

Planning

Growth & Development

Delegated officer report for planning application

Application no. 131933/FH/2021

Date registered valid: 15 October 2021

Proposal: Erection of first floor front and part single/part two storey side and rear extension together with demolition of existing detached garage

Address: 35 Kingsfield Drive, Manchester, M20 6JA

Ward(s): Didsbury East Ward

Applicant: Helen Owen, 35 Kingsfield Drive, Manchester, M20 6JA

Agent (if any):

Case officer: Robert Tyrer
Tel: 0161 234 4068
Email: robert.tyrer@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 9 December 2021

Application details

Type of application: Full Householder Application

Development type: Householder

Date of site visit: 02 November 2021

Standard consultations:

No consultations have been printed and sent.

Neighbour notifications

Printed: 25 October 2021 Expired: 15 November 2021

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

The application site is a large semi-detached dwelling house with a front garden that provides space for two vehicles and a large rear garden. The property has had no previous extensions or alterations.

The property is two storeys in height constructed of mainly brick and render incorporating a projecting bay at front which are distinctive feature of the properties within the street scene.



Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of area

The application site is located in an enclave of similar designed and built two storey housing accessed from School Lane, the majority of the properties have been extended or altered since they were first built. The area is close to both primary and secondary school and is a short walk to Didsbury district centre.

Description of development

The applicant is seeking planning permission to erect a first floor front and part single/part two storey side and rear extension together with demolition of existing detached garage

Consultations & Notification Responses

Local residents/public opinion – One representation was received neither objecting nor supporting the application. The resident raised a query about the demolition of the garage.

Issues

Local Policy

Manchester Core Strategy Development Plan Document (2012) - The Core Strategy was adopted on the 11th July 2012 and replaces a large number of policies in Manchester's Unitary Development Plan.

The Unitary Development Plan (UDP) for the City of Manchester (1995) - The Unitary Development Plan for the City of Manchester was adopted in 1995 and has largely been replaced with the policies contained within the Core Strategy. However, there are a number of policies that are extant.

The relevant **Core Strategy** policies for this application are as follows:

SP1 – Spatial Principles

DM1 – Development Management 1

The relevant **UDP** policies for this application are:

DC 1.1 – 1.6 – Residential Extensions

The Guide to Development in Manchester SPD

National Policy

National Planning Policy Framework (NPPF) - The NPPF sets out broad national policies on themes such as housing, historic environment, town centres, design, climate change and the Green Belt.

Central to the broad policy direction contained within the NPPF is the notion of sustainable development; development which effectively balances economic, social and environmental factors.

In particular NPPF states that in terms of design:

126. The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.

And,

130. Planning policies and decisions should ensure that developments:

a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

134. Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design⁵², taking into account any local design guidance and supplementary planning documents such as design guides and codes. Conversely, significant weight should be given to:

a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or

b) outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

135. Local planning authorities should seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme (for example through changes to approved details such as the materials used).

The Principle – Policies SP1 and DM1 of the Manchester Core Strategy 2012 (Core Strategy) seek to ensure that new development enhances or creates character, protects and enhances the built environment; and that the design, scale and appearance of the proposed development is appropriate to its context. Policies DC1.1, DC1.2, DC1.3 and DC1.4 of The Unitary Development Plan for the City of Manchester 1995 (UDP) relate specifically to residential extensions and set out several criteria against which proposals for extensions will be assessed.

Although these latter policies are now of some age, they are consistent with the guidance in the National Planning Policy Framework (NPPF) which seeks a high standard of design in new developments which provides a good standard of amenity of all existing and future occupiers.

Development in this application proposes first floor front and part single/part two storey side and rear extension together with demolition of existing detached garage to which there are other examples within the street and there is no objection in principle, subject to satisfactory impacts on residential and visual amenity, parking and bin storage in accordance with the above development plan policies

Residential Amenity and Visual Amenity – The applicant seeks to extend at front, side and rear of the property to provide additional living accommodation.

Taking into consideration the position, design and scale of the proposed extension and its relationship with neighbouring properties, it is not considered that there would be any significant impact in terms of over-dominance, overshadowing or overlooking.

The rearward projection of the part single storey rear element (3.0 metres) is similar to the rearward projection of the adjoining semi-detached property no.33 (planning application reference: 111097/FH/2016/S2). If the application is approved it is considered that the proposal would have a similar relationship to No.33 Kingsfield Drive, the single storey scale of the proposed extension, the adjoining neighbours single storey extension, the spacing between properties and the extent of the rear garden, any impact in term of overdominance or overshadowing is unlikely in this case.

The two storey rear and side extension would also have a rearward projection of 3 metres and gap of 1 metre to the shared boundary with no.39 Kingsfield Drive. The application site is located to the north of no.39 Kingsfield Drive, the drawings show that the proposed extension roof will be significantly lower than the ridge height of existing dwellinghouse (lower by approx. 1.3 metres) and have a hipped roof. It is considered that the siting, scale and massing would not result in an overly dominate extension nor have an overbearing impact on no.39 Kingsfield Drive. Any overshadowing and dominance will largely be mitigated by the proposed single storey extension and that of the neighbours at no.33 Kingsfield Drive.

The first floor front extension is similar to that of many extensions in the area which often allows for a large bathroom. The hipped roof will also be continued to help amalgamate with the design of the original dwelling but also reduce the massing. As with the rear and side extension the impact of the development is unlikely to cause any concerns with over-dominance or overshadowing on the neighbouring properties.

On balance, due to the position, design and size of the proposed extension it is considered to be in accordance with policies DM1 of the Core Strategy and DC1 of the UDP

Bin storage – The gap to the shared boundary will provide sufficient access to the side and rear of the property for bin storage.

Parking – Despite the proposed loss of the garage, the site should still be able to accommodate two vehicles parked off road.

Garage – The drawings indicate that the garage would have to be partially demolished to accommodate the garage and it is noted as observed on site that the garage does form part of the boundary with currently no fence or wall that exists between the two properties. Any new fence or wall would have to be agreed between the neighbours and under permitted development rights they could erect a fence or wall up to a height of 2 metres without the requirement of a planning application.

Following further clarification the applicant has confirmed by email that due to the condition of the garage that all of it will be removed and that they have discussed the boundary fencing with the neighbouring property.

Conclusion - The extension is considered to be in accordance with SP1 and DM1 of the Core Strategy and saved policy DC1 of the UDP.

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 based on seeking solutions to problems arising in relation to dealing with the planning application. In this instance, no negotiations were necessary but appropriate conditions have been attached to the end of this report. The scheme is considered to be in accordance with the guidance contained within saved policy DC1 of the Manchester Unitary Development Plan and to policies SP1 and DM1 of the Core Strategy.

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:

DWG No.004, 005, 006 and 007 received by the City Council as Local Planning Authority, on the 15.10.2021

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 development hereby approved shall be carried out in accordance with the materials as set out in drawings:

Dwg No.007 received by the City Council as Local Planning Authority on the 15.10.2021

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 Core Strategy.

Appendix 1 – List of consultees & neighbours notified

37 Kingsfield Drive, Manchester, M20 6JA
33 Kingsfield Drive, Manchester, M20 6JA
30 Kingsfield Drive, Manchester, M20 6JA
28 Kingsfield Drive, Manchester, M20 6JA

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 Zone - All Exceeding 90M
Area Team Boundary - Name: SOUTH