

Planning

Growth & Development

Delegated officer report for planning application

Application no. 136899/FO/2023

Date registered valid: 30 May 2023

Proposal: Erection of part single, part two storey side and rear extension with rear roof dormers and single storey front extension and elevational alterations to both nos. 260 and 262 Middleton Road; following demolition of detached garage at no.262 Middleton Road

Address: 260 And 262 Middleton Road, Manchester, M8 4WA

Ward(s): Higher Blackley Ward

Applicant: Dr Rizwan

Agent (if any): Mr Subhan Saleem

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

Recommendation: Approve

Date of recommendation: 20 July 2023

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 21 April 2023 (136443/FO/2023)

Standard consultations:

Printed: 30 June 2023 Expired: 7 July 2023

Neighbour notifications

Printed: 30 June 2023 Expired: 7 July 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: No

Tree Preservation Order: No

Description of area

The application site relates to 260 and 262 Middleton Road within the north Manchester ward of Higher Blackley. The application site relates to two properties on the eastern side of Middleton Road and the properties make up two different pairs of semi-detached properties. Both properties are two storey, red brick dwellinghouses with a timber patterned gable and existing front porches. Both properties benefit from amenity space to the front of the property in the form of a driveway and small garden, further amenity space is sited along the sides of the properties and both benefit from grassed gardens. A detached garage is sited in the side amenity space of no.262 Middleton Road. Both properties benefit from small, single storey rear outriggers, with outbuildings within the rear gardens.

At the time of the site visit, both of the properties appeared vacant.

Description of development

The submitted application seeks planning permission for the erection of part single, part two storey side and rear extension with rear roof dormers and single storey front extension and elevational alterations to both nos. 260 and 262 Middleton Road; following demolition of detached garage at no.262 Middleton Road.

The proposal would have the same dimensions for both properties and as such the proposal would involve the following, for each property:

The part single storey side extension would create a second reception room and utility and extend the width of the host property. The part two storey side extension would create a 2 bedrooms and would be set back from the primary elevation of the host property by 1.75 metres.

The single storey rear extension would create an open plan kitchen/ dining room, would extend the width of the host property and side extension and would have a length of 3.65 metres. The first floor would create a bathroom and bedroom and would be set in from the shared boundary with the adjoining semi by 3.5 metres.

A rear roof dormer would be inserted for both properties and would create a bedroom and storage space. Both dormers would sit within the roof plane of the host property.

The single storey front extension would wrap the existing front porches into the proposed side extensions, with a projection of only 0.3 metres.

Within each property within the front elevation, the proposal would involve the insertion of two windows. Within the rear elevation, the proposal would involve the insertion of five windows, a set of bi-folding doors and a skylight within the part single storey rear extension.

Elevational alterations in association with the development would involve the insertion of two skylights within the roof plane of both the host properties.

Materials to be used throughout the proposal for both properties would include: Brickwork (to match existing), roof tiles (to match existing), PVC windows (to match existing), anthracite grey Hardie board cladding to dormer window, skylights and bi-folding doors.

Amended plans

Plans have been amended following concerns the projection of the rear extension at both levels would create a bulky feature. This has been reduced to minimise impacts, with a rearward projection of 3.65 metres. During the course of the application, the form of the side extension has also altered following the applicant's request. The plans assessed are considered to overcome the concerns raised through the course of the application. With the reduced gap to the side boundary created from the revised drawings, a 7 day re-notification period was undertaken.

Planning history

136443/FO/2023- 260 And 262 Middleton Road- Erection of two storey side and part single, part two storey rear extension with rear roof dormers and proposed basement with alterations to existing elevations to both nos. 260 and 262 Middleton Road.

Withdrawn 10 May 2023.

The current application is a re-submission of 136443/FO/2023, which was considered unacceptable to the Local Planning Authority and was subsequently withdrawn.

Consultations & Notification Responses

Local Residents

Local residents were consulted and one response was received. Concern was raised that the proposal would block out light from a surrounding neighbour and that the extension proposed would feel very imposing and create overshadowing and loss of light.

Highway Services

Highways were consulted on the application and provided the following response:

PARKING AND ACCESS:

The proposals will retain the single driveway to each dwelling. This level of parking provision is considered acceptable by Highways, however it appears that the parking spaces are not constructed to the minimum 6m length required by MCC which may result in parked vehicles overhanging the adjacent footway. It is therefore recommended that the driveway is reconfigured to provide 6m long driveways.

A dropped kerb is in place to provide access to the existing driveways.

REFUSE AND SERVICING:

Confirmation is required that bins will be stored within the curtilage of the site.

Bin servicing will continue as existing from Middleton Road, which is acceptable to Highways.

BOUNDARY TREATMENTS:

Any gating which is accessed from the adopted footway must be ensured to be inwardly opening, in order to prevent obstruction to passing pedestrians or vehicles.

The height of proposed boundary treatments in the vicinity of the driveway should not exceed 600mm in height in order to maintain appropriate levels of visibility.

OFF-SITE HIGHWAYS WORKS:

No off-site highways works are proposed as part of the development.

CONSTRUCTION MANAGEMENT:

A Construction Management Plan should be provided by the applicant prior to any construction works beginning.

The Construction Management Plan should detail the phasing and quantification / classification of vehicular activity associated with planned construction including any utility works and proposed excavation works. This should include commentary on types and frequency of vehicular demands together with evidence (including appropriate swept-path assessment) of satisfactory routing both within the site and on the adjacent highway together with any associated traffic management. The document should also ensure that any deliveries/loading from the highway is undertaken in accordance with the adjacent kerbside restrictions.

The applicant should be advised that any requirements for licensing, hoarding / scaffolding, skips and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highway Applications and Network Resilience teams via Email -highwaylicences@manchester.gov.uk.

FURTHER COMMENTS 3RD JULY 2023:

REFUSE AND SERVICING:

Confirmation has been provided that bin stores will be located in the front yard of the development.

Bin servicing will continue as existing from Middleton Road, which is acceptable to Highways.

All other previous Highways comments remain applicable.

Salford City Council

Salford City Council were consulted on the application due to the proximity of the site to the local authority boundary line. The following comments were provided:

Thank you for your request for consultation advice relating to the above site. I can confirm, following a review of the application, that Salford City Council raises no formal objection to the proposal. Please note the application site is circa 1.3km north of the SCC boundary.

The same response was provided from Salford City Council following the re-notification period.

Issues

POLICY

The National Planning Policy Framework (July 2021)

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 – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
- b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
- c) an environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

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

- i. Chapter 8. Promoting healthy and safe communities- States that planning policies and decisions should aim to achieve healthy, inclusive and safe places and policies and decisions should promote public safety and take into account wider security and defence requirements.
- ii. Chapter 12. Achieving well-designed places- Reflects upon the importance of design to

the built environment and its contribution to sustainable development and making places better for people. With this in mind, the design of the substantive development has been assessed in relation to the quality and cohesion of its composite building, as well as the function and appearance of public and private spaces.

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); which states that all development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document. The relevant issues are the appropriate siting, layout, scale, form, massing, materials and detail. The impact; on the surrounding areas; in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area. The effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.

Policy SP1 (Spatial Principles); which sets out the City Council's Core Development Principles and states that development in all parts of the City should make a positive contribution to neighbourhoods of choice, amongst these include: creating well designed places that enhance or create character, making a positive contribution to the health, safety and wellbeing of residents, considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity.

Policy EN1 (Design Principles and Strategic Character Areas); states that all development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and have regard to the strategic character area in which the development is located.

Unitary Development Plan Saved Policies

Large elements of the UDP have been superseded by the Core Strategy. The following saved policies are of relevance in the consideration of this application:

DC1.1 states that in determining planning applications for extensions to residential properties, the Council will have regard to:

- a. The general character of the property;
- b. The effect upon the amenity of the neighbouring occupiers;
- c. The desirability of enabling people to adapt their houses in appropriate ways to meet changing household needs;
- d. The overall appearance of the proposal in the a street scene;
- e. The effect of the loss of any on-site car parking.

DC1.2 states that extensions to residential properties will be allowed subject to compliance with other relevant policies of the Plan and the following criteria:

- a. They are not excessively large or bulky (for example resulting in structures which are not subservient to original houses or project out too far in front of original buildings);

- b. They do not create undue loss of sunlight, daylight or privacy;
- c. They are not out of character with the style of development in the area or the surrounding scene by virtue of design, use of materials or construction details.
- d. they would not result in the loss of off-street car-parking, in a situation where there is so severe an existing on-street parking problem that unacceptable additional pressures would be created.

DC1.3 Notwithstanding the generality of the above policies, the Council will not normally approve:

- a. rearward extensions greater than 3.65m (12 ft) in length;
- b. 2-storey extensions with a flat roof, particularly those which would be visible from the public highway;
- c. 2-storey extensions to terraced properties which occupy the full width of the house;
- d. flat roofed extensions to bungalows;
- e. extensions which conflict with the Council's guidelines on privacy distances (which are published as supplementary guidance).

DC1.4 In considering proposals for 2-storey side extensions, the Council will have regard to the general guidance above and also to supplementary guidance to be issued. In particular, the Council will seek to ensure that:

- a. the development potential of the gap between detached and semi-detached houses is capable of being shared equally by the owners or occupiers of the two properties concerned;
- b. the actual or potential result of building the extension will not be the creation of a terracing effect, where this would be unsympathetic to the character of the street as a whole;
- c. the actual or potential result of building the extension will not be the creation of a very narrow gap between the properties, or any other unsatisfactory visual relationships between elements of the buildings involved.

As a guide, and without prejudice to the generality of this policy, the Council will normally permit 2-storey house extensions which, when built, would leave a minimum of 1.52m (5 ft) between the side wall and the common boundary, and which meet the other requirements of this policy. Proposals which cannot meet these requirements will be judged on their merits, but with weight being given to (a) and (c) above.

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 CABI 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.

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 that 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

Principle of Development

The submitted development application is for the erection of part single, part two storey side and rear extension with rear roof dormers and single storey front extension and elevational alterations to both nos. 260 and 262 Middleton Road; following demolition of detached garage at no.262 Middleton Road.

This application is a re-submission of 136443/FO/2023- 260 And 262 Middleton Road- Erection of two storey side and part single, part two storey rear extension with rear roof dormers and proposed basement with alterations to existing elevations to both nos. 260 and 262 Middleton Road. This application joined the two properties together but was considered to produce substantial harm. The proposed two 2 storey side extensions resulted in the creation of a terrace and removed the sense of space created from the pairs of semi-detached properties along this stretch of Middleton Road. The proposal viewed the two homes as 1 home and not the two as is currently the case. This is contrary to Policy DC1.4 as it created a terrace, offered no set back and created a primary elevation with no sense of subserviency. In turn, this produced a proposal which was completely out of character with other residential properties in the immediate neighbourhood and does not comply with policies DM1, EN1 and SP1 of the Core Strategy (2012) and Policy DC1 of the UDP. The dormers presented were considered overly large especially in the materials chosen. The use of the basement in the way proposed was also considered overdevelopment and over intensification of the site.

As such, the current application with incorporated amendments is considered a more appropriate design. The application has been submitted by a sole applicant with a view to refurbishing both of the properties, with the permission implemented in full. The potential for harm to result from the proposed development would be reduced as the proposed development is being considered as one scheme with the works to be implemented at the same time. If, however , the scheme is partially implemented,(with only one property being extended) any harm to the other property is not considered to be severe in terms of residential and visual amenity to warrant the refusal of planning permission.

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. As each of the properties is to remain as a single family dwellinghouse it is not considered that the proposed extensions would give rise to any significant additional waste or car parking pressures.

Visual/ Residential Amenity

As the same design for the extensions is proposed for each of the properties, any impacts to visual and residential amenity would be similar for each of the two dwellings. As such, this section of the report will primarily focus on the visual/residential amenity implications to the surrounding properties.

Part single, part two storey side extension:

The side extension would not include the insertion of any windows along the side elevation of the proposal and as such, no adverse privacy implications would occur as a result of this element of the works to either 260 or 262 Middleton Road. In addition, a condition would be attached to any approval granted restricting the further insertion of windows and doors in addition to those approved in connection with this consent.

The additional built form to the side of the property would be visible from the streetscene. As the two properties are opposite pairs of semi-detached properties, a large cumulative gap exists between the two properties. The first floor of the side extensions would be set back from the primary elevation of the host property by 1.75 metres, as a 0.25 metre gap would be retained from the side elevation of the extensions to the shared boundary line. Due to the set back, the side extensions keep the appearance of subservient extensions, with lowered roofs and as such are not considered to give rise to any adverse implications in terms of visual amenity.

Part single, part two storey rear extension:

At ground floor level, both of the properties would benefit from a 3.65 metre extension. No impact would occur to either 260 or 262 Middleton Road. No windows would be inserted in the side elevations of the extension and so would not give rise to any adverse privacy implications to no.258 and no.264 Middleton Road. Only neighbouring property no.264 Middleton Road may experience some loss of light from the ground floor extension due to it lying to the north of no.262 Middleton Road, but as it is single storey and only 3.65 metres in depth, any loss of light is not considered to be so significant as to warrant refusal of the proposed development.

At first floor level, the rear extensions would have the same rearward projection, but would be sited 3.5 metres from the shared boundaries with the respective adjoining semi detached house. This is considered to minimise any harm in terms of a tunnelling impact to the neighbours, or adverse loss of light implications especially to no.264 Middleton Road. A new bathroom would be created at first floor level (within each rearward extension) and these windows would be conditioned to be obscure glazed within the decision notice, to protect the privacy of the future occupiers.

As the proposal would be sited approximately 9 metres from the shared boundary with properties along Redford Road, it is not considered to create an overbearing feature to the detriment of residential amenity.

Rear roof dormers:

No windows would be inserted in the side elevation of the dormer, so not giving rise to overlooking implications to the immediate neighbours. Although two windows would be inserted in the rear elevation of the dormer, given the approximate 13 metre distance to the rear elevation of the proposed dormer and the boundary line with Redford Road properties, the level of overlooking is not considered to be so severe to warrant refusal.

Although the rear dormer would be visible to properties to the east of the applicant site, the ridge height of the dormer is no higher than the existing and the dormer does not project further than the roof plane. It is considered to be an acceptable addition to the roof of the property.

Single storey front extension:

The single storey front extension would tie the existing front porch in with the proposed side extension. This element of the proposal is small in nature and would not give rise to any adverse implications in regard to visual amenity or to the character of the properties within the streetscene.

Elevational alterations:

The insertion of skylights in the host properties as part of the proposal would not give rise to any adverse implications.

Overall, it is not considered that the proposal would have an adverse impact upon residential or visual amenity, and any harm has been reduced within the revised drawings assessed in this report.

Design and Appearance

Part single, part two storey side extension:

DC1.4 of the UDP requires the creation of domestic extensions which are subservient to the main house, do not cause a terracing effect and would have a 1.53 metre gap to the shared boundary. This is in order to avoid a terracing effect and to ensure that subservience to the original dwellinghouse is achieved. As both of the two storey side extensions would be sited approximately 0.25 metres from the shared boundary, the set back of the first floor extension by 1.75 metres from the primary elevation of the host property is considered acceptable to ensure the proposal is considered subservient to the main dwellinghouse. As consent is being sought to undertake side and rear extensions to two properties at the same time, this would result in a prominent visual change. However, this element of the proposal would be acceptable if it was only being undertaken to one of the properties. As such, the form of this element is considered acceptable, pursuant to Policy DC1.4 of the UDP.

Part single, part two storey rear extension:

The rear extensions at both levels would have a projection of 3.65 metres and as such would be pursuant to Policy DC1.3 of the UDP. As the first floor rear extension would be set in from the immediate neighbours, any harm in terms of overshadowing and overbearing is thought to be mitigated. This is considered acceptable in size and form.

Rear roof dormers:

The rear roof dormer would respect the shape of the existing property and would not be considered excessively large or bulky, pursuant to Policy DC1 of the UDP. The principle of rear dormers is already established through the fallback position of Permitted Development and therefore this element is considered acceptable.

Single storey front extension:

The small front extension wrapping into the proposed side extension is considered acceptable in size and form, pursuant to Policy DC1 of the UDP.

Elevational alterations:

Skylights inserted in the host property could have been achievable through the route of Permitted Development and are therefore acceptable.

Materials:

Most of the materials would match the host property, except the use of anthracite grey Hardie board cladding to the dormer window elements. This is considered acceptable given the proposed dormers are located within the rear roof slopes of the properties, would be hidden from the streetscene and would be similar to other dormers in the wider area. As such, the materials are considered sympathetic and appropriate. A materials condition to that effect would be attached to any consent granted.

On balance it is considered that the design and appearance of the proposed development

accords with Core Strategy Policies DM1 and EN1 and in general the design is considered acceptable.

Highway Considerations

Highways were consulted on the application. Highways raised concerns that the car parking provision would not have a length of 6 metres. Measurements of the front amenity space show a 6 metre length and as such the car parking provision is considered acceptable.

Bins would be stored within the front amenity space and is marked on the plans. Elevational drawings of the bin stores were also provided. A condition would be attached to any approval granted ensuring the bin stores are implemented in accordance with the information provided. This is considered acceptable.

Highways requested a construction management plan condition be placed on any approval granted. Given the works are for two dwellinghouses, the condition is considered onerous and would not be included within the decision notice.

Neighbour Objection

A neighbour raised concerns that the proposed extensions for both properties would block out light to properties to the rear of the applicant site. Given the extensions would be sited approximately 9 metres from the shared boundary of the properties with Redford Road and the applicant properties are sited to the west of neighbours along Redford Road, any loss of light would be considered minimal, due to the sun path. In addition, the neighbour raised concerns that the amount of additional built form would create an imposing feature. Whilst it is considered the proposal would create a large amount of additional built form, given the proposal does not create any significant amenity implications and is acceptable in terms of design and appearance, the proposal is not considered to create an imposing feature to neighbours to the east.

Conclusion

Overall, the proposed development does not create any significant impact in terms of visual or residential amenity. The design and appearance is in keeping with the character of the property and local area.

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 and a revised scheme has been submitted which is considered to overcome issues raised. Appropriate conditions have been attached to 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:

- Application Form, stamped as received by the City Council as Local Planning Authority on 5 May 2023.
- Drawing- Location Plan, numbered Sheet 1, stamped as received by the City Council as Local Planning Authority on 5 May 2023.
- Drawing- Proposed- Loft Plan, numbered Sheet 10, stamped as received by the City Council as Local Planning Authority on 23 June 2023.
- Drawing- Proposed- Roof Plan, numbered Sheet 11, stamped as received by the City Council as Local Planning Authority on 23 June 2023.
- Drawing- Proposed- Front and Rear View, numbered Sheet 12, stamped as received by the City Council as Local Planning Authority on 23 June 2023.
- Drawing- Proposed- Side Elevations, numbered Sheet 13, stamped as received by the City Council as Local Planning Authority on 23 June 2023.
- Drawing- Proposed- Bin Store, numbered Sheet 14, stamped as received by the City Council as Local Planning Authority on 23 June 2023.

-Drawing- Proposed- Ground Floor Plan, numbered Sheet 8, stamped as received by the City Council as Local Planning Authority on 23 June 2023.

-Drawing- Proposed- First Floor Plan, numbered Sheet 9 Rev D, stamped as received by the City Council as Local Planning Authority on 18 July 2023.

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) Before first occupation, the bathroom windows within the first floor rear extensions as shown on the approved 'Drawing- Proposed- First Floor Plan, numbered Sheet 9 Rev D', stamped as received by the City Council as Local Planning Authority on 18 July 2023, shall be obscure 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 - To protect the amenity and living conditions of adjacent properties from overlooking or perceived overlooking and in accordance with policies SP1 and DM1 of the 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 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) The materials to be used throughout the proposal hereby permitted shall be implemented in accordance with the approved details as set out in the 'Drawing- Proposed- Front and Rear View, numbered Sheet 12', specified in Condition 2 of this approval.

Reason- In order to ensure a satisfactory appearance in the interests of visual amenity in accordance with saved policies DC1 of the Unitary Development Plan for the City of Manchester, SP1 and DM1 of the Manchester Core Strategy and the requirements of the National Planning Policy Framework.

6) The development hereby approved shall be carried out in accordance with 'Drawing- Proposed- Ground Floor Plan, numbered Sheet 8', stamped as received by the City Council as Local Planning Authority on 23 June 2023 and 'Drawing- Proposed- Bin Store, numbered Sheet 14', stamped as received by the City Council as Local Planning Authority on 23 June 2023, in relation to a secure and ventilated bin storage area. The bin storage area shall be implemented in accordance with the approved scheme and be in place prior to the first use of the development and shall be so maintained and retained at all times thereafter.

Reason - In the interests of the provision of off-street car parking, and the appearance of the street scene, pursuant to saved policy DC1 of the Unitary Development Plan for the City of Manchester, and policy DM1 of Manchester's Core Strategy.

Informatives

1) The applicant should be advised that any requirements for licensing, hoarding / scaffolding, skips and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highway Applications and Network Resilience teams via Email -highwaylicences@manchester.gov.uk.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Salford City Council
Highway Services
Salford City Council

8 Redford Road, Manchester, M8 4WE
264 Middleton Road, Manchester, M8 4WA
6 Redford Road, Manchester, M8 4WE
4 Redford Road, Manchester, M8 4WE
262 Middleton Road, Manchester, M8 4WA
258 Middleton Road, Manchester, M8 4WA
297 Middleton Road, Manchester, M8 4WA
299 Middleton Road, Manchester, M8 4WA

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 - Not Affected
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Area Team Boundary - Name: NORTH AREA