

Planning

Growth & Development

Delegated officer report for planning application

Application no. 137195/FH/2023

Date registered valid: 8 June 2023

Proposal: Erection of a single storey rear extension to provide additional living accommodation

Address: 5 Brookleigh Road, Manchester, M20 4NZ

Ward(s): Withington Ward

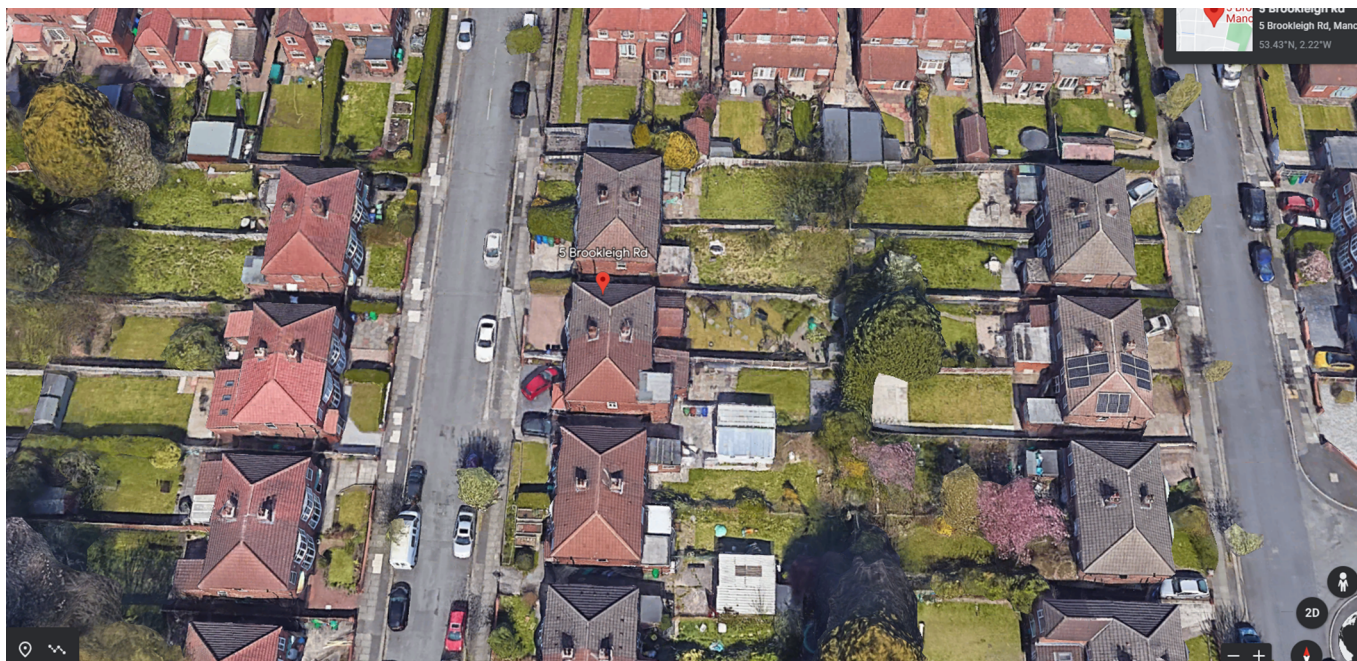
Applicant: Ms Catherine Fidler

Agent (if any): Mr Alan Dearden, A.P Design

Case officer: Tracie Simpson
Tel: 0161 234 4537
Email: tracie.simpson@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 2nd August 2023



Application details

Type of application:	Full Householder Application	
Development type:	Householder	
Date of site visit:	11 July 2023	
Standard consultations:	Printed: 8 June 2023	Expired: 29 June 2023
Neighbour notifications	Printed: 8 June 2023	Expired: 29 June 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

The site relates to a two storey semi detached dwelling house in the Withington ward area of Manchester. The property features bay windows to the front, off road car parking, access along the side and rear garden. The property benefits from an existing single storey rear projection. The property is surrounded by similar properties which are essentially semi detached in nature.



Listed building:	Not applicable
Conservation area:	Not applicable
Tree Preservation Order:	Not applicable

Description of area

This is primarily a residential area in nature

Description of development

The applicant is seeking planning permission for the erection of a single storey rear extension to provide additional living accommodation.

Consultations & Notification Responses

Local residents - as per Appendix 1 - Occupiers of properties surrounding the application site were notified of the proposal. No comments have been received as a result of this proposal.

HS2 - can confirm we have no objections on this application; however, I would like to advise that the red line location plan boundary falls within sub-surface safeguarding for Phase 2b of HS2. Having reviewed the proposal, the development is directly above the proposed sub surface

tunnels, but it is unlikely that the foundations required to construct the proposed development will affect HS2 works in that location.

The applicant is advised that the application site falls near land that may be required to construct and/or operate Phase 2b of a high-speed rail line from Crewe to Manchester (Western Leg), known as High Speed Two. Powers to construct and operate High Speed Two are to be sought by promoting a hybrid Bill in Parliament. In addition, as the HS2 project is not yet at a detailed design stage the applicant is advised to closely follow ongoing progress of the HS2 programme. More information can be found at: <https://eur03.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.gov.uk%2Fgovernment%2Fororganisations%2Fhigh-speed-two-limited&data=05%7C01%7Cplanning%40manchester.gov.uk%7C5bfc8b65b0e644b80b4408db732852a1%7Cb0ce7d5e81cd47fb94f7276c626b7b09%7C0%7C0%7C638230389255116013%7CUnknown%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C3000%7C%7C%7C&sdata=k%2FjnL%2B9Sswwp48jW7Zc1VQ%2F0%2Bpevlo1KOPwriiLyVE%3D&reserved=0>.

Policy and Issues

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

- o Unitary Development Plan (UDP) - The UDP has been superseded by the Core Strategy Development Plan.
- o Policy DC1 for Residential Extensions is still considered of relevance, in particular policy DC1.5 - The Council will consider on their merits exemptions to the above policies in the case of applications from disabled people who may require particular adaptations to their homes.
- o The Manchester Core Strategy Development Plan Document 2012-2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012.
- o Policy DM 1 - Development Management
- o Policy SP1 - Spatial Principles
- o Policy EN1 - Design Principles
- o Policy EN19 Waste
- o The National Planning Policy Framework (NPPF)

For reasons to be outlined below, it is considered the proposal accords with the principles of this policy document.

Principle

The principle of allowing residents to extend their homes to provide enlarged or improved accommodation is generally acceptable provided that there is no overriding, undue impact upon either the character of the property or upon the residential and visual amenity of nearby residential occupiers.

In this instance the principle of the proposal is considered acceptable, and it is not believed that there are any factors of sufficient weight in amenity terms that would warrant refusal of the application.

On balance, the proposed extension is deemed to accord with saved policy DC1 of the UDP and policies DM1 and SP1 of the Manchester Core Strategy.

History

There are no previous planning applications relating to this site.

Residential amenity

The applicant is seeking planning permission for the erection of a single storey rear extension to provide additional living accommodation. The property features an existing single storey rear extension which extends partway across the rear wall retaining a large gap to the shared boundary with the adjoining semi detached property.

The applicant proposes to infill an existing void space to the rear up to the shared boundary with the adjoining semi detached property. Projection off the rear wall would measure 4.050m and would finish in line with the existing extension of the host dwelling forming a flush appearance across the rear wall. Double doors and a window are proposed on the rear elevation. No windows are proposed along the side.

It is considered that the introduction of a rear extension in this location would not provide visual harm to the adjacent or surrounding properties particularly as there is an existing extension along the shared boundary on the neighbouring attached property.

The footprint is not considered to create a bulky or disproportionate scale addition to the property. The extension would not be visible from the public highway and would not feature within the street scene, however, the character of the property would be retained and therefore the appearance is acceptable and its impact upon visual amenity is considered negligible.

On balance, the extension is considered can be acceptably accommodated at the application property and is considered that the proposal would not interfere with the existing characteristics of the area. The proposal therefore complies with The National Planning Policy Framework; Core Strategy policies SP1, DM1, EN1 and Saved Policies DC1 Unitary Development Plan.

Siting, scale and massing

The size and footprint of the proposed extension is comparable in size to many others found in the area and is not believed to provide an overbearing impact upon the residential amenities of surrounding properties. The appearance is acceptable and its impact upon visual amenity is considered negligible.

It is therefore considered that the scale and mass of the proposed extensions are satisfactory and are considered to accord with the principles for residential extensions set out in saved UDP policy DC1, DM1 and EN1 of the Core Strategy.

Design

The design of the proposal would be in keeping with the existing and surrounding properties in the area. In terms of the proposed materials, it is intended to use matching brick and tile as specified in the application form. The design of the extension has been tailored to fit the shape of the existing property/plot and respect the relationship with the neighbouring property at the side and rear and is considered acceptable and detailed as what is normally expected of such a structure.

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.

Disabled access

Not applicable

Refuse Bins

The storage of refuse bins are unaffected by this application. There is adequate space along the side for the movement of refuse bins for collection which accords with policy EN19 of the Core Strategy.

Parking

Car parking would be unaffected by the proposal, parking is taken on the street to the front of the property.

Conclusion

Although the proposal would be visible from the public highway and therefore would be a feature within the street scene, the character of the area is still retained. The proposal has been sited and designed to ensure that it is subservient to the original dwelling house and the proposal is considered acceptable in this location, in terms of design, scale and massing, allowing the occupiers to adapt their home to meet their needs, without unduly detrimentally affecting the amenities of the occupiers of surrounding properties, or the character and appearance of the surrounding street scene, and there are no material considerations of sufficient weight to indicate otherwise.

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

Positive and proactive working - 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. No significant problems have arisen during the consideration of this application.

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:

Received 6th June 2023 numbered 02 Proposed Plans and Elevations

Received 6th June 2023 numbered 03 Proposed Site Plan

Reason - To ensure that 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 hereby permitted shall match those as specified on the application form 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 structure, pursuant to policy DM1 of the Manchester Core Strategy.

Informatives

1) The applicant is advised that the application site falls near land that may be required to construct and/or operate Phase 2b of a high speed rail line from Crewe to Manchester (Western Leg), known as High Speed Two. Powers to construct and operate High Speed Two are to be sought by promoting a hybrid Bill in Parliament. In addition as the HS2 project is not yet at a detailed design stage the applicant is advised to closely follow ongoing progress of the HS2 programme. More information can be found at: [https://eur03.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.gov.uk%2Fgovernment%2fororganisations%2Fhigh-speed-two-limited&data=05%7C01%7Cplanning%40manchester.gov.uk%7C5bfc8b65b0e644b80b4408db732852a1%7Cb0ce7d5e81cd47fb94f7276c626b7b09%7C0%7C0%7C638230389255116013%7CUnknown%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C3000%7C%7C%7C&sdata=k%2FjnL%2B9Sswwp48jW7Zc1VQ%2F0%2Bpevlo1KOPwriiLyVE%3D&reserved=0](https://eur03.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.gov.uk%2Fgovernment%2Fororganisations%2Fhigh-speed-two-limited&data=05%7C01%7Cplanning%40manchester.gov.uk%7C5bfc8b65b0e644b80b4408db732852a1%7Cb0ce7d5e81cd47fb94f7276c626b7b09%7C0%7C0%7C638230389255116013%7CUnknown%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C3000%7C%7C%7C&sdata=k%2FjnL%2B9Sswwp48jW7Zc1VQ%2F0%2Bpevlo1KOPwriiLyVE%3D&reserved=0).

Appendix 1 – List of consultees & neighbours notified

High Speed Two (HS2) Limited

8 Brookleigh Road, Manchester, M20 4NZ
4 Hatherley Road, Manchester, M20 4RN
6 Hatherley Road, Manchester, M20 4RN
4 Brookleigh Road, Manchester, M20 4NZ
3 Brookleigh Road, Manchester, M20 4NZ
7 Brookleigh Road, Manchester, M20 4NZ
6 Brookleigh Road, Manchester, M20 4NZ
2 Brookleigh Road, Manchester, M20 4NZ
8 Hatherley Road, Manchester, M20 4RN

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
HS2 Phase 2b Safeguarding Zones - HS2 Safeguarding Zones (June 2022)
HS2 Phase 2b Safeguarding Zones - HS2 Safeguarding Zones (October 2020)
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (Middle) -
Area Team Boundary - Name: SOUTH AREA