MANCHESTER CITY COUNCIL

Planning

Delegated Officer Report

Summary of application details

Application reference:	PLA-2026-000311
Application type:	Householder planning permission
Proposal:	Erection of a part-single, part-two storey rear extension and installation of rear roof dormer and raising of existing detached garage roof.
Site address:	10 Tunstead Avenue Manchester M20 1JY
Ward(s):	Didsbury West
Date application valid:	10 June 2026
Applicant name:	Mr Charlie Gardiner
Agent (if any):	Mr David Dixey
Case officer:	Holly Wright
Recommendation:	Approve
Date of recommendation:	3 August 2026

Description of site, building and/or area

The application relates to a two-storey mid-terraced dwellinghouse of redbrick and white render with a red tiled dual-pitch roof. The property features white uPVC-framed windows, an infilled porch extension, a front garden bordered by mid-level boundary treatment, a single storey rear outrigger, and a detached outbuilding situated within a spacious rear garden.

Tunstead Avenue is a residential street situated within the Didsbury West ward of Manchester, close to Cavendish Road Park, Withington Metrolink tram station, and Albemarle Allotments. The surrounding area is predominantly residential in terms of its character, consisting of terraced and semi-detached dwellinghouses, and benefits from its proximity to public outdoor amenity and green spaces.

The property is not listed, nor is it sited within a conservation area.


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Description of development

The applicant is seeking planning permission for the erection of a part-single / part-two storey rear extension, installation of a rear roof dormer and raising of the existing detached garage roof.

Relevant planning history

Planning Application - 057572/FH/SOUTH2/99 - Single storey rear kitchen extension after partial demolition of existing – Approved (2000).

Consultation, notification and publicity responses

Consultations

Flood Risk Management made no objection to the proposal, requesting an informative note be attached in the event of an approval. Further to this, they indicated that United Utilities should be consulted due to the presence of a public sewer on site.

United Utilities – no response received.

Notifications and publicity

Local residents – no response received.

Relevant policies

Unitary Development Plan (UDP) – The UDP has been superseded by the Core Strategy Development Plan, but certain policies are still considered of relevance: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

Places for Everyone - is a long-term plan of nine Greater Manchester districts for jobs, new homes, and sustainable growth. It has been published by the GMCA on behalf of the nine districts and took effect and became part of the statutory development plan on March 21, 2024.
- Policy JP-P1 – Sustainable Places

The National Planning Policy Framework (NPPF, 2024)
- Chapter 12 – Achieving Well-Designed Places

Draft National Planning Policy Framework (NPPF, 2025)
The Government has published a consultation draft of the NPPF, intended to improve housebuilding rates through a clearer, more predictable and faster policy basis for decision and plan making. While this draft is not yet adopted, it is a material consideration.
- Chapter 12 – Making Effective Use of Land
- Policy L4: Residential extensions
- Chapter 14 – Achieving Well-Designed Places
- Policy DP3: Key principles for well-designed places



Submitted proposed plans and elevations

Assessment

Principle – the principle of the proposal, to erect a part-single / part-two storey rear extension, together with the installation of a rear roof dormer and the raising of the existing detached garage roof to provide additional living accommodation for a dwellinghouse, is acceptable. Notwithstanding this, consideration must be given to the proposal's siting, scale, and massing, appearance, impact upon visual and residential amenity, waste storage, and parking, amongst other matters.

Siting, scale, and massing – the part-single / part-two storey extension would be sited at the rear of the property, projecting southeast-wards. At ground-floor level, the extension would project approximately 3m rearwards from the host dwellinghouse, with an approximate width of 5.4m, and a flat roof height of 3.5m. It would be sited along the plot's shared boundaries. At first-floor level, the extension would project approximately 1.5m rearwards with an approximate width of 2.6m, a pitched roof height of 5.7m, and an eaves height of 5m. An approximate gap of 2.9m would be maintained to the boundary shared with No.8 Tunstead Avenue.

The rear dormer extension would be sited at the back of the property on the rear-facing roof slope of the host dwellinghouse. It would measure to approximately 4.3m in length, 5.4m in width, and 2.6m in height, set below the existing ridge, and 0.35m above the eaves, with an approximate volume of 23.22 cubic metres.

The roof of the existing detached garage would also be raised from 2.5m/2.6m to approximately 3m/3.085m. There would be no changes in terms of the footprint of the garage or its elevational treatment.

The overall siting, scale, and massing of the proposal is considered acceptable. The 3m rearward projection (at ground-floor level) of the rear extension would not exceed the limit stipulated in saved policy DC1 of the Unitary Development Plan for the City of Manchester (of 3.65m) and is therefore considered acceptable as well as being in-keeping with the existing rear extensions evident along this row of terraces (see figure included below). Further to this, the rear extension would feature subservient dimensions to the host dwellinghouse on account of it being set substantially lower than the existing ridge line at both ground and first-floor level, with matching eaves, and a modest rearward projection and width at first-floor level. For these reasons, the extension would avoid reading as an excessively large or bulky addition to the dwellinghouse.

With reference to the proposed rear dormer extension, its 0.35m set back from the eaves and siting below the existing ridge line would ensure that its reads as a subservient addition to the property's roof space despite its proximity to the shared boundaries. Its scale and massing would be broadly in-keeping with that of the rear dormers extant in the surrounding area, with similar interventions present at No.4 and No.12 Tunstead Avenue as well as those evident along Bradwell Avenue and Cavendish Road and is therefore considered acceptable.



Rear extensions and dormers evident along Tunstead Avenue

The modest increase in the height of the detached garage does not raise any concerns in relation to its scale and massing as the footprint of the garage would be unaffected by the works, with the garage sited away from neighbouring dwellings thus limiting its impact. Additionally, the proposed scale of the garage would also be broadly in-keeping with that of other garages evident in the surrounding area (see figure included below).



Garages evident to the rear of Tunstead Avenue and Bradwell Avenue

Appearance and visual amenity – the proposed rear extension would be constructed of brickwork, roof tiles, and uPVC-framed windows to match the existing dwellinghouse with aluminium-framed doors. At ground-floor level, it would feature blank side elevations with a set of sliding doors to the rear and a flat skylight. At first-floor level, it would feature blank side elevations with one window to the rear and one skylight.

The rear dormer extension would feature hanging tiles to its elevations to match the roof of the existing building together with matching uPVC-framed windows. Its side elevations would be blank, whilst its rear elevation would feature three windows.

The alterations to the garage would be constructed in brickwork to match the existing together with a new flat roof, fascias and gutter to match the existing. No elevational alterations are proposed.

The proposal is relatively standard in terms of its design and scale for developments of this type and would be in-keeping with the existing precedent of residential extensions in this locale, with a number of comparable rear extensions, dormers, and garages evident in the surrounding area. Sited to the rear of the property, the proposal would not be highly visible within the street scene or public realm. Moreover, its use of matching materials (i.e., brickwork, roof tiles, and windows) would ensure that the proposal does not form an overly prominent visual feature within the area. For these reasons, the proposal is not anticipated to give rise to significant harm to the character and appearance of the application property or the visual amenity of the surrounding area.

Residential amenity – given that the proposed rear extension would feature a modest rearward projection of 3m at ground-floor level and 1.5m at first-floor level with its first-floor element sited south of an existing larger two-storey rear extension evident at the adjoining property (No.12 Tunstead Avenue) with an adequate gap maintained to No.8 Tunstead Avenue, significant issues associated with overshadowing, loss of light, loss of outlook, and the introduction of an overbearing feature are not anticipated. Additionally, as the extension would not include any side-facing windows in proximity to shared boundaries, no unacceptable impacts in terms of overlooking or loss of privacy are anticipated.

The rear dormer's siting on the roof of the property, set below the existing ridge and above the existing eaves should ensure that it does not cause significant issues associated with overshadowing, loss of light, or loss of outlook, nor should it introduce an overbearing presence into the area, given that its mass and bulk would not impact the path of light to neighbouring properties beyond that of the host dwellinghouse itself. Further to this, the dormer's rear-facing windows would be set back from the eaves and, as such, should provide no further degree of overlooking than any existing windows at first-floor level.

The alterations to the detached garage, consisting of a modest increase in height, are not considered to cause significant issues associated with overshadowing, loss of light, loss of outlook, and the introduction of an overbearing feature given that the garage is sited at the end of the rear garden, away from neighbouring dwellings.

Waste storage – the current waste storage arrangements would be unaffected by the proposal as external access to the rear would be retained.

Parking – the current parking arrangements would be unaffected by the proposal as the existing driveway space would be retained.

Flood risk implications - Flood Risk Management made no objection to the proposal, requesting informative notes relating to property flood resilience measures and the presence of a culvert be attached in the event of an approval.

Further to this, they indicated that United Utilities should be consulted due to the presence of a public sewer on site. United Utilities were consulted but no response was received.

Use of garage – in their email correspondence dated 22 July 2026, the agent confirmed "The garage will be used for parking of a vehicle and storage ancillary to the main house and will not be used as any separate residential, commercial, or independent purpose. Please note that the garage is existing and the use isn't changing; the proposal is simply to raise the roof to provide more usable internal space". These arrangements are considered acceptable.

Other matters – the proposal also includes the installation of three Velux rooflights to the front-facing roof slope of the dwellinghouse. This alteration would have a minimal impact upon the visual and residential amenity of the area and is therefore considered acceptable.

Conclusion – given the above issues, it is considered that the proposal is acceptable in terms of its principle, siting, scale and massing, appearance, impact upon visual and residential amenity, waste storage and parking as it broadly complies with saved policy DC1 of the Unitary Development Plan for the City of Manchester, policies DM1, and SP1 of the Manchester Core Strategy, chapter 12 of the National Planning Policy Framework (2024), and policy JP-P1 of the Places for Everyone joint development plan document.

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. No significant problems have arisen during the consideration of this application, and the application has been determined in a timely manner, in accordance with the policies with the Development Plan.

Condition(s) to be attached to decision for approval OR Reasons for recommendation to Refuse

1) 3-year time limit:

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) Specified plans:

The development hereby approved shall be carried out in accordance with the following drawings and documents:

‘PROPOSED PLANS ELEVATIONS AND SECTION’, numbered ‘2605-03 revision P2’, received by the City Council as Local Planning Authority on 12 May 2026.
Proposed plans and elevations shown on the drawing titled ‘GARAGE EXTENSION AS EXISTING AND PROPOSED’, numbered ‘2605-04 revision P2’, received by the City Council as Local Planning Authority on 12 May 2026.

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to saved policy DC1 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Manchester Core Strategy.

3) Materials:

The materials used in the external surfaces of the development hereby approved shall be those as specified on the following approved plans and drawings:

‘PROPOSED PLANS ELEVATIONS AND SECTION’, numbered ‘2605-03 revision P2’, received by the City Council as Local Planning Authority on 12 May 2026.
Proposed plans and elevations shown on the drawing titled ‘GARAGE EXTENSION AS EXISTING AND PROPOSED’, numbered ‘2605-04 revision P2’, received by the City Council as Local Planning Authority on 12 May 2026.

Reason - In order to ensure a satisfactory appearance in the interests of visual amenity in accordance with policies SP1 and DM1 of the Manchester Core Strategy and the requirements of the National Planning Policy Framework.

4) Restriction on additional openings:

Notwithstanding the provisions of Schedule 2, Part 1 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification), no additional windows, doors or other openings shall be inserted into the elevations of the development hereby approved, without planning permission being granted by the Local Planning Authority.

Reason - In the interests of residential amenity, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

Informatives:

1) The applicant is advised to incorporate Property Flood Resilience (PFR) measures to a minimum of 150mm above the surface water flood level or a minimum of 600mm above the fluvial flood level.

2) MCC records highlight that the underground Chorlton Brook tributary (Hough ends) is located within close proximity to the site (approximately 30 m to the East of the site), while our records are frequently updated to ensure the highest level of accuracy, the records cannot guarantee 100% accuracy for all culverted assets. Therefore, we would request that the applicant informs the onsite contractor to remain observant and to take the appropriate safety precautions during excavation works. If any major unknown drainage assets are found beneath the site, then further investigation works should take place to identify the asset and MCC Lead Local Flood Authority (LLFA) should be contacted immediately. Any alterations to an ordinary watercourse will require consent from MCC LLFA under Land Drainage Act 1991. The developer can apply for land drainage consent (if required) via the following

link: https://manchester.portal.uk.empro.verintcloudservices.com/site/myaccount/request/pr_watercourse_land.