

Planning

Growth & Development

Delegated officer report for planning application

Application no. 133474/FH/2022

Date registered valid: 8 April 2022

Proposal: Erection of single storey front, side and rear extension to provide additional living accommodation

Address: 1 Pearn Road, Manchester, M19 1DS

Ward(s): Burnage Ward

Applicant: Mr Neil Murray 2 Selsey Drive, Didsbury, M20 5WW

Agent (if any): Mr Ian Grainger Blu Room Architecture 5 Uplands Road, Darlington, DL3 7SZ

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

Recommendation: Approve

Date of recommendation: **30 May 2022**

Application details

Type of application: Full Householder Application

Development type: Householder

Date of site visit: 13 May 2022

Standard consultations:

Printed: 22 April 2022 Expired: 13 May 2022

Neighbour notifications

Printed: 22 April 2022 Expired: 13 May 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:

Tree Preservation Order:

Description of area

The application site relates to 1 Pearn Road within the Burnage ward of south Manchester. The property is a two storey, semi-detached, dark brick property. Amenity space to the front of the property consists of a driveway and paved patio, which extends down to the side of the property. Amenity space to the rear of the property consists of an extremely long and narrow garden.

Description of development

The submitted application seeks planning permission for the erection of single storey front, side and rear extension to provide additional living accommodation.

The single storey front extension would have approximate dimensions of Height: 2.46 (to the eaves) / 3.5 (to the highest point) x Length: 1.2 x Width: 4.15 metres. The single storey side extension would have approximate dimensions of Height: 2.81 (to the eaves) / 3.94 (to the highest point) x Length: 8.69 x Width: 1.97 metres, and the single storey rear extension would have approximate dimensions of Height: 3 x Length: 4 x Width: 7 metres. The rear extension would have a flat roof, whilst the front and side extension would be hipped. The proposal would

be sited extremely close to the shared boundary with no.2 Pearn Avenue and the rear extension would come further from the shared boundary by 0.39 metres.

The proposal would create a front porch, a bathroom, utility room and enlarged kitchen/dining room. The extension would involve the insertion of a door and window within the front elevation, a set of sliding doors within the rear elevation and 2 skylights within the roof plane.

Materials to be used include:

Bricks, tiles/ flat GRP roof (different to existing), uPVC windows and doors to match existing.

Planning history

No planning history exists for this site.

Consultations & Notification Responses

Local residents

Local residents were consulted and no responses were received.

Highway Services

Highways were consulted and gave 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 property is located within close proximity of several schools along Burnage Lane. Therefore, it is likely that on-street parking at school drop-off and pick-up occurs. It is noted that H-bar markings are in place to reduce inconsiderate parking along Pearn Road. The current on-site parking offering is to be retained and as such, Highways have no concerns regarding vehicular build up on- street.

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.

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.

The applicant should be advised that all gated accesses will need to provide inward opening gates to ensure they do not impact on the adopted footway or highway.

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 Contact Manchester 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 single storey front, side and rear extension to provide additional living accommodation. 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

Front extension:

The front extension would create a new entrance at the property which then forms part of the side extension. Due to the positioning of no.2 Pearn Avenue's detached garage, no issues would occur in terms of visual/ residential amenity. One window would be inserted in the front extension within the bathroom. To increase the privacy for the applicant, the bathroom window within the side elevation of the first floor should 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. 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.

Side extension:

The proposal would be sited extremely close to the shared boundary with no.2 Pearn Avenue. The side extension would be positioned next to the neighbour's garage (no.2 Pearn Avenue). As such, the impact of the side extension is in the main minimised by the neighbour's garage and so would not create any overlooking or loss of light implications. No windows would be inserted in the side extension and as such would not give rise to any overlooking or privacy implications.

Rear extension:

No.3 Pearn Road would be primarily affected by the proposal, as the rear extension would be sited along the shared boundary and would have a rearward projection of 4 metres. No.3 Pearn Road has an existing extension; therefore, the neighbour would only feel approximately 1 metre of the proposed rear extension. As such, and since the extension is only single storey, impacts to the neighbour would be minimal. No windows would face the neighbouring property and so no overlooking or privacy implications would occur. The proposal would not cause any loss of light or overshadowing implications.

Due to the orientation of those properties along Pearn Avenue with the rear gardens facing into the applicant's rear garden, the rear extension would be sited adequate distance from the properties along Pearn Avenue. In addition, the rear extension would be sited a further 0.39 metres from the boundary than the side extension, and so would be respectful to the existing shared boundary and neighbours. No negative amenity implications would occur to the properties behind the applicant's property, due to the extensive space between the properties.

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

Design and Appearance

Front extension:

Similar front porches are evident within the immediate streetscene and although the front extension would extend to the boundary and be of a different form to others in the streetscene, this type of development would not be out of character with the surrounding area. It is not excessively large or bulky, pursuant to Policy DC1.2 of the UDP.

Side extension:

The side extension is not considered excessively bulky or large, pursuant to Policy DC1.2. A similar side extension could be erected through the route of Permitted Development.

Rear extension:

Although the 4 metre rear extension adjoining the boundary with no.3 Pearn Road and the boundary with those properties along Pearn Avenue exceeds the rearward projection of 3.65 metres as stated within Policy DC1.3 of the UDP, Permitted Development rights using the Larger Homes Extension Route can allow extensions up to 6-8 metres. As such, this element of the proposal is considered to produce a compromise and is therefore acceptable.

The proposed extension has been designed sympathetically to relate to the existing property. All the materials would match the existing property, apart from the rear extension roof which would have a flat roof. 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

Adequate off street car parking would be retained as a result of the proposal.

Bin storage

At the time of the site visit, bins were stored within the side amenity space and would be affected by the proposal. Space within the front amenity area could be used to store bins, a condition is appended.

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 for works or extension to a dwelling, stamped as received by the City Council as Local Planning Authority on 8 April 2022.
- Drawing- Existing & Proposed- Plans and Elevations- 4 Page Drawing Pack, stamped as received by the City Council as Local Planning Authority on 8 April 2022.
- Drawing- Location Plan, numbered 05, stamped as received by the City Council as Local Planning Authority on 8 April 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 bathroom window within the front extension as shown on the approved 'Existing & Proposed- Plans and Elevations- 4 Page Drawing Pack', stamped as received by the City Council as Local Planning Authority on 8 April 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 to be used throughout the proposal hereby permitted shall be implemented in accordance with the approved details as set out in the Application Form specified in Condition 2 of this approval.

Reason- In order to ensure a satisfactory appearance in the interests of visual amenity in accordance with saved policies DC1 of the Unitary Development Plan for the City of Manchester, SP1 and DM1 of the Manchester Core Strategy and the requirements of the National Planning Policy Framework.

6) Prior to the occupation of the development hereby approved, full details of a secure and ventilated bin storage area, including location and any elevations, shall be submitted to the City Council as local planning authority for prior approval in writing. The bin storage area shall be implemented in accordance with the approved scheme and be in place prior to the first use of the development and shall be so maintained and retained at all times thereafter.

Reason - In the interests of the provision of off-street car parking, and the appearance of the street scene, pursuant to saved policy DC1 of the Unitary Development Plan for the City of Manchester, and policy DM1 of Manchester's 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 Contact Manchester 0161 234 5004.

Appendix 1 – List of consultees & neighbours notified

Highway Services

8 Pearn Avenue, Manchester, M19 1FQ
16 Pearn Road, Manchester, M19 1DS
14 Pearn Road, Manchester, M19 1DS
5 Pearn Road, Manchester, M19 1DS
6 Pearn Avenue, Manchester, M19 1FQ
10 Pearn Avenue, Manchester, M19 1FQ
2 Pearn Avenue, Manchester, M19 1FQ
3 Pearn Road, Manchester, M19 1DS
20 Pearn Road, Manchester, M19 1DS
10 Pearn Road, Manchester, M19 1DS
12 Pearn Avenue, Manchester, M19 1FQ
18 Pearn Road, Manchester, M19 1DS
12 Pearn Road, Manchester, M19 1DS
15 Ashburn Avenue, Manchester, M19 1DQ
13 Ashburn Avenue, Manchester, M19 1DQ
4 Pearn Avenue, Manchester, M19 1FQ

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: SOUTH