

Planning

Growth & Development

Delegated officer report for planning application

Application no. 134070/FH/2022

Date registered valid: 27 June 2022

Proposal: Erection of two storey rear extension to form additional living accommodation, together with new wall and railings to front and side boundaries

Address: 31 Chataway Road, Manchester, M8 5UU

Ward(s): Crumpsall Ward

Applicant: Mr Adnan Ali 31 Chataway Road, Manchester, M8 5UU

Agent (if any): Mr Subhan Saleem Saleem Architects 70 Manchester, M25 1FN

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

Recommendation: Approve

Date of recommendation: 22 August 2022

Application details

Type of application: Full Householder Application

Development type: Householder

Date of site visit: 8 July 2022

Standard consultations:

Printed: 30 June 2022 Expired: 21 July 2022

Neighbour notifications

Printed: 30 June 2022 Expired: 21 July 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 31 Chataway Road within the Crumpsall ward of north Manchester. The property is a two storey, red brick, detached dwelling with a cream rendered front porch and black uPVC windows. The property sits on the junction of Chataway Road and Brandforth Road. Amenity space to the front and side of the property consists of a driveway, garage and additional amenity space runs from the front of the property to the side, along Brandforth Road. This leads to a section of hardstanding running parallel to Brandforth Road which is bounded by a brick wall, wooden fence and black railings. This part of the amenity space is separate to the rear amenity space. The rear amenity space consists of a shed, paved areas and an astro turf garden.

Description of development

The submitted application seeks planning permission for the erection of two storey rear extension to form additional living accommodation, together with new wall and railings to front and side boundaries.

The two storey rear extension would have approximate dimensions of Height: 7.28 (to the highest point) x Length: 2.82 x Width: 3.49 metres and would create a dining room at ground

floor level and an enlarged 4th bedroom at first floor level. The proposal would involve the insertion of a set of patio doors within the rear elevation on the ground floor and a window within the rear elevation of the 4th bedroom. The rear extension's rear building line would align with the rear building line of the host property and the roof height would align with the height of the existing property.

New wall and railings to front and side boundaries is also being applied for within this application. Along the existing low wall to the front and side boundaries, railings would be sited on top of the fence. The side boundary would involve the insertion of a 2 metre brick wall and would incorporate the stretch of amenity space between the road and the brick wall. Via email on 13 July 2022, the agent confirmed that the landscaping in the new garden space would likely be a continuation of the existing rear garden Astro-turf.

Materials to be used throughout the proposal include:

- Facing brickwork to match existing
- Bi-fold glazed door
- PVC windows to match existing
- Roof tiles (to match existing)
- Metal railings

Planning history

084899/FO/2007/N1- Residential Development At Hazelbottom Road- Substitution of house types in relation to plots B41 to B44 inclusive to form 2 pairs of semi-detached houses previously approved under application 080388/MO/2006/N1.
Approved- 29 February 2008.

083921/JO/2007/N1- Land At Hazelbottom Road- Variation of condition 3 of Planning Approval 080388/MO/2006/N1, comprising re-arrangement of parking, amenity space, resurfacing and fencing in relation to plots T17-T24, T51-T70 and T31-T50, and changes to brick walls in relation to plots T9, T10, T71 and T51-70..
Approved- 21 December 2007.

080388/MO/2006/N1- Land Off Hazelbottom Road- RESERVED MATTERS Erection of residential development comprising 68 no.apartments and 82 no. detached, semi detached and mews houses with associated car parking and landscaping.
Approved 21 December 2006.

073514/FO/2004/N1- Site regeneration works in preparation for development comprising removal of minor localised contamination, replacement of sewer, removal of surface and underground structures and regrading of site levels.

073701/OO/2004/N1- Land Off Hazelbottom Road- OUTLINE APPLICATION for residential development with means of access from Hazelbottom Road and Chataway Road.
Approved 7 July 2005.

Consultations & Notification Responses

Local residents

Local residents were consulted and no responses were received.

Environmental Health

Environmental Health were consulted and asked for the following to be placed on any approval granted.

CONSTRUCTION HOURS

Construction works shall be confined to the following hours unless otherwise agreed in writing by the City Council as local planning authority:

Monday - Friday: 7.30am - 6pm

Saturday: 8.30am - 2pm

Sunday / Bank holidays: No work

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.

Given that the proposed development will not result in any increase in residential units, it is accepted that no highway concerns in terms of safety or capacity are considered likely to arise.

The current on-site parking offering is to be retained and as such, Highways have no concerns regarding vehicular build up on- street.

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.

Given the minimal scale of construction works involved, the level of construction vehicles are unlikely to generate any significant on-street parking demands.

The applicant is advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with MCC Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).

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).

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 two storey rear extension to form additional living accommodation, together with new wall and railings to front and side boundaries. It is considered acceptable in principle as many people prefer to alter and extend homes, rather than move, to meet the changing residential needs. 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

Rear extension:

The proposal for a two storey rear extension would align with the host property's rear building line and the host property's roof height. The proposal would infill the current space available, as the property does not have a continuous rear building line. As such, the rear extension would align with the neighbour's (no.29 Chataway Road) rear building line, as it would have a rearward projection of approximately 2.8 metres. The applicant's garage would continue to sit in between the two properties and a 4 metre space would exist between the applicant's extension and shared boundary with the neighbour. As such, any impact is thought to be minimised and so would not create an overbearing impact to the neighbouring property. As the extension would not extend forward of the rear building line, no.33 Chataway Road would not be impacted by the proposal.

No windows would be inserted within the side elevation facing no.29 Chataway Road and as such would not give rise to any overlooking or privacy implications. An additional window on the first floor would be inserted in the rear elevation and so may create additional overlooking to the property to the rear, no.46 Brandforth Road. However, the same view can already be achieved from the host property's first floor window and as the extension does not extend forward of the rear building line, again no overlooking implications would occur for this neighbour. Due to the orientation of the properties, the proposal would not give rise to any overlooking or overshadowing implications.

New wall and railings to front and side boundaries:

The new and heightened boundary treatment was applied for due to issues with anti-social behaviour in the immediate area and so the applicant wishes to further secure their property. The space between the black railings and brick wall to the side of the property along Brandforth Road was not incorporated into the applicant's rear amenity space and was also subject to anti-social behaviour. As such, the space would be incorporated with the existing rear garden, as a 2 metre brick wall would run along the side and rear boundary. The 2 metre high brick wall would be sited parallel to no.46 Brandforth Road and as such concern was raised about an impact to loss of light from the ground floor window for the neighbour, from the brick wall. Subsequently, plans were amended to push the edge of the boundary wall in so that the neighbour could still achieve a 45 degree right to light. This was considered acceptable.

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

Design and Appearance

Rear extension:

The rear extension would have a rearward projection of approximately 2.82 metres at ground floor and first floor level and as such would be pursuant to Policy DC1.3 which states that rearward projections should not exceed 3.65 metres. As such, the extension is not considered excessively large or bulky. The roof design of the extension closely matches that of the host property and so is considered acceptable in form and design.

New wall and railings to front and side boundaries:

The insertion of the railings on top of the brick walls to the front and side would be considered acceptable to increase safety for the applicant. It would give a proposed height of 1.8 metres which is not considered overbearing and the open form of the railings would still create an open feel. The immediate streetscene is characterised by a range of front boundary treatments and so is considered acceptable. The colour of the railings are not specified within the planning documents and the property already benefits from black railings. A condition would be in place to ensure the black colouration is adhered to.

The creation of a 2 metre wall along the side boundary against Brandforth Road is considered acceptable to increase the safety and privacy for the applicant, would allow the amenity space to be utilised as rear amenity space and would mirror the boundary treatment on the other side of the road, for no.33 Chataway Road.

The materials to be used for the proposal are listed previously in the report. They are considered acceptable and it appears all materials would match the existing property. A materials condition to that effect would be attached to any consent granted. Therefore, the proposal has been designed to be in keeping with the character of the existing house and would not adversely affect the appearance of the existing dwelling.

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

Car parking provision would be unaffected by the proposal.

Bin storage

Bin storage would be unaffected by the proposal.

Construction hours condition

Environmental Health asked for a construction hours condition to be added to any approval granted. This is considered onerous for the type of development so would be omitted from any planning approval.

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.

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, stamped as received by the City Council as Local Planning Authority on 16 June 2022.

- Drawing- Location Plan, numbered Sheet 1, stamped as received by the City Council as Local Planning Authority on 16 June 2022.
- Drawing- Proposed- Elevations, numbered Sheet 5 Rev C, stamped as received by the City Council as Local Planning Authority on 15 July 2022.
- Drawing- Proposed- Floor Plans, numbered Sheet 3 Rev C, stamped as received by the City Council as Local Planning Authority on 31 July 2022.
- Drawing- Existing & Proposed- Site Plan, numbered Sheet 6 Rev C, stamped as received by the City Council as Local Planning Authority on 31 July 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) 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.

4) 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.

5) The proposed metal railings shall be painted black in colour.

Reason - To ensure that the colour appearance of the proposed access ramp is in keeping with the surrounding area, pursuant to saved policies DC1 of the Unitary Development Plan for the City of Manchester and Policy DM1, SP1 and EN1 of Manchester's Local Development Framework: The Manchester Core Strategy Development Plan Document.

Informatives

- 1) The applicant is advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with MCC Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health

14 Chataway Road, Manchester, M8 5UU
37 Chataway Road, Manchester, M8 5UU
33 Chataway Road, Manchester, M8 5UU
29 Chataway Road, Manchester, M8 5UU
8 Chataway Road, Manchester, M8 5UU
4 Chataway Road, Manchester, M8 5UU
10 Chataway Road, Manchester, M8 5UU
46 Brandforth Road, Manchester, M8 0AH
35 Chataway Road, Manchester, M8 5UU
6 Chataway Road, Manchester, M8 5UU
12 Chataway Road, Manchester, M8 5UU

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
Historic Landfill Site 250m Buffer -
Area Team Boundary - Name: NORTH