

Planning

Growth & Development

Delegated officer report for planning application

Application no. 132028/FH/2021

Date registered valid: 1 November 2021

Proposal: Erection of two storey side extension to form additional living accommodation

Address: 148 John Heywood Street, Manchester, M11 4HW

Ward(s): Clayton & Openshaw Ward

Applicant: Mrs Maureen Ajayi 148 John Heywood Street, Manchester, M11 4HW

Agent (if any): Mr Steven Haslehurst Crisp Architecture 67 The Fairways, Royton, Oldham, OL2 6GD

Case officer: Harriet Aidoo
Tel: 0161 234 4532
Email: harriet.aidoo@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 14 March 2022

Application details

Type of application: Full Householder Application

Development type: Householder

Date of site visit: 7 December 2021

Standard consultations:

Printed: 3 November 2021 Expired: 24 November 2021

Neighbour notifications

Printed: 2 March 2022 Expired: 9 March 2022

Site notice

No site notice has been produced

Press advert

No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

Listed building: Not applicable

Conservation area:

Tree Preservation Order:

Description of site / building / area

The application relates to an elevated, 2-storey, hipped-roof, semi-detached dwellinghouse situated within a predominantly residential area of Clayton & Openshaw Ward. To the east of the site is a short parade of retail and commercial units along Vale Street. The application property benefits from amenity space along the front, side and rear elevations. The depth of the existing rear garden is approximately 3.4 metres to the common shared boundary fence with no. 12 Halton Road. Given the elevated topography of the application site, the roof ridge of the application building projects above those of the immediate neighbours along the south-western boundaries, i.e. nos. 12 and 14 Halton Road. John Heywood Street has a 20mph speed limit in place along its entirety and sits within the Etihad Stadium Car Parking Zone 24 hours.

Description of development

The submitted plan relates to the proposed erection of two storey side extension to form additional living accommodation.

The agent was advised early on during the application process that the initially submitted proposal could not be supported in its current form by virtue of the proposed overbearing

massing impact along the boundaries, along with proposed 2-storey flat roof configuration. In addition, it was unclear how off-street car parking and refuse management arrangements would be managed as the existing access along the side elevation would be significantly lost to accommodate the proposed extension. Following negotiations, revised plans were subsequently submitted (dated 02/03/2022).

The revised plans would comprise of:

- The extension to be slightly set-back - (approximately 427mm) from the front building line of the original dwellinghouse, and it would not project beyond the rear building line of the original dwellinghouse.
- The initially proposed roof configuration has been changed. However, although the proposed roof would not be consistent with the existing hipped arrangement, the proposed pitched roof would be similar to properties facing the application site.
- Clarification has been provided regarding on-site car parking and refuse management arrangements.

The proposed two storey side extension would be set-back approximately 427mm from the front building line of the original dwellinghouse and stepped away approximately 194mm from the common shared boundary with no. 14 Halton Road and would have a proposed width of 2676mm. It then projects approximately 5163mm along the common shared boundary with no. 14 Halton Road, and would be flush with the rear building line of the original dwellinghouse. It would have a pitched roof design, with the maximum roof height not exceeding 6855mm. In terms of proposed external facing materials, the extension would be constructed in materials matching the original house and as annotated on the submitted drawings.

Consultations & Notification Responses

1. Local residents

Occupiers of properties surrounding the application site were notified of the proposal. No comments, objections or representations were received.

Neighbours were re-notified following revised plans. No comments, objections or representations were received on this occasion.

2. Environmental Health

Environmental Health recommend an informative to be attached to the application in relation to:

1. Contaminated Land Watching Brief

In the event that ground and/or groundwater contamination and/or ground gas are encountered on the site before the development is occupied, the developer is advised to cease works and contact Environment On Call on 0161 234 5004 or email contact@manchester.gov.uk for advice on how to proceed.

3. Highways

The proposed development extends only within the red-line boundary of the site and as such, does not impinge upon the adopted highway.

Given that the proposed development will not result in any increase in residential units, it is accepted that no highway concerns in terms of safety or capacity are considered likely to arise. The current on-site parking offering is to be retained and as such, Highways have no concerns regarding vehicular build up on- street.

It is expected that refuse servicing will continue as present, bins will be stored within the sites curtilage and presented to the highway on waste collection days.

It is recommended that all fencing / railings adjacent to the adopted highway are visually permeable from a distance of 600mm upwards to ensure adequate visual permeability for child pedestrians.

Given the minimal scale of construction works involved, the level of construction vehicles are unlikely to generate any significant on-street parking demands.

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

POLICIES

The following guidance and policies are considered to be relevant to the proposed development.

1. The National Planning Policy Framework (NPPF), (July 2021) - This Framework came into effect on 27th March 2012 and was amended and updated in February 2019. It sets out the Government's planning policies for England and how these are expected to be applied. It defines the Government's requirements for the planning system 'only to the extent that it is relevant, proportionate and necessary to do so'. It provides a mechanism through 'which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities'. The Framework has been related to the proposed development, with particular emphasis given to the following:

- Chapter 8: Promoting healthy and safe communities.
- Chapter 12: Achieving well-designed places.

2. The Manchester 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. A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.'

The following policies are relevant to the proposed development:

- Policy DM 1 (Development Management)
- Policy SP1 (Spatial Principles)
- Policy EN1 (Design Principles and Strategic Character Areas)
- Policy EN19 (Waste)
- Policy T2 (Accessible areas of opportunity and need)

3. Unitary Development Plan (UDP) - The UDP has been superseded by the Core Strategy Development Plan.

- Saved Policy DC1 (Residential Extensions) is considered relevant.

4. Guide to Development in Manchester Supplementary Planning Document and Planning Guidance, Adopted April 2007 - The document aims to help to develop and enhance a unique and positive sense of place within Manchester and its neighbourhoods. It advises that high quality design is a vital attribute of successful neighbourhoods.

The following paragraphs are of particular relevance:

- i. Section 2 Design - Discusses the importance of the design of new development in relation to surrounding neighbourhoods and the character of its streets, in terms of its layout, design, scale, massing and orientation of its buildings to achieve a unified urban form to enliven the neighbourhood and its sustainability. The density of the development should also be informed by the characteristics of an area and the specific circumstances of the proposals. It is considered that these design principles have been satisfactorily incorporated into the development.
- ii. Section 8 Community Safety and Crime Prevention - Relates the importance of creating safe environments through the incorporation of informal surveillance and crime prevention measures as an integral part of new development. These objectives have been related to the assessment of the proposed design and layout of the development.

ISSUES

The initially submitted plans have been revised in the interest of residential and visual amenity, (dated 02/03/2022).

Principle

The principle of the proposal to create additional living accommodation is considered acceptable. Notwithstanding this, consideration must be given to proposal's impact upon existing levels of residential and visual amenity.

Residential and visual amenity

Impact of works (2 storey side extension) - In light of the pre-existing context and the revisions to the initially submitted plans, it is not considered that the proposal would adversely affect the streetscene or neighbouring houses. The proposed windows would either face John Heywood Street, or the rear garden, which would reduce the potential for any significant adverse impacts to privacy. Furthermore, the proposed side extension is set-back approximately 427mm from the front building line of the original dwellinghouse, and it would not project beyond the rear building line of the original dwellinghouse, and the roof has been dropped below that of the original roof ridge. It is therefore considered that the proposed two storey side extension would be seen as being subservient to the main house, and any impacts to neighbouring properties due to massing would not be so significant as to warrant the refusal of permission.

Design and appearance - The initially proposed flat roof configuration has been revised to a pitch roof arrangement which is considered to be more in character with the streetscene. Although the revised roof design would not be consistent with the existing hipped arrangement, the proposed pitched roof would be similar in style to properties facing the application site and is therefore, on balance is considered to be acceptable in this instance. Furthermore, the property is not within a designated area of special control such as a Conservation Area, or is it a Listed Building, or near a listed asset. It is also intended to match materials with that of the existing, although a materials condition has been attached to ensure that the materials are adhered to.

Waste management - As the existing access along the side elevation would be lost to accommodate the proposed extension,. The proposed development however, includes the provision of a standard "Slatted Timber Bin Enclosure (4 x 120L Bins)" which would be sited to the front of the dwellinghouse along the common shared boundary with no. 14 Halton Road. This is considered to be an acceptable approach .

Car parking - The existing arrangement would in-part be affected as the proposal would reduce the depth of the existing front and side off-street car parking space. However, it has been demonstrated that at least 1 off-street car parking space can be retained. In addition, as John Heywood Street has a 20mph speed limit in place along its entirety and sits within the Etihad Stadium Car Parking Zone 24 hours, on-street parking by residents would be expected with no significant impact.

Conclusion - For the reasons outlined above, and subject to planning conditions, it is not considered that the revised proposal would be unduly overbearing, nor would it present privacy and overlooking concerns which would adversely impact upon residential or visual amenity; pursuant with The National Planning Policy Framework; The Manchester Core Strategy Development Plan Document Policies EN1, DM1, SP1, EN19, T2; Saved Unitary Development Plan Policy DC 1; and the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance.

Human Rights Act 1998 considerations

This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have a right to a fair hearing and to this end the local planning authority must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the recommendation given is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation: Approve

Article 35 Declaration

Officers have worked with the agent in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. In this instance, the initially submitted plans have been revised in the interest of residential and visual amenity, (dated 02/03/2022). The local planning authority had no other issues to raise with the agent but have attached appropriate conditions to the approval.

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

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

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

2) The development hereby approved shall be carried out in accordance with the following drawings and documents:

o Location & Site Plan with application site edge in red, Drawing No: 72_01, received by the City Council as the local planning authority on 25 October 2021.

- o Existing Block Plan, Drawing No: 72_08, received by the City Council as the local planning authority on 02 March 2022.
- o Existing Elevations, Drawing No: 72_04, received by the City Council as the local planning authority on 25 October 2021.
- o Existing First Floor Plan, Drawing No: 72_03, received by the City Council as the local planning authority on 25 October 2021.
- o Existing Ground Floor Plan, Drawing No: 72_02, received by the City Council as the local planning authority on 25 October 2021.
- o Proposed Block Plan, Drawing No: 72_08, Revision: A, received by the City Council as the local planning authority on 02 March 2022.
- o Proposed Elevations, Drawing No: 72_07, Revision: B, received by the City Council as the local planning authority on 02 March 2022.
- o Proposed First Floor Plan, Drawing No: 72_06, Revision: B, received by the City Council as the local planning authority on 02 March 2022.
- o Proposed Ground Floor Plan, Drawing No: 72_05 Revision: A, received by the City Council as the local planning authority on 02 March 2022.

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

3) The materials used to construct the external elevations of the extension hereby approved shall match the existing dwellinghouse, in terms of colour, type, and method of coursing and pointing and as stated on the approved drawings.

Reason - In the interests of the character and appearance of the dwellinghouse and surrounding area, pursuant to policy DC1 of the saved Unitary Development Plan for the City of Manchester, and policy DM1 of the Manchester Core Strategy.

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 windows or doors shall be inserted into the elevations of the extension hereby approved other than those shown on the revised drawings:

- o Proposed Block Plan, Drawing No: 72_08, Revision: A,
- o Proposed Elevations, Drawing No: 72_07, Revision: B,
- o Proposed First Floor Plan, Drawing No: 72_06, Revision: B, and
- o Proposed Ground Floor Plan, Drawing No: 72_05 Revision: A, all received by the City Council as the local planning authority on 02 March 2022.

Reason - In the interests of residential amenity pursuant to policy SP1 and DM1 Core Strategy for the City of Manchester.

5) 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 outbuildings, sheds or structures can be erected without permission from the City Council as local planning authority.

Reason - In the interests of residential amenity pursuant to policy to saved policies DC1 of the Unitary Development Plan for the City of Manchester and SP1 and DM1 of the Core Strategy for the City of Manchester.

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

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

Informative

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

2) In the event that ground and/or groundwater contamination and/or ground gas are encountered on the site before the development is occupied, the developer is advised to cease works and contact Environment On Call on 0161 234 5004 or email contact@manchester.gov.uk for advice on how to proceed.

Appendix 1 – List of consultees & neighbours notified

Highway Services

146 John Heywood Street, Manchester, M11 4HW
150 John Heywood Street, Manchester, M11 4HW
10 Halton Road, Manchester, M11 4HN
35 Vale Street, Manchester, M11 4NR
51 John Heywood Street, Manchester, M11 4BG
49 John Heywood Street, Manchester, M11 4BG
33 Vale Street, Manchester, M11 4NR
7 Halton Road, Manchester, M11 4HN
14 Halton Road, Manchester, M11 4HN
12 Halton Road, Manchester, M11 4HN

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding - Not Affected
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Area Team Boundary - Name: NORTH2