

<b>Application Number</b>	<b>Date of Appln</b>	<b>Committee Date</b>	<b>Ward</b>
126435/FO/2020	1 <sup>st</sup> Apr 2020	24 <sup>th</sup> Sept 2020	Woodhouse Park Ward

**Proposal** Conversion of the existing dwelling to create 2 no. three bedroom dwellings; and the erection of 2 x 4 bedroom dwellings with associated car parking and landscaping

**Location** 27 Trenchard Drive, Manchester, M22 5LZ

**Applicant** Mr Kanwarpreet Singh, 17 Wood Road, Sale, M33 3RS,

**Agent** Mr DK Seddon, Howard & Seddon ARIBA, 64 Washway Road, M33 7RE

### Description

This application was placed before the Planning and Highways Committee on 27<sup>th</sup> August 2020 and at that meeting the committee deferred deliberation in order to allow Members to undertake a site visit due to concerns about overdevelopment and the impact on the community from construction vehicles.

The application site measures 1,421m<sup>2</sup> in size and is located on the western side of Trenchard Drive. It is irregular in shape and consists of nos. 25 and 27/29 Trenchard Drive. No. 25 Trenchard Drive was a former garage that was converted into a dwellinghouse, albeit without the benefit of planning permission, while nos. 27/29 Trenchard Drive, was originally a pair of semi-detached dwellings that was last used as a single residence (now vacant following a fire). No.27/29 Trenchard Drive is shown below and no. 25 Trenchard Drive (white dormer building) can be seen on the extreme left:



The site is shown edged red on the plan below.



To the north of the site lies the landscaped buffer associated with a Manchester Airport operated long stay car park and to the west is an enclosed grass paddock associated with The Tatton Arms PH which is located further south at the junction of Trenchard Drive and Ringway Road. To the south of the site stands a pair of semi-detached dwellings. To the east of the site, on the opposite side of Trenchard Drive, there is a cleared plot of land (nos. 30-40 Trenchard Drive) which benefits from a planning permission for 15 dwellings (ref. 118924/JO/2018). That site is shown hatched blue on the plan above and the approved layout is shown below:



The neighbourhood consists predominantly of two storey semi and terraced dwellings, though several commercial properties are located close to the junction of Trenchard Drive and Ringway Road, namely The Tatton Arms PH, the Moss Nook Restaurant (currently vacant) and a detached two storey office premises called Moss Nook House.

The applicant is proposing the following:

- Conversion of nos. 27/29 Trenchard Drive into a pair of 3 bed semi-detached dwellings.
- Erection of a rear dormer extension to nos. 27/29 Trenchard Drive.
- Erection of a 3 storey pair of 4 bed semi-detached dwellings to the side of nos. 27/29 Trenchard Drive.
- Provision of 8 car parking spaces, 2 per dwelling.
- To facilitate the proposal the existing conservatory and no. 25 Trenchard Drive (the converted garage) would be demolished.

Originally the applicant has proposed to erect a terrace of 3 dwellings and provide a substantial amount of parking/hardsurfacing. However, this was considered overdevelopment and the applicant was requested to amend the proposal. The proposed layout is shown on the left alongside the original superseded scheme.



## **Consultations**

**Local Residents** – Thirteen letters have been received from local residents and businesses, the comments are summarised as follows:

- The revised plans are much better as semi-detached houses are in keeping with the rest of the houses on that side of the road.
- A pair of semi-detached houses would be more appropriate than a terrace of three.

- The proposal exacerbates further the overdevelopment in the area alongside the 30 Trenchard Drive development facing it.
- Taking the current application for 27/29 Trenchard Drive and the previously passed application for 30/40 Trenchard Drive would more than double the present population and vehicles in this small community and cause gridlock on the narrow roads during and after construction of both sites. This is clearly over development in a small community area.
- The proposed new buildings are totally out of place and out of character to the existing street scene in terms of style, size and features and its window features are completely different. The buildings will be three storeys high with balconies overlooking most of the area.
- Should the Committee be mindful of Approving the application the style, windows, doors, and roofing etc. should match the existing 27/29 Trenchard Drive and a construction management plan condition should be imposed.
- Construction vehicles would be parked all along Trenchard Drive if the proposal was approved.
- The land to which the application is subject is located at the north westerly corner of the land owned by our company and currently traded as the Tatton Arm. The car park for the public house and hotel extends up to the boundary with the proposed new dwelling. The car park is used 24 hours a day due to the pub's proximity to Manchester airport. The proximity to the boundary may raise the potential for future noise complaints around the use of the car park.

**Ward Members** – Correspondence has been received from Cllr Newman, the comments are summarised below:

- If planning permission is granted for 27-29 Trenchard Drive, it is important that a Section 106 agreement is imposed to ensure that there is some benefit to the local community in the Trenchard Drive area. There would also need to be a construction plan agreed with the local residents.
- Notwithstanding this, there is concern about the size of the proposed development. It is reasonable to refurbish and modernise the current semi-detached houses, but it would be an overdevelopment to build further.
- Apart from the potential transformation of this small locality, the problems of access for construction vehicles and the access and parking difficulties for existing residents would be a nightmare during simultaneous construction of this scheme and the one opposite.

**Highway Services** – Have made the following comments:

- The levels of parking proposed, i.e. two spaces per unit, is considered acceptable.
- Consideration should be given to vehicle charging points.
- The provision of dropped kerbs and proposed relocation of a street lighting column along Trenchard Drive will require the applicant to seek agreement in due course from the appropriate Highways section.
- Any proposed boundary treatment adjacent to the adopted highway should comply with the requirement to be visually permeable upwards of 600mm.

**Environmental Health** – Suggests the imposition of acoustic insulation, refuse storage and contaminated land conditions.

**Greater Manchester Police** – The proposed development should be designed and constructed to Secured by Design standards including laminated glazing; security-certified windows and doors. Developments that are built to this standard are less likely to be susceptible to crime.

**Greater Manchester Ecology Unit** – GMEU have made the following comments:

- No significant ecological issues were identified by the developer's ecological consultant. Issues relating to bats, nesting birds and landscaping can be resolved via condition and or informative.
- The existing building has been fire damaged and is empty but generally the exterior is in good condition. As individual bats can turn up in unexpected locations it is recommend an informative regarding the Habitat Regulations is attached to any permission granted.
- A condition limiting vegetation clearance to outside the bird nesting season is recommended.
- Requests the submission of a landscaping/bio-enhancement plan.

**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.

Accordingly, it is requested that the developer to consider the following drainage options in the following order of priority:

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.

**Manchester Airport Safeguarding Officer** – No objections and requests the imposition of an informative about the use of cranes in the construction of the proposal.

## **Policies**

**The National Planning Policy Framework (February 2019)** – The National Planning Policy Framework (NPPF) 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 NPPF 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 this 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.

Paragraph 59 states that to support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed.

Paragraph 68 states that small and medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly. To promote the development of a good mix of sites local planning authorities should support the development of windfall sites through their policies and decisions, giving great weight to the benefits of using suitable sites within existing settlements for homes.

Paragraph 102 states that transport issues should be considered from the earliest stages of plan-making and development proposals, so that opportunities to promote walking, cycling and public transport use are identified and pursued.

Paragraph 105 states that if setting local parking standards for residential and non-residential development, policies should take into account the accessibility of the development; the type, mix and use of development; the availability of and opportunities for public transport; local car ownership levels; and the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

**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 as follows (In terms of energy targets this policy should be read alongside policy EN6 and the higher target will apply):-

**Saved UDP Policies** – Policy DC26, *Development and Noise*, states that the Council intends to use the development control process to reduce the impact of noise on people living and working in the City. In particular, consideration will be given to the effect of new development proposals which are likely to be generators of noise.

**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.

As will be demonstrated in the report it is considered the proposal complies with all relevant policies.

### **Issues**

**Principle of the Proposal** – No. 27/29 Trenchard Drive was historically in use as two dwellings and its conversion back into two is acceptable in principle. The construction of two additional dwellings on the site (a net increase of two following the demolition of no. 25 Trenchard Drive) is also considered to be acceptable given the size of the site itself, the existing use, the residential character of neighbourhood and the density and sizes of the existing plots, all of which can be seen below:



In addition, policies SP1, H1 and H7 of the Core Strategy and the guidance within the NPPF underline the requirement for new family housing both nationally and locally and this proposal meets those strategic requirements for housing growth.

Notwithstanding the above, there are detailed matters that need to be considered. This includes impact of the proposal on the existing levels of residential/visual amenity within the vicinity of the site and any potential impact on pedestrian/highway safety along Trenchard Drive and Emerald Road.

These have been assessed thoroughly as set out below.

**Design** – The front elevation and one side elevation of the existing dwelling remain unaltered. The other side elevation, apart from the demolition of the existing single storey side extension, sees only the introduction of an additional door and window. The proposed rear dormer is the only addition to the rear elevation and its traditional design is considered acceptable.

The new build dwellings would be of traditional brickwork and tile construction, though would be more contemporary in design incorporating feature gable windows to the front elevation, which is a feature seen on several of the 1930s dwellings in the surrounding neighbourhood. The new dwellings have been designed to reflect the existing dwelling in terms of proportion and scale with similar window features. The proposed dwellings are slightly taller than no. 27/29 Trenchard Drive, but given that the dwellings on the western side of Trenchard Drive do vary in height along its whole length this is considered acceptable. The existing and proposed streetscene is shown below:



Overall, the design of the proposal is considered acceptable.

**Siting** – The new build element would be sited to the north of the existing dwelling in the location indicated by the white star.



The main front elevation of the new build element (indicated by the red arrow) lines up with no. 27/29 Trenchard Drive and the car parking spaces have been sited to the side of the dwellings. Given this, the siting of the proposal is considered acceptable.



It is recognised that two of the parking spaces are sited forward of the building line but as they would be screened by hedging their location would not have a detrimental impact on the street scene. It must also be noted that the overall scheme has been reduced from five to four proposed dwellings and the proposed layout would retain the sense of space and openness around the dwellings and to the boundaries of the overall application site.

**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 four units is as follows:

- Unit 1 – 125.9m<sup>2</sup> (conversion unit)
- Unit 2 – 121.8m<sup>2</sup> (conversion unit)
- Units 3 and 4 – 190.9m<sup>2</sup> (new build units)

As the space standards require between 84 to 102m<sup>2</sup> for units 1 and 2 and between 97 to 124m<sup>2</sup> for units 3 and 4, it is considered that sufficient living space for the future residents of these dwellings would be provided.

**Accessibility** – The site is nominally flat and wheelchair access from Trenchard Drive would be unobstructed. In addition to the level access, the interior layout of the proposed dwellings is considered acceptable and offers spacious circulation space. The development has also been designed in accordance with Part M of the Building Regulations.

**Scale and Massing** – The proposed new semi-detached dwellings are approximately 70cm higher than no. 27/29 Trenchard Drive which would not be perceptible when viewed from outside the site. Given this and acknowledging the existing dwellings on the western side of Trenchard Drive do vary in height along its whole length, the scale of the proposed semi-detached dwellings is considered to be acceptable. The use of large amounts of glazing at second floor level and the inclusion of a two storey bay helps to break up the overall massing of these dwellings and add interest.

**Landscaping** – To mirror the existing boundary treatment along Trenchard Drive the applicant is proposing to plant hedging along the front perimeter. This also has the added benefit of screening the two car parking spaces that are sited in front of the building line. In front of the hedging would be 0.9 metre high iron railings. The side and rear perimeters would be enclosed by timber fencing.

A planning condition is suggested which would require the applicant to submit details of the hedge species and trees, the indicative location of which is shown on the proposed layout drawing. Given the close proximity of the final approach to Manchester Airport careful consideration would need to be given to the species and number of trees to be planted in order to prevent any reduction in aerodrome safeguarding.

**Ecology** – GMEU have acknowledged that there are no significant ecological impacts resulting from the proposal. Notwithstanding this, they have requested the imposition of conditions controlling when vegetation can be removed and seeking the introduction of bat and/or bird boxes. While these conditions would be attached to any approval granted it might be the case that only bat boxes can be installed as the presence of bird boxes might conflict with aerodrome safeguarding.

**Residential Amenity** – The impact on residential amenity has been assessed in terms of the proposal's impact on privacy, overshadowing and noise resulting from increased activity.

Privacy - The southernmost elevation of the proposal, i.e. the side elevation of the existing dwellinghouse, is located approximately between 9.2 to 10½ metres away from the boundary with no. 23 Trenchard Drive and approximately 12.7 to 14 metres away from the property itself. As no new windows are to be installed in this elevation it is not considered that this element of the proposal would lead to additional overlooking and subsequent loss of privacy.

The northern elevation of the new build element and the western elevations of the existing dwelling and new build element all face the landscaped buffer associated with the long-stay car park, accordingly these elevations would not give rise to overlooking.

The front elevation (eastern elevation) of both the existing dwellinghouse and the new build element face the site of no. 30-40 Trenchard Drive, the site on which consent has been granted to build 15 dwellings. These elevations, which would be approximately 16 metres away from the front boundary of that site, consist of a mix of habitable and non-habitable rooms and two small balconies at second floor level on the flat roof of the bays. The distance between the two sites together with the presence of a belt of mature trees (protected by a Tree Preservation Order) and the fact that both sites are separated by the public realm, it is not considered that the windows and balconies in the front elevations would lead to a reduction in privacy. The streetscene of the approved development on the site of nos, 30 to 40 Trenchard Drive is shown below for information.



To conclude, it is considered that the siting of the dwellings in the location proposed, along with the type and number of windows in all of the elevations, would ensure that there is no undue loss to the levels of privacy enjoyed by the residents of properties that adjoin the site.

**Overshadowing** – Given the siting of the new build element and the distance between this and the nearest dwellings on the opposite side of Trenchard Drive with the protected trees, it is not considered that the proposal would contribute to any problems of overshadowing that already exist.

**Increased Activity** – The existing properties are currently vacant following a fire, however, they have been occupied by two households, one at no. 25 Trenchard Drive, with the other at no. 27/29 Trenchard Drive. With the proposed demolition of no. 25 Trenchard Drive and the conversion of no. 27/29 Trenchard Drive back into two separate households, the building of the proposed semi-detached dwellings would see a net increase of two units on the site.

Given this small increase of new homes, it is not considered that any additional activity would have a detrimental impact on existing levels of residential amenity.

**Impact on the Residential Amenity of Future Residents** – The Tatton Arms PH have raise concerns about the proximity of the development to their premises and car parking facilities, particularly that the activities associated with the public house might give rise to complaints about noise from future residents. While a valid concern it should be noted that the public house and its car parking facilities are approximately 105 and 115 metres away from the new build element. Given these distances, and the fact that Environmental Health have requested the imposition of an acoustic insulation condition, it is not considered that the future residents of the proposal would be unduly impacted upon by the activities associated with the public house.

**Visual Amenity** – Given the design, scale and massing of the proposal, along with the front boundary treatment, it is considered the proposal would complement and not adversely impact the visual amenity of the area.

**Pedestrian and Highway Safety** – At present two properties occupy the site, albeit one does so without the benefit of planning permission. It is not believed two additional dwellings would generate such significant levels of traffic or concentrated traffic movements so as to prove detrimental to the levels of pedestrian and highway safety along Trenchard Drive.

It is also noted each dwelling would have its own car parking spaces which will alleviate pressure on Trenchard Drive.

**Energy Efficiency and Climate.** The energy efficiency rating of the proposed development would comply with Building Regulations Part L which is the equivalent of Code level 4 in the Code for Sustainable Homes.

The proposal would include the following:

- Thermally efficient wall and roofing materials,
- Thermally efficient windows,
- All insulation materials, including cylinder, pipes, loft hatch and doors, have a Global Warm Potential of less than 5,
- Condensing boiler would produce less than 40mg of nitrogen oxides per kilowatt hour,
- Installation of 7kW vehicle charging points for all four dwellings,
- Internal water use within all dwellings to be reduced to 105 litres per person per day through the provision of water saving fittings,
- Surface water (run-off & flood risk) to be limited through the use of Sustainable Drainage Systems if possible,
- Peak rate of run-off to existing surface water system is no greater for the developed site than it was for the pre-developed site. If greater, attenuation to be adopted,
- External parking areas to be formed with permeable surface materials or taken to soakaways as appropriate.

To ensure the above are incorporated into the proposal an appropriately worded condition is recommended.

**Air Quality** – The provision of two additional dwellings on the site would not have an unduly detrimental impact upon the air quality experienced in the vicinity of the site. A construction management plan condition would be attached to any consent granted to ensure that dust suppression measures are implemented while the development is being built. In terms of the running of two additional households in this location, it is not considered that the comings and goings associated with the dwellings would have an unduly detrimental impact upon air quality.

Sufficient space exists within the curtilage of all four plots to allow for the storage of cycles and 7kW vehicle charging points are proposed to be installed in the parking spaces for all four dwellings. Both of these measures would help reduce the reliance on the traditional motor vehicle. In addition, it is noted that the proposed boilers would produce less than 40mg of nitrogen oxides per kilowatt hour which is in line with the good practice principles for air quality.

**Drainage** – The applicant has stated that where possible a Sustainable Drainage Scheme would be incorporated into the scheme. This would be dependent on future filtration testing to ensure soakaway times can be achieved. To ensure that this is the case an appropriately worded condition is suggested.

**Waste Storage** – Environmental Health have confirmed that the submitted waste management strategy is acceptable and have requested that it be conditioned to ensure future compliance with it. The strategy states that four separate 240 litres wheelie bins for each dwelling would be provided for general refuse, pulpable recycling, mixed recycling, and garden/food waste. In addition, internal facilities in the form of waste food caddies would be provided to aid further recycling. The bins would be stored at the rear of the dwellings and taken to the kerbside on collection day.

Given the above, the waste storage provision for the proposal is considered to be acceptable.

**Crime and Security** – As requested by GMP, a condition requiring the development to achieve Secured by Design accreditation would be attached to any approval granted.

**Construction Management Plan** – Local residents are understandably concerned about the construction process, given the development site opposite and the residents' parking zone that exists on the surrounding roads. To ensure that any disturbance is kept to a minimum a condition would be imposed that requires the applicant to submit a construction management plan which must also include a consultation with local residents.

**Affordable Housing** – As the proposal is for four dwellings it falls below the triggers relating to affordable housing in Policy H8 of the Manchester Core Strategy, i.e. 15 units.

**Comments on the application** – Most of the comments raised have already been addressed. It is noted that there has been a request for a legal agreement due to concerns about this proposal adding to impacts from other development in the area.

Such agreements should only be used where it is not possible to address unacceptable impacts through a planning condition. Members will also recall that planning obligations must also only be sought where they meet all of the following tests:

- necessary to make the development acceptable in planning terms;
- directly related to the development; and

- fairly and reasonably related in scale and kind to the development.

Given the size of the proposed development it is considered that if there is any impact on residential and visual amenity, this can be ameliorated using planning conditions. Furthermore, given the number of units proposed it is not considered that any off-site works such as highway improvements could be justified. Accordingly, it is not considered appropriate to enter into a Section 106 agreement in this instance.

## **Conclusion**

The conversion of no. 27/29 Trenchard Drive back into two dwellings, along with the proposed rear dormer extension, is considered acceptable. As has been demonstrated above, the design, siting and massing of the two additional dwellings is comparable with that in existence in the area and the proposed density reflects that seen in the neighbourhood. As a result it is not considered that the proposal would have a detrimental impact on the character of the area, nor would it have a detrimental impact on the levels of residential and visual amenity within the vicinity of the site. In addition, as only two additional dwellings are in effect being proposed, the development would not result in a large increase in traffic movements to and from the site, as a result it is not considered that the proposal would reduce the levels of pedestrian and highway safety enjoyed along Trenchard Drive.

**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 of the application is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

## **Recommendation - APPROVE**

### **Article 35 Declaration**

Officers have worked with the applicant in a positive and proactive manner to resolve any problems arising in relation to dealing with the planning application.

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) Drawing no.13673/OS, stamped as received on 6 March 2020
- b) Drawing no. 01, stamped as received on 6 March 2020
- c) Drawing no. 02, stamped as received on 6 March 2020
- d) Drawing no. 05c, stamped as received on 4 August 2020
- e) Drawing no. 07b, stamped as received on 13 August 2020
- f) Drawing no. 08b, stamped as received on 13 August 2020
- g) Drawing no. 09a, stamped as received on 9 July 2020

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) Above-ground construction works shall not commence until samples and specifications of all materials, including window frames, to be used in the external elevations have been submitted to and approved in writing by the City Council as local planning authority. Thereafter the development shall be carried out in accordance with those details.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Manchester Core Strategy (2012).

4) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 or any order revoking and re-enacting that Order with or without modification) no part of any dwelling shall be used for any other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2010, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a).

Reason - In the exceptional circumstances of a proliferation of HMO's restricting housing choice and adversely affecting sustainability and in the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policy 7.4 of the Guide to Development in Manchester: Supplementary Planning Document and Planning Guidance, the National Planning Policy Framework and policies SP1, H7,H8 and DM1 of the Manchester Core Strategy (2012).

5) Above-ground construction works shall not commence until details of the measures to be incorporated into the development (or phase thereof) to demonstrate how Secured by Design accreditation will be achieved have been submitted to and approved in writing by the City Council as local planning authority. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a Secured by Design accreditation.

Reason - To reduce the risk of crime pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and to reflect the guidance contained in the National Planning Policy Framework.

6) Before the development commences a scheme for acoustically insulating the proposed residential accommodation against noise from the local road network and Manchester Airport shall be submitted to and approved in writing by the City Council as local planning authority. There may be other actual or potential sources of noise which require consideration on or near the site, including any local commercial/industrial premises. The approved noise insulation scheme shall be completed before any of the dwelling units are occupied.

Upon completion of the development and before first occupation of the residential units, a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that the internal noise criteria has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the internal noise criteria.

Reason - To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance, pursuant to Policy DM1 in the Manchester Core Strategy.

7) The development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority.

The measures for investigating the site identified in the Site Investigation Proposal shall be carried out, before development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development in each phase is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Manchester Core Strategy.

8) Prior to the occupation of the development hereby approved, a Contaminated Land Verification Report shall be submitted to the City Council as local planning authority.

Reason - To confirm that appropriate remedial action has been taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Manchester Core Strategy.

9) The storage and disposal of waste shall be undertaken in accordance with the Waste Management Strategy stamped as received on 23 March 2020 and shall remain in situ whilst the development is in operation.

Reason - In the interests of visual and residential amenity, pursuant to Policy DM1 in the Manchester Core Strategy.

10) The car parking spaces hereby approved shall be laid out and made available for use before first occupation of the dwellinghouses. The car parking spaces shall remain in-situ for the duration of the development

Reason - In the interests of residential amenity and pedestrian and highway safety, pursuant to Policy DM1 in the Manchester Core Strategy.

11) No removal of or works to any hedgerows, trees or shrubs shall take place during the main bird breeding season 1st March and 31st July inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the local planning authority.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended in order to comply with policy EN15 of the Core Strategy.

12) Above grounds works shall not commence until details of biodiversity enhancements (bird boxes and bat bricks), including a timetable for their installation and maintenance regime, have been submitted to and been approved by the City Council as local planning authority. The development shall be carried out in accordance with the agreed details.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended in order to comply with policy EN15 of the Core Strategy Development Plan Document

13) Above grounds works shall not commence until a hard and soft landscaping treatment scheme has been submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

14) No development hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details.

Reason: To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development, pursuant to Policy DM1 in the Core Strategy Development Plan Document and the policies and guidance within the NPPF and NPPG

15) The development hereby approved shall be implemented in full accordance with the measures as set out within the Environmental Statement, stamped as received by the City Council as local planning authority on 23 March 2020. Within 3 months of the completion of the construction of the authorised development a verification statement shall be submitted to and approved in writing, by the City Council as local planning authority, confirming the incorporation of the specified measures at each phase of the construction of the development, including dated photographic documentary evidence of the implementation and completion of required works.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Core Strategy for the City of Manchester and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

16) No above ground works associated with the four dwellinghouses hereby permitted shall commence until the existing house known as 25 Trenchard Drive has been demolished in full in accordance with the drawing no. 08b, stamped as received on 13 August 2020, and the Design and Access Statement, stamped as received on 1 April 2020.

Reason – In the interests of residential amenity and to prevent the overdevelopment of the site, pursuant to Policy DM1 in the Manchester Core Strategy.

17) Prior to the commencement of development, a construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include:

- a) Evidence of community engagement with adjoining residential occupiers with regard to construction management arrangements. In particular, that residents have been notified in writing with respect to the timescale for the commencement and completion of development, hours of work and site access arrangements.
- b) Details of an emergency telephone number.
- c) Dust suppression measures.
- d) Compound locations where relevant.
- e) Location, removal and recycling of waste.
- f) Parking and routing of construction vehicles.
- g) Sheeting over of construction vehicles.
- h) The washing of contractor wheels and access roads.

Development shall only be carried out in accordance with the approved construction management.

### **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: 126435/FO/2020 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:**

TREMAR Residents Association  
Highway Services  
Environmental Health  
South Neighbourhood Team  
Greater Manchester Police  
United Utilities Water PLC  
Manchester Airport Safeguarding Officer  
Greater Manchester Ecology Unit

**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  
Greater Manchester Police  
Greater Manchester Ecology Unit  
United Utilities Water PLC  
Manchester Airport Safeguarding Officer

**Relevant Contact Officer :** David Lawless  
**Telephone number :** 0161 234 4543  
**Email :** d.lawless@manchester.gov.uk

