MANCHESTER CITY COUNCIL

Planning

Growth & Development

Delegated officer report for planning application

Application no.	138077/FH/2023
Date registered valid:	13 September 2023
Proposal:	Erection of two storey side and rear extension to form additional living accommodation
Address:	25 Grindlow Street, Manchester, M13 0LA
Ward(s):	Ardwick Ward
Applicant:	A Landa
Agent (if any):	Mr Andrew Brodie, AGB CAD Services Ltd
Case officer:	Harriet Aidoo Tel: 0161 234 4532 Email: harriet.aidoo@manchester.gov.uk
Recommendation:	Approve
Date of recommendation:	6 November 2023

Application details

Type of application: Full Householder Application

Development type: Householder

Date of site visit: 20 September 2023

Standard consultations:
Printed: 14 September 2023 Expired: 5 October 2023

Neighbour notifications
Printed: 10 October 2023 Expired: 20 October 2023

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

Description of site / building / area

The application site is a 2 storey semi-detached dwellinghouse within an estate of modern dwellinghouses with a mix of housing types, consisting of 2 and three storey, 4 and 6 short rows of terraced houses, including semi-detached properties. The application site benefits from amenity space along the front side and rear elevations, including all round boundary treatment along the rear parameter and in-part along the front elevation. The existing depth of rear garden is approximately 7.2 metres deep (minimum) and 8.5 metres deep (maximum - along the common boundary with no. 27 Grindlow Street). There is an existing fully tarmac hardstanding driveway along the side elevation combined with paving flags leading to a timber frame gated access to the rear garden - this arrangement mirrors no. 27 Grindlow Street; however, there is no defined boundary treatment along the common shared boundary between their driveways and paved access.

Description of development

The initially submitted plan proposed a part single, part two storey side extension to form additional living accommodation.

Following negotiations, the initially submitted plan has been revised in the interest of residential amenity and revised plans subsequently submitted, (dated, 11/10/23). The title description of

the proposal has been subsequently amended to reflect the revised plans. The revised plan would comprise of:

- The revised extension would now be significantly set-back along the front elevation of the original dwellinghouse. It would be set-back approximately 6800mm from the front boundary. As result of the proposed set-back along the front elevation, the existing drainage manhole would be unaffected.
- The proposed rearward projection beyond the rear building line of the original dwellinghouse would not exceed 3000mm.
- Clarification has been provided regarding on-site car parking and refuse management arrangements.

In terms of the revised proposal, the extension would be set-back approximately 6800mm from the front boundary and stepped -away approximately 150mm from the common shared boundary with no. 27 Grindlow Street, whilst maintaining a proposed width of approximately 3012mm. It would then run along the side elevation of the original dwellinghouse and the common shared boundary with no. 27 Grindlow Street approximately 8244mm and come forward of the common shared boundary with no. 23 Grindlow Street approximately 3371mm wide and return forward of the rear building line of the original dwellinghouse. It would retain a separation distance of approximately 4943mm from the common shared boundary with no. 23 Grindlow Street and the proposed rearward projection would not exceed 300mm. It would incorporate a combined pitch to hip roof design, with a lower roof height, compared to the existing house and include 1no. window along the ground floor front elevation, 1no. window along the first floor front elevation, 1no. window and a door along the ground floor rear elevation; and 1no. window along the first floor rear elevation. It is intended to use matching materials.

Consultations & Notification Responses

1. Local residents

Occupiers of properties surrounding the application site were notified of the proposal. The following objections, comments, or representations were received from two local residents which are material to the consideration of this application:

Comments
Loss of neighbours car parking and loss of drainage manhole.

Comment
The applicant operates a food retail business in their garden, comments relate to issues with this.

Subsequently to the objector's comments, acknowledgments were sent, and advice provided, (correspondence, dated 02/10/23).

Following revised plans, neighbours were re-notified. The following objections, comments, or representations was received from one local resident, which did not differ from those previously received.

Subsequently to the objector's comments following re-notification of revised plans, an acknowledgment was sent, and advice provided, (correspondence, dated 18/10/23).

2. Highways

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

Given that the proposed development will not result in any increase in residential units, it is accepted that no highway concerns in terms of safety or capacity are considered likely to arise.

The property currently offers off-street parking for c. 2 cars. This parking will be lost due to the side extension. It is noted that on-street parking does occur along both sides of Grindlow Street and this development will result in residents parking on-street.

The existing dropped kerb access to the driveway would no longer be required for the property with the loss of the driveway. Therefore, the dropped kerb should be reinstated. This should be undertaken via a S278 agreement and at the cost of the applicant.

It is expected that refuse servicing will continue as present, bins will be stored within the sites curtilage and presented to the highway on waste collection days.

Given the minimal scale of construction works involved, the level of construction vehicles are unlikely to generate any significant on-street parking demands.

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).

POLICY

The following guidance and policies are considered to be relevant to the proposed development.

1. The National Planning Policy Framework (NPPF), (July 2021):

- Chapter 8: Promoting healthy and safe communities.
- Chapter 12: Achieving well-designed places.

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), (1995) - The UDP has been superseded by the Core Strategy Development Plan.

- Saved 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:

- Chapter 2: Design

ISSUES

In this instance, the initially submitted plan has been revised in the interest of residential amenity and revised plans subsequently submitted, (dated, 11/10/23). The title description of the proposal has been subsequently amended to reflect the revised plans.

Principle

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

Residential and visual amenity

Impact of works (two storey side and rear extension) - In light of the pre-existing contextual relationship along the boundaries and the housing layout arrangement with nos.23 and 27 Grindlow Street, no.22 Plymouth Avenue and those properties along the rear boundary of the application site along Plymouth Avenue, it is considered that any significant adverse impact from the extension has been mitigated through the revised plans (dated, 11/10/23).

The revised proposed scale of the development and its siting in relation to neighbouring properties; specifically along the common boundary with no. 27 Grindlow Street is considered acceptable as the development would not have an unduly harmful impact on the surrounding context, as it would be significantly set-back along the frontage and contained within the curtilage of the application site as either a gap or separation distance would be maintained from the common boundaries. The siting of the development is therefore considered to be acceptable. Moreover, the overall proposed rearward projection at 3000mm, conforms with the guidance set out in saved policy DC1.3(a) regarding rearward extensions, and is also in line with the limitations for Householder General Permitted Development for single storey development. Therefore, for these reasons and on balance, it is considered that there would not be a significant adverse impact from the proposed development as there are no undue overbearing, overshadowing, or loss of privacy impacts, subject to planning conditions.

Impact of works (Design and appearance) - In design terms, it is not considered that the proposal would unduly harm the character of the building or the general area. The proposed extension would be informed by the existing dwellinghouse. It is also intended to match materials with that of the existing dwellinghouse. However, a materials condition has been attached to ensure that the materials are adhered to.

Impact of works (Car parking) - The existing arrangement would in-part be affected as the existing tarmac driveway along the side elevation would in-part be lost to accommodate the revised proposed extension. Notwithstanding this factor, the retained driveway space (approximately 6 metres deep) in front of the proposed extension conforms to the Council's minimum standards and is therefore considered acceptable. Furthermore, as result of the proposed set-back along the front elevation to facilitate the proposed driveway, the existing drainage manhole would be unaffected.

Impact of works (Waste management) - The existing arrangement would be affected as the existing tarmac driveway and paved walkway along the side elevation would in-part be lost, together with the timber frame gated access to accommodate the revised proposed extension. It is therefore intended provide a timber frame bin store along the front elevation. The proposed bin store would measure approximately (2510mm wide x 805mm deep x 1200mm high - revised

plans, dated 11/10/23). Bins would be stored in this location and brought to the back of pavement on collection days.

Objectors' comments - In terms of planning comments raised by the objectors, these have been duly considered in the issues section above, and the objectors were also provided advice in correspondence, (dated, 02/10/23, 18/10/23). The other comments would fall outside of planning legislation and therefore cannot be considered as part of this planning application.

Conclusion - For the reasons outlined above, and subject to planning conditions, it is considered that the revised proposed development responds positively to The National Planning Policy Framework (2021) chapters 8 and 12; policies SP1, DM1, EN1, EN19, T2 of The Manchester Core Strategy Development Plan Document (2012); saved policy DC1 of the Unitary Development Plan (1995); and chapter 2 of the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (2007).

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 polices 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

In assessing the merits of a planning application officers will seek to work with the applicant in a positive and proactive manner to seek solutions to problems arising in relation to dealing with the planning application. In this instance, the initially submitted plan has been revised in the

interest of residential amenity and revised plans subsequently submitted, (dated, 11/10/23). The title description of the proposal has been subsequently amended to reflect the 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

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:

- Location Plan with application site edged in red, DWG No. 2318-01,

received by the city council as the local planning authority on 13 September 2023.

- Existing Floor Plans and Elevations, DWG No. 2318-02, received by the city council as the local planning authority on 13 September 2023.

- Proposed Floor Plans and Elevations, DWG No. 2318-03, REV A, received by the city council as the local planning authority on 11 October 2023.

Reason - To ensure that the development is carried out in accordance with the approved plans; pursuant to policies SP1 and DM1 of Manchester's Local Development Framework: The Manchester Core Strategy (2012) and saved policy DC1 of the Unitary Development Plan for the City of Manchester (1995).

3) The external facing materials to be used on the extension hereby permitted shall match those of the primary dwellinghouse in terms of type, colour, texture, scale, pointing and coursing and as stated on the application form and approved drawings.

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 policy DC1 of the Unitary Development Plan for the City of Manchester (1995) and policy DM1 of Manchester's Local Development Framework: The Manchester Core Strategy (2012).

4) Wheeled bins shall be stored in the bin store as shown on: Proposed Floor Plans and Elevations, DWG No. 2318-03, REV A, received by the city council as the local planning authority on 11 October 2023, and only brought to the back of pavement on collection days, and this arrangement shall remain so in perpetuity, and be maintained.

Reason - In the interests of visual and residential amenity, pursuant with saved policy DC1 of the Unitary Development Plan for the City of Manchester (1995) and policies EN19 and DM1 of the Core Strategy for the City of Manchester (2012).

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 windows or doors shall be inserted into the elevations of the extension hereby

approved other than those shown on: Proposed Floor Plans and Elevations, DWG No. 2318-03, REV A, received by the city council as the local planning authority on 11 October 2023.

Reason - In the interests of residential amenity pursuant to saved policy DC1 of the Unitary Development Plan for the City of Manchester (1995), and policy DM1 of the Core Strategy for the City of Manchester (2012).

6) Before first occupation of the development hereby approved, the proposed windows along the ground floor and first floor rear elevation, to serve the (annotated "ENSUITE"), and as shown on: Proposed Floor Plans and Elevations, DWG No. 2318-03, REV A, received by the city council as the local planning authority on 11 October 2023, shall both be obscurely glazed to a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent and shall remain so in perpetuity.

Reason - In the interest of privacy and in accordance with, saved policy DC1 of the Unitary Development Plan for the City of Manchester (1995), and policy DM1 of the Core Strategy for the City of Manchester (2012).

7) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification) no part of the development shall be used for any purpose other than the purpose(s) of Class C3(a) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - In the exceptional circumstances of a proliferation of HMO's restricting housing choice and adversely affecting sustainability and 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 policy 7.4 of the Guide to Development in Manchester: Supplementary Planning Document and Planning Guidance, the National Planning Policy Framework and policies SP1 and DM1 of the Manchester Core Strategy.

Informative

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).

Appendix 1 – List of consultees & neighbours notified

Highway Services

29 Grindlow Street, Manchester, M13 0LA
27 Grindlow Street, Manchester, M13 0LA
22 Plymouth Avenue, Manchester, M13 0LZ
24 Plymouth Avenue, Manchester, M13 0LZ
23 Grindlow Street, Manchester, M13 0LA
Longsight Police Station, 2 Grindlow Street, Manchester, M13 0LL

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
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Area Team Boundary - Name: NORTH AREA