

Planning

Growth & Development

Delegated officer report for planning application

Application no. 137406/FH/2023

Date registered valid: 27 June 2023

Proposal: Erection of single storey rear extension, with hip to gable roof extension, to form additional living accommodation.

Address: 31 Athol Road, Manchester, M16 8QW

Ward(s): Whalley Range Ward

Applicant: Mrs Nikola Kamel

Agent (if any): Mr Rashid Mehmood, I. Planning Services

Case officer: Holly Wright
Tel: 0161 219 6381
Email: holly.wright@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 14 August 2023

Application details

Type of application: Full Householder Application

Development type: Householder

Date of site visit: 21 July 2023

Standard consultations: No consultations have been printed and sent.

Neighbour notifications: Printed: 6 July 2023 Expired: 27 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: Not applicable

Tree Preservation Order: Not applicable

The application relates to a two-storey semi-detached C3 dwellinghouse of redbrick and white render with a red concrete tile hipped roof. The property features white uPVC windows, including a two-storey bay to the front, a front porch extension, a front driveway, single storey rear outrigger and large, detached outbuilding situated within a spacious rear garden.



Figure 1. Principal elevation.



Figure 2. Rear elevation.



Figure 3. Rear garden.

Description of area

Athol Road is a residential cul-de-sac situated within the Whalley Range ward of Manchester, close to Whalley Range Sports Centre, Fallowfield Cycling Loop, and Hough End Playing Fields. The area is primarily residential in terms of its character terraced and semi-detached residential properties and benefits from its proximity to public outdoor amenity and green spaces.

Description of development

The applicant is seeking permission for the erection of single storey rear extension, with hip to gable roof extension, to form additional living accommodation.

Planning History

No previous planning history.

Consultations & Notification Responses

One letter of objection was received from one local resident in response to this application. Their concerns are summarised as follows:

- Concerns relating to the proposed hip-to-gable roof conversion and its potential impact upon the visual amenity of the area.
- Hip-to-gable roof extensions on semi-detached properties look awful.
- They are only acceptable when both semis undertake this work at the same time.

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 single storey rear extension together with a hip-to-gable roof conversion in order to provide additional living accommodation for a family dwellinghouse is acceptable given that many individuals prefer to extend and alter their homes to meet changing household needs rather than move. The principle of the proposal therefore accords with policy DC1 of the UDP; however, consideration must be given to the development’s siting, scale and massing, appearance, and impact upon visual amenity, residential amenity, waste storage, and parking.

Siting, scale, and massing – the single storey extension would be sited at the rear of the property, facing east, replacing the existing single storey outrigger. It would project 4.292m rearwards from the host dwellinghouse, with a width of 6.252m, a mono pitch roof height of 3.89m and an eaves height of 2.565m. A gap of 0.3m would be maintained to the boundary shared with No.29 Athol Road and a gap of 1.414m would be maintained to the boundary shared with No.33 Athol Road.

The 4.292m rearward projection exceeds the limit stipulated within policy DC1 of the UDP (of 3.65m), however is considered acceptable given that general permitted development regulations allow single storey rear extensions up to 6m (for semi-detached dwellinghouses), through a prior approval process and in the absence of objections, as in this case with no objections relating to the rear extension received.

The hip-to-gable roof conversion would be sited along the southern edge of the existing roof with dimensions measuring to 9.584m in length / depth, 4.788m in width, and 3.112m, which would be subservient to the current dimensions of the roof. The ridge and eaves of the roof conversion would be set at levels to match the existing, thus providing a blended appearance.

Overall, the dimensions of these alterations are not considered to result in 'excessively large or bulky additions' to the property with the proposal being deemed as acceptable due to it according with policy DC1 of the UDP.

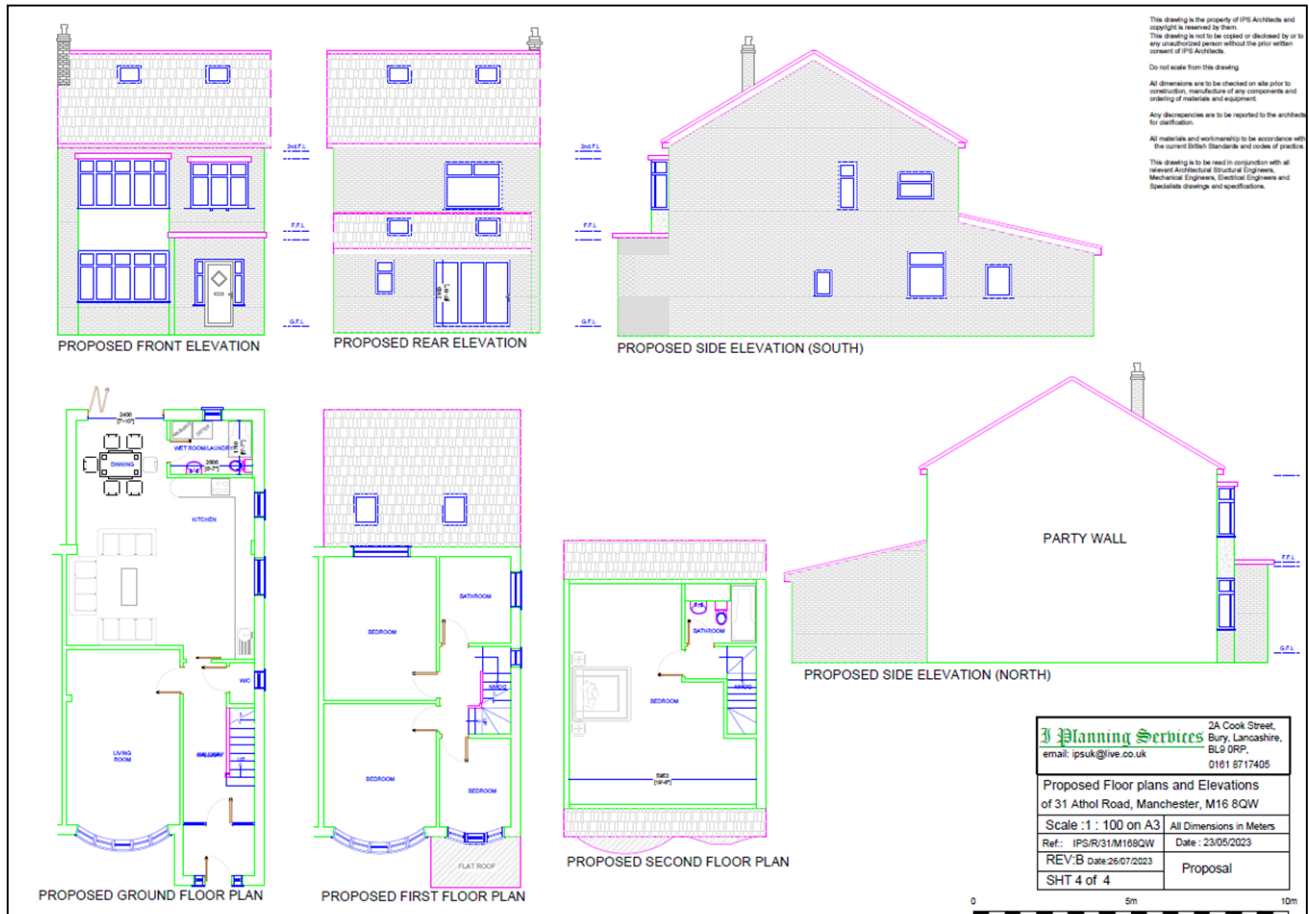


Figure 4. Submitted proposed plans and elevations.

Appearance and visual amenity – the rear extension would be built of brickwork, roof tiles and windows to match the existing in addition to aluminium bi-folding doors. Its northern side elevation would be blank, whilst its southern side elevation would feature one window in the same location as the one present on the existing outrigger. The rear elevation of the extension would feature one window and a set of bi-folding doors, whilst its rear-facing roof would feature two flat skylights. The roof conversion would also be built of brickwork and roof tiles to match the existing. Its side elevation would be blank.

The proposal is considered to be relatively standard in terms of its design and would be in-keeping with the overall precedent of residential extensions in this area. The proposed developments would utilise materials that would be either in-keeping or subservient to those already present at the property. Moreover, the single storey extension would be sited at the rear of the property and, therefore, would not feature prominently within the street scene. Hence, the overall character of the property and its surrounding area should not be significantly harmed by these works.

The design and appearance of the proposed developments accords with Core Strategy policies DM1 and EN1 and chapter 12 of the NPPF as their impact upon visual amenity is considered to be minor.

Residential amenity – given that the rear extension would be single storey, sited east of the host dwellinghouse, adjacent to a boundary with a neighbour that possesses a single storey extension with a similar rearward projection, it is not believed that the proposal would cause issues associated with overshadowing, loss of light, or loss of outlook, nor should it introduce an overbearing presence into the area. Moreover, though the extension would feature one ground floor window along its southern side elevation, this would not affect the existing levels of privacy enjoyed by neighbouring occupiers as a window is present in the same location on the existing rear outrigger. Due to its siting along the southern edge of the roof, the hip-to-gable roof conversion should also not cause issues associated with loss of light or privacy.

The proposed developments are therefore acceptable in regard to their minimal effect upon residential amenity, thus according with Core Strategy policies DM1 and SP1 and saved policy DC1 of the UDP.

Waste storage – the current bin storage arrangements would be unaffected by this proposal.

Parking – the current parking arrangements would be unaffected by this proposal.

Other matters – the proposal also includes the installation of two flat skylights on the front-facing roof of the property and two flat skylights on the rear-facing roof of the property. These alterations are able to be undertaken under permitted development and, as such, have not been assessed within this report.

One local resident objected to the proposal on the grounds that the hip-to-gable roof conversion would have a negative impact upon the visual amenity of the area, due to it unbalancing the current appearance of the semi-detached properties. However, this aspect of the proposal is able to be undertaken under permitted development rights, without the need for an application for planning permission. These concerns therefore do not hold sufficient weight so as to warrant the refusal of the application.

Conclusion – given the above issues, it is considered that the proposal is acceptable in terms of principle, siting, scale and massing, appearance and visual amenity, residential amenity, waste management and parking as it broadly complies with General Permitted Development rules as well as 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 policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the recommendation given is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation: Approve

Article 35 Declaration

Officers have worked with the 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 labelled:

- 'Proposed Floor Plans and Elevations of 31 Athol Road, Manchester, M16 8QW', numbered 'IPS/R/31/M168QW REV B', stamped as received by the City Council as Local Planning Authority on the 1st August 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 of the existing dwellinghouse in type, size, colour and texture.

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.

Appendix 1 – List of consultees & neighbours notified

Vida Range Stadium, Whalley Range High School, Wilbraham Road, Manchester, M16 8GW
Whalley Range 11-18 High School, Wilbraham Road, Manchester, M16 8GW
38 - 44 Athol Road, Manchester, M16 8QN
33 Athol Road, Manchester, M16 8QW
29 Athol Road, Manchester, M16 8QW

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M
Flood Zones Type 2 (low to medium risk) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (Middle) -
Area Team Boundary - Name: SOUTH AREA