

Planning

Growth & Development

Delegated officer report for planning application

Application no.	131526/FH/2021		
Date registered valid:	31 August 2021		
Proposal:	Installation of front roof dormer and conversion of garage to allow for additional living accommodation		
Address:	15 Norway Maple Avenue, Manchester, M9 7GF		
Ward(s):	Charlestown		Ward
Applicant:	Mr Abhishek Verma 15 Norway Maple, Manchester, M9 7GF		
Agent (if any):	Mr Victor Omosebi Flat 507, 151 Boundary Lane, Manchester, M15 6JQ		
Case officer:	Katie		Raw
	Tel: 0161	234	4164
	Email: katie.raw@manchester.gov.uk		
Recommendation:	Approve		
Date of recommendation:	7 December 2021		

Application details

Type of application: Full Householder Application

Development type: Householder

Date of site visit: 20 September 2021

Standard consultations:

No consultations have been printed and sent.

Neighbour notifications

Printed: 8 September 2021

Expired: 29 September 2021

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:

Tree Preservation Order:

Description of area

The application site relates to 15 Norway Maple Avenue within the Charlestown ward of north Manchester. It is a two storey, detached, red brick property. The property is part of a new build development and has a built-in garage. The property benefits from amenity space at the front in the form of a double driveway and a small, gravelled area, and the amenity space to the rear consists of a garden area. Access to the rear can be gained externally using the side passage. Boundary treatment around the curtilage consists of a wooden fence around the sides and rear, and the front of the property has black railings either side of the driveway.

Description of development

The submitted application seeks planning permission for the installation of front roof dormer and conversion of garage to allow for additional living accommodation. The proposal would have approximate dimensions of: Height: 1.85 (at the highest point)/ 1.13 (to the eaves) x Length: 3.6 (at the longest point) x Width: 1.8 metres. The dormer window would be positioned centrally along the front roof plane, set above the eaves by 0.98 metres and would be set slightly below the ridge line of the main roof.

The proposal would create a second floor which would be open plan for storage purposes. The dormer would include the insertion of a window. Materials to be used include standard cladding and triple glazed glass.

The proposal details have been amended following conversations with the agent. The final amended drawings were received via email on 27 October 2021. The original submission comprised of 3 dormer windows which were each larger in size. These were considered to be an overbearing feature within the streetscene.

During the review of the application, consent for the original house revealed permission needed to be sought to convert the garage. The garage conversion was not originally applied for, but the elevational drawings showed the conversion. As a result, the description of development was changed to include the garage conversion, which would be utilised as an additional bedroom. A double window would replace the existing garage door.

Planning history

102608/MO/2013/N1- Site Of Former Booth Hall Childrens Hospital- Reserved matters application for approval of access, appearance, landscaping, layout, and scale in relation to previously approved outline application 086932/OO/2008/N1 for a new residential development of 257 houses with associated highways, 2 new vehicular accesses from Charlestown Road, open space, car parking, landscaping and public realm infrastructure.
Approved 21 November 2013.

086932/OO/2008/N1- Booth Hall Childrens Hospital- Outline application for the principle of a residential development comprising a maximum of 300 units within buildings between two and three storeys in height, with associated highways, open space, car parking, landscaping, and public realm infrastructure.
Approved 30 April 2013.

This permission was subject to conditions including the following:

20) Notwithstanding the provisions of Article 3 of, and Class A of Part 1 of Schedule 2 to, the Town and Country (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), any garage accommodation as part of this development shall not be converted into living accommodation without the express written permission of the City Council as local planning authority.

Reason - The loss of garage parking space would result in an unacceptable increase in on-street parking and would thereby be detrimental to highway and pedestrian safety, pursuant to Policies H2.1, H2.2, H2.7 and T2.6 of the adopted UDP for the City of Manchester.

21) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order with or without modification), no garage shall be used for any purpose which would preclude its use for the parking or a motor vehicle and no development shall be undertaken that would preclude vehicular access to the garage.

Reason - The loss of garage parking space could result in an unacceptable increase in on-street parking and would thereby be detrimental to highway and pedestrian safety in order to comply with policies T2.4 and H2.2 of the Unitary Development Plan for the City of Manchester.

Consultations & Notification Responses

Local residents

The occupiers of the surrounding properties were consulted, and no representations were received.

Highways

Highways were consulted regarding the garage conversion and the following comments were provided. 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. It is noted that the garage is being removed but there are no changes to the current on-site driveway, which 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. It is recommended that all fencing / railings adjacent to the adopted highway are visually permeable from a distance of 600mm upwards to ensure adequate visual permeability for child pedestrians. 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 the council's 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.

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

The submitted development application is for the installation of front roof dormer and conversion of garage to allow for additional living accommodation. This is considered acceptable in principle as many people prefer to alter 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

Given the distance to those properties adjacent to the applicant property, there would be limited overlooking implications of the dormer for neighbours. There would be no overshadowing implications as a result of the proposal.

The proposal relates well to other properties with front dormer windows. This includes properties where the dormer windows had been installed as part of the original consent, under the application 102608/MO/2013/N1. The amended drawings for this application aimed to match the scale of those granted under 102608/MO/2013/N1.

Since the ridge height of the dormer is no higher than the existing and the dormer does not project further than the roof plane, it is considered to be an acceptable addition to the roof of the property. Since the size, positioning and footprint of the dormer is sensible, the dormer is not considered to be a detrimental and overpowering feature within the streetscene. As such, it is not believed to impact the visual amenity of the area.

In regard to the conversion of the garage, an additional window would be positioned in the front elevation of the property. The additional window relates well to other property layouts in the wider streetscene. Given the existing windows in the front elevation, this would not create any additional overlooking implications.

In terms of residential amenity, the installation of the dormer window would not negatively impact the amenity space within the curtilage of the property and would instead add additional storage space for the residents. A reduction in garage space would result from the conversion of the garage. However, this allows an additional bedroom to be created to meet the need of the family. The driveway would still be in use and so would not negatively impact the property.

Due to the reasons stated above, there are no significant impacts associated in terms of residential or visual amenity. The amended drawings offer a more appropriate design in terms of scale and in terms of the number of features to be visible within the streetscene.

Design and Appearance

The design of the dormer and garage conversion has been tailored to fit the shape of the existing property/plot and respects the relationship with the neighbouring property at the front and side. It is considered acceptable and detailed as what is normally expected. The design of the proposal would be in keeping with the existing and surrounding properties in the area. In terms of the proposed materials for the dormer it is intended to use standard cladding and triple glazed glass as specified in the application form. The conversion of garage would use basic brickwork and uPVC windows. A materials condition to that effect would be attached to any consent granted. In addition, a condition shall be attached to any approval granted restricting the further insertion of windows or doors beyond those approved by this consent. Therefore, the proposal would not adversely affect the appearance of the existing dwelling.

The proposed dormer and garage conversion would be sited and designed to ensure that it is subservient to the original dwellinghouse and is not excessively large or bulky. This is pursuant to Policy DC1 within the UDP. Therefore, the siting and form is considered acceptable.

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.

Bin storage

Bins are currently stored to the rear of the property. They would be unaffected by this proposal.

Car parking

The conversion of the garage would reduce a parking space for the property. However, the driveway would still be usable. In addition, on-street parking is also available for the property.

Conclusion

Overall, the proposed development does not create any significant impact in terms of visual or residential amenity. The design, size, position, and appearance are in keeping with the character of the property and local area. The proposal complies with The National Planning Policy Framework; Core Strategy policies SP1, DM1, EN1 and Saved Policy DC1 of the Unitary Development Plan.

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 by requesting further information relating 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 24 August 2021.
- Drawing- Proposed- Elevations, stamped as received by the City Council, as Local Planning Authority, on 27 October 2021.
- Drawing- Proposed- Floor Plans, stamped as received by the City Council, as Local Planning Authority, on 27 October 2021.
- Drawing- Existing- Elevations, stamped as received by the City Council, as Local Planning Authority, on 18 October 2021.
- Drawing- Existing- Floor Plans, stamped as received by the City Council, as Local Planning Authority, on 31 August 2021.
- Drawing- Location Plan, stamped as received by the City Council, as Local Planning Authority, on 31 August 2021.

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) 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.

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.

Informatives

1) It is recommended that all fencing / railings adjacent to the adopted highway are visually permeable from a distance of 600mm upwards to ensure adequate visual permeability for child pedestrians.

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

Appendix 1 – List of consultees & neighbours notified

16 Norway Maple Avenue, Manchester, M9 7GF
14 Norway Maple Avenue, Manchester, M9 7GF
12 Norway Maple Avenue, Manchester, M9 7GF
10 Norway Maple Avenue, Manchester, M9 7GF
1 Common Alder Way, Manchester, M9 7GP
8 Norway Maple Avenue, Manchester, M9 7GF
2 Common Alder Way, Manchester, M9 7GP
11 Norway Maple Avenue, Manchester, M9 7GF
12 Wild Cherry Avenue, Manchester, M9 7GL
10 Wild Cherry Avenue, Manchester, M9 7GL
17 Norway Maple Avenue, Manchester, M9 7GF

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: NORTH1