

Planning

Growth & Development

Delegated officer report for planning application

Application no. 129815/FO/2021
Date registered valid: 9 April 2021
Proposal: Erection of two storey side extension to provide additional living accommodation
Address: 50 Ringway Road, Manchester, M22 5NF
Ward(s): Woodhouse Park Ward

Applicant: Mr Hushier Miah 50 Ringway Road, Manchester, M22 5NF
Agent (if any): Mr Chris Baker 50 Ringway, Manchester, M22 5NF
Case officer: Linda Marciniak
Tel: 0161 234 4636
Email: linda.marciniak@manchester.gov.uk

Recommendation: Approve
Date of recommendation: 2 June 2021



Application details

Type of application: Full Application Consent

Development type: Householder

Date of site visit: 25.05.2021

Standard consultations:

Printed: 13 April 2021 Expired: 4 May 2021

Neighbour notifications

Printed: 13 April 2021 Expired: 4 May 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 detached inter-war red brick dwelling house situated on the north side of Ringway Road in the Woodhouse Park ward. The property is on a corner with Croyde Close, a short cul-de-sac of terraced houses.

The site has a single storey extension on the north-eastern side and a detached garage outside of the rear garden boundary approved under application 094970/FH/2010/S2.

The property has a red clay tile pyramid hip roof and gardens to all sides. The garden / driveway on the eastern side is 3.87 metres in width.

At the time of a site visit, a porch was also being erected on the front elevation which is not included in the present application. The agent confirmed during negotiations that the porch met the criteria for Permitted Development.

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of area

The application site represents the southernmost extent of inter-war estate housing that borders the curtilage of Manchester Airport which faces the site to the south.

The property is the only detached house on the northern side of the road, the remainder being either semi-detached or rows of terraces, all red brick and with either hipped (semi's) or gable (terraced) roofs.

Description of development

Erection of two storey side extension to provide additional living accommodation.
The application proposes a study at ground floor and a bedroom with en-suite at first floor.

Consultations & Notification Responses

Neighbour notifications - Objection

This house already has multiple large outside buildings inside the footprint of the site. These have taken up so much space on this plot, along with the existing extension. As a neighbouring property I would object to this large extension being built.

MAG - Comments -

We have no objection subject to the following Conditions:

During demolition & construction robust measures must be taken to control dust and smoke clouds.

Reason: Flight safety - dust and smoke are hazardous to aircraft engines; dust and smoke clouds can present a visual hazard to pilots and air traffic controllers.

During Construction & final build:

During construction, robust measures to be taken to prevent birds being attracted to the site. No pools of water should occur and prevent scavenging of any detritus.

During construction and in perpetuity, robust measures to be taken to prevent birds being attracted to the site. No pools or ponds of water should occur/be created without permission.

Reason: Flight safety - Birdstrike risk avoidance; to prevent any increase in the number of hazardous birds in the vicinity of Manchester Airport (MAN) that would increase the risk of a Birdstrike to aircraft using MAN.

The height of the extension must not exceed the existing roofline.

All exterior lighting to be capped at the horizontal with no upward light spill.

Reason: Flight safety - to prevent distraction or confusion to pilots using MAN.

No reflective materials to be used in the construction of the extension. (please liaise with MAN to check).

Reason: Flight safety - to prevent ocular hazard and distraction to pilots using MAN.

No solar photovoltaics to be used on site without first consulting with the aerodrome safeguarding authority for MAN.

Reason: Flight safety - to prevent ocular hazard and distraction to pilots using MAN.

Informative:

No lighting directly beneath any installed roof lights that will emit light upwards - only downward facing ambient lighting to spill from the roof lights upwards - ideally, automatic blinds to be fitted that close at dusk.

Reason: Flight safety - to prevent distraction or confusion to pilots using MAN. Given the location of this property the applicant should be aware that the airport will take action against anyone found in contravention of the Air Navigation Order ("Order"). In particular in contravention of the following provisions under that Order:

Part 10: 240: A person must not recklessly or negligently act in a manner likely to endanger an aircraft, or any person in an aircraft.

Part 10: 241: A person must not recklessly or negligently cause or permit an aircraft to endanger any person or property.

Issues

Core Strategy - The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy")

The overarching planning policy document for Manchester 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.

Policy DM1 - Development Management

This policy provides 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 which development should have regard to are:

- o Appropriate Siting, layout, scale, form, massing, materials and detail.
- o 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.
- o 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

This policy states that priority will be given to the creation of neighbourhoods of choice outside of the regional centre. In particular, developments which make a positive contribution and enhance areas for residents will be supported.

The National Planning Policy Framework (NPPF)

The NPPF was published on the 27 March 2012 and updated in February 2019. It is a material planning consideration in the determination of planning applications.

The NPPF states that the planning system must contribute to the achievement of sustainable development. These are encapsulated into three categories: economic, social and environmental.

It places an emphasis on good design which is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.

Unitary Development Plan (UDP)

The UDP has been superseded by the Core Strategy Development Plan, however, some policies have been saved and are still considered as part of the planning process. Policy DC1 for Residential Extensions is still considered of relevance and states that in determining planning applications for extensions to residential properties, the Council will have regard to:

- o the general character of the property,
- o the effect upon the amenity of neighbouring occupiers,

Extensions to residential properties will be allowed subject to compliance with other relevant policies of the Plan and the following criteria:

- o 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);
- o they do not create an undue loss of sunlight, daylight or privacy;
- o 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;

For reasons below, the proposal accords with the principles of the above planning regulatory framework.

Principle

The application is for an extension to a residential property which has previously been extended. The proposal seeks to add to the existing extension to create a study at ground floor with an en-suite bedroom over. Saved planning policies within the development plan for householder extensions enable residents to adapt their homes to meet changing household needs.

The principle of the proposal is therefore acceptable subject to development having acceptable impacts on residential and visual amenity, car parking, bin storage and aerodrome safeguarding as set out below.

Residential Amenity

The extension will have an acceptable impact on residential amenity. The proposal is for a 2.932-metre wide extension which ties in with the existing single storey extension towards the rear of the eastern side elevation. No windows are proposed on this elevation so no overlooking opportunities will be created.



In terms of overshadowing and being overbearing, development will sit closer to the side elevation of No.48 Ringway Road where a side door and secondary, non-habitable room windows are present. These windows may experience some loss of light but as there is no projection beyond the rear elevation, this will not be to any significant extent.

The side of the adjacent semi is not commonly used as recreational amenity space so the extension will not be experienced as significantly overbearing.

Visual Amenity

The extension has been designed to appear subservient to the main dwelling. The 2.932 metre width is less than half the width of the original (6.257 metres) with the eaves lining through with the original to a height of 4.356 metres and the extended roof ridge set down by 580mm.



Although there is only a nominal 200mm set back across both storeys, the modest scale of the extension, together with the set down and hipped roof and 1.32 metre gap to the eastern boundary, retains the original sense of a detached dwelling.

Any development at the side of No.48 to the east would be similarly required to maintain a gap to the boundary if a proposal came forward with a nominal set back to maintain the sense of separation and avoid terracing. This would be achievable as the gap at the side of this property is wider, being

4.28 metres to the boundary with No.50. Any similarly scaled extension at No.48 in future would therefore leave a visual gap of just over 2.5 metres between the two properties which would be sufficient to maintain a clear sense of separation.

As no development is proposed on the western side, the visual gap at the junction with Croyde Close is maintained.

The materials are proposed to match the original which will help the extension to assimilate within the street scene.

Car parking

The parking space at the front of the property will be retained following any approval of the application.

Bin storage

Bins are presently stored on the western elevation where there is a large gap to the Croyde Close boundary and contained behind the perimeter fencing. Alternatively, they can be stored on the eastern elevation where the 1.33 metre gap is retained following any approval of the development, without any loss of visual amenity.

Other matters

Aerodrome safeguarding

As the site lies under the flight path to Manchester Airport, the Manchester Airport Group was consulted on the proposal. Several recommendations have been made for conditions to be

attached to any approval covering the management of smoke and dust, pooling water which could attract birds, reflective surfaces and light spillage including from solarvoltaics, which are appended at the end of this report, in the interests of aerodrome safeguarding. Informatives are also attached covering work using cranes and light spillage.

The proposal also meets the criteria for the extended roof height being no higher than the original, in this case being 580mm lower.

Objection

An objection has been raised by a neighbouring occupier who is concerned that the extension amounts to an over-development of the site when the existing extension and the detached garage are taken into consideration.

The Council does not share this view. Both the existing and proposed side extensions are common responses to providing additional living accommodation over 2-storeys. The single storey extension will be assimilated within the current proposal which is a relatively modest scale of development overall.

Although there are few examples of extensions in the local area, the scale of the extension is proportionate to the original dwelling, with no projection beyond the rear elevation and the siting is the most logical solution given the internal constraints of the stairwell. It also means that visually, the sense of openness to the Croyde Close boundary is maintained.

The garage approved in 2010 which belongs to the property also appears as divorced from the site, being fenced off at the end of the rear garden and so is not obviously read in association with the dwelling and proposed extensions. As it is single storey with its front elevation facing onto Croyde Close, it has limited visibility in the street scene. As such, it will not be perceived as an over-development of the site.

Porch

At the time of a site visit (May 2021), a front porch was under construction which is not reflected in the proposed plans. It appears that the footprint is outside the limits of Permitted Development and so the agent was asked to confirm the dimensions to determine whether it needed to be included in any revised drawings. No response was received and so the matter has been referred to the Planning Compliance team for investigation and any action to regularise the development should it fall outside of current Permitted Development limits.

Conclusion

The application is for a reasonable amount of development that will have acceptable impacts on residential and visual amenity, parking, bin storage and, with the conditions applied as recommended below, aerodrome safeguarding.

In these respects, the proposal accords with saved UDP policy DC1 and with Core Strategy policies DM1 and SP1 with no material considerations to indicate otherwise.

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

The local planning authority in making its decision has had due regard to paragraph 47 of the National Planning Policy Framework as well as the development plan, national planning policy and other material considerations and has approved the application subject to appropriate conditions and for the reasons outlined in the delegated report. The application received one objection on notification which was taken into consideration during assessment of the proposal and has been approved with appropriate conditions as set out below, in the interests of residential and visual amenity and aerodrome safeguarding.

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 received on the 23rd of March 2021 or as stated:

Application form
Location Plan (90) 001
Existing Site Plan (00) 090
Existing Ground Floor Plan (00) 001
Existing First Floor Plan (00) 002
Existing Elevations (00) 100
Proposed Site Plan (20) 090
Proposed Ground Floor Plan (20) 001
Proposed First Floor Plan (20) 002
Proposed Elevations (20) 100
Photos received on the 9th of April 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 materials to be used on the external surfaces of the extension hereby permitted shall match those of the existing building in type, size, colour and texture, as stated on the Householder Application Form.

Reason: In order to ensure a satisfactory appearance in the interests of visual amenity in accordance with saved policies DC1 of the Unitary Development Plan for the City of

Manchester, SP1 and DM1 of the Manchester Core Strategy and the requirements of the National Planning Policy Framework.

4) The first floor rear en-suite bathroom window shall be obscure glazed to a specification no less than Level 5 on the Pilkington Glass Scale or such other alternative equivalent and shall remain so in perpetuity.

Reason - To protect the amenity and living conditions of adjacent residential properties from overlooking or perceived overlooking in accordance with policy DM1 of the adopted Core Strategy Development Plan Document for the City of Manchester and saved UDP policy DC1.

5) During demolition and construction robust measures must be taken to control dust and smoke clouds.

Reason: In the interests of flight safety as dust and smoke are hazardous to aircraft engines; dust and smoke clouds can present a visual hazard to pilots and air traffic controllers.

6) During construction, robust measures must be taken to prevent birds being attracted to the site. No pools of water should occur and prevent scavenging of any detritus.

During construction and in perpetuity, robust measures to be taken to prevent birds being attracted to the site. No pools or ponds of water should occur/be created without permission.

Reason: In the interests of flight safety and birdstrike risk avoidance; to prevent any increase in the number of hazardous birds in the vicinity of Manchester Airport (MAN) that would increase the risk of a birdstrike to aircraft using Manchester Airport.

7) All exterior lighting shall be capped at the horizontal with no upward light spill.

Reason: In the interests of flight safety to prevent distraction or confusion to pilots using Manchester Airport.

8) No reflective materials shall be used in the construction of the extension. In the case of doubt, the applicant must liaise with Manchester Airport to check the safety of materials.

Reason: In the interests of flight safety, to prevent ocular hazard and distraction to pilots using Manchester Airport.

9) No solar photovoltaics shall be used on the site without first consulting with the aerodrome safeguarding authority for Manchester Airport.

Reason: In the interests of flight safety, to prevent ocular hazard and distraction to pilots using Manchester Airport.

Informatives

1. The applicant's attention is drawn to the new procedures for crane and tall equipment notifications, please see:

<https://publicapps.caa.co.uk/docs/33/CAP1096%20E2.1%20September%202020%20FINAL.pdf>

2. No lighting directly beneath any installed roof lights that will emit light upwards - only downward facing ambient lighting to spill from the roof lights upwards - ideally, automatic blinds shall be fitted that close at dusk.

Reason: Flight safety - to prevent distraction or confusion to pilots using MAN.

3. Given the location of this property the applicant should be aware that the airport will take action against anyone found in contravention of the Air Navigation Order ("Order"). In particular in contravention of the following provisions under that Order:

Part 10: 240: A person must not recklessly or negligently act in a manner likely to endanger an aircraft, or any person in an aircraft.

Part 10: 241: A person must not recklessly or negligently cause or permit an aircraft to endanger any person or property.

Appendix 1 – List of consultees & neighbours notified

Manchester Airport Safeguarding Officer

Cherry Tree Cottage, Ringway Road, Manchester, M22 5WF

2 Croyde Close, Manchester, M22 5NT

Rose Cottage, Ringway Road, Manchester, M22 5WF

54 Ringway Road, Manchester, M22 5NF

48 Ringway Road, Manchester, M22 5NF

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 - Within Outer Area

Green Belt Land - Greater Manchester Green Belt Local Plan 1984

Airport Noise Index Zone - Noise and Nuisance Index - 60

Area Team Boundary - Name: SOUTH