

Planning

Growth & Development

Delegated officer report for planning application

Application no. 127513/FH/2020

Date registered valid: 21 July 2020

Proposal: Proposed single storey side and rear extension, following demolition of rear conservatory, to provide additional living accommodation

Address: 24 Moorland Road, Manchester, M20 6BD

Ward(s): Didsbury East Ward

Applicant: Miss Paige Beck, 24 Moorland Road, Manchester, M20 6BD

Agent (if any): Mr Justin Keleghan, JK Technical Services (NW) Ltd, 21 Campbell Road, Swinton, Manchester, M27 5QG

Case officer: Constance Phillips
Tel: 0161 234 5792
Email: constance.phillips@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 15 September 2020

Application details

Type of application: Full Householder Application

Development type: Householder

Date of site visit: Photos received with application

Standard consultations: Printed: 24 July 2020 Expired: 14 August 2020

Neighbour notifications: Printed: 24 July 2020 Expired: 14 August 2020

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: Not applicable

Tree Preservation Order: Not applicable

The application relates to a two storey semi-detached dwellinghouse of reddish brown brickwork with box bay windows to the front and a hipped tiled roof. The property sits within a generous plot, including a front garden, driveway and rear garden, and features an existing rear conservatory and detached garage/outbuilding.

Description of area

Moorland Road is residential in nature and located within the Didsbury East ward, very close to Didsbury Village centre, with a tram stop, shops, eateries and bars within easy walking distance.

Description of development

The applicant wishes to demolish the garage and conservatory in order to build a single storey side and rear extension to provide additional living accommodation.

Consultations & Notification Responses

Local residents, as per appendix 1 – No comments or objections received.

Transport For Greater Manchester – No objection to the proposal.

Policies

The following policies are considered relevant in the consideration of this application.

Unitary Development Plan (UDP) - The UDP has been superseded by the Core Strategy Development Plan but certain policies are still considered of relevance:

- Policy DC1 - Residential Extensions

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

- Policy DM1 - Development Management
- Policy SP1 - Spatial Principles

The National Planning Policy Framework (NPPF, 2018)

For reasons to be outlined below, it is considered the proposal accords with the principles of these policy documents.

Issues

Principle – The principle of building a single storey side and rear extension to provide additional living space is acceptable, however consideration must be given to the proposals siting, scale and massing, appearance and impact upon existing levels of residential and visual amenity.

Siting, scale and massing – The existing conservatory and garage would be demolished and a single storey side and rear wrap around extension built to provide a larger open-plan kitchen-diner at the rear and a garage/store at the side. The side element would have a width of 2m and span the full depth of the existing property to join with the extension at the rear, with a height of 3m and a gap to the boundary of 0.19m. The rear element would have a depth of 5m and width of 6.3m, with a gap to the adjoining semi of 0.6m and a flat roof height of 3m and maximum height to the lanterns of 3.6m. The adjoining semi, No.22, features its own 4m rear extension and No's 18 and 20 to the north have 6m+ rear extensions. In isolation, the individual components are not far off permitted development (if the rear element were to be applied for under the Larger Homes Extension scheme and did not garner any objections – which this has not), however taken as a whole it requires permission, but these aspects are considered to be subservient to the original dwelling and appropriately sited within the plot, therefore the siting, scale and massing of the proposal is considered acceptable, in line with policies DM1 and SP1.

Appearance and visual amenity – The extension would feature a flat parapet roof and would be constructed of brickwork to match the existing house, a GRP roof containing aluminium glazed lanterns and black aluminium glazed doors. The side elevations would comprise of blank walls, the front elevation would feature a small garage door and the rear elevation would feature a wide (5 panel) set of bi-folding doors opening onto the garden. The design is slightly contemporary in appearance, however the only aspect readily visible from the highway is the front elevation which would be constructed of materials to match the existing dwellinghouse and would only measure 2m in width and 3m in height. Several properties on Moorland Road already feature single storey side extensions, in a range of styles (brick, glazed or garage), hence the proposal is deemed acceptable in appearance and is not considered to cause undue harm to the streetscene or the visual amenity of the house.

Residential amenity – The works would leave little room to either of the side boundaries, however the relatively low roof height (3m) and the fact a larger massing could be built along

these boundaries under permitted development means no reductions were requested of the agent. Although the proposal contributes to a sizeable extended footprint, it is single storey and due to its siting would only affect the light to No.22, which already has a 4m rear extension and therefore any loss of sunlight would be minor. The side elevations are devoid of windows, hence there are no concerns regarding privacy and potential overlooking. In addition to this, no objections were received from the surrounding occupiers notified of the proposed development, thus the proposal is deemed acceptable in terms of its impact upon residential amenity.

Parking and refuse – Although the existing garage will be demolished and the proposed garage would not be wide enough for a car, one space would remain on the driveway, which is an adequate off-street parking provision for a family dwellinghouse. The gap to the boundary would be lost, for the transport of refuse bins to the rear for storage, however, the proposed side extension/garage contains designated storage for refuse, pursuant to policy DM1.

Conclusion – The proposal broadly complies with policies DM1, DC1, SP1 and the NPPF and it is not thought to significantly harm the existing levels of residential amenity enjoyed by neighbouring occupiers nor the visual amenity of the street/area, therefore the development is deemed acceptable and may commence in accordance with the following conditions.

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 in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. No significant problems have arisen during the consideration of this application and the application has been determined in a timely manner, in accordance with the policies with the Development Plan.

Condition(s) to be attached to decision for approval

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 drawings numbered '02' and '03', stamped as received by the City Council as Local Planning Authority with the planning application on the 21st July 2020.

Reason - To ensure 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 submitted application form.

Reason - To ensure 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 DC1.1, DC1.2 and DC1.4 of the Unitary Development Plan for the City of Manchester and policy DM1 of the Manchester Core Strategy.

Appendix 1 – List of consultees & neighbours notified

Transport For Greater Manchester
Flat 1, 43 Moorland Road, Manchester, M20 6BB
43 Moorland Road, Manchester, M20 6BB
Flat 3, 43 Moorland Road, Manchester, M20 6BB
Flat 2, 43 Moorland Road, Manchester, M20 6BB
26 Moorland Road, Manchester, M20 6BD
22 Moorland Road, Manchester, M20 6BD

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
Susceptible to Surf Water Flood (Less)
Susceptible to Surf Water Flood (Middle)
Area Team Boundary - Name: SOUTH