MANCHESTER CITY COUNCIL

Planning

Growth & Development

Delegated officer report for planning application

Application no.	132637/FH/2022
Date registered valid:	5 January 2022
Proposal:	Erection of a single storey side extension to form additional living accommodation
Address:	1 Chendre Road, Manchester, M9 7FF
Ward(s):	Charlestown Ward
Applicant:	Mr Damien Hostey 1 Chendre Road, Manchester, M9 7FF
Agent (if any):	Mr Joe Jennings ExtensionsNW Ltd 3 Cribden Street, Rawtenstall, Rossendale, BB4 8HZ
Case officer:	Katie Raw Tel: 0161 234 4164 Email: katie.raw@manchester.gov.uk
Recommendation:	Approve
Date of recommendation:	**15 February 2022**

Application details

Type of application: Full Householder Application

Development type: Householder

Date of site visit: Monday 31 January 2022

Standard consultations:
Printed: 19 January 2022 Expired: 9 February 2022

Neighbour notifications
Printed: 10 January 2022 Expired: 31 January 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 area

The application site relates to 1 Chendre Road within the Charlestown ward of north Manchester. It is a two storey, semi-detached, red brick, new build property. The property benefits from amenity space to the front in the form of a driveway for 2 cars, a paved entrance to the front door and a small section of grass. The rear amenity space consists of a grassed garden with a patio area close to the rear of the property and an outbuilding. No.2 and no.4 Carville Road rear gardens adjoin the applicant's side boundary. Boundary treatment around the property consists of wooden fences to the rear and to the side adjoining those properties on Carville Road. The front consists of a hedge, with a railing separating the front amenity space to 3 Chendre Road.

Description of development

The submitted application seeks planning permission for the erection of a single storey side extension to form additional living accommodation. The proposal would have approximate dimensions of Height: 2.44 (to the eaves)/ 3.5 x Length: 7.16 x Width: 2.8 metres. The extension would be set back from the primary building line by 0.6 metres and the rear would align with the host rear building line.

The proposal would create a new study and a new W/C, access from the host property would be gained internally through the kitchen. The extension would involve the insertion of one D/G window unit with low E glazing within the front and rear elevations.

Materials to match existing include concrete interlocking roof tiles, UPVC windows and brickwork.

Following neighbour objections, the plans were amended. The side extension was set back from the primary building line and the side extension originally extended beyond the rear building line which has now been omitted.

Planning history

051359/FO/NORTH1/97- Residential development comprising 198no. dwellings with associated roads and footpath diversion.
Approved 6 January 1998.

Although not yet determined, a Certificate of Lawful Development for a single storey rear extension has been submitted for the site (132875/LP/2022) and is to be determined in April 2022.

Consultations & Notification Responses

Local residents

2 neighbours objected to the proposal, and one of the neighbours objected again to further strengthen their concerns. The following concerns were raised:
-Severe loss of light
-Access to shared boundaries and fences, and potential security implications if fences are to be removed
-If gutters overhang into neighbouring properties

Highway Services

Highways provided the following comments. The proposed extension is fully contained within the site's perimeter. Pedestrian access will remain as existing. Clarification is sought to confirm if in-curtilage parking will be available. If it is available the applicant should verify the dimensions of the driveway, which should provide a minimum of 3.0m x 6.0m in line with MCCs standard minimum dimensions. Clarification is sought to confirm the location of the refuse storage area, which should be located within the site boundary. There are no proposed boundary treatments. The applicant should be advised that any requirements for licensing, hoarding / scaffolding, skips and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highway Applications and Network Resilience teams via Email - highwaylicenses@manchester.gov.uk

Issues

POLICY

The National Planning Policy Framework (July 2021)

The document sets out the Government's Planning Policies for England and how these are expected to be applied. At the heart of the Framework is a presumption in favour of sustainable development in terms, "For plan-making" and "For decision-taking", (paragraph 11).

Paragraph 8 - Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):
a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
c) an environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

The following specific policies are considered to be particularly relevant to the proposed development:
i. Chapter 8. Promoting healthy and safe communities- States that planning policies and decisions should aim to achieve healthy, inclusive and safe places and policies and decisions should promote public safety and take into account wider security and defence requirements.
ii. Chapter 12. Achieving well-designed places- Reflects upon the importance of design to the built environment and its contribution to sustainable development and making places better for people. With this in mind, the design of the substantive development has been assessed in relation to the quality and cohesion of its composite building, as well as the function and appearance of public and private spaces.

The Manchester Core Strategy Development Plan Document 2012-2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012.

The Core Strategy is the key document in Manchester's Local Development Framework. It 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. Of relevance are:

Policy DM1 (Development Management); which 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. The relevant issues are the appropriate siting, layout, scale, form, massing, materials and detail. The impact; on the surrounding areas; in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area. The effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.

Policy SP1 (Spatial Principles); which sets out the City Council's Core Development Principles and states that development in all parts of the City should make a positive contribution to

neighbourhoods of choice, amongst these include: creating well designed places that enhance or create character, making a positive contribution to the health, safety and wellbeing of residents, considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity.

Policy EN1 (Design Principles and Strategic Character Areas); 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.

Unitary Development Plan Saved Policies

Large elements of the UDP have been superseded by the Core Strategy. The following saved policies are of relevance in the consideration of this application:

DC1.1 states that in determining planning applications for extensions to residential properties, the Council will have regard to:
a. The general character of the property;
b. The effect upon the amenity of the neighbouring occupiers;
c. The desirability of enabling people to adapt their houses in appropriate ways to meet changing household needs;
d. The overall appearance of the proposal in the a street scene;
e. The effect of the loss of any on-site car parking.

DC1.2 states that extensions to residential properties will be allowed subject to compliance with other relevant policies of the Plan and the following criteria:
a. They are not excessively large or bulky (for example resulting in structures which are not subservient to original houses or project out too far in front of original buildings);
b. They do not create undue loss of sunlight, daylight or privacy;
c. They are not out of character with the style of development in the area or the surrounding scene by virtue of design, use of materials or construction details.
d. they would not result in the loss of off-street car-parking, in a situation where there is so severe an existing on-street parking problem that unacceptable additional pressures would be created.

DC1.3 Notwithstanding the generality of the above policies, the Council will not normally approve:
a. rearward extensions greater than 3.65m (12 ft) in length;
b. 2-storey extensions with a flat roof, particularly those which would be visible from the public highway;
c. 2-storey extensions to terraced properties which occupy the full width of the house;
d. flat roofed extensions to bungalows;
e. extensions which conflict with the Council's guidelines on privacy distances (which are published as supplementary guidance).

DC1.5 The council will consider on their merits exemptions to the above policies in the case of applications from disabled people who may require particular adaptations to their homes.

Guide to Development in Manchester Supplementary Planning Document and Planning Guidance, Adopted April 2007.

The Guide aims to help to develop and enhance a unique and positive sense of place within Manchester and its neighbourhoods. The guidance is grouped under seven key principles recognised by CABE as being those urban design characteristics which create successful places. These are: character and context, continuity and enclosure, ease of movement, quality of the public realm, diversity, legibility, and adaptability. It advises that high quality design is a vital attribute of successful neighbourhoods.

Paragraph 2.7 states that development should help to sustain local neighbourhoods, encouraging the most appropriate form of development to enliven neighbourhoods and sustain local facilities.

Paragraph 2.14 goes on to say that it is important that new developments are of an appropriate height having regard to location, character of the area and specific site circumstances and local effects, such as microclimatic ones.

Paragraph 2.16 considers the impact of site boundaries, which can be significant and must be taken into account and incorporated into the design of new developments and conversions from an early stage. Original examples that contribute to the character of the area should be retained. Well designed new treatments such as walls, low walls and railings or hedges and boundary trees, can maintain the enclosure of the street, reinforce the building line and contribute to the quality of the environment.

ISSUES

Principle of development

The submitted development application is for the erection of a single storey side extension to form additional living accommodation. This is considered acceptable in principle as many people prefer to alter and extend homes rather than move, to meet the changing residential needs of families. However, consideration must be given to the proposal's appearance, impact on the visual amenity of the area and impact on the neighbouring properties' residential amenity. As the property is to remain a single family dwellinghouse it is not considered that the proposed extension would give rise to any significant additional waste or car parking pressures.

Residential/Visual Amenity

Since 1 Chendre Road is the first property within the street, the side extension would be positioned approximately 0.2 metres from the properties 2 and 4 Carville Road rear boundary line. These properties may experience a loss of light within the rear garden, since the gardens are south facing, and the extension would be positioned south of the properties. These neighbours should not experience any overlooking or privacy implications given the extension is to be single storey, and no windows are to be positioned within the side elevation. A condition shall be attached to any approval granted restricting the further insertion of windows or doors beyond those approved by this consent. Impacts to the properties on Carville Road has been reduced by removing part of the side extension which extends beyond the host property’s rear building line.

Properties opposite 1 Chendre Road may experience additional built form, however this would be minimal given it is only single storey and is set back from the host property by 0.6 metres.

Although the residents would lose driveway space to the side of the property, the rear garden would still be maintained. The reduction in amenity space would create additional living accommodation to meet the changing residential needs of the family.

Due to the reasons stated above, there are no significant impacts associated in terms of residential or visual amenity.

Design and Appearance

The proposed extension has been designed sympathetically to relate to the existing property. The extension would be made of materials used to match the existing property and a condition to that effect would be attached to any consent granted. The extension would involve the insertion of one D/G window unit with low E glazing within the front and rear elevation. Therefore, the proposal has been designed to be in keeping with the character of the existing house. It would not adversely affect the appearance of the existing dwelling.

The originally validated proposal with the side extension extending beyond the rear building line did not constitute as Permitted Development, but the current proposal may have been obtainable through the route of Permitted Development. Albeit the proposal must be assessed on its merits and is considered pursuant to Policy DC1 of the UDP. Given Highways comments asking for the driveway parking space to be 3 metre wide by 6 metre in length, the agent set the side extension back by 0.6 metres to comply with requirements. This also ensures the property is subservient to the existing property and would not create a terracing effect, pursuant to Policy DC1 of the UDP. The side extension is not bulky or out of character with similar extensions in the nearby area. Therefore, the siting and form of the extension is considered acceptable.

Car parking

Following amendments to the drawing, one off street parking space would be available at the property and is accepted by Highways.

Bin storage

Highways raised concerns about a lack of bin storage provision at the property. As a result, on 26 January 2022, the agent stated that bins would be located within a bin store at the front of the property. Therefore, no issues arise.

Conclusion

Overall, the proposed development does not create any significant impact in terms of visual or residential amenity. The design and appearance is in keeping with the character of the property and local area. The amended drawings are thought to address the objections from neighbours whilst satisfying Highways requirements.

Human Rights Act 1998 considerations

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

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

Recommendation: Approve

Article 35 Declaration

The proposal was assessed with regards to policies outlined in the National Planning Policy Framework, Unitary Development Plan Saved Policies, Local Development Framework Core Strategy Development Plan and other material considerations. In this instance officers have worked with the applicant in a positive and proactive manner.

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:

- Householder Application for Planning Permission for works or extension to a dwelling, stamped as received by the City Council as Local Planning Authority on 5 January 2022.
- Drawing- Existing- Site Plan, stamped as received by the City Council as Local Planning Authority on 5 January 2022.
- Drawing- Location Plan, stamped as received by the City Council as Local Planning Authority on 5 January 2022.
- Drawing- Proposed- Site Plan, stamped as received by the City Council as Local Planning Authority on 7 February 2022.
- Drawing- Existing & Proposed- Floor Plans, Sections and Elevations, numbered 3012-01, stamped as received by the City Council as Local Planning Authority on 7 February 2022.

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

3) 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 openings, including windows and doors, shall be inserted within the elevations of the extension, other than those shown on the approved drawings, unless Planning Permission is specifically granted.

Reason - In the interests of the amenities of the occupiers of the neighbouring dwellinghouse, pursuant to saved policy DC1 of the Unitary Development Plan for the City of Manchester, and policy DM1 of the Manchester Core Strategy.

4) The materials used to construct the external elevations of the extensions hereby approved shall match the existing dwellinghouse, in terms of colour, type, and method of coursing and pointing.

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.

5) Prior to the occupation of the development hereby approved, full details of a secure and ventilated bin storage area, including location and any elevations, shall be submitted to the City Council as Local Planning Authority for prior approval in writing. The bin storage area shall be implemented in accordance with the approved scheme and be in place prior to the first use of the development and shall be so maintained and retained at all times thereafter.

Reason - In the interests of the provision of off-street car parking, and the appearance of the street scene, pursuant to saved policy DC1 of the Unitary Development Plan for the City of Manchester, and policy DM1 of Manchester's Core Strategy.

Informatives

1) The applicant should be advised that any requirements for licensing, hoarding / scaffolding, skips and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highway Applications and Network Resilience teams via Email - highwaylicenses@manchester.gov.uk

Appendix 1 – List of consultees & neighbours notified

Highway Services

4 Carville Road, Manchester, M9 7FE
3 Chendre Road, Manchester, M9 7FF
8 Carville Road, Manchester, M9 7FE
6 Carville Road, Manchester, M9 7FE
2 Hinchley Road, Manchester, M9 7FG
2 Chendre Road, Manchester, M9 7FF
4 Chendre Road, Manchester, M9 7FF
2 Carville Road, Manchester, M9 7FE

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
Coal Authority - Surface Coal Resources - Name: Coal bearing strata at surface
Area Team Boundary - Name: NORTH1