

Planning

Growth & Development

Delegated officer report for planning application

Application no. 133093/FH/2022

Date registered valid: 1 March 2022

Proposal: Erection of a part single, part two storey rear extension together with conversion of garage to living accommodation and associated elevational alterations to form additional living accommodation

Address: 21 Rimsdale Drive, Manchester, M40 0GN

Ward(s): Moston Ward

Applicant: John Reed 30 Winnie Street, Manchester, M40 9LR

Agent (if any): Mr Mitchell Johnson ArkiPlan Architectural Ltd Lytchett House, 13 Freeland Park, Wareham Road, Poole, Dorset, BH16 6FA

Case officer: Janine Renshaw-Livesey
Tel: 0161 234 4555
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Recommendation: Approve

Date of recommendation: 22 April 2022

Application details

Type of application: Full Householder Application

Development type: Householder

Date of site visit:

Standard consultations:

Printed: 4 March 2022 Expired: 25 March 2022

Neighbour notifications

Printed: 4 March 2022 Expired: 25 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:

The application site relates to a two storey detached dwellinghouse located within a predominately residential area in the Moston ward of North Manchester. The property has off street car parking provision, open plan garden area to the front, and boundary fencing to three sides.

Erection of a part single, part two storey rear extension together with conversion of garage to living accommodation and associated elevational alterations to form additional living accommodation

The single storey rear extension projects from the original rear elevation of the dwelling house by 2.7m and measures 8m width at ground floor. The first floor extension projects 1m from the rear elevation and measures 3.8m and the enabling works for the garage conversion include the installation of a window facing the front garage.

Consultations & Notification Responses

Local residence were consulted and no representations were received.

Environmental Health confirmed a gas membrane condition should be attached to the consent.

The Highways Team- Commented, the current on-site parking offering is to be reduced by the conversion of garage, but the driveway will be retained and as such, Highways have no concerns regarding vehicular build up on- street.

Issues

POLICIES

UNITARY DEVELOPMENT PLAN SAVED POLICIES

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 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 the original buildings)
- b) they do not create an 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 street scene by virtue of design, use of materials or constructional 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 car 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 (12ft) 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 councils guidelines on privacy distances (which are published as supplementary guidance)

DC1.4 In considering proposals for 2 storey side extensions, the council will have regard to the general guidance above and also to supplementary guidance to be issued. In particular, the council will seek to ensure that:

- a) the development potential of the gap between detached and semi-detached houses is capable of being shared equally by the owners or occupiers of the two properties concerned
- b) the actual or potential result of building the extension will not be the creation of a terracing effect, where this would be unsympathetic to the character of the street as a whole
- c) the actual or potential result of building the extension will not be the creation of a very narrow gap between the properties, or any other unsatisfactory visual relationships between elements of the buildings involved

As a guide and without prejudice to the generality of this policy, the council will normally permit 2 storey house extensions which, when built, would leave a minimum of 1.52m (5ft) between the side wall and the common boundary, and which meet the other requirements of this policy. Proposals which cannot meet these requirements will be judged on their merits, but with weight being given to (a) and (c) above.

LOCAL DEVELOPMENT FRAMEWORK CORE STRATEGY DEVELOPMENT PLAN DOCUMENT (ADOPTED 11 JULY 2012)

Policy SP1 identifies 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 including:-

- 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 or income.
- Protect and enhance the built and natural environment

Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible.

Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

Policy DM 1 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 and 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.
- Flood risk and drainage.
- Existing or proposed hazardous installations.

ISSUES

The proposed development is an extension to a detached residential dwelling, this is considered acceptable in principle as many people prefer to extend their homes rather than move in order 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.

The proposal relates to a part single storey rear extension which takes the full width of the existing property and projects 3.7m from the rear wall. The proposed part two storey rear extension sits above the ground floor extension and does not take the full width of the property and is set to one side of the rear elevation of the property. The proposal also involves elevational alterations to the integral garage to create living accommodation.

As the property is detached there appears to be a gap to both shared common boundaries with no.23 & 19 Rimsdale Drive.

Residential Amenity

It is not considered that the proposed extension would give rise to any significant impacts on the residential amenity of adjoining occupiers. The single storey rear extension projects 3.7m to the rear of the existing dwelling house and the proposal seeks to erect a first-floor extension projecting at 1m above this. The first-floor rear extension would be set lower than the existing roof ridge and in line with the existing eaves.

As the property is detached the proposed extension has been set in line with the existing house width and retains the gap to the shared common boundaries with both adjoining neighbours.

The proposed extension poses minimum impact upon loss of light and overshadowing, the frontage of the property is east facing and rear garden area west facing. Although it is noted that there will be some loss of light and overshadowing after mid-day, however this will not pose a significant impact upon the adjoining properties and rear garden areas. The proposed extension size, scale and height are subservient, therefore appears to be acceptable in both visual and residential amenity or within the character of the immediate local area.

The proposal shows no windows in any of the side elevations of the extension, new bi folding doors are proposed in the rear elevations of the extension overlooking the rear garden area. The proposed openings do not pose issues in terms of residential amenity; overlooking or privacy. A condition shall be applied to any approval regarding no further windows and doors in any of the elevations.

Visual Amenity

Saved policy DC1 of the UDP states amongst the criteria for consideration, that in determining applications for extensions to residential properties, the Council will have regard to the general character of the property and overall appearance of the proposal in the street-scene among other considerations.

The policy goes on to state that extensions should not be excessively large or bulky resulting in structures which are not subservient to original houses or not be out of character with the style of development in the area or the surrounding street-scene by virtue of its design or constructional detail. The policy furthermore states that the council would usually not approve an extension where the actual or potential result of building the extension will be the creation of a very narrow gap between the properties, or any other unsatisfactory visual relationships between elements of the buildings involved.

Policy DM1 of the Core Strategy states that all development should have regard to appropriate siting, layout, scale, form and massing, as well as the impact on the surrounding area in terms of design, scale and appearance. Development should have regard to the character of the surrounding area.

The proposed extension is not considered to create a visually intrusive feature and is in character with local area, due to the roof height set lower than the existing roof ridge, and therefore appear to be subservient. The proposed extensions are in keeping with the original property and the applicant intends to match the existing materials with that of the house, therefore it is considered that the proposal is acceptable in design terms.

Garage Conversion

Impact of works (external alterations to front elevation) - The applicant would remove the garage door and insert a window, which is considered to relate to the remainder of the front

façade. The window design is in keeping with the other windows on this elevation this arrangement is considered to be acceptable.

Generally, in terms of scale, design and relationship with surrounding properties, it is not considered that the works now proposed would have an adverse impact upon the character of the area or the amenity of adjoining occupiers.

Loss of garage space - The driveway is maintained, at the property, which can provide off-street parking for vehicles. This change is therefore considered to be acceptable.

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 applicant / agent in a positive and proactive manner to guide the application through all stages of the planning process and resolve any issues that arose in dealing with the planning application. Further information was sought from officers during the application and amendments were made to the proposal.

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:

DO 1 Rev 0

DO4 Rev 0

DO5 Rev 0, stamped as received on the 1 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 external facing materials to be used on the extension hereby permitted shall match those of the existing buildings in terms of type, colour, texture and scale.

Reason - To ensure that the appearance of the building to be extended is not adversely affected by the materials to be used in the construction of the extension, pursuant to saved policies DC1 of the Unitary Development Plan for the City of Manchester and Policy DM1 and SP1 of Manchester's Local Development Framework: 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 approved drawings.

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

5) Prior to the commencement of development appropriate and comprehensive construction designs for the installation of a proprietary gas membrane, in order to alleviate any possibility of landfill gas ingress to the building, shall be submitted for approval to the City Council, as Local Planning Authority. The approved details shall then be implemented as part of the development.

Reason - the development site lies within 250 metres of a registered landfill site or in close proximity to a potential historical source of landfill gas pursuant to policy EN18 of the Manchester Core Strategy (2012).

Appendix 1 – List of consultees & neighbours notified

Highway Services

19 Rimsdale Drive, Manchester, M40 0GN
19 Merridale Road, Manchester, M40 0AD
23 Rimsdale Drive, Manchester, M40 0GN
18 Rimsdale Drive, Manchester, M40 0GN
21 Merridale Road, Manchester, M40 0AD

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
Historic Landfill Site 250m Buffer -
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: NORTH1