 1 of the Manchester Core Strategy 2012 (Core Strategy) sets out the key spatial principles which will guide the strategic development of Manchester to 2027 to meet the strategic objective SO1. *Provide a framework within which the sustainable development of the City can contribute to halting climate change.*

Policy DM 1 of the Core Strategy sets out the principles to which all development in the City should have regard to. It seeks to seek to ensure that new development enhances or creates character, protects, and enhances the built environment; and that the design, scale and appearance of the proposed development is appropriate to its context.

Policy EN 1 of the Core Strategy sets out the key principles of place making and design in Manchester about strategic character areas. All development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance, and have regard to the strategic character area in which the development is located. This is aligned to the strategic objective SO6. *Protect and enhance both the natural and built environment of the City and ensure the sustainable use of natural resources, in order to mitigate and adapt to climate change, support biodiversity and wildlife, improve air, water and land quality, recreational opportunities and provide networks of high quality green infrastructure, ensuring that the City is inclusive and attractive to residents, workers, investors and visitors.*

Policy EN 9 of the Core Policy sets out the key principles of Green infrastructure in the city. New development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. Where the opportunity arises and in accordance with current Green Infrastructure Strategies the Council will encourage developers to enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure. Where the benefits of a proposed development are considered to outweigh the loss of an existing element of green infrastructure, the developer will be required to demonstrate how this loss will be mitigated in terms of quantity, quality, function and future management. This is aligned to the strategic objective SO6. *Protect and enhance both the natural and built environment of the city and ensure the sustainable use of natural resources, in order to mitigate and adapt to climate change, support biodiversity and wildlife, improve air, water and land quality, recreational opportunities and provide networks of high quality green infrastructure, ensuring that the City is inclusive and attractive to residents, workers, investors and visitors.*

Policy EN 16 of the Core Strategy sets out the key principles of air quality management in the city. The policy seeks to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes and at Manchester Airport. This is aligned to the strategic objective SO6. *Protect and enhance both the natural and built environment of the City and ensure the sustainable use of natural resources, in order to mitigate and adapt to climate change, support biodiversity and wildlife, improve air, water and land quality, recreational opportunities and provide networks of high quality green infrastructure, ensuring that the City is inclusive and attractive to residents, workers, investors and visitors.*

Policy EN 18 of the Core Strategy set out the principle of development on contaminated land or unstable land. This is aligned to the strategic objective SO6. *Protect and enhance both the natural and built environment of the City and ensure the sustainable use of natural resources, in order to mitigate and adapt to climate change, support biodiversity and wildlife, improve air, water and land quality, recreational opportunities and provide networks of high quality green infrastructure, ensuring that the City is inclusive and attractive to residents, workers, investors and visitors.*

Policy EN 19 of the Core Strategy sets out the key principle of waste management in the city. In a district such as Manchester with a significant existing population and a vision for a growing economy and population a key issue is that of ensuring that this does not automatically lead to a proportionate increase in waste arisings. This is aligned to the strategic objective SO6. *Protect and enhance both the natural and built environment of the City and ensure the sustainable use of natural resources, in order to mitigate and adapt to climate change, support biodiversity and wildlife, improve air, water and land quality, recreational opportunities and provide networks of high quality green infrastructure, ensuring that the City is inclusive and attractive to residents, workers, investors and visitors.*

Extant Unitary Development Plan Policies (UDP)

The Core Strategy replaced much of the UDP, but some UDP policies are extant (remain). Relevant extant policies outline the issues and principles of citywide development control. The relevant extant policies (see above) have been assessed alongside the Core Strategy for this proposal.

The National Planning Policy Framework (NPPF)

The NPPF sets out the government's planning policies for England and how these are expected to be applied. It provides a framework within which locally prepared plans for housing and other development can be produced. Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.

Section 4 of the NPPF outlines how local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available, including brownfield registers and permission in principle, and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.

Section 12 of the NPPF outlines the need to achieve well-designed places. The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

In general, the principle of allowing residents to extend or modify their homes to provide enlarged or improved accommodation is generally acceptable if there is no overriding, undue impact upon either the character of the property or upon the residential and visual amenity of nearby residential occupiers.

In this instance the principle of the proposal is considered acceptable, and it is not believed that there are any factors of sufficient weight in amenity terms that would warrant refusal of the application.

On balance, the proposed development is deemed to accord with all relevant policy of the Manchester Core Strategy, Extant UDP and the NPPF

Manchester Core Strategy Policy DM 1 – Development Management

All new developments should follow the 'Development Principles' and accord with the design guidance set out in the Supplementary Planning Documents.

All development should have regard to the following specific issues:

Appropriate siting, layout, scale, form, massing, materials, and detail

The applicant is seeking to erect a replacement wall, fencing and driveway gates to the western and southern boundaries; installation of lightwell to provide access to basement.

After consultation and negotiation, the height of the boundary treatment for 2000mm either side of the new vehicle access should be no more than 1000mm. This is to ensure pedestrian visibility.

Overall, it is considered that the proposed development has appropriate siting, layout, scale, form, massing, materials, and detail and is therefore in accordance with the development management principle.

Impact on the surrounding areas in terms of the design, scale, and appearance of the proposed development. Development should have regard to the character of the surrounding area.

The proposed boundary treatment replaces a similar boundary treatment. Effect on privacy is negligible.

The proposal is at the boundary of the proposal and is seen from the street scene. The brick work and timber are in keeping with the local street scene and materials used.

The character of the area has been retained and therefore the appearance is acceptable and its impact upon visual amenity is considered negligible.

On balance, the proposal can be accommodated at the application property and is considered that the proposal would not interfere with the existing characteristics of the area.

The proposal is considered acceptable and detailed as what is normally expected of such a structure. The design of the proposal would be in keeping with the existing and surrounding properties in the area and in terms of the proposed materials.

Overall, it is considered that the proposed development has minimal impact on the surrounding areas in terms of the design, scale, and appearance and is therefore in accordance with the development management principle.

Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation.

As discussed above the proposal has minimal effect on privacy given the existing boundary treatment it replaces.

After consultation and negotiation, the height of the boundary treatment for 2000mm either side of the new vehicle access should be no more than 1000mm. This is to ensure pedestrian visibility.

The proposal includes external lighting at ground level to illuminate the driveway and other external areas (as per application form). The lighting is minimal and fitting in with suburban street scene.

The proposal is expected to have a small positive effect on Air Quality and the applicant should refer to MCC's AQ Guidance Note for EV charge point recommendations, The Air Quality & Planning Technical Guidance, and IAQM Planning guidance for further information.

The proposal in of itself has a negligible effect on local noise levels. It is recognised that demolition and/or construction works are often noisy and obtrusive to the local residential amenity. Contractors are expected to follow best practice to minimise the temporary effect on residents referring to Manchester City Council Planning and Noise Technical Guidance and IAQM/EPUK Construction Guidance on controlling emissions.

As the proposal would create works to and from a public highway a Construction Management Plan is to be submitted in writing to Manchester City Council as Local Planning Authority prior to works starting. This has been added as a condition.

The proposal has minimal effect on local noise, vibration, air quality, odours, litter, vermin, and birds and is therefore in accordance this development management principle.

Community safety and crime prevention.

The proposal adds a vehicle access on the corner of Eversley Road and Osborne Street. Highways Services were consulted and given that the local roads are subject to a 20mph speed-limit and are generally lightly trafficked, there was no objection to the location of the proposed driveway access.

To ensure pedestrian safety for 2000mm either side of the new access any boundary treatment should be a maximum height of 1000mm

The proposal has minimal impact on community safety and prevention, with issues being addressed and is therefore in accordance with this development management principle.

Design for health.

The new hardstanding would allow charging for private electric vehicle contributing to the Manchester Electric Vehicle Charging Strategy (December 2022).

It is recommended the applicant follows The Air Quality & Planning Technical Guidance Appendix IV which outlines the best practice guidance for Electric Vehicle Charging.

The proposal has negligible impact on the health of the local environment and is therefore in accordance with this development management principle.

Adequacy of internal accommodation and external amenity space.

The proposal retains the external amenity space of the property and is therefore in accordance with this development management principle.

Refuse storage and collection.

The proposal has no effect on the existing refuse storage and collection at the property and is therefore in accordance with this development management principle.

Vehicular access and car parking

The proposal adds vehicle access to a new vehicle parking on the property. As previously discussed, given that the applicant has demonstrated that the space can accommodate a small electric vehicle Highways Services were comfortable with the proposed driveway dimensions.

As there is no vehicle access as existing the applicant will be required to enter into a Section 184 agreement for construction of the proposed vehicular access and dropped kerbs and will require a crossing licence/agreement.

All gates at both Eversley Road and Osbourne Road must open internally to ensure no conflict with passing pedestrians or vehicles.

Issues with vehicular access and car parking have been addressed in the consideration of the proposal and the resolution is in accordance with this development management principle.

Effects relating to biodiversity, landscape, archaeological or built heritage

No ground contamination, groundwater contamination and/or ground gas relevant to the site or ground stability issues have been identified. In the event of a risk being identified the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures) has been submitted to and approved in writing by the City Council as local planning authority.

The proposal is not located in a Conservation Area or near a heritage asset.

Green Infrastructure including open space, both public and private

The proposal removes landscaped lawn, borders and 2no. trees. The applicant has provided a tree survey with the proposal outlining the status of the trees.

Arboricultural Data Sheet:		Date of Survey: 14/06/22										
Tree No.	Species	Dbh (mm)	Height (m)	Age	Crown Spread (m)				Crown clearance (m)	Condition rating	Comments and preliminary management recommendations	Estimated remaining contribution	Tree quality category rating
					N	E	S	W					
T1	Laurel	110	4.20	SM	0.5	1.0	0.5	0.5	0.50	B	A regularly maintained shrub with poor form due to close proximity to property, outgrowing its location.	10-20	C2
T2	Elm	190	7.80	SM	2.5	3.5	2.0	0.5	1.50	B	A poor quality twin stemmed specimen with an included union at approx.. 1m, situated in close proximity to property, outgrowing location and is unlikely to reach full maturity. – **Consider Removal**	10-20	C2

Neither tree have been identified as having a tree protection order and both are identified as ‘low quality and value’ with 1no. tree recommended for removal.

The proposal has a small impact on the removal of private green space however the effect of the removal is minimal especially considered in the wider context of the area including the nearby green belt parkland and golf courses.

The proposal is therefore in accordance with this development management principle.

Flood risk and drainage.

The site does not sit in a flood risk area and therefore no flood statement or assessment was required.

The proposal replaces the natural drainage (lawn and border) with hardstanding.

The proposed drainage is a gravel soakaway at the boundary wall with the main gravel drive having a permeable membrane

Although a flood risk assessment is not required it is expected that applicants are aware of the Manchester, Salford, and Trafford Strategic Flood Risk Assessment. It also recommended that any external works follow the Manchester Highways Design Guidance - Sustainable Drainage Systems.

The proposal is therefore in accordance with this development management principle.

Manchester Core Strategy Policy SP1 - Spatial Principles

The policy outlines the guiding spatial principles and core development principles of Manchester City Council.

Most notably the core development principles highlight development should ‘make a positive contribution to neighbourhoods of choice’.

This principle has been considered within the Core Strategy DM1 policy.

The proposal is considered within accordance with this policy.

Manchester Core Strategy Policy EN1 – Design Principles & Strategic Character Areas

This policy outlines key design principles for development in Manchester most notably that all development in Manchester will be expected to follow the seven principles of urban Design.

1. Character: a place with its own identity
2. Continuity and enclosure: a place where public and private places are clearly distinguished
3. Quality of the public realm: a place with attractive, and successful outdoor areas
4. Ease of movement: a place that is easy to get to and move through
5. Legibility: a place that has a clear image and is easy to understand
6. Adaptability: a place that can change easily
7. Diversity: a place with variety and choice

This proposal sits within the ‘Southern Character Area’. The key principles for this area are:

- New development needs to retain the identity and focus of activity associated with the historic District Centres.
- Where appropriate development along the radial routes such as Princess Parkway should be commensurate in scale with the prominence of its location

These principles have been taken into consideration within the Core Strategy Policy DM1.

The proposal is considered within accordance with this policy.

Manchester Core Strategy Policy EN 9 – Green Infrastructure

New development will be expected to maintain existing green infrastructure in terms of its quantity, quality, and multiple function. Where the opportunity arises and in accordance with current Green Infrastructure Strategies the Council will encourage developers to enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure. Where the benefits of a proposed development are considered to outweigh the loss of an existing element of green infrastructure, the developer will be required to demonstrate how this loss will be mitigated in terms of quantity, quality, function, and future management.

Key features of Manchester's green infrastructure will include:

- The continued development of a network of green spaces, water bodies, canals, paths and cycleways, with priority given to those parts of the City where there is an identified existing lack of open space. The Council will seek to protect existing street trees and promote new planting, particularly where this can enhance green links in the urban area.
- The continued maintenance and management of the Rivers Mersey and Irwell and their tributaries, for example the River Irk, River Medlock, Chorlton Platt Gore, Gatley Brook, Moston Brook and adjoining land, with regard to their multiple functions including recreation, flood management, and biodiversity.
- The provision of new, and improvements to the quality and accessibility of existing green infrastructure assets, to mitigate for any loss of green infrastructure as a result of development such as the Metrolink extension programme.
- The encouragement of green roofs, green walls, tree planting and other forms of green infrastructure to allow for the adaption to climate change in heavily urbanised areas.

New green infrastructure provision should be an exemplar of best practice and innovation in terms of both its design and management.

This principle has been considered within the Core Strategy DM1 policy.

The proposal is considered within accordance with this policy.

Manchester Core Strategy Policy EN 16 – Air Quality

Policy EN 16 of the Core Strategy sets out the key principles of air quality management in the city. The policy seeks to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes and at Manchester Airport.

Developers are expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself, including from Combined Heat and Power and biomass plant. When assessing the appropriateness of locations for new development the Council will consider the impacts on air quality, alongside other plan objectives. This includes cumulative impacts, particularly in Air Quality Management Areas.

This principle has been considered within the Core Strategy DM1 policy.

The proposal is considered within accordance with this policy.

Manchester Core Strategy Policy EN 18 - Contaminated Land and Ground Stability

Policy EN 18 of the Core Strategy set out the principle of development on contaminated land or unstable land.

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

All new development within former mining areas shall undertake an assessment of any associated risk to the proposed development and, if necessary, incorporate appropriate mitigation measures to address them.

This principle has been considered within the Core Strategy DM1 policy.

Manchester Core Strategy Policy EN 19 - Waste

Policy EN 19 of the Core Strategy sets out the key principle of waste management in the city. In a district such as Manchester with a significant existing population and a vision for a growing economy and population a key issue is that of ensuring that this does not automatically lead to a proportionate increase in waste arisings.

The policy seeks to:

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

This principle has been considered within the Core Strategy DM1 policy.

Extant Unitary Development Policies (UDP)

The Core Strategy replaced much of the UDP, but some UDP policies are extant (remain) and are relevant to this proposal.

Policy DC1. Residential Extensions

The policy outlines the key issues when considering proposed residential extensions.

Many people prefer to extend their existing homes rather than move, and the planning system needs to accommodate this demand for more living space, while at the same time ensuring that the amenities of neighbours are protected, and that the overall character of the surrounding area is not harmed. The Council is not generally in favour of dealing with this issue by laying down firm rules about home extensions; the policy therefore allows each case to be looked at on its individual merits, having regard to a range of criteria.

This saved policy has been considered within the Core Strategy Policy DM1.

The proposal is considered within accordance with this policy.

Policy DC26. Development and Noise

This policy outlines the key issues to reduce the impact of noise on people living and working in, or visiting, the City

It has become increasingly accepted that noise is a major source of environmental pollution, affecting peoples' physical and mental health. The Council considers that the planning process has a role to play in reducing noise levels generally and, through the development control system, to consider carefully the relationship between different land-uses from the point of view of noise generation and impact. Reaching judgments on what is or is not an acceptable amount or type of noise is a complex matter, consideration of which will depend on the particular circumstances on the ground.

These principles have been taken into consideration within the Core Strategy Policy DM1.

The National Planning Policy Framework (NPPF)

The National Planning Policy Framework sets out the government's planning policies for England and how these are expected to be applied. It provides a framework within which locally prepared plans for housing and other development can be produced.

The NPPF has been adhered to and considered at all stages of the application.

Section 4. Decision-making

Section 4 of the NPPF outlines how local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available, including brownfield registers and permission in principle, and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.

Section 4 of the NPPF has been adhered to and considered at all stages of the proposal.

Section 12. Achieving well-designed places

Section 12 of the NPPF outlines the need to achieve well-designed places. The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

Other Material Considerations

Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (April 2007)

The Supplementary Planning Document and Planning Guidance supplements guidance within the Adopted Core Strategy with advice on development principles including on design, accessibility, design for health and promotion of a safer environment.

The design, scale and siting of the proposed development is considered in more detail within Policy DM 1.

Manchester Residential Quality Guide (July 2016) (MRQG)

The MRQG provides specific guidance on considerations, qualities, and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester.

This is considered in more detail with policies DM 1 and SP 1 of the Core Strategy.

Manchester, Salford, and Trafford Strategic Flood Risk Assessment

The SFRA provides a spatial assessment of flood risk within key urban areas, which expands on the detail included in the Association of Greater Manchester Authorities (AGMA) sub-regional SFRA. Together these sources will support developing Local Development Frameworks (LDFs) and the production of policies and proposals for development within Manchester, Salford, and Trafford.

This is considered in more detail with policies DM 1 and SP 1 of the Core Strategy.

Manchester City Council Highways Developer Design Guidance – Sustainable Drainage Systems

The MCC Highways Developer Design Guidance – Sustainable Drainage Systems has been produced to encourage and standardise the approach of implementing SuDS on Highways Major Projects and on new private developments. The aim of the document is to ensure a consistent approach is achieved in terms of SuDS design, installation, and ongoing maintenance requirements

This is considered in policies DM 1 of the Core Strategy.

Manchester City Council Planning and Noise Technical Guidance (2022)

The Planning and Noise Technical Guidance aims to provide help and advice to noise in a planning context to encourage good acoustic design. It outlines what is expected, current guidance and policy details with the aspiration that new developments achieve the highest possible standards without compromising the health and wellbeing of people that live and work within the City of Manchester.

This is considered in policies DM 1 of the Core Strategy.

Air Quality & Planning Technical Guidance (2022)

The Air Quality & Planning Technical Guidance aims to provide help and advice regarding air quality issues in a planning context; it outlines the background to air quality in Manchester, what is expected and current guidance.

Appendix IV outlines the best practice guidance for Electric Vehicle Charging.

Electric Vehicle (EV) charge points and infrastructure are recommended for the following applications:

- 1 or more residential units with any parking spaces.
- Non-residential development with any parking spaces.

EV charging recommendations:

- Residential:
    - On-site/allocated parking: 1 EV charge point (minimum 7kW*) for each dwelling.
    - Unallocated parking: minimum 20% EV (minimum 7kW*) charge points, and cable routes for all other spaces.
- Non-residential:
    - 10 or less parking spaces: minimum 1 EV charge point, and cable routes for all staff spaces.
    - 11 or more parking spaces: minimum 20% EV charge points, and cable routes for all staff spaces.
    - Charging units dependent on end-use as follows:

- Minimum 7kW*: offices, hotels, nursing homes, sheltered accommodation, industrial units, retail units.
- Minimum 22kW*: supermarkets etc.
- Minimum 50kW*: service stations etc.

*Mode 3, 7kW (32A) single phase, or 22kW (32A) three phase, and for 50kW Mode 4 rapid charging may be required. See British Standard BS EN 61851-1:201916.

Other considerations required by the Local Planning Authority may include:

- Charge point type and speed
- Electrical and safety standards
- Back office functionality
- Data security
- Interoperability/compatibility
- Smart charging (where appropriate)
- Load management
- Anti-collision barriers

This is considered in policies DM 1 and EN 16 of the Core Strategy.

Planning & Contaminated Land Technical Guidance (2021)

The Planning and Contaminated Land Technical Guidance aims to provide help and advice in relation to land contamination in a planning context to encourage good practice and mitigation of impacts. It outlines what is expected in relation to current guidance and policy with the aspiration that new developments achieve the highest possible standards without compromising the health and well-being of people that live and work within the City of Manchester.

This is considered in policies DM 1 & EN 18 of the Core Strategy.

Greater Manchester Joint Waste Development Plan Document (GMJWDPD)

The Joint Waste Development Plan Document (the 'Waste Plan') identifies how Greater Manchester will deliver the spatial vision for waste development 2027. The Waste Plan sets out

policies to guide future waste development and identifies sites and areas suitable for the location of waste development across Greater Manchester to 2027.

This is considered in policies DM 1 & EN 19 of the Core Strategy.

Waste Storage and Collection Guidance for New Developments (2017)

The Waste Management Strategy contains minimum standards for planners, architects, developers and property managers to assist in planning and designing systems for the storage and collection of refuse and for recycling facilities in domestic and commercial properties.

This is considered in policies DM 1 & EN 19 of the Core Strategy.

Manual for Streets (2007)

The Manual for Streets is a joint publication produced by the Department for Transport (DfT) and Communities and Local Government. It is expected to be used predominantly for the design, construction, adoption, and maintenance of new residential streets, but it is also applicable to existing residential streets subject to re-design. It aims to assist in the creation of high-quality residential streets that:

- build and strengthen communities;
- balance the needs of all users;
- form part of a well-connected network;
- create safe and attractive places which have their own identity; and
- are cost-effective to construct and maintain

This is considered in more detail with policies DM 1 of the Core Strategy.

National design guide & National Model Design Code (2021)

The National design guide & National Model Design Code illustrates how well-designed places that are beautiful, enduring, and successful can be achieved in practice with detailed guidance on the production of design codes, guides and policies to promote successful design.

This is considered in policies DM 1 & EN 1 of the Core Strategy.

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 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.

Conclusion

The proposal is considered acceptable in this location, in terms of design, scale and massing, without unduly detrimentally affecting the amenities of the occupiers of surrounding properties, or the character and appearance of the surrounding street scene, and there are no material considerations of sufficient weight to indicate otherwise. For the above reasons, the proposal is unlikely to have any detrimental impact and therefore accords with the relevant Core Strategy, Extant UDP, NPPF policies and other material considerations.

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. Issues have arisen during the consideration of this application and the officer negotiated with the applicant and consultees to reach a satisfactory resolution.

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

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

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

2. The development hereby approved shall be carried out in accordance with the following drawings and documents:
   a. *THE LOCATION PLAN* as received 11/04/23
   b. ELEVATION WEST – PROPOSED, 'Fiery_Color_003 (45)' as received 30/06/23
   c. ELEVATION SOUTH – PROPOSED, '*Fiery_Color_004 (44)'* as received 30/06/2023
   d. OTHER RELEVANT INFORMATION as received 11/04/23

e. *TREE SURVEY* as received 11/04/23

f. *Installation of drainage of the proposals in accordance with the DRAINAGE PLAN, 'A4'* as received 21/06/2023

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

3. The materials to be used on the external surfaces hereby permitted shall match those as specified on the application form in type, size, colour, and texture.

   Reason - To ensure the appearance of the building to be extended is not adversely affected by the materials to be used in the construction of the structure, pursuant to policy DM1 of the Manchester Core Strategy.

Informative

1. The applicant will be required to enter into a Section 184 agreement for construction of the proposed vehicular access and dropped kerbs and will require a crossing licence/agreement. This will require the agreement with MCC's Highways Applications and Network Resilience teams and can be applied for online at https://www.manchester.gov.uk/info/474/parking_at_your_home/8170/apply_for_a_dropp e d_kerb/2 and will be funded at the applicant's expense.

   Reason – To ensure pedestrian and vehicle amenity is maintained in the locale, pursuant to policy DM1 of the Manchester Core Strategy.

Appendix 1 – List of consultees & neighbours notified

Highway Services

25 Victoria Avenue, Didsbury, Manchester, M20 2QX
36 Grenfell Road, Manchester, M20 6TQ
31 Osborne Street, Didsbury, Manchester, M20 2QZ
1 Eversley Road, Manchester, M20 2FL
23 Victoria Avenue, Didsbury, Manchester, M20 2GY
2 Springdale Gardens, Manchester, M20 2GX
2 Eversley Road, Manchester, M20 2FL
21 Victoria Avenue, Didsbury, Manchester, M20 2GY

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: SOUTH AREA