

Planning

Growth & Development

Delegated officer report for planning application

Application no. 142383/FH/2025

Date registered valid: 11 March 2025

Proposal: Erection of a freestanding carport canopy together with installation of sliding access gates in association with the widening of access from existing road

Address: 1 Bloomesbury Avenue, Manchester, M20 2BN

Ward(s): Didsbury East Ward

Applicant: Mr & Mrs Leung

Agent (if any): Mr Simon Miles, S R Miles Ltd

Case officer: Holly Wright
Tel: 0161 219 6381
Email: holly.wright@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 6 May 2025

Application details

Type of application: Full Householder Application

Development type: Householder

Date of site visit: 11 April 2025

Standard consultations: Printed: 31 March 2025 Expired: 23 April 2025

Neighbour notifications: Printed: 31 March 2025 Expired: 23 April 2025

Site notice: Posted: 11 April 2025 Expired: 4 May 2025

Press advert: Published: 8 April 2025 Expired: 29 April 2025

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

Listed building: Not applicable

Conservation area: Didsbury St James Conservation Area 1970

Tree Preservation Order: Not applicable

The application relates to a two-storey detached C3 dwellinghouse of redbrick with a grey concrete tile dual pitch roof. The property features grey aluminium-framed windows, including large areas of glazing to its eastern and western elevations, single storey outriggers to the east and west, a spacious driveway to the east bordered by mature hedging and black iron gates, and a spacious garden to the west, also bordered by mature hedging.





Description of area

Bloomesbury Avenue is a residential cul-de-sac situated within the Didsbury East ward of Manchester, close to Didsbury Park, Didsbury Community Wood, and Fletcher Moss Botanical Gardens. The area is predominantly residential in terms of its character, consisting of detached and semi-detached dwellinghouses with blocks of flats also present nearby.

The application site is also situated within the Didsbury St James Conservation Area, located nine kilometres south of the city centre, which was designated in November 1970. The conservation area is centred on the historical core of Didsbury, at the junction of Wilmslow Road and Stenner Lane, and covers an extensive area. The boundaries include Ford Lane, Didsbury Park and Sandhurst Road to the north, the backs of properties on Parrs Wood Road to the south-east, a ditch draining the Mersey flood plain to the south-west and the River Mersey to the west.

In terms of control over development in this area, the quality of the built environment, as well as the setting of buildings, is of a very high standard, and a similar high standard will be expected of any scheme which proposes new buildings, extensions, or other major developments. The existing well-treed suburban character of the conservation area should be maintained, and any development proposals should respect this. The construction of large floorplan buildings without substantial landscape intervening would inevitably damage the quality of the setting.

Description of development

The submitted application form indicates that the applicant is seeking permission for a “widened access from roadway, with new sliding gates” and a “new freestanding carport canopy to rear of site”.

However, as the “widened access from roadway” falls outside the site edged red, as shown on the submitted drawings, these works cannot be included under the current application and, as such, have been removed from the description of development.

The amended description of development is as follows: Erection of a freestanding carport canopy together with installation of sliding access gates in association with the widening of access from existing road.

Planning history

130939/TCA/2021 - Works to trees - crown lift Silver Birch by 2 - 3m and crown reduce Lime tree by 1 - 2m, Oak tree, reduce limb overhanging car park by 2-3 meters, reduce branches overhanging the house and garden – No objection (01.09.2021).

136116/FH/2023 - Erection of a garden shed and summer house in rear garden – Approved (03.05.2023).

Consultations & Notification Responses

Local residents, as per appendix 1 – no representations received.

Highways made no objection to the proposal, requesting an updated plan of the site’s parking area (beneath the proposed carport canopy) as well as details of bin storage and servicing arrangements.

Policies

The following policies are considered relevant in the consideration of this application.

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
- Policy DC18 – Conservation Areas

The Manchester Core Strategy – Development Plan Document 2012-2027 (“the Core Strategy”) was adopted by the City Council on the 11th of July 2012:

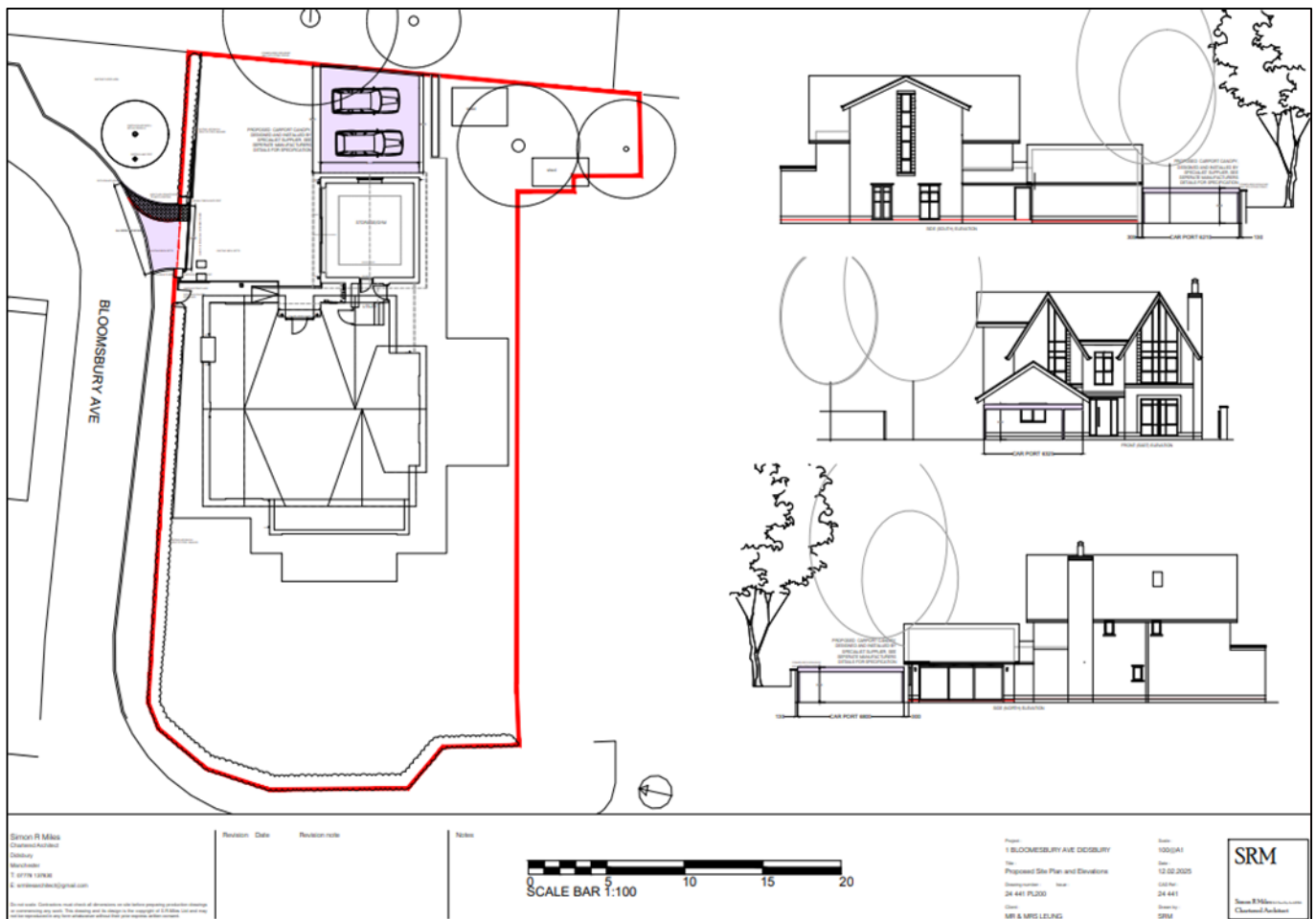
- Policy DM1 – Development Management
- Policy SP1 – Spatial Principles
- Policy EN3 – Heritage

The National Planning Policy Framework (NPPF, 2024)

- Chapter 12 – Achieving Well-Designed Places
- Chapter 16 – Conserving and Enhancing the Historic Environment

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
- Policy JP-P2 – Heritage



Submitted proposed site plan and elevations



Submitted existing and proposed street elevation

Issues

Policies SP1 and DM1 of the Manchester Core Strategy seek to ensure that new development enhances or creates character, protects, and enhances the built environment; and that the design, scale, and appearance of the proposed development is appropriate to its context. Policies DC1.1, DC1.2, DC1.3 and DC1.4 of the Unitary Development Plan for the City of Manchester relate specifically to residential extensions and set out a number of criteria against which proposals for extensions will be assessed. Although these latter policies are now of some age, they are consistent with the guidance in the National Planning Policy Framework which seeks a high standard of design in new developments to ensure a good standard of amenity for all existing and future occupiers.

Principle – the principle of erecting a freestanding carport canopy together with the installation of sliding access gates in association with the widening of the access from the existing road is acceptable given that many individuals prefer to extend and alter their homes to meet changing household needs rather than move. However, consideration must be given to the proposal's siting, scale and massing, appearance and impact upon visual amenity, residential amenity, the Didsbury St James conservation area, waste storage, and parking.

Siting, scale, and massing – the freestanding carport canopy would be sited to the east of the host dwellinghouse on the existing driveway surfacing. It would measure to 6.8m in width at the front (north), 6.21m in width to the rear (south), with a length/depth of 6.325m and a flat roof height of 2.25m. It would be sited along the boundary shared with properties on Didsbury Park

with a considerable gap maintained to the boundary shared with No.3 Bloomesbury Avenue and the adjacent car park.

The overall siting, scale, and massing of the proposal is considered to be acceptable as the carport canopy is understood as being subservient to the host dwellinghouse in terms of its dimensions, would avoid resulting in an 'excessively large or bulky' addition to the property, and would not cause undue harm to the residential amenity of neighbouring occupiers in terms of introducing an overbearing feature into the area. Sufficient private outdoor amenity space would also be retained to the west of the existing dwellinghouse.

The proposal therefore accords with saved policy DC1 of the Unitary Development Plan for the City of Manchester and policies DM1 and SP1 of the Manchester Core Strategy.

Appearance and visual amenity – the submitted application form and design & access statement indicate that the carport canopy would consist of a dark grey painted steel frame with an obscurely glazed glass roof. It would be located more than 7m away from Walkershall Way, would be set below the height of the existing mature hedging / boundary treatment to the north and slightly above the high-level redbrick wall to its east.

It is considered that 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. Sited to the east of the property, the proposal would not be highly visible within the street scene or public realm, on account of its considerable setback from the roadway in addition to the high-level boundary treatment and mature foliage present to its northern boundary with Walkershall Way and the retained high-level redbrick wall to its eastern boundary with the residential properties of Didsbury Park, which should largely screen it from public view. Further to this, as a modern metal structure, it would complement the style of the existing dwellinghouse, ensuring that it does not form a prominent visual feature. Hence, the overall character of the property and its surrounding area should not be significantly harmed by these works.

To further safeguard the visual amenity of the area, a condition requiring the submission of samples and/or specifications of the carport canopy materials has been attached to the consent.

The design and appearance of the extension therefore accords with saved policy DC1 of the Unitary Development Plan for the City of Manchester, policies DM1 and SP1 of the Manchester Core Strategy and chapter 12 of the National Planning Policy Framework.

Impact upon the Didsbury St James Conservation Area – given that the proposal would be sited to the east of the property, utilising contemporary and visually sympathetic materials to the host dwellinghouse (which would provide a blended appearance with the existing property), with a considerable setback from the public highway and associated footpath and would predominantly be screened from view by the existing high-level boundary treatment and mature foliage present along the plot's perimeter to the north and east, it is considered that the degree of harm caused to the visual amenity of the area and the character of the Didsbury St James Conservation Area would be limited.

The proposal is therefore considered to accord with paragraph 215 of the NPPF, which stipulates that "where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use", as well

as policy DC18 of the UDP, policy EN3 of the Core Strategy and policy JP-P2 of Places for Everyone.

The carport canopy would provide benefits in the form of improved on-site security and car parking arrangements for the property's occupiers, which would outweigh the potential harm caused to the Didsbury St James Conservation Area as a result of the works.

It should also be noted that the proposal would also not affect the most significant aspects of the Conservation Area as the spacious nature of the application plot, the appearance of the surrounding dwellinghouses, and existing street patterns would remain largely unaffected.

To further safeguard the character of the Conservation Area, a condition requiring the submission of samples and/or specifications of the carport canopy materials has been attached to the consent.

Residential amenity – given that the carport canopy would be a lightweight single storey construction with a maximum flat roof height of 2.25m, with adequate gaps maintained to the plot's shared boundaries, screened from view by the existing high-level boundary treatments to the north and east (bordering Walkershall Way and the residential properties of Didsbury Park) and used for non-habitable storage space for vehicles, it is considered that it should not cause issues associated with overshadowing, loss of light, loss of privacy, or loss of outlook, nor should it introduce an overbearing presence into the area.

The proposal therefore accords with saved policy DC1 of the UDP and policies SP1 and DM1 of the Core Strategy.

Waste storage – the current waste storage arrangements would be unaffected by the proposal as external access and storage space to the rear of the existing dwellinghouse would be retained to allow bins to continue to be stored away from the street.

Parking and impact upon adjacent roads – the carport canopy would provide secure, sheltered parking for 2no. vehicles. Space for the parking of additional vehicles would also be retained on the driveway to the east of the existing dwellinghouse. These arrangements are considered acceptable and would ensure on-street build-up of traffic and parked vehicles is avoided, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

Boundary treatment – the proposal also includes the cutting back of the mature hedging to the plot's northern boundary, the repositioning of the existing gateposts and the installation of new sliding gates.

In terms of their visual impact, these alterations are considered acceptable given that the sliding gates would match the appearance of the existing gates present on site, would allow for the retention of the existing gateposts with only a small portion of the hedging removed. This alteration would therefore be barely discernible and would have a neutral impact upon the heritage significance of the site and surrounding area.

The sliding gates would not project onto the adjacent footpath or roadway and, as such, no concerns have been raised in relation to pedestrian or vehicle safety. As the sliding gates consist of black-painted steel railings-style gates similar in appearance to the existing, the visibility splay in and around the site would be largely unaffected by these alterations.

Widened access from roadway - the submitted application form indicates that the applicant is seeking permission for a “widened access from roadway, with new sliding gates” and a “new freestanding carport canopy to rear of site”.

However, as the “widened access from roadway” falls outside the site edged red, as shown on the submitted drawings, these works cannot be included under the current application and, as such, have been removed from the description of development.

The amended description of development is as follows: Erection of a freestanding carport canopy together with installation of sliding access gates in association with the widening of access from existing road.

For the purposes of clarity, this permission grants consent for works within the site edged red only. Any works outside the site edged red may require planning permission together with consent from the relevant landowner

Other matters – no elevational alterations.

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 policies DC1 and DC18 of the UDP, policies DM1, SP1, and EN3 of the Core Strategy, chapters 12 and 16 of the NPPF, and policies JP-P1 and JP-P2 of the PfE 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 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

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. Minor issues have arisen during the consideration of this application and the officer negotiated with the agent to reach a satisfactory resolution.

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 permission.

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Act Planning Act 1990.

2) The development hereby approved shall be carried out in accordance with the following documents:

Materials details as specified within the submitted application form titled 'Householder Application for Planning Permission for works or extension to a dwelling, and for relevant demolition of an unlisted building in a conservation area', numbered 'PP-13789788', stamped as received by the City Council as Local Planning Authority on the 11th March 2025.

'Proposed Site Plan and Elevations', numbered '24_441_PL200', stamped as received by the City Council as Local Planning Authority on the 11th March 2025.

'Streetscene as existing and proposed', numbered '24_441_PL201', stamped as received by the City Council as Local Planning Authority on the 11th March 2025.

'Heritage Design and Access Statement', stamped as received by the City Council as Local Planning Authority on the 11th March 2025.

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) The materials to be used on the sliding gates and boundary treatment hereby permitted shall match those specified on the submitted application form and approved plans.

Reason - To ensure the appearance of the site to be developed is not adversely affected by the materials to be used in the construction of the development, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

4) Above-ground construction works shall not commence until specifications and/or samples of all materials to be used in the external elevations of the carport canopy have been submitted to and approved in writing by the City Council as Local Planning Authority.

Thereafter the development shall be carried out in accordance with those details.

Reason - To ensure that the appearance of the development is acceptable to the City Council as Local Planning Authority, in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Manchester Core Strategy.

Informatives

1) For the purposes of clarity, this permission grants consent for works within the site edged red only. Any works outside the site edged red may require planning permission together with consent from the relevant landowner.

Appendix 1 – List of consultees & neighbours notified

Highway Services

Heritage & Urban Design

20 Bloomesbury Avenue, Manchester, M20 2BN
22 Bloomesbury Avenue, Manchester, M20 2BN
24 Bloomesbury Avenue, Manchester, M20 2BN
42 Bloomesbury Avenue, Manchester, M20 2BN
44 Bloomesbury Avenue, Manchester, M20 2BN
40 Bloomesbury Avenue, Manchester, M20 2BN
46 Bloomesbury Avenue, Manchester, M20 2BN
38 Bloomesbury Avenue, Manchester, M20 2BN
36 Bloomesbury Avenue, Manchester, M20 2BN
34 Bloomesbury Avenue, Manchester, M20 2BN
10 Bloomesbury Avenue, Manchester, M20 2BN
8 Bloomesbury Avenue, Manchester, M20 2BN
6 Bloomesbury Avenue, Manchester, M20 2BN
4 Bloomesbury Avenue, Manchester, M20 2BN
3 Bloomesbury Avenue, Manchester, M20 2BN
Didsbury Methodist Church, Sandhurst Road, Manchester, M20 5LR
781 Wilmslow Road, Manchester, M20 2RW
Bdh Communications Ltd, 781 Wilmslow Road, Manchester, M20 2RW
19 Didsbury Park, Manchester, M20 5LH
17 Didsbury Park, Manchester, M20 5LH
15 Didsbury Park, Manchester, M20 5LH
21A Didsbury Park, Manchester, M20 5LH
12 Bloomesbury Avenue, Manchester, M20 2BN
14 Bloomesbury Avenue, Manchester, M20 2BN
16 Bloomesbury Avenue, Manchester, M20 2BN
18 Bloomesbury Avenue, Manchester, M20 2BN

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4

Conservation Area - Didsbury St James Conservation Area 1970

Susceptible to Surf Water Flood (Less) -

Area Team Boundary - Name: SOUTH AREA