

Planning

Growth & Development

Delegated officer report for planning application

Application no. 139705/FO/2024

Date registered valid: 3 April 2024

Proposal: Erection of a single storey side extension, a single storey front porch extension, elevational alterations and creation of parking to rear

Address: Maple Road Dental Practice, 11 Maple Road, Manchester, M23 9HN

Ward(s): Brooklands Ward

Applicant: Ms Lindsey Wordley Maple Dentalcare Ltd

Agent (if any): Mr James Hyde

Case officer: Katie Raw
Tel: 0161 234 4164
Email: katie.raw@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 29 May 2024

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 22 April 2024

Standard consultations:

Printed: 16 April 2024 Expired: 8 May 2024

Neighbour notifications

Printed: 16 April 2024 Expired: 8 May 2024

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: No

Tree Preservation Order: No

Description of area

The application site relates to Maple Road Dental Practice within the Brooklands ward of south Manchester and sits close to the junction of Maple Road and Woodlands Drive. The application site relates to a detached, two storey, red brick property with two prominent front gables, a two storey side extension, single storey front extension and single storey rear extension (see planning history for further details). As existing, parking for both staff and visitors is located within the front and side external space, whilst external space to the rear is closed off-consisting of an unused grassed area with external storage and additional parking space located off Woodlands Drive.

Whilst the surrounding context is residential in nature, the neighbouring property to the west is a medical practice and there are further commercial uses sited further west of the applicant site.

Description of development

The submitted application seeks planning permission for the erection of a single storey side extension, a single storey front porch extension, elevational alterations and creation of parking to rear.

The single storey side extension would sit 1 metre from the western boundary of the site, creating staff facilities and would have approximate dimensions of Height: 3.3 x Length: 10.3 x Width: 4.2 metres. The side extension would have a flat roof, would involve the insertion of a window within the front elevation and door within the rear elevation and two roof lights.

The single storey front porch extension would involve enclosing the existing entrance and having a new entrance Part M compliant wheelchair access ramp at a max gradient of 1:12. This element would have approximate dimensions of Height: 3.3 x Length: 4.2 x Width: 2 metres. The front porch would have a flat roof with large skylight and involve the insertion of a window and door within the front elevation.

Materials to be used throughout the proposal would match including brickwork, except the flat roof materials for the single storey side extension.

Elevational alterations would include:

- 1.The relocation of services from the front elevation to the rear
- 2.The insertion of roof canopy from proposed front porch across the front elevation to central single storey flat roof extension.

A car park would be created to the rear of the site, accessible from the existing vehicular access on Woodlands Drive, following the removal of the existing garage/store. The rear car park would accommodate 5 no. staff parking spaces and would be made of tarmac. The grassed area to the east of the rear amenity space would be retained as a result of the proposal. The 5no. visitor parking bays and 1no. accessible parking bay located to the frontage of the site will be retained.

Amended Scheme

The scheme has been amended from that originally submitted. Concern was raised about additional built form against the western boundary of the site and the width of the extension was reduced to overcome adverse features. Windows facing the western boundary were also removed from the extension due to concerns with adverse outlook. The permission also sought consent for the cladding of both the new elements and existing building. This was considered unacceptable given the traditional materials in the immediate area and was removed from the proposal. Windows facing onto the common boundary with the neighbour to the east were removed from the proposed front porch as it would give rise to direct overlooking. Further details were provided in relation to the internal ramp and additional parking area to the rear.

Planning History

090197/FO/2009/S2- Erection of single storey rear extension to facilitate reconfiguration of dental surgery.

Approved 7 September 2009.

067672/FO/SOUTH2/03- Erection of first floor side extension and re-roofing of existing building to form staff room and office facilities in connection with existing dental practice.

Approved 29 May 2003.

060312/FO/SOUTH2/00- Extension at first floor level of dental practice.

Refused 4 January 2001.

058339/FO/SOUTH2/00- Single storey extensions to front and rear to form extended X ray room and relocation of disabled toilet to provide an improved waiting room.

Approved 28 February 2000.

Further planning exists prior to 2000.

Consultations & Notification Responses

Local Residents

Local residents were consulted and no responses were received.

Highway Services

Highway Services were consulted and provided the following response:

The proposed development extends only within the red-line boundary of the site and as such, does not impinge upon the adopted highway.

Parking and Access:

The 5no. visitor parking bays and 1no. accessible parking bay located to the frontage of the site will be retained. There are existing dropped kerbs present off Maple Road providing access to the bays. A new staff car park is proposed to the rear of the site. The existing 4no. staff car parking space located at the front of the site and 1no. staff car parking space at the existing driveway off Woodlands Drive will be relocated to the proposed staff car park.

The new parking area will now accommodate in total 5no. staff car parking space. Access to the proposed staff car parking area will be taken from the existing vehicular access with dropped kerbs on Woodlands Drive.

MCC requires minimum dimensions of 2.4m x 4.8m for spaces within a car park. Can the applicant confirm the dimensions of the staff car parking bays?

Can the applicant provide a vehicle swept paths demonstrating vehicle egress/ingress of the parking bays via the vehicular access on Woodlands Drive?

Refuse and servicing:

No information has been provided on refuse location. Can the applicant demonstrate where the refuse bins are located and the waste collection point for servicing?

Construction management:

The applicant is advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).

Further comments dated 23 May 2024:

The Proposed Plan is acceptable in principle – demonstrating parking bays are 2.4M x 4.8M, aisle width of the car park is circa 6.8m and highlighting the location of the existing bins and collection arrangement.

The Vehicle Tracking Plan is acceptable in principle – demonstrating safe egress/access into the car park from Woodlands Drive and for Staff Bay 1 and Staff Bay 2.

Environmental Health

Environmental Health were consulted and had no comments to make on the application.

Neighbourhood Team Leader (Arboriculture)

The Neighbourhood Team Leader (Arboriculture) were consulted on the application and provided the following comments:

I can confirm that we would not have any objection to the proposed structure, however, in order for us to confidently comment on these types of applications, we would usually require an AIA just to be certain.

Looking at the drawings submitted, this development will not have a detrimental impact on our street tree and therefore we would have no objection.

Any roots encountered by the developer should be cleanly severed using a sharp saw or similar.

Issues

POLICY

The National Planning Policy Framework (December 2023)

The document sets out the Government's Planning Policies for England and how these are expected to be applied. At the heart of the Framework is a presumption in favour of sustainable development in terms, "For plan-making" and "For decision-taking", (paragraph 11).

Paragraph 8 - Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

- a) an economic objective
- b) a social objective
- c) an environmental objective

The following specific policies are considered to be particularly relevant to the proposed development:

- i. Chapter 8. Promoting healthy and safe communities
- ii. Chapter 12. Achieving well-designed and beautiful places

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

The Core Strategy is the key document in Manchester's Local Development Framework. It 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. Of relevance are:

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

Policy EN1 (Design Principles and Strategic Character Areas)
Policy EC1 (Employment and Economic Growth in Manchester)
Policy EC2 (Existing Employment Space)
Policy EC10 (Wythenshawe)

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

The Guide aims to help to develop and enhance a unique and positive sense of place within Manchester and its neighbourhoods. The guidance is grouped under seven key principles recognised by CABE as being those urban design characteristics which create successful places. These are: character and context, continuity and enclosure, ease of movement, quality of the public realm, diversity, legibility, and adaptability. It advises that high quality design is a vital attribute of successful neighbourhoods.

Places for Everyone (2022-2039)

Places for Everyone is a long-term plan of nine Greater Manchester districts for jobs, new homes, and sustainable growth. It has been published by the GMCA on behalf of the nine districts and took effect and became part of the statutory development plan on March 21, 2024.

The Plan and its policies are now a material planning consideration in the determination of planning applications. The Plan and its policies must therefore be given significant weight in the planning balance.

The following policies are relevant:
i.JP- S1- Sustainable development

ISSUES

Principle of Development

The application seeks permission for the erection of a single storey side extension, a single storey front porch extension, elevational alterations and creation of parking to rear. The principle of development is considered acceptable given the two small extensions would add additional facilities for the staff and an enclosed front porch for visitors. The elevational alterations would update the building whilst the new parking access to the rear would take pressure off the on-street parking available within the surrounding streets. 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.

Visual /Residential Amenity

Single storey side and front porch extension:

The side extension would be sited 1.7 metres from the western boundary of the site and would be of a single storey. During the course of the application, the windows within the side elevation of the side extension were removed, to ensure the proposal would not give rise to any adverse amenity implications in terms of creating a poor outlook and incongruous feature close to Woodlands Drive. The window to be inserted in the front elevation would look onto the parking within the curtilage of the practice and so would not give rise to adverse privacy implications. A

condition would be attached to any approval granted ensuring no further windows and doors would be inserted beyond those approved by this consent. Given the extension sits close to the road of Woodlands Drive and is sited to the east of the Woodlands Medical Practice, the extension would not create an overbearing feature to the neighbouring properties, nor to the surrounding neighbours given the proposal being single storey and partially screened by the site's dense hedging.

The proposed front porch would enclose the existing ramp at the property and provide a covered entrance for visitors. The building line of the applicant property sits further forwards than the residential neighbour to the east- no.11a Maple Road. Windows were originally proposed within the front porch facing in the direction of the neighbour to the east and would have given rise to an increased sense of overlooking to the neighbouring property, which would have felt intensified with the comings and goings of the dentist in comparison to the activity of the residential property. As such, the windows were removed. Given the proposed built form would not come any closer towards the shared boundary than is currently the case and given the hedging surrounding the two, the proposed front porch is not considered to give rise to an overbearing feature. No adverse loss of light/ overshadowing would occur for this neighbour.

Elevational alterations:

Elevational alterations would include:

- 1.The relocation of services (A/C units) from the front elevation to the rear
- 2.The insertion of roof canopy from proposed front porch across the front elevation to central single storey flat roof extension.

Neither of the elevational alterations would be considered to give rise to adverse amenity implications given the nature of works. The relocation of the services from the front to the rear would be a welcomed element and would reduce architectural clutter from the primary elevation of the proposal.

Creation of parking to rear:

A car park would be created to the rear of the site, accessible from the existing vehicular access on Woodlands Drive, following the removal of the existing garage/store. The rear car park would accommodate 5 no. staff parking spaces. Highway Services were consulted on the application and confirmed the vehicle tracking plan proposed demonstrated safe egress/access into the car park from Woodlands Drive and for Staff Bay 1 and Staff Bay 2. Highways also confirmed the car parking spaces were of an adequate size. Whilst there would be additional vehicle movements in this area this is not considered to be significant to give rise to unacceptable impacts on residential amenity. As such, on balance this element of the development is not considered to cause harm in relation to highway/pedestrian safety or residential amenity to the surrounding properties.

Overall, the proposal would not create any adverse impacts in relation to visual/ residential amenity.

Design and Appearance

Single storey side and front porch extension:

It is acknowledged the site has previously received consent for several piecemeal extensions and with the current proposals could create over development of the site. Whilst the staff area would be sited to the side of the property, the LPA would favour further development to the rear to reduce visual harm. However, there is a precedence for approving side extensions along Maple Road close to the junctions with neighbouring streets. This includes 1 Maple Road where consent for a single storey side extension was approved in May 2022 (see planning reference: 133175/FH/2022). To minimise impacts the width of the side extension was reduced to have a

0.9 metre gap to the hedge and 1.7 metre gap to the western boundary of the site. As such, this element is considered pursuant to Policy SP1 and DM1 as it is thought to create a subservient feature. Further, this element was proposed to be cladded which has been removed from the application due to concerns with creating a visually incongruous feature. Although elevational annotations note brickwork to match, no further material details have been provided and to ensure the LPA fully understands and can assess the materials to be used, a materials condition restricting further details would be attached to any approval granted. This is also required given the poorly related single storey extension to the front of the property, in terms of materiality.

The front porch is considered to create a small addition to the site and would offer an enclosed ramp to the visitors. The agent confirmed the ramp would have a gradient of 1:12 and be made of slip resistant vinyl finish. The front porch is therefore considered acceptable in design and form, pursuant to policies DM1 and SP1.

Elevational alterations:

The relocation of services from the front elevation to the rear elevation would be a welcome addition to the site and would reduce architectural clutter, pursuant to policies DM1 and SP1 in design and appearance.

The insertion of roof canopy from proposed front porch across the front elevation to central single storey flat roof extension whilst offering further additions to the front of the property would be considered to better connect the proposed front porch across to the central single storey element. It is hoped this addition would create a more balanced relationship between the flat roof elements and gable roof elements of the property, ensuring more continuity in appearance, pursuant to policies DM1 and SP1 in design and appearance.

Creation of parking to rear:

Highway Services have confirmed they accept the proposed parking to the rear in terms of highway operations and appears sensible for car users. The creation of the car park would reduce the build up of on street parking from the surrounding residential properties and doctors' surgery to the west of the site. The retention of the grass area is considered acceptable to retain some greenery at the site and act as a natural soak away for the tarmac parking area, however given the extent of hard surfaces at the site it is considered that details of the surface water scheme for the car parking should be subject of an appropriately worded condition for agreement prior to its installation. This element is therefore considered acceptable in size and form.

Refuse Strategy

During the course of the application, the agent confirmed the existing Eurobins location (servicing, number and location of collections) would not be altered as a result of the proposal. The bins would be brought to Maple Road on the day of collection and returned to the storage point close to the eastern boundary of the site. This would not be amended as a result of the proposal. Highway Services reviewed this and were satisfied with the bins and collection arrangement.

Trees

A street tree is sited close to the western boundary of the site and close to the proposed location for the side extension. The MCC Arboriculturist confirmed they would not have any

objection to the proposed structure and looking at the drawings submitted, this development would not have a detrimental impact on the street tree.

The Arboriculturist requested that any roots encountered by the developer should be cleanly severed using a sharp saw or similar. An informative to this effect would be attached to any approval granted.

Conclusion

Overall, the proposed development does not create any significant impact in terms of visual or residential amenity. The design and appearance is considered acceptable and complies with The National Planning Policy Framework; Core Strategy policies SP1, DM1, EN1 and Saved Policy DC1 of the Unitary Development Plan.

Other Legislative Requirements

Equality Act 2010

Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

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 proposal was assessed with regards to policies outlined in the National Planning Policy Framework, Unitary Development Plan Saved Policies, Local Development Framework Core Strategy Development Plan and other material considerations. In this instance officers have worked with the applicant in a positive and proactive manner, additional information has been provided to overcome concerns, and appropriate conditions have been placed on any approval granted.

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:

-Drawing- Proposed- Elevation (Front)- Proposed, numbered DRG05, stamped as received by the City Council as Local Planning Authority on 15 May 2024.

-Drawing- Proposed- Elevation Through Entrance Ramp, numbered DRG08, stamped as received by the City Council as Local Planning Authority on 15 May 2024.

-Drawing- Proposed- Floor Plan, numbered DRG04, stamped as received by the City Council as Local Planning Authority on 17 May 2024.

-Drawing- Proposed- Vehicle Tracking, numbered DRG10, stamped as received by the City Council as Local Planning Authority on 17 May 2024.

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

3) Notwithstanding details shown within drawings specified in condition 2, before the commencement of above ground construction works, samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as local planning authority. The development shall be fully implemented in accordance with the approved details, which shall be maintained in situ thereafter.

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 for the City of Manchester.

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 openings, including windows and doors, shall be inserted within the elevations of the extension, other than those shown on the approved drawings, unless Planning Permission is specifically granted.

Reason - In the interests of the amenities of the occupiers of the neighbouring dwellinghouse, pursuant to saved policy DC1 of the Unitary Development Plan for the City of Manchester, and policy DM1 of the Manchester Core Strategy.

5) Prior to the installation of the staff car parking as indicated on the approved drawings, a surface water drainage scheme for the site, based on sustainable drainage principles shall be submitted to and approved in writing by the local planning authority. The development shall be constructed and completed in accordance with the approved details.

Reason- 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 policies EN14 and EN17 of the Core Strategy.

Informatives

1) The applicant is advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).

2) Any tree roots encountered by the developer should be cleanly severed using a sharp saw or similar.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)

28 Woodlands Drive, Manchester, M33 3PQ
2 Penryn Avenue, Manchester, M33 3PG
24A Maple Road, Manchester, M23 9HW
32 Woodlands Drive, Manchester, M33 3PQ
30 Woodlands Drive, Manchester, M33 3PQ
11A Maple Road, Manchester, M23 9HN
26 Maple Road, Manchester, M23 9HW
24 Maple Road, Manchester, M23 9HJ
4 Penryn Avenue, Manchester, M33 3PG
13 Maple Road, Manchester, M23 9HN
9 Maple Road, Manchester, M23 9RL
24B Maple Road, Manchester, M23 9HW
22 Maple Road, Manchester, M23 9HJ

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 AREA