MANCHESTER CITY COUNCIL

Planning

Growth & Development

Delegated officer report for planning application

Application no.	137735/FH/2023
Date registered valid:	14 August 2023
Proposal:	Erection of two storey side extension to provide additional living accommodation.
Address:	12 Austell Road, Manchester, M22 0WN
Ward(s):	Woodhouse Park Ward
Applicant:	Mr Denis Pricop
Agent (if any):	Mr Benjamin Batrak, Draw Plan Ltd
Case officer:	Holly Wright Tel: 0161 219 6381 Email: holly.wright@manchester.gov.uk
Recommendation:	Approve
Date of recommendation:	05 October 2023

Application details

Type of application: Full Householder Application

Development type: Householder

Date of site visit: 7 September 2023

Standard consultations: Printed: 16 August 2023 Expired: 6 September 2023

Neighbour notifications: Printed: 16 August 2023 Expired: 6 September 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

The application relates to a two-storey semi-detached C3 dwellinghouse of redbrick with a brown concrete tile hipped roof. The property features white uPVC windows, a front porch canopy, a spacious front garden bordered by a mature hedge line, a paved driveway, a detached garage to the side of the property, and a modest rear garden.



Figure 1. Principal elevation.



Figure 2. Existing garage and driveway.



Figure 3. Rear elevation.



Figure 4. Rear garden.

Description of area

Austell Road is a residential street situated within the Woodhouse Park ward of Manchester, close to Ringway Primary School, St Anthony's RC Primary School, and Concord Business Park. The area is predominantly residential in terms of its character, consisting of terraced and semi-detached residential properties.

Description of development

The applicant is seeking permission for the erection of a two-storey side extension to provide additional living accommodation.

Planning History

No previous planning history.

Consultations & Notification Responses

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

Highways made the following comments in response to this application:

- "TRIP GENERATION AND JUNCTION CAPACITY:
- Given that the proposals will provide a single bedroom residential extension and additional living space for the existing house, the proposals are unlikely to give rise to a significant level of new vehicle trips. It is accepted that no highway concerns in terms of safety or capacity are considered likely to arise.

- SITE ACCESSIBILITY:
- The site is accessed by sustainable modes given its location within Wythenshawe and proximity to public transport nodes. There is suitable pedestrian and cycle infrastructure within the vicinity of the site, with regular bus services operational in close proximity of the site along Cornishway and Portway.

- PARKING AND ACCESS:
- A driveway and garage providing on-site parking provision for 2no. car is currently provided to the side of the property accessed from Austell Road. The proposals indicate that the garage will be removed as part of the extension of living accommodation and 3no. of car parking spaces will be provided to the front of the property.
- The Block Plan and Site Location Plan (DWG DP-2319-PL-01) suggests that a new area of dropped kerb will be provided on Austell Road to serve the new parking spaces.
- To be in accordance with MCC standards, each parking space will need to be a minimum of 3m x 6m. In general, MCC do not accept a dropped crossing longer than a double dropped kerb for pedestrian amenity reasons.
- As part of the proposals, boundary treatment in the vicinity of the driveway access should not exceed 600mm in height in order to retain appropriate levels of pedestrian visibility.
- The introduction of a new dropped kerb would result in minor off-site highways works. The new access will need to be built in accordance with MCC construction standards under a Section 184 vehicle crossing licence/agreement which will need discussion and agreement with the council's Highways Applications and Network Resilience team. Applications can be made using the link below: https://www.manchester.gov.uk/info/474/parking_at_your_home/8170/apply_for_a_dropped_kerb/2

- REFUSE AND SERVICING:
- Given the proposals relate to the extension of an existing residential property it is considered that there will be no alternations to the refuse collections and servicing as part of the proposals.
- The proposals include the provision of an external bin store adjacent to the main entrance of the building.

- CONSTRUCTION MANAGEMENT:
- 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."

This feedback was relayed to the agent who amended the plans accordingly so as to satisfy Highways' concerns.

Policies

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

Unitary Development Plan (UDP) – The UDP has been superseded by the Core Strategy Development Plan, but certain policies are still considered of relevance:
- Policy DC1 – Residential Extensions

The Manchester Core Strategy – Development Plan Document 2012-2027 ("the Core Strategy") was adopted by the City Council on the 11th of July 2012:
- Policy DM1 – Development Management
- Policy SP1 – Spatial Principles
- Policy EN1 – Design Principles and Strategic Character Areas
- Policy EN19 - Waste

The National Planning Policy Framework (NPPF, 2021)
- Chapter 12 – Achieving Well-Designed Places

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

Issues

Policies SP1 and DM1 of the Manchester Core Strategy seek to ensure that new development enhances or creates character, protects, and enhances the built environment; and that the design, scale, and appearance of the proposed development is appropriate to its context. Policies DC1.1, DC1.2, DC1.3 and DC1.4 of the Unitary Development Plan for the City of Manchester relate specifically to residential extensions and set out a number of criteria against which proposals for extensions will be assessed. Although these latter policies are now of some age, they are consistent with the guidance in the National Planning Policy Framework which seeks a high standard of design in new developments to ensure a good standard of amenity for all existing and future occupiers.

Principle – the principle of erecting a two-storey side extension side extension in order to provide additional living accommodation for a family dwellinghouse is acceptable given that many individuals prefer to extend and alter their homes rather than move. However, consideration must be given to the proposal's siting, scale, and massing, appearance and impact upon visual and residential amenity, waste storage and parking.

Siting, scale, and massing – the two-storey extension would be sited at the northern edge of the host dwellinghouse, replacing the existing detached garage.

The extension would be set back from the principal elevation of the property by 1m, featuring a length / depth of 5.632m and a width of 3.149m at both ground and first floor level. Set 0.631m below the ridge of the host dwellinghouse, the extension would have a maximum dual pitch roof height of 7.447m with eaves to match the existing. A minimum gap of 0.175m would be maintained to the boundary shared with No.14 Austell Road.

The extension is considered to have dimensions which would be subservient to those of the host dwellinghouse and, given its 1m setback, is not believed to give rise to 'unsatisfactory visual relationships', between itself and the neighbouring property as it would avoid the creation of potential terracing effects. The siting, scale, and massing of the proposal therefore accords with policies SP1 and DM1 of the Core Strategy as well as policy DC1 of the UDP as it would not result in an 'excessively large or bulky' addition to the property.

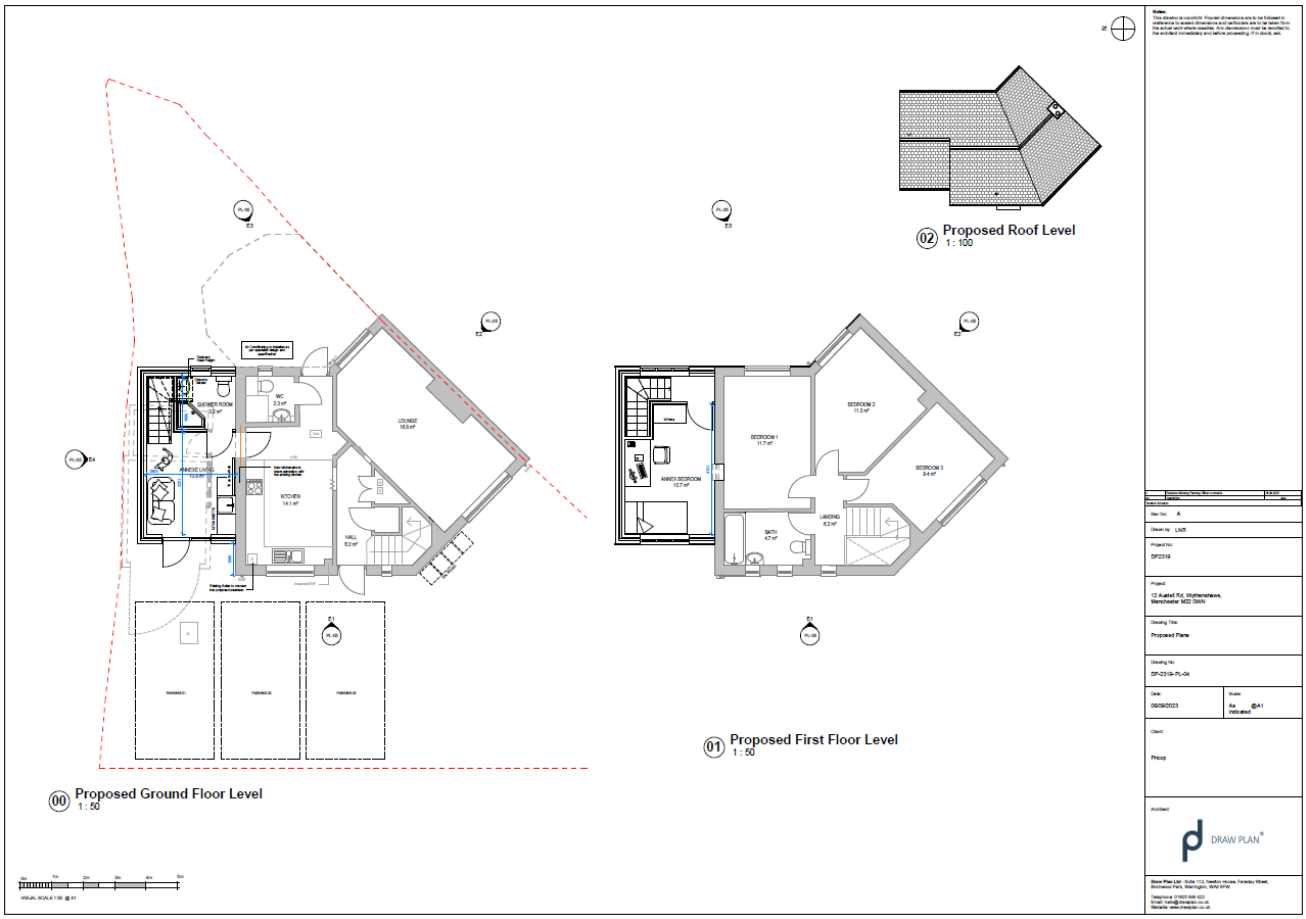


Figure 5. Submitted proposed plans.



Figure 6. Submitted proposed elevations.

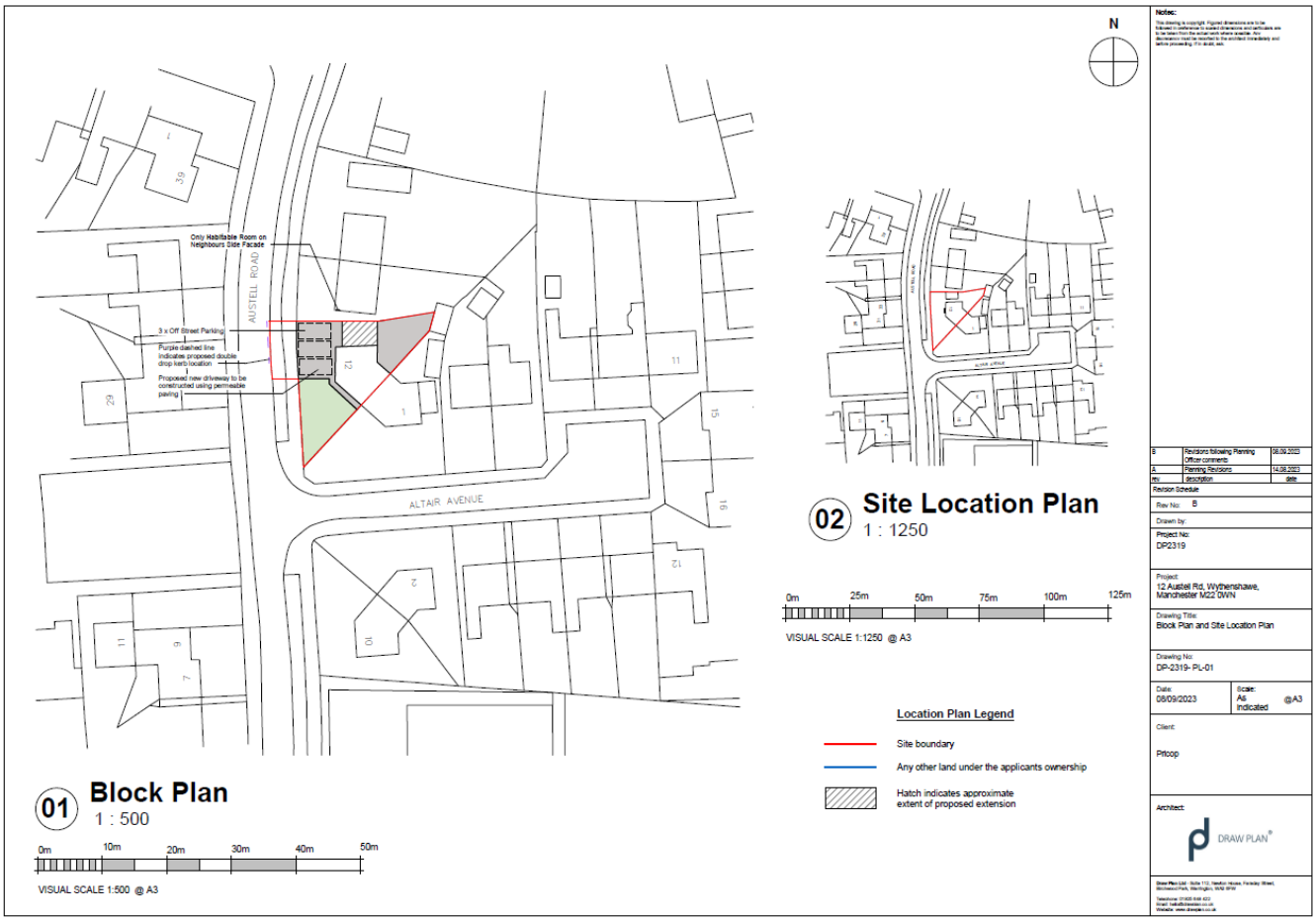


Figure 7. Submitted proposed block and site location plans.

Appearance and visual amenity – the extension would feature brickwork to match the existing along its side elevation, whilst its principal and rear elevations would feature brickwork to match the existing at ground floor level and smooth off-white render at first floor level. The extension would also feature brown concrete roof tiles, white uPVC windows, and brown uPVC doors to match the existing.

At ground floor level, the extension would feature one outward-opening door and one window along its principal elevation and one window along its rear elevation, whilst its side elevation would be blank and featureless. At first-floor level, the extension would feature one window along its principal elevation and one window along its rear elevation, whilst its side elevation would be blank and featureless.

The proposal is considered to be relatively standard in terms of its scale and design for developments of this type as well as being in-keeping with the overall precedent of residential extensions in this locale. Moreover, though it is acknowledged that the inclusion of off-white render would add a new visual element to the appearance of the property, in these circumstances, this is considered acceptable as the street scene already features a number of white and off-white painted facades, with rendered principal elevations also present in relatively close proximity along Culmere Road. As such, the introduction of render to the property is not considered to be out-of-keeping with the character of the surrounding area. The extension's 1m setback should also ensure that the development does not form an overly prominent or visually intrusive feature within this locale.

The design and appearance of the proposed extension therefore accords with Core Strategy policies DM1 and EN1 and chapter 12 of the NPPF as its impact upon visual amenity is considered to be less than substantial.

Residential amenity – the proposed extension is not believed to cause significant harm to the residential amenity of the area as it considered to be subservient, in terms of its dimensions, to the host dwellinghouse and would be sited to its north (within its existing shadow). As such, it is believed that the proposal should not cause issues associated with overshadowing, loss of light, or loss of outlook, nor should it introduce an overbearing presence into the area. Moreover, its blank side elevation should ensure that the privacy of neighbouring occupants is not infringed upon.

In addition, no objections were received in response to this application.

The proposal is therefore considered acceptable in regard to its relatively minimal effect upon residential amenity, thereby according with Core Strategy policies DM1 and SP1 and saved policy DC1 of the UDP.

Waste storage – the proposed extension would eliminate external access to the rear of the property, meaning refuse bins would have to be stored to the front. In order to mitigate the potential visual harm this would cause to the street scene; details of a bin store have been included within the submitted proposed plans.

The proposal therefore accords with policy EN19 and DM1 of the Core Strategy.

Parking – the existing detached garage would be demolished as part of the proposal; however, the property's driveway would be considerably enlarged with permeable paving so as to provide 3no. car parking spaces, each measuring to at least 2.4m by 4.8m. The application also includes details of a proposed double width dropped kerb to the front of the property.

This alteration is considered acceptable due to its accordance with Highways' feedback as well as its clear improvement to the property's existing parking provisions.

Conclusion – given the above issues, it is considered that the proposal is acceptable in terms of its principle, siting, scale and massing, appearance and visual amenity, residential amenity, waste storage and parking as it broadly complies with policy DC1 of the UDP, policies DM1, SP1, EN1 and EN19 of the Core Strategy and chapter 12 of the NPPF.

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

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Minor issues have arisen during the consideration of this application and the officer negotiated with the agent to reach a satisfactory resolution.

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 permission.

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Act Planning Act 1990.

2) The development hereby approved shall be carried out in accordance with the following documents:

-'Householder Application for Planning Permission for works or extension to a dwelling', stamped as received by the City Council as Local Planning Authority on the 1st August 2023.
-'Proposed Elevations', numbered 'DP-2319-PL-05', stamped as received by the City Council as Local Planning Authority on the 1st August 2023.

-‘Proposed Plans’, numbered ‘DP-2319-PL-04 REV A’, stamped as received by the City Council as Local Planning Authority on the 8th September 2023.
-‘Block Plan and Site Location Plan’, numbered ‘DP-2319-PL-01 REV B’, stamped as received by the City Council as Local Planning Authority on the 8th September 2023.

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

3) The materials to be used on the external surfaces of the extension hereby permitted shall match those specified on the submitted application form and approved plans, including brickwork to match the existing along the extension’s side elevation and at ground floor level along its front and rear elevations, and concrete roof tiles to match the existing.

Reason - To ensure the appearance of the building to be extended is not adversely affected by the materials to be used in the construction of the extension, pursuant to saved policies DC1.1, DC1.2 and DC1.4 of the Unitary Development Plan for the City of Manchester and policy DM1 of the Manchester Core Strategy.

4) The proposed bin store, shown on revised drawing ‘DP-2319-PL-04 REV A’, shall be implemented and be in place prior to the first use/occupation of the extension(s) and shall be so maintained and retained at all times thereafter.

Reason - In the interests of 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.

5) 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 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 introduction of a new dropped kerb would result in minor off-site highways works. The new access will need to be built in accordance with MCC construction standards under a Section 184 vehicle crossing licence/agreement which will need discussion and agreement with the council's Highways Applications and Network Resilience team. Applications can be made using the link below:
https://www.manchester.gov.uk/info/474/parking_at_your_home/8170/apply_for_a_dropped_kerb/2

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

35 Austell Road, Manchester, M22 0NP
10 Austell Road, Manchester, M22 0WN
14 Austell Road, Manchester, M22 0WN
1 Altair Avenue, Manchester, M22 0WP
33 Austell Road, Manchester, M22 0NP
31 Austell Road, Manchester, M22 0NP
2 Altair Avenue, Manchester, M22 0WP

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 15M
Airport Noise Index Zone - Noise and Nuisance Index - 40-49
Area Team Boundary - Name: SOUTH AREA