

Application Number	Date of Appln	Committee Date	Ward
129318/FO/2021	25 Feb 2021	17 Feb 2022	Brooklands Ward

Proposal Erection of a detached two storey dwellinghouse and associated car parking and amenity space within existing highway

Location Development Adjacent The Jolly Butcher Public House, Petersfield Drive, Manchester, M23 9PS

Applicant Acamba Systems Ltd , 651A Mauldeth Road , Manchester , M21 7SA,

Agent Mr Nick Howard, 29 Riverside Avenue, Irlam, M44 6DR

Executive Summary

The applicant is proposing to erect a two storey dwellinghouse on a cul-de-sac off Petersfield Drive. The site is adopted highway and currently allows access to a number of properties on Petersfield Drive and Virginia Close.

Objections have been received from five households and the adjoining public house. Objections have been raised in respect of the impact on residential amenity, pedestrian and highway safety and the operation of The Jolly Butcher PH.

Description

Members should note that the City Council has been notified of an appeal against non-determination. Members cannot now determine the application but a resolution is required as to what decision Committee would have made if it was still within its power to determine the application.

This application relates to a site, 350m² in size, located on the southern side of Petersfield Drive. The site currently consists of a small cul-de-sac and associated pavements which provides pedestrian and vehicular access to the rear of nos. 64 and 66 Petersfield Drive, as well as pedestrian access to nos. 14 to 18 Virginia Close and the adjoining pub, The Jolly Butcher. The site is an adopted highway.

To the north of the site, on the opposite side of Petersfield Drive, there is a single storey commercial terrace, while to the east there is a terrace of three 2 storey dwellinghouses, nos. 62 to 66 Petersfield Drive. To the east of the site stands The Jolly Butcher PH and to the south lies the rear gardens of nos. 14 to 18 Virginia Close.

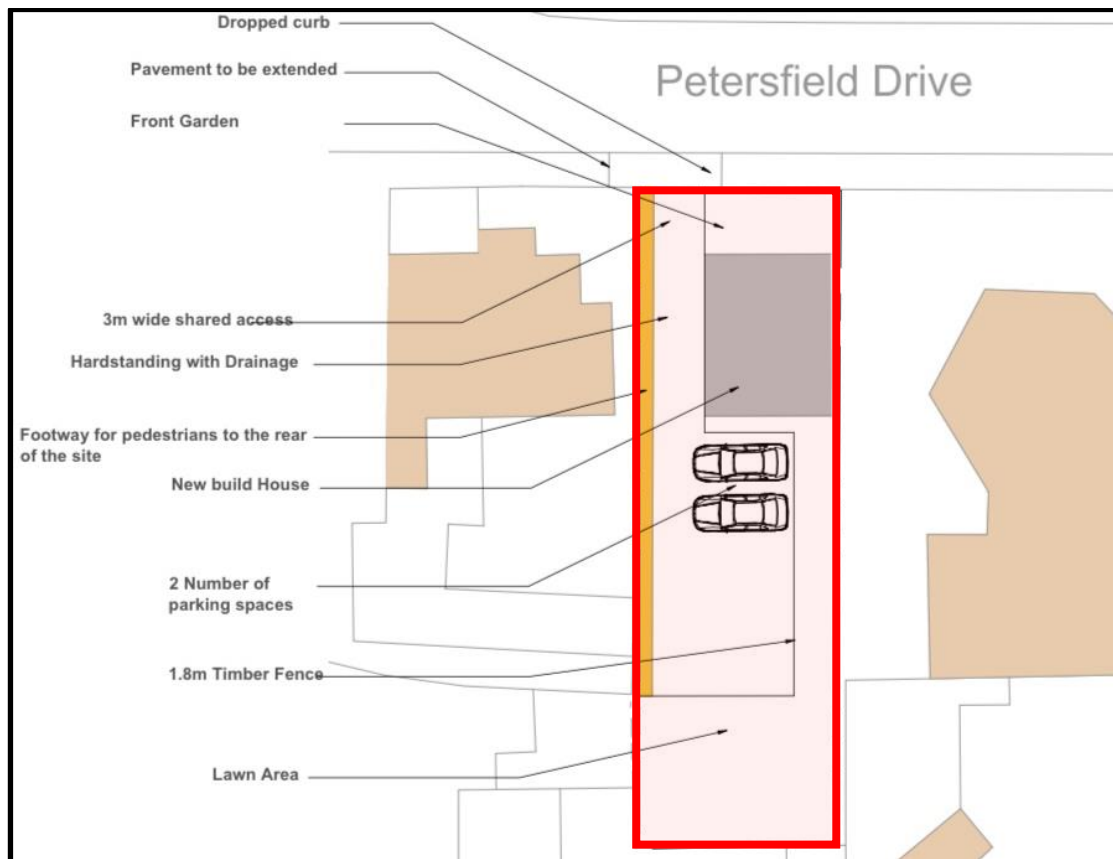
The site is shown below:



The site as viewed from Petersfield Drive is shown below:



The applicant is proposing to erect a two storey detached dwellinghouse on the cul-de-sac. As can be seen below, there are gardens to the front and rear, with the rear garden being separated from the dwelling by a two metre wide strip in order to provide two parking spaces and to allow vehicular access to no. 64 and 66 Petersfield Road.



Originally the applicant proposed to block off the rear access to nos. 64 and 66 Petersfield Road but amended the scheme to allow residents to access their driveways.

Consultations

Local Residents – Seven letters of objection have been received, three in relation to the revised scheme. The comments in relation to the revised scheme are summarised below:

- The site in question is an access road not a building plot.
- Access to the driveway and rear garden of nos. 64 and 66 would be lost, as would access to the pub and the houses on Virginia Close.
- The supporting evidence provided by the applicant is very limited and generalised, apart from saying that there is a shortage of social housing and mentioning the parking at no. 66 Petersfield Drive.
- Access to the rear of the dwellings on Virginia Close would be lost, access which is used for deliveries, maintenance and by visitors.
- Now that businesses are getting back to normal, more cars are now using that space to access the shops and the nursery as parking spaces are limited at the front of the parade.
- The proposed dwelling would be too close to the adjoining pub and building in this location would not be suitable given the acoustic environment, namely the sound emitted from the normal use of the pub, function room and beer garden. Having a dwelling this close would be problematic for both the operators of the pub and the future residents.

- The cul-de-sac provides service access to the pub, the loss of the road and pavement would be unacceptable for this reason.

Comments raised in respect of the original proposal:

- Erecting a house in this location would completely block the parking facilities for nos. 64 and 66 Petersfield Drive. This would lead to additional parking on Petersfield Drive which would prove dangerous to pedestrians.

Your Housing Group – Objected to the original proposal as it prevented the occupants of nos. 64 and 66 Petersfield Drive accessing their respective rear parking spaces.

Highway Services – Have made the following comments:

- This part of Petersfield Drive is used for pedestrian and vehicular access to the rear of a number of properties. It is observed that there are existing vehicle crossovers for two of those properties nos. 64 and 66. The area is also used for on-street parking.
- It is understood that two parking spaces would be allocated to the rear of the dwelling. Whilst the inclusion of on-site parking is welcomed in principle, the proposed shared access would give rise to significant highway safety implications and therefore cannot be supported.
- The proposed pavement is substandard in width.
- The addition of one residential dwelling is not anticipated to generate any significant increase in vehicle trips.
- The provision of an Electrical Vehicle charging point (minimum 7kW) is required.
- A stopping up order would be needed to extinguish existing highway rights of the carriageway and the eastern footway section of Petersfield Drive which is to be used in the development. Plans show that the western footway would remain as shared access, allowing pedestrian and vehicular access to the new development and to the rear of the existing properties, nos. 66 and 64 Petersfield Drive, this section would therefore remain adopted.
- It is requested that secure sheltered cycle storage is made available
- All boundary treatments with frontage to the adopted highway should retain appropriate visibility from a height of 600mm upwards in order to protect sight lines. All gating which is accessed from the highway must be ensured to be inwardly opening, in order to prevent obstruction to passing footway users.
- It would be useful to understand the refuse arrangements in more detail, to ensure there is no obstruction on the highway.
- A Construction Management Plan should be provided by the applicant prior to any construction works beginning.

Environmental Health – Suggests the imposition of conditions designed to protect residential amenity, in particular acoustic insulation, refuse storage, contaminated land and air quality.

United Utilities Water PLC – In accordance with the National Planning Policy Framework (NPPF) and the National Planning Practice Guidance (NPPG), the site should be drained on a separate system with foul water draining to the public sewer and surface water draining in the most sustainable way.

The NPPG clearly outlines the hierarchy to be investigated by the developer when considering a surface water drainage strategy:

1. into the ground (infiltration);
2. to a surface water body;
3. to a surface water sewer, highway drain, or another drainage system;
4. to a combined sewer.

It is recommended that the applicant implements the scheme in accordance with the surface water drainage hierarchy outlined above.

Cadent Gas Ltd – No objection to the proposal but requests that the applicant be informed of the presence of gas pipelines in close proximity to the site.

Policies

The National Planning Policy Framework July 2021 (NPPF) – The National Planning Policy Framework sets out the Government's planning policies for England and how these should 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 be determined in accordance with the development plan, i.e. the Core Strategy Development Plan Document and accompanying policies, unless material considerations indicate otherwise. The National Planning Policy Framework is a material consideration in planning decisions.

Paragraph 11 states that plans and decisions should apply a presumption in favour of sustainable development, which for decision-taking means:

- approving development proposals that accord with an up-to-date development plan without delay; or
- where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

National Design Guide (January 2021) – The NPPF makes clear that creating high quality buildings and places is fundamental to what the planning and development process should achieve. The National Design Guide (NDG) illustrates how well-designed places that are beautiful, enduring and successful can be achieved in practice. It forms part of the Government's collection of planning practice guidance and should be read alongside the separate planning practice guidance on design process and tools. The relevant sections in relation to this proposal are as follows.

The NDG states that well-designed new development responds positively to the features of the site itself and the surrounding context beyond the site boundary (para 41). It states further, under paragraph 42 that well designed development proposals are shaped by an understanding of the context that identifies opportunities for design as well as constraints upon it.

The NDG states in paragraph 50 that well-designed places, buildings and spaces have a positive and coherent identity that everyone can identify with, including residents and local communities; have a character that suits the context, its history, how we live today and how we are likely to live in the future; and are visually attractive, to delight their occupants and other users.

In paragraph 65 it states that well-designed new development makes efficient use of land with an amount and mix of development and open space that optimises density. It also relates well to and enhances the existing character and context. The NDG states further in paragraph 66 that built form is determined by good urban design principles that combine layout, form and scale in a way that responds positively to the context.

Paragraph 123 states that well-designed homes and buildings: provide good quality internal and external environments for their users, promoting health and well-being; relate positively to the private, shared and public spaces around them, contributing to social interaction and inclusion; and resolve the details of operation and servicing so that they are unobtrusive and well-integrated into their neighbourhoods.

In paragraph 129, the NDG states that well designed buildings are carefully integrated with their surrounding external space. All private and shared external spaces including parking, are high quality, convenient and function well and amenity space should have a reasonable degree of privacy. It states further that external spaces are designed to respond to local character. Paragraph 130 states that well designed private spaces should be fit for purpose and incorporate planting wherever possible.

Core Strategy Development Plan Document – The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City 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.

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 within the Core Strategy are considered relevant:

Policy SP1, *Spatial Principles* – Development in all parts of the City should make a positive contribution to neighbourhoods of choice including creating well designed places that enhance or create character and protect and enhance the built and natural environment.

Policy T2, *Accessible areas of opportunity and need* – Seeks to ensure that new development is easily accessible by walking/cycling/public transport; provided with an appropriate level of car parking; and, should have regard to the need for disabled and cycle parking.

Policy H1, *Overall Housing Provision* – States that the proportionate distribution of new housing, and the mix within each area, will depend on a number of factors and goes on to state that new residential development should take account of the need to:

- Contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population;
- Reflect the spatial distribution set out above which supports growth on previously developed sites in sustainable locations and which takes account of the availability of developable sites in these areas;
- Contribute to the design principles of Manchester LDF including in environmental terms. The design and density of a scheme should contribute to the character of the local area. All proposals should make provision for appropriate usable amenity space. schemes should make provision for parking cars and bicycles (in line with policy T2) and the need for appropriate sound insulation;
- Prioritise sites which are in close proximity to centres of high frequency public transport routes;
- Be designed to give privacy to both its residents and neighbours.
- Character, setting and accessibility of areas and buildings (including conservation areas).

Policy H7, *Wythenshawe* – states that the Council expects Wythenshawe will accommodate only around 3% of new residential development over the lifetime of the Core Strategy. New high quality high density development will be encouraged within the district centres of Northenden, Baguley and Wythenshawe and upon small infill sites where it contributes to the stock of affordable housing and where it complements Wythenshawe's garden city character. There is also the potential for additional family housing for sale.

Policy EN1, *Design Principles and Strategic Character Areas* – This policy states that 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. Opportunities for good design to enhance the overall image of the City should be fully realised, particularly on major radial and orbital road and rail routes.

Policy EN 4, *Reducing CO2 Emissions by Enabling Low and Zero Carbon Development* – This policy states that all developments must follow the principle of the Energy Hierarchy; to reduce the need for energy through energy efficient design and features; and, meet residual energy requirements through the use of low or zero carbon energy generating technologies.

Policy EN 8, *Adaption to Climate Change* – This policy requires that developments are adaptable to climate change in terms of design, layout, siting and function of buildings and external spaces.

Policy EN 16, *Air Quality* – The Council will seek 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 will be 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.

Policy DM1, *Development Management* – This policy 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:-

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

- Subject to scheme viability, developers will be required to demonstrate that new development incorporates sustainable construction techniques.

Saved UDP Policy DC26, “Development and Noise” – Policy DC26.1 states that the Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both:

- a) the effect of new development proposals which are likely to be generators of noise; and
- b) the implications of new development being exposed to existing noise sources which are effectively outside planning control.

Policy DC26.2 states that new noise-sensitive developments (including large-scale changes of use of existing land or buildings), such as housing, schools, hospitals or similar activities, will be permitted subject to their not being in locations which would expose them to high noise levels from existing uses or operations, unless the effects of the noise can realistically be reduced. In giving effect to this policy, the Council will take account both of noise exposure at the time of receiving a planning application and of any increase that may reasonably be expected in the foreseeable future.

The Manchester Green and Blue Infrastructure Strategy (G&BIS) – The G&BIS sets out objectives for environmental improvements within the City in relation to key objectives for growth and development.

Building on the investment to date in the city's green infrastructure and the understanding of its importance in helping to create a successful city, the vision for green and blue infrastructure in Manchester over the next 10 years is:

By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

Four objectives have been established to enable the vision to be achieved:

1. Improve the quality and function of existing green and blue infrastructure, to maximise the benefits it delivers
2. Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth
3. Improve connectivity and accessibility to green and blue infrastructure within the city and beyond
4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.

Guide to Development in Manchester Supplementary Planning Guidance –

Recognises the importance of an area 's character in setting the context for new development; New development should add to and enhance the area's distinct sense of place; Each new development should be designed having full regard to its context and the character of the area; Seeks to ensure high quality development through good and inclusive design; Buildings should front onto streets; Site boundaries and treatment should contribute to the street scene; There should be a clear definition between public and private space; The impact of car parking areas should be minimised; New developments will be expected to meet designing out crime principles; The impact of development on the global environment should be reduced.

The scale, position and external appearance of new buildings should respect their setting and relationship to adjacent buildings, enhance the street scene and consider their impact on the roof line and skyline. Buildings should recognise the common building line created by the front face of adjacent buildings.

Manchester Residential Quality Guidance 2016 – 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 and was approved by the Executive at its meeting on 14 December 2016. The ambitions of the City are articulated in many places, but none more succinctly than in the 'Manchester Strategy' (2016).

The guidance has been produced with the ambition, spirit and delivery of the Manchester Strategy at its heart. The delivery of high-quality, flexible housing will be fundamental to ensuring the sustainable growth of Manchester. To achieve the City's target of carbon neutrality by 2050, residential schemes will also need to be forward thinking in terms of incorporating the most appropriate and up to date technologies to significantly reduce emissions. It is therefore essential for applicants to consider and integrate the design principles contained within the draft 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.

The guidance sets standards for securing high quality and sustainable residential development in Manchester. The document includes standards for internal space within new dwellings and is suitable for applications across all tenures. It adopts the nationally described space standards and this has been applied to an assessment of the size and quality of the proposed houses.

Issues

Principle of the Proposal – Though the site is within a predominantly residential neighbourhood, it is not considered to be a development site as it is an adopted highway and provides both pedestrian and highway access to a number of adjoining dwellings, as well as The Jolly Butcher PH.

As the design of the proposal is considered poor and the erection of a dwelling in this location would have a detrimental impact upon pedestrian and highway safety, the principle of the redevelopment of the site is not considered acceptable.

Space Standards – The City Council adopted the Manchester Residential Quality Guidance in December 2016 and within that document reference is made to the use of a combination of the Nationally Described Space Standards and the London Housing Design Guide space standards to form Manchester's space standards (SS) for residential developments.

The amount of floor space proposed for the dwelling is approximately 100m². As the space standards require between 84 to 102m² for three bedroom dwellings it is considered that sufficient living space for the future residents of this dwelling would be provided.

Scale, Massing and Design – Although the scale and massing is not out of character with neighbouring buildings, the proposed development fails to pick up on the predominant features and overall character of the adjoining dwellings on Petersfield Drive. While the scale and massing is similar to adjoining properties, the design of the proposed dwelling is much more simple. The adjoining dwelling benefits from a varied footprint and eaves height, a rendered first floor and feature panel, vertical windows and contrasting brick banding, all of which add interest to the streetscene. The proposed dwelling, which is shown below, lacks any such features and would consist of red brick elevations topped with grey concrete tiled roof.



Given the poor design and basic architecture proposed, it is considered that the resultant structure would have a detrimental impact on the existing levels of visual amenity enjoyed in the vicinity of the site and would have a detrimental impact on the street scene and character of the area in general.

Residential Amenity – The activity associated with the comings and goings of a single dwelling are unlikely to have an unduly detrimental impact upon the current levels of residential amenity enjoyed by the occupants of the adjoining dwellings.

Notwithstanding the above, it is considered that the proposal would impact on the amenities of a number of residents on Virginia Close as they would no longer be able to access their rear gardens. These access points, which are annotated below (★), are used for maintenance purposes, refuse disposal and general access. All three access points would be lost to the development.

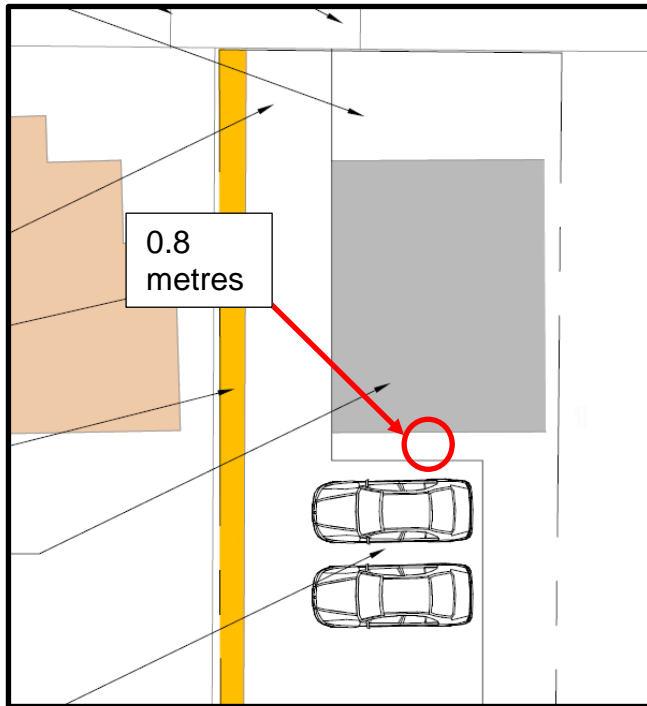


In addition, the cul-de-sac provides pedestrian and vehicular access to the rear of no. 64 and 66 Petersfield Drive. In the supporting statement the applicant has stated that both properties have not been constructed in accordance with the approved drawings, i.e. they have not implemented the rear parking areas. This is clearly not the case as is evident by the dropped kerb and respective gates to the off-street parking spaces which are annotated below. While the applicant has left space for pedestrian and vehicular access to the rear of nos. 64 and 66 Petersfield Drive, it is considered that this is substandard and access to these spaces would only be possible following multiple manoeuvres. It is considered that this arrangement would have a detrimental impact upon the existing levels of residential amenity enjoyed by the occupants of these two dwellings.



Amenity of Future Residents – While it is acknowledged that The Jolly Butcher PH is located within a predominantly residential neighbour it is noted that the nearest dwellings are separated from it by between 16 to 38 metres. As this proposal would be only 5 to 6 metres away from the public house and its beer garden, it is considered that the amenity of the future residents of the proposal would be impacted upon given the close proximity of The Jolly Butcher PH.

Furthermore, the gap between the rear elevation and the boundary fencing would be only 0.8 metres. As fencing in this location is to be 1.8 metres in height for security purposes it is considered that the light levels experienced in kitchen and dining room would be low.



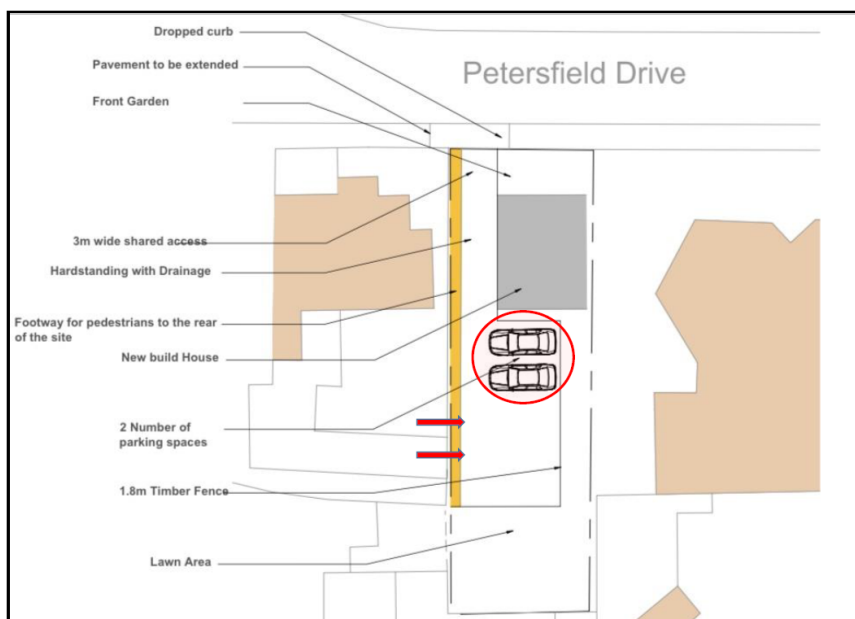
Overall it is considered that amenity levels of future residents would be severely impacted given the close proximity of The Jolly Butcher PH and the siting of boundary fencing less than a metre away from the rear elevation. In addition, given the remote nature of the rear garden it is not considered fit for purpose and unlikely to be used as practical private amenity space.

Siting – The proposed dwelling would adhere to the established building line on this side of Petersfield Drive. However, it is considered that siting a dwelling in this location would impinge on the ability of local residents to access the parking spaces at the rear of their properties (nos. 64 to 66 Petersfield Drive) without the need to undertake multiple manoeuvres. In light of this, the siting of the proposal is not considered acceptable.

Pedestrian and Highway Safety – The cul-de-sac is approximately 10.5 metres wide and consists of two pavements, each 2 metres wide and the carriageway which is 6.5 metres wide. This gives the residents of nos. 64 and 66 Petersfield Drive sufficient space to safely access their off-street parking spaces and rear garden, while also allowing the residents of nos. 14 to 18 Virginia Close to safely access the rear of their premises.

This proposal would reduce the width of the carriage way to approximately 2.5 metres and the pavement to approximately 1 metre. While this would technically allow the residents of nos. 64 and 66 Petersfield Drive to access the rear of their property and off-street parking space, both the proposed pavement and carriageway are sub-standard in terms of their width and it is considered that this would prejudice pedestrian and highway safety for the following reasons:

- The access points to the off-street parking spaces for nos. 64 and 66 Petersfield Drive are annotated by the arrows below. It is clear to see that a reduction in the width of the cul-de-sac and parking of cars in the position circled in red would prejudice the safe entry and exit to the off-street parking spaces, as multiple manoeuvres would need to be undertaken in order to exit onto Petersfield Drive in forward gear. If more than two cars are parked in this area then access to the off-street parking spaces may be prohibited completely.



- Given the reduced width of the carriageway, should the residents of nos. 64 and 66 Petersfield Drive wish to enter or exit their off-street parking spaces they would need to mount the narrow pavement to get past the parked cars associated with the proposed dwelling.
- Vehicles entering and exiting the narrow access road simultaneously would be in conflict and it is more than likely that the vehicle entering the access road would be required to reverse back onto Petersfield Drive.

Community Safety – It is considered that the rear parking area would be vulnerable to criminal and anti-social activity given its remote location and the fact there is little natural surveillance.

Car Parking for Future Residents – Sufficient space would exist within the curtilage of the site to provide two parking spaces. Notwithstanding this, as noted above, it is considered that these parking spaces would lack natural surveillance and impact on the ability of adjoining residents to safely access their own parking facilities.

Refuse Storage – Sufficient space exists within the curtilage of the site to provide the four recycling bins required by the City Council.

Drainage – The provision of adequate drainage would be controlled by condition.

Landscaping – The adjoining properties on Petersfield Drive have incorporated tree planting to the front and it is considered that there is adequate space at the front of this site to replicate that.

Conclusion

The proposed redevelopment of this stretch of adopted highway is considered unacceptable. The design of the proposal is poor and would have a detrimental impact upon existing levels of visual amenity, while siting of the proposal would impact upon existing levels of residential amenity and prejudice the existing levels of pedestrian and highway safety enjoyed along this part of Petersfield Close.

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 the right to a fair hearing and to this end the Committee 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 refusal of the application is proportionate to the wider benefits of refusal and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation **MINDED TO REFUSE (as the application is subject to an Appeal Against Non-Determination)**

Article 35 Declaration

The proposal was assessed against the policies within the Manchester Core Strategy Development Plan Document, the Manchester Residential Quality Guidance and the guidance contained within the National Planning Policy Framework and National Design Guide. The applicant was advised that the provision of residential accommodation in this location would not be appropriate as it was out of character with the pattern of development and have a detrimental impact on pedestrian and highway safety. As the nature of the proposal was considered to be unacceptable and the applicant has requested that the proposal be determined in its current format, a solution that was acceptable to both the Local Planning Authority and the applicant could not be reached.

Reason for Refusal

- 1)** The proposed development, by reason of its design and siting, would be out of character with the pattern of development in the area and result in an incongruous feature in the streetscene. It would therefore be detrimental to existing levels of visual amenity enjoyed on Petersfield Drive and be contrary to Policies SP1 and DM1 in the Manchester Core Strategy and the guidance contained within the National Planning Policy Framework and National Design Guide.
- 2)** The proposed development, due to details and dimensions of the proposed access road to the rear of the site, would have a detrimental impact on the existing levels of pedestrian and highway safety enjoyed along Petersfield Road and in particular on the residents of 64 and 66 Petersfield Drive, due to the lack of manoeuvring space, and the poor pedestrian environment proposed, contrary to Policy DM1 and T2 in the Manchester Core Strategy.
- 3)** The proposed development, due to its location in close proximity to The Jolly Butcher PH; the remote location of the rear private amenity space; and location of fencing in close proximity to the rear elevation, would lead to the creation of poor living standards which would have a detrimental impact upon the levels of residential amenity enjoyed by future residents. As a result, the proposal would be contrary to the guidance contained within the Manchester Residential Quality Guidance, the National Planning Policy Framework, the National Design Guide and policy DM1 in the Manchester Core Strategy.
- 4)** The proposed development, due to its siting and access arrangements, would not provide a safe external environment for occupants and visitors to the property and would also result in impacts on access to the rear of properties on Virginia Road to the detriment of the amenities of those occupiers. As a result, the proposal would be contrary to the guidance contained within the Manchester Residential Quality Guidance, the National Planning Policy Framework, the National Design Guide and policy DM1 in the Manchester Core Strategy.

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 129318/FO/2021 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

The following residents, businesses and other third parties in the area were consulted/notified on the application:

Highway Services
Environmental Health
Corporate Property
United Utilities Water PLC
Cadent Gas Ltd

A map showing the neighbours notified of the application is attached at the end of the report.

Representations were received from the following third parties:

Highway Services
Environmental Health
United Utilities Water PLC
Cadent Gas Ltd

Relevant Contact Officer :	David Lawless
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Email :	david.lawless@manchester.gov.uk

