

Planning

Growth & Development

Delegated officer report for planning application

Application no. 134992/FH/2022

Date registered valid: 20 September 2022

Proposal: Replacement of existing single storey garage with two storey side extension to form additional living accommodation

Address: 66 Parkfield Road North, Manchester, M40 3RQ

Ward(s): Moston Ward

Applicant: Mr Chi Chiu Tsang, 66 Parkfield Road North, Manchester, M40 3RQ

Agent (if any): Ms Un Kei Wu, Archikei Ltd, 71-75 Shelton Street, Convent Garden, London, WC2H 9JQ

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

Recommendation: Approve

Date of recommendation: 8 November 2022

Application details

Type of application: Full Householder Application

Development type: Householder

Date of site visit: 29 September 2022

Standard consultations:

Printed: 26 September 2022 Expired: 17 October 2022

Neighbour notifications

Printed: 26 September 2022 Expired: 17 October 2022

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 66 Parkfield Road North within the north Manchester ward of Moston. The property relates to a semi-detached, red brick, two storey dwellinghouse with an attached single storey garage to the south of the site. The site borders the new Moston Social Club's car parking facilities to the south. Amenity space to the front of the property consists of a small, grassed area with room for one car to be parked off street. Amenity space to the rear of the property consists of a conservatory and further green space.

Description of development

The submitted application seeks planning permission for the replacement of existing single storey garage with two storey side extension to form additional living accommodation. Both the ground and first floor level would be set back from the primary building line of the host property by approximately 0.8 metres and would have a roof height lower than the host property by approximately 0.6 metres. As such the proposal, on both levels, would have approximate dimensions of Height: 4.6 (to the eaves) / 6.7 (to the highest point) x Length: 5.6 x Width: 2.7 metres. The proposal would involve the insertion of two windows within the front elevation and a door and a window within the rear elevation. The extension would create a guest room on the ground floor and a bathroom and bedroom 3 on the first floor. Materials to be used would match

the host property and would include red facing brick, Marley modern roof tiles, white UPVC fascia and soffits, black half round gutter and round rainwater pipes, white framed UPVC window and doors.

Planning history

F11357- Site on Parkfield Road North, New Moston- Residential development comprising 15 dwelling-houses with garaging and parking on vacant site.
Approved 7 November 1979.

F10463- Site of Social Club and Bowling Green, Parkfield Road, New Moston- Erection of three two-storey blocks of flats comprising 18 one-bedroom self-contained flats with 24 parking spaces.
Approved 23 May 1979.

F00923- and adjacent to New Moston Club, Parkfield Road North- Erection of three 2-storey blocks of flats comprising 18 one bedroom self-contained flats with 24 parking spaces.
Approved 2 February 1974.

Consultations & Notification Responses

Local residents

Local residents were consulted, and no responses were received.

Highway Services

Highways were consulted and provided the following comments:
The proposed development extends only within the red-line boundary of the site and as such, does not impinge upon the adopted highway.

Highways accept that there is sufficient space on the driveway area to cater for residents requiring parking. It is therefore accepted that the development is unlikely to generate any requirements for parking on Parkfield Road North.

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.

There are no boundary alterations noted.

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

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 seeks planning permission for the replacement of existing single storey garage with two storey side extension to form additional living accommodation. This is considered acceptable in principle as many people prefer to alter and extend homes rather than move, to meet the changing residential needs of families. However, 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 the property is to remain a single family dwellinghouse it is not considered that the proposed extension would give rise to any significant additional waste or car parking pressures.

Visual/ Residential Amenity

The proposal would be sited against the shared boundary with the New Moston Club. This area of the New Moston Club correlates to parking provision. As such, no immediate residential

neighbour would be sited against the proposal. As existing, built form is sited against this boundary in the form of the single storey garage. The insertion of the first floor would not result in any negative impacts to the New Moston Club. No windows would be inserted in the side elevation of the extension facing onto the New Moston Club car park or the side elevation of the nearest southern residential property, no.62 Parkfield Road North. A condition shall be attached to any approval granted restricting the further insertion of windows or doors beyond those approved by this consent. As such, no overlooking/privacy implications would occur to the neighbours to the south nor would any loss of light or adverse overshadowing implications.

The proposal would be viewed from the streetscene. Considering the proposal would be set back by approximately 0.8 metres from the primary building line and would be sited against the open New Moston Club car park, the proposal is not considered to create an overbearing or incongruous feature for the surrounding neighbours along Parkfield Road North. A bathroom would be inserted in the primary elevation of the proposal on the first floor. To further protect the privacy of the applicant, the window 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, a condition to this effect would be placed on any approval granted.

No.23 Hollingworth Avenue would be sited to the rear of the proposal. A window is to be inserted within the first floor rear elevation of the extension and would potentially allow a viewpoint into no.23 Hollingworth Avenue's rear garden. However, as adequate distance would remain between the rear of the proposal and the shared boundary with no.23 Hollingwood Avenue, any overlooking is considered minimal. A viewpoint from the applicant's property into the neighbouring rear amenity space is already presented as existing. One additional window is not considered to create a more severe impact.

Overall, it is not considered that the proposal would have an adverse impact upon residential or visual amenity.

Design and Appearance

The materials used for the proposal would match the host property and as such would be sympathetic in design. As such the materials are acceptable and a materials condition to that effect would be attached to any consent granted.

Despite being two storey, the side extension is not considered excessively bulky or large, pursuant to Policy DC1.2. 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 must provide a 1.53 metre gap to the shared boundary. In order to avoid the terracing effect and to ensure that subserviency to the original dwellinghouse is achieved, it is acknowledged that a 1.53 metre gap to the boundary cannot be provided without severely compromising the internal space of the extension. Therefore, a set back at first floor is required. As the proposal is due to be set back by 0.8 metres at both levels, has a lower roof than the host property, and given the car park for the New Moston Club acts as a break inbetween residential built form, the set back proposed within the drawings are considered acceptable to create an adequate level of subserviency. Therefore, the proposal is considered to conform with Policy DC1.4 of the UDP.

During the live application, it is noted that the ground floor of the extension could only be accessed externally from the rear and had no connection into the host property at ground floor level. The agent was asked to clarify that the guest room would be used in connection with the main house only and remain within use class C3(a). The agent responded via email on 6 October 2022 confirming the proposal would create a larger space for the owner to use and would remain as ancillary use.

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.

Car parking

The current provision for one off-street parking space would remain as a result of the proposal.

Bin storage

Bin storage would be unaffected by the proposal.

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.

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 have requested further information in relation to the scheme.

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:

- Householder Application for Planning Permission for works or extension to a dwelling, stamped as received by the City Council as Local Planning Authority on 20 September 2022.
- Drawing- Existing & Proposed- Layouts & Elevations, numbered PL-LA003, stamped as received by the City Council as Local Planning Authority on 20 September 2022.
- Drawing- Location Plan- Site Location Plan, numbered PL-LA001, stamped as received by the City Council as Local Planning Authority on 20 September 2022.
- Drawing- Site Plan, numbered PL-LA002, stamped as received by the City Council as Local Planning Authority on 20 September 2022.

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 first floor bathroom window as shown on the approved 'Drawing- Existing & Proposed- Layouts & Elevations, numbered PL-LA003', stamped as received by the City Council as Local Planning Authority on 20 September 2022, 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 used to construct the external elevations of the extensions hereby approved shall match the existing dwellinghouse, in terms of colour, type, and method of coursing and pointing.

Reason - In the interests of the character and appearance of the dwellinghouse and surrounding area, pursuant to policy DC1 of the saved Unitary Development Plan for the City of Manchester, and policy DM1 of the Manchester 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

23 Hollingworth Avenue, Manchester, M40 3RB

68 Parkfield Road North, Manchester, M40 3RQ

19 Hollingworth Avenue, Manchester, M40 3RB

NEW MOSTON CLUB COMPANY LTD, Next To 62, Parkfield Road North, Manchester, M40 3RQ

21 Hollingworth Avenue, Manchester, M40 3RB

77 Parkfield Road North, Manchester, M40 3RG

75 Parkfield Road North, Manchester, M40 3RG

39 Hawthorn Road, Manchester, M40 3RH

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

Coal Authority - Surface Coal Resources - Name: Coal bearing strata at surface

Area Team Boundary - Name: NORTH AREA