

Planning

Growth & Development

Delegated officer report for planning application

Application no. 126709/FH/2020

Date registered valid: 13 May 2020

Proposal: Erection of part single, part two storey rear extension, creation of off road parking connecting to Connaught Ave and new boundary treatment

Address: 6 Lynton Drive, Manchester, M19 2LQ

Ward(s): Burnage Ward

Applicant: Mr Iqbal 6 Lynton Drive, Manchester, M19 2LQ

Agent (if any): Mr Vickas Alyas Architek 880 Stockport Road, Manchester, M19 3BN

Case officer: Harriet Aidoo
Tel: 0161 234 4532
Email: h.aidoo@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 1 September 2020

Application details

Type of application: Full Householder Application

Development type: Householder

Date of site visit:

Standard consultations:

Printed: 15 May 2020 Expired: 5 June 2020

Neighbour notifications

Printed: 20 August 2020 Expired: 27 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:

Tree Preservation Order:

Description of site / building / area

The application relates to a 2 storey semi-detached dwellinghouse within a cul-de-sac of similar properties in a predominantly residential area of Levenshulme ward. The property benefits amenity space to the front, side and rear. There is an existing small, lean-to single storey rear extension, and existing detached outbuilding/garage along the side elevation, along with boundary screening which is in excess of 1.8 metres along the side and rear elevations. A public footpath runs along the side of the application site and no. 4 Lynton Drive to connect with Connaught Avenue

Description of development

The proposal relates to the erection of a part single, part two storey rear extension, creation of off road parking connecting to Connaught Ave and new boundary treatment.

The proposed development would also incorporate elevational alterations involving 2 windows in the roof elevation facing the Lynton Drive streetscene, of which is intended to facilitate the use of the loft space as a storage/games room (as stated on the submitted plans).

The agent was advised early on in the planning application process that there were concerns about the proposed scale, bulk and massing impact, particularly at first floor. Clarification was requested in relation to the proposed creation of the new off road parking connecting to Connaught Avenue, details of the proposed new boundary treatment, and the requirement for sufficient site lines and protecting pedestrian safety; in particular, small children who may be accessing the adjacent footpath.

Following negotiations the proposal has been revised in the interest of residential and visual amenity. Clarification also been provided in relation to the proposed creation of the new off road parking connecting to Connaught Avenue, and the proposed new boundary treatment; (Email from agent dated 14/08/2020 and attached revised plans):

- Location and Site Plan, DRAWING NUMBER A101, REV P3,
- Existing Floor Plans, DRAWING NUMBER A102, REV P1,
- Existing Elevations, DRAWING NUMBER A103, REV P1,
- Proposed Floor Plans, DRAWING NUMBER A104, REV P3, and
- Proposed Elevations, DRAWING NUMBER A105, REV P3,

The proposed development would comprise of the following:

1. Part single, part two storey rear extension

The initially proposed rearward projection at first floor of 4500mm has been reduced to 3000mm.

The part single (L 4500mm x W 6227mm x maximum H 3543mm [2650mm to eaves level]), and part two storey (L 3000mm x W 4423mm) rear extension at ground floor would be stepped away 250mm from the common boundary with no. 8 Lynton Drive, and at first floor would also be stepped away 1845mm from this common boundary. Along the side elevation facing no.4 Lynton Drive, the proposed extension would be flush with the building line of the original house at both ground and first floor. A hip to gable roof design is proposed, and the proposed roof ridge has been set below that of the original house. One window is proposed along the first floor rear elevation, and another window and door along the ground floor rear elevation, also facing the rear garden.

It is intended to match materials with those of the original house.

2. Creation of off road parking connecting to Connaught Avenue and new boundary treatment

In terms of the proposed new off road parking connecting to Connaught Avenue and new boundary treatment, the submitted information indicates that the current driveway parking will be retained, accessed from Lynton Drive. The proposed rear parking will therefore offer additional off-street car parking for the occupiers, accessed from Connaught Avenue, reducing demands on-street. This arrangement is also noted for the neighbouring property, no.4 Lynton Drive.

The existing boundary treatment would in-part be retained (i.e. the concrete panel fencing along the side elevation with the public footpath, and the dwarf brick wall measuring 366mm in height along Connaught Avenue elevation).

It is then intended to introduce a section of brick wall (width 664mm x height 980mm) to bridge the existing concrete panel fencing along the side elevation with the public footpath and the new drive way gates. The proposed driveway gates maximum height 1302mm would open inwards - into the rear garden. New timber frame fencing (maximum height 1626mm) would be installed above the existing brick dwarf wall. It is also intended to drop the height of the existing concrete panel fencing along the side elevation with the public footpath at where it meets with the proposed new gates to mitigate the concerns raised with the agent in terms of the requirement for sufficient site lines and protecting pedestrian safety; in particular, small children who may be accessing the footpath.

3. Elevational alterations involving 2 windows in the roof elevation facing the Lynton Drive streetscene.

These proposed works are to facilitate the use of the loft space as a storage/games room (as stated on the submitted plans). As these works would meet the requirements of householder general permitted development, planning permission would not be generally required; and therefore it is considered to be acceptable.

Consultations & Notification Responses

1. Local residents

Occupiers of properties surrounding the application site were notified of the proposal. The following comments, objections and representations were received:

a) Objector

There is concern that the access onto Connaught Avenue would increase car traffic and encourage further on-road parking at the end of the cul-de-sac. This could restrict the access of residents of Connaught Avenue and the ability to manoeuvre, particularly for service vehicles. Additionally, the alleyway connecting Connaught Avenue and Lynton Drive is well used, particularly during school term and additional vehicle access immediately adjacent to the alleyway entrance is felt to increase risk to pedestrians. Although the access is in line with the property the other side of the alleyway, this is rarely used and so has a low impact.

b) Objector

We are concerned that this proposal will not only generate traffic but also pose a safety risk to children and passers-by as well as affect the ecological landscape of the area in question. We, as well as other young families on the street purchased our houses with this in mind that our young children would have the freedom to play at the bottom of a quiet cul-de-sac. If the rear of the property in question becomes a driveway to a household which is home to three vehicles it will pose a danger for the children as the homeowners are constantly using the driveway as we have studied their movements closely. As they wish to avoid the speed bumps on Grangethorpe Drive which leads to access to the narrow street that is Lynton Drive due to the difficulty they experience in manoeuvring their vehicles, they wish to use Connaught Avenue to access their rear garden, which will result in them blocking access to their own drive in the knowledge that they are blocking their own drive,

however it would also prove impossible for me to perform a reverse park action to gain access to my driveway or for us to perform a 3-point turn when we wish to leave our home.

This would then result in a build-up of traffic as the occupiers on 30 Connaught Avenue park their vehicles adjacent to the dwarf wall which the proposer intends to demolish.

A more grave concern is that the alley way adjacent to their property is a busy pedestrian route for local children who attend Acacias Primary School. As the pedestrians, mainly children leave the alleyway they subconsciously walk to the left as the school is at the top of the street on the left hand side, this would then mean there is a blind spot from which traffic would emerge ie the proposed driveway.

My suggestion would be that the existing garage they have in their drive be demolished as it is a health and safety asbestos hazard, this will create space for more vehicles to the side of their home.

We currently overlook the hedges that provide green scenery as well as berries for birds and passers-by, removing this would thus impact the ecology and the local population of birds, on which we pride our locality due to the number of trees and hedges which house these.

We are already disturbed by the constant use of the alley way by the residents of this house as they park next to the dwarf wall to gain foot access to the front of their house through the alley way as this hinders our ability to park our vehicles in front of our house, and we find it difficult to leave our own driveway if cars are parked across the road from us, it will also hinder those at number 30, we then in turn have to recall our children home as this becomes a road hazard for them when using the bottom of the street for leisurely activities.

We fear that once this becomes a driveway the traffic generation will adversely affect those that living here, as they will allow their guests to use it as a car parking area to save them having to tackle the parking issues that they may have in Lynton Drive.

We have no objection to the erection of the rear extension may we add.

c) Objector

I have no objections to the building of the extension in question, but this would indicate an increase in household numbers which may indicate an increase in the vehicles located at, or visiting the address.

My observation of the creation of the off-road parking connecting to Connaught Avenue is a possible danger to the large number of school children using the passage way at the side of the property into Connaught Avenue going to or from school.

Most children and parents walk on that side of the road.

Parents do park here when collecting their children from school and it can get very busy at these times with vehicular traffic, in winter time it will also be dark at that time, number 8 Lynton Drive has recently had a similar extension to his property.

I feel that he would want similar access from Connaught Avenue to the rear of his property if permission is granted to number 6.

I have noticed that many delivery drivers can at the moment perform a 3-point turn and drive back out. If any more vehicles park at this end of the Avenue, I suspect they would have to reverse towards Lindsay Avenue thus creating possible traffic problems.

Following revisions to the initially submitted plan, a further re-consultation was undertaken. The following comments, objections or representations were received:

a) Objector

I'm writing about the letter I have received from yourself for 6 LYNTON drive, I am suffering from anxiety due to brain haemorrhage I have become very sensitive of sleep if I don't have rest I feel very anxious and irritated and if they done their extension I will be stuffing on daily basis their garden is small I will be feeling some on in my front garden .noise and disturbance will affect my daily life .please consider my illness. I chose to live in cul-de-sac to live in peace and quiet my children's love to play outside and I feel safe if they ride their bikes or play out I always feel safe because I know no traffic no one coming in the of the road I will lose all my freedom and peace. Please before you make any decision consider my whole family's health and safety and don't allow any change I will be very great full if you.

If you consider the situation thanks

b) Objector

We as a family strongly object to this application for several reasons.

There will be a significant build-up of traffic should this household use Connaught Avenue as a gateway to their property. The reason being is the fact that they shall park outside their rear driveway more often than not, in the knowledge that it is merely their own driveway they are blocking, however this would cause an issue for me to reverse into my driveway and manoeuvre out of my property if there are cars present.

As there are young families that live at the end of our cul de sac, they often play outside on their bicycles so entering their drive or parking outside would pose a danger to our children, whom we considered to be the main factor when purchasing this house as it is a cul de sac so they would be free to play outside without the threat of through-traffic.

As the alley way next to their property is the main pedestrian route for school users attending Acacias primary school, when they emerge from the passage, they are naturally inclined to veer to the left as the school is to the left hand side at the top of the street, this would be an extremely dangerous blind spot for pedestrians as cars would be leaving the driveway thus causing havoc and potential collisions and road traffic accidents.

The privacy of our property would also be compromised as their rear garden would be exposed to our street, our house in particular and onlookers using the alleyway.

As many road users inevitably try to use Connaught Avenue as a through road, when they get to outside our house and realise it is a dead-end, they perform a 3 point turn and head back up the road, this will be almost impossible for not only them but delivery drivers for example if these applicants park their cars outside our house.

They have adequate space to create a driveway to the side of their house and ought to remove their asbestos garage which is a health hazard, attention should be paid to this factor and they should access parking from Lynton drive and not from Connaught Avenue.

Thank you.

c) Objector

I have no objection to the actual building of the extension to the property.

The objection I have is for the vehicle access from Connaught Avenue. This is a cul-de-sac used primarily by school children attending Acacia Primary School. The road does get busy at school times with parents taking, dropping off and picking up their children.

If vehicle access is granted this will increase the risk of injury to young children.

Also as it is a cul-de-sac local children play in the avenue, again this will also increase the risk of injury to these children.

The extension indicates that more people will be residing at the address which may indicate that there will be more vehicles at the address. Also if this vehicle access is granted then number 8 Lynton Drive who has had a similar extension built already will most likely ask permission for similar vehicle access via Connaught Avenue which will further increase the risk.

2. Highways

It is understood that the current driveway parking will be retained, accessed from Lynton Drive. The proposed rear parking will therefore offer additional off-street car parking for residents, accessed from Connaught Avenue, reducing demands on-street. This arrangement is also noted for the neighbouring property.

Regarding the dimensions of the rear parking space, this should offer a minimum of 3.0m x 6.0m in order to adequately accommodate a large car.

It is understood that there is an existing dropped crossing in place to facilitate access from Connaught Ave. Should any amendment to the adopted highway be required, all works must be progressed via a Section 184 Agreement with MCC Highways, prior to any works beginning.

The proposed metal gates to the rear are acceptable from a Highways perspective, subject to being inwardly opening in order to protect the adjacent footway from obstruction.

3. Flood Risk Management

The drainage of the site can be approved and we have the following recommendation:

The applicant should design and construct drainage system to prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system pursuant to policy EN17 of the Core Strategy.

As the proposed development is within Flood Zone 2, floor levels should be set either no lower than existing floor levels or 300 millimetres (mm) above the estimated flood level.

POLICIES

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

1. The National Planning Policy Framework (NPPF), (February 2019)
2. 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)
 - Policy EN1 (Design Principles and Strategic Character Areas)
 - Policy EN19 (Waste)

- Policy T2 (Accessible areas of opportunity and need)

3. Unitary Development Plan (UDP) - The UDP has been superseded by the Core Strategy Development Plan.

- Policy DC1 for Residential Extensions is still considered of relevance.

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

- In addition, the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance aims to help to develop and enhance a unique and positive sense of place within Manchester and its neighbourhoods. The document 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: 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

As previously outlined, the initially submitted has been revised given the concerns about the proposed scale, bulk and massing impact, particularly at first floor. Clarification was required in relation to the proposed creation of the new off road parking connecting to Connaught Avenue, including details of the proposed new boundary treatment, and the requirement for sufficient site lines and protecting pedestrian safety; in particular, small children who may be accessing the adjacent footpath, (Email from agent dated 14/08/2020 and attached revised plans):

- Location and Site Plan, DRAWING NUMBER A101, REV P3,
- Existing Floor Plans, DRAWING NUMBER A102, REV P1,
- Existing Elevations, DRAWING NUMBER A103, REV P1,
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The part single (L 4500mm x W 6227mm x maximum H 3543mm [2650mm to eaves level]), and part two storey (L 3000mm x W 4423mm) rear extension at ground floor would be stepped away 250mm from the common boundary with no. 8 Lynton Drive, and at first floor would also be stepped away 1845mm from this common boundary. Along the side elevation facing no.4 Lynton Drive, the proposed extension would be flush with the building line of the original house at both ground and first floor. A hip to gable roof design is proposed, and the proposed roof ridge has been set below that of the original house. One window is proposed along the first floor rear elevation, and another window and door along the ground floor rear elevation, also facing the rear garden.

It is intended to match materials with those of the original house.

2. Creation of off road parking connecting to Connaught Avenue and new boundary treatment

In terms of the proposed new off road parking connecting to Connaught Avenue and new boundary treatment, the submitted information indicates that the current driveway parking will be retained, accessed from Lynton

Drive. The proposed rear parking will therefore offer additional off-street car parking for the occupiers, accessed from Connaught Avenue, reducing demands on-street. This arrangement is also noted for the neighbouring property, no.4 Lynton Drive.

The existing boundary treatment would in-part be retained (i.e. the concrete panel fencing along the side elevation with the public footpath, and the dwarf brick wall measuring 366mm in height along Connaught Avenue elevation).

It is then intended to introduce a section of brick wall (width 664mm x height 980mm) to bridge the existing concrete panel fencing along the side elevation with the public footpath and the new drive way gates. The proposed driveway gates maximum height 1302mm would open inwards - into the rear garden. New timber frame fencing (maximum height 1626mm) would be installed above the existing brick dwarf wall. It is also intended to drop the height of the existing concrete panel fencing along the side elevation with the public footpath at where it meets with the proposed new gates to mitigate the concerns raised with the agent in terms of the requirement for sufficient site lines and protecting pedestrian safety; in particular, small children who may be accessing the footpath.

3. Elevational alterations involving 2 windows in the roof elevation facing the Lynton Drive streetscene.

These proposed works are to facilitate the use of the loft space as a storage/games room (as stated on the submitted plans). As these works would meet the requirements of householder general permitted development, planning permission would not be generally required; and therefore it is considered to be acceptable.

Principle

The principle of the revised proposal is considered acceptable. Notwithstanding this, consideration must be given to proposal's impact upon existing levels of residential and visual amenity.

Height, scale and massing

Given the revision to the initial plan, the initially proposed rearward projection of 4500mm along the first floor rear elevation has been reduced to 3000mm. This accords with the guidance in City Councils saved policy DC1.3 (a) regarding rearward extensions. The proposed part single, part two storey rear extension at ground floor would be stepped away 250mm from the common boundary with no. 8 Lynton Drive, and at first floor would also be stepped away 1845mm from this common boundary. Along the side elevation facing no.4 Lynton Drive, the proposed extension would be flush with the building line of the original house at both ground and first floor. A hip to gable roof design is proposed, and the proposed roof ridge has been set below the roof ridge of the original house. Additionally, due to the sizeable rear garden at the application site, along with the long rear gardens along this row of dwelling houses, the adjacent public footpath, and the openness of Connaught Avenue along the rear elevation. Furthermore, in terms of the proposed new off road parking connecting to Connaught Avenue and new boundary treatment, it is also intended to drop the height of the existing concrete panel fencing along the side elevation with the public footpath at where it meets with the proposed new gates to mitigate the concerns raised with the agent in relation to the requirement for sufficient sight lines and protecting pedestrian safety; in particular, small children who may be accessing the footpath can be easily seen when a vehicle is manoeuvring from the proposed driveway. On balance, it is therefore not considered that there would be an undue impact from the proposed development in terms of the proposed height, scale, and massing on the neighbouring occupiers, specifically those at nos. 4 and 8 Lynton Drive, and 30 and 31 Connaught Avenue, and those accessing the adjacent public footpath; and therefore it is considered that the proposal sufficiently accords with the requirements of Core Strategy policies DM1 and SP1 and saved UDP policy DC1.

Siting

The application building sits on a prominent position along the Connaught Avenue street scene, and therefore, the proposed development can be seen from the immediate highway and adjacent footpath. However, the proposed works would be contained within the existing curtilage of the application site, or along the common shared boundary, and given the revisions to the initially submitted plan, it is considered that the revised proposal would not adversely affect the streetscene, pedestrian safety or neighbouring houses, specifically; those at nos. 4 and 8 Lynton Drive, and 30 and 31 Connaught Avenue, and those accessing the adjacent public footpath. There is also a significant separation from the properties along the rear elevation of the application site. On balance, it is therefore considered that the proposed development sufficiently meets the requirements set out in Core Strategy policies DM1 and SP1 and saved UDP policy DC1.

Residential /Visual Amenity

Impact of works (Elevational alterations involving 2 windows in the roof elevation facing the Lynton Drive streetscene) - These proposed works are to facilitate the use of the loft space as a storage/games room (as stated on the submitted plans). As these works would meet the requirements of householder general permitted development, planning permission would not be generally required; and therefore in this instance it is considered to be acceptable works along the roof plan.

Impact of works (Creation of off road parking connecting to Connaught Avenue and new boundary treatment) - In terms of the proposed new off road parking connecting to Connaught Avenue and new boundary treatment, the submitted information indicates that the current driveway parking will be retained, accessed from Lynton Drive. The proposed rear parking will therefore offer additional off-street car parking for the occupiers, accessed from Connaught Avenue, reducing demands on-street. This arrangement is also noted for the neighbouring property, no.4 Lynton Drive. The proposed height of the new boundary treatment in this location is considered to be acceptable, and it is also intended to drop the height of the existing concrete panel fencing along the side elevation with the public footpath at where it meets with the proposed new gates to mitigate the concerns raised with the agent in terms of the requirement for sufficient site lines and protecting pedestrian safety; in particular, small children who may be accessing the footpath.

Impact of works (part single part 2 storey rear extension) - It is not considered that the development would result in undue overlooking or loss of privacy as there would be no windows along the side elevation. As all the proposed windows would face Connaught Avenue and the rear garden, and there would be a considerable separation from the properties along these elevations, therefore it is considered acceptable. The proposed development would also allow for amenity space to be retained along the front, side and rear of the application site, and the existing off-street car parking would be maintained, as well as creating new off street parking, therefore reducing demands on-street.

On balance, the proposed extension is considered to be acceptable in terms of its impact on residential amenity as there are no unduly overbearing, overshadowing or loss of privacy impacts and is therefore considered to be in accordance with The National Planning Policy Framework; The Manchester Core Strategy Development Plan Document Policies EN1, DM1, SP1, T2, EN19; Saved Unitary Development Plan Policy DC 1, and the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance.

Design and appearance

It is not considered that the proposed development would unduly harm the character of the building or the general area. It is intended materials would match the existing, although it is recommended a materials condition is attached to ensure that the materials are adhered to, pursuant with the requirements of Core Strategy policies DM1, EN1 and SP1 and saved UDP policy DC1.

Car Parking / Highways issues

The existing arrangement would be unaffected. In addition, it is also proposed to create new off road parking connecting to Connaught Avenue. This arrangement is also noted for the neighbouring property, no.4 Lynton Drive. The proposed height of the new boundary treatment in this location is considered to be acceptable, and it is also intended to drop the height of the existing concrete panel fencing along the side elevation with the public footpath at where it meets with the proposed new gates to mitigate the concerns raised with the agent in terms of the requirement for sufficient site lines and protecting pedestrian safety; in particular, small children who may be accessing the footpath. Additionally the proposed new gates in this location would open inwards. Therefore, in light of the revisions to the initial plan, the proposed new boundary treatment is considered to be acceptable; pursuant with The Manchester Core Strategy Development Plan Document Policy T2, and saved Policy DC1 of the Unitary Development Plan.

Waste Management

The existing waste management arrangement would not be unaffected. Bins can still be store within curtilage, sufficiently screened behind boundary treatment and brought to the back of pavement on collection days; pursuant with The Manchester Core Strategy Development Plan Document Policy EN19, and saved Policy DC1 of the Unitary Development Plan.

Objectors Comments

In terms of planning issues raised by the objectors, these have been duly considered in the issues section above.

The suggestion by the objector that the adjacent footpath connecting Connaught Avenue and Lynton Drive is well used, particularly during school term and the proposed additional vehicle access immediately adjacent to this public footpath is felt to increase risk to pedestrians has also been duly considered. In terms of the proposed new off road parking connecting to Connaught Avenue and new boundary treatment, the submitted information indicates that the current driveway parking will be retained, accessed from Lynton Drive. The proposed rear parking will therefore offer additional off-street car parking, accessed from Connaught Avenue, reducing demands on-street. This arrangement is also noted for the neighbouring property, no.4 Lynton Drive. The existing boundary treatment would in-part be retained (i.e. the concrete panel fencing along the side elevation with the public footpath, and the dwarf brick wall measuring 366mm in height along Connaught Avenue elevation). It is then intended to introduce a section of brick wall (width 664mm x height 980mm) to bridge the existing concrete panel fencing along the side elevation with the public footpath and the new drive way gates. The proposed driveway gates maximum height 1302mm would open inwards - into the rear garden. It is also intended to drop the height of the existing concrete panel fencing along the side elevation with the public footpath at where it meets with the proposed new gates to mitigate the concerns raised with the agent in terms of the requirement for sufficient site lines and protecting pedestrian safety; in particular, small children who may be accessing the footpath.

The other comments raised by the objectors are considered to be civil matters, or do not fall under planning legislation, and therefore cannot be considered as part of this planning application.

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 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, the initially submitted plan has been revised given the concerns about the proposed scale, bulk and massing impact, particularly at first floor. Clarification was required in relation to the proposed creation of the new off road parking connecting to Connaught Avenue, including details of the proposed new boundary treatment, and the requirement for sufficient site lines and protecting pedestrian safety; in particular, small children who may be accessing the adjacent footpath. These matters were subsequently addressed, and revised plans submitted, (Email from agent dated 14/08/2020 and attached revised plans). The local planning authority had no other issues to raise with the agent, but have attached appropriate conditions to the approval.

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 forms, received by the City Council as Local Planning Authority on 14 April 2020.
- Email from agent dated 13/05/2020.
- Email from agent dated 16/06/2020.
- Email from agent dated 14/08/2020 and attached revised plans:

Location and Site Plan, DRAWING NUMBER A101, REV P3,

Existing Floor Plans, DRAWING NUMBER A102, REV P1,

Existing Elevations, DRAWING NUMBER A103, REV P1,

Proposed Floor Plans, DRAWING NUMBER A104, REV P3, and

Proposed Elevations, DRAWING NUMBER A105, REV P3.

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) Notwithstanding the materials annotated on the elevation plans ,prior to erection of the above ground works, samples of the external facing materials to be used on the extension hereby permitted shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be implemented in accordance with the approved materials.

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, Email from agent dated 14/08/2020 and attached revised plans:

- Location and Site Plan, DRAWING NUMBER A101, REV P3,
- Proposed Floor Plans, DRAWING NUMBER A104, REV P3, and
- Proposed Elevations, DRAWING NUMBER A105, REV P3.

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

5) 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 part of the development shall be used for any other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2010, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a). For the avoidance of doubt, this does not preclude two unrelated people sharing a property.

Reason - In the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

Informatives

1) The applicant should design and construct drainage system to prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system pursuant to policy EN17 of the Core Strategy.

As the proposed development is within Flood Zone 2, floor levels should be set either no lower than existing floor levels or 300 millimetres (mm) above the estimated flood level.

2) It is understood that there is an existing dropped crossing in place to facilitate access from Connaught Ave. Should any amendment to the adopted highway be required, all works must be progressed via a Section 184 Agreement with MCC Highways, prior to any works beginning.

Appendix 1 – List of consultees & neighbours notified

Highway Services
MCC Flood Risk Management

31 Connaught Avenue, Manchester, M19 2NW
30 Connaught Avenue, Manchester, M19 2NN
28 Connaught Avenue, Manchester, M19 2NN
7 Lynton Drive, Manchester, M19 2LQ
10 Lynton Drive, Manchester, M19 2LQ
8 Lynton Drive, Manchester, M19 2LQ
29 Connaught Avenue, Manchester, M19 2NW
2 Lynton Drive, Manchester, M19 2LQ
5 Lynton Drive, Manchester, M19 2LQ
4 Lynton Drive, Manchester, M19 2LQ
3 Lynton Drive, Manchester, M19 2LQ
1 Lynton Drive, Manchester, M19 2LQ

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
Flood Zones Type 2 (low to medium risk) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Area Team Boundary - Name: NORTH2