

Planning

Growth & Development

Delegated officer report for planning application

Application no. 133677/FH/2022

Date registered valid: 18 May 2022

Proposal: Erection of a single storey front and two storey side and rear extension together with elevational alterations.

Address: 28 Leyland Avenue, Manchester, M20 6EW

Ward(s): Didsbury East Ward

Applicant: Mr Ryan Blissett, 28 Leyland Avenue, Manchester, Manchester, M20 6EW

Agent (if any): Mr Benjamin Batrak, Draw Plan Ltd, Suite 2, Newton House, Faraday Street, Warrington, WA3 6FW

Case officer: Linda Marciniak
Tel: 0161 234 4636
Email: linda.marciniak@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 8 August 2022



Application details

Type of application: Full Householder Application
Development type: Householder
Date of site visit: 07 June 2022
Standard consultations: Printed: 25 May 2022 Expired: 15 June 2022
Neighbour notifications Printed: 25 May 2022 Expired: 15 June 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
Listed building: Not applicable
Conservation area: Not applicable
Tree Preservation Order: Not applicable

Description of site/building

The application site is a late C20 gable ended terraced property situated on the eastern side of a cul-de-sac on Leyland Avenue.

The property is of traditional light brown brick and white render construction with a brown tiled roof. It has a projecting flat roof entrance with garage which overlooks the open-plan front garden and driveway. At the side is a large garden which extends to a grassed landscaped area between the site and back of pavement.

Description of area

The property is within a small estate of similar, gable-ended house types of light brown brick and white render arranged north – south on a linear street pattern with some houses forming small culs-de-sac off to the western side.

The application site is at the end of the first cul-de-sac having a north-south orientation, and an irregular building line.

Leyland Avenue itself is a cul-de-sac that is bounded to the eastern side by the mainline Network Rail railway line to Manchester Airport, and by older terraced housing to the north and west.

Description of development

The application, which has been revised since first submission, proposes a 2-storey side, single storey front and 2-storey rear extension to provide additional living accommodation.

Development comes forwards of the building line at the side along Leyland Ave.

As originally presented, development was not subservient. The application was amended to incorporate a set back at first floor and set down roof ridge to comply with the development plan and character of the street. A similar extension on the facing property (No.38) was approved in 2018 (Ref: 118842/FH/2018).

Consultations & Notification Responses

Neighbour notifications

A total of 7no. neighbours were notified of the proposal; no comments were received.

Highway Services

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 an additional parking space installed. Two parking spaces will be in place at the property. As such, Highways have no concerns regarding vehicular build up on- street.

Vehicular access to the site is gained from Leyland Avenue. It is noted that an existing vehicular crossover is present in this location in order to facilitate this access. It is understood that the dropped kerb is to be retained and no updates are proposed.

It should be noted that all individual driveway parking spaces should be a minimum of 3.0m x 6.0m to ensure that vehicles / pedestrians do not impact on the adopted highway. It is required, in line with MCC Residential Guidelines, that the provision of an Electrical Vehicle charging point (minimum 7kW) is made available.

In line with MCC Residential Guidelines, secure and sheltered cycle parking provision should be made, within the curtilage of the site, at a provision of one-per-unit.

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 the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).

Network Rail

Network Rail made no comment on the proposal.

Issues

The following city-wide policies are material to this proposal: DC1, of the Unitary Development Plan for the City of Manchester, and DM1 of the Core Strategy.

Policy DM1 - Development Management

This follows the principles advocated in the aforementioned policies and informs that all development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:

- Appropriate siting, layout, scale, form massing, materials and detail.
- 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.
- 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.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access

to new development by sustainable transport modes.

- Community safety and crime prevention.
- Design for Health.
- Adequacy of internal accommodation and external amenity space.
- Refuse storage and collection.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Green infrastructure including open space, both public and private.
- Flood risk and drainage.
- Existing or proposed hazardous installations.

Developers will be required to demonstrate that new development incorporates sustainable construction techniques.

Policy DC1.1 – Development Management

This 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 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 street-scene.

DC1.2 Extension will be allowed subject to:

- a. They are not excessively large or bulky
- b. They do not create a loss of sunlight/daylight or privacy
- c. They are not out of character with the style of development in the area
- d. They would not result in the loss of off-street parking

Policy DC1.3 The Council will not normally approve:

- a. Rearward extensions greater than 3.65 metres 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).

Policy DC1.4 In considering proposals for 2-storey side extensions, the Council will have regard to the general guidance above and also to supplementary guidance to be issued. In particular, the Council will seek to ensure that:

- a. the development potential between properties is capable of being shared equally by the owners or occupiers of the two properties concerned.
- b. the actual or potential result of building the extension will be the creation of a terracing effect, where this would be unsympathetic to the character of the street as a whole;
- c. the actual or potential result of building the extension will not be the creation of a very narrow gap between the properties, or any other unsatisfactory visual relationship between elements of the buildings involved.

As a guide, and without prejudice to the generality to this policy, the Council will normally permit house extensions which when built, will leave a minimum of 1.52 metres between the side wall and the common boundary, and which meet the common requirements of this policy. Proposals which cannot meet these requirements will be judged on their merits but with weight being given to a) and c) above.

Residential Amenity

The proposal concerns the acceptable addition of a part-single, part-2-storey extension at the front, side and rear.

Within this application, the side extension that is 3 metres wide has no residential amenity implications.

At the rear, the extensions at ground and first floor is 3 metres deep off the original rear wall and is sited towards the gable end, 7 metres off the boundary with No.30, the adjoining property to the west. This gap, together with the first floor having a flat roof to eaves level, is adequate to avoid any overbearing or overshadowing impacts. A window at ground floor is proposed in the extended kitchen facing the garden of No.30, however, this gap and the height of the intervening fence is adequate to mitigate any intrusive overlooking. Rear windows to an en-suite will be obscurely glazed on condition of any approval, and a set of first floor sliding doors are proposed for a new bedroom with a decorative metal Juliet balcony. The rear elevation of the property overlooks the blank facing gable elevation of No.26, so no direct overlooking will result from any approval of these elements of the proposal.

The front extension extends the width of the garage to key into the side extension to create an extended living area. 2no. slim windows are proposed at the front that have no residential amenity impacts.

On the basis of the above, the proposal is considered to accord with saved policies DC1.1b and DC1.2b in the interests of residential amenity.

Visual Amenity

The proposed extensions are sited to make the best use of internal constraints and external space without any loss of existing levels of residential amenity. In visual terms, the extension at the front and side responds to the siting of the approved facing extension at No.38. This projects beyond the side building line formed of the front elevations of houses fronting onto Leyland Avenue, however these properties have a different relationship to the street.

The side extension is designed to respond to the aesthetics of the front elevation and mirrors the approved 2-storey side extension at No.38 which faces the site. The eaves and windows are lined through, and materials are to match at first floor and on the gable end.

The front elevation at ground floor converts and extends the garage to living accommodation. It extends the footprint by 3 metres to key into the side extension and retains the flat roof. The extended garage roof is to be given a sedum and wildflower treatment and the elevational materials at ground floor propose black cladding of an unspecified material to give a contemporary feel to the property. Details of the specification of the elevational materials are required to be submitted on condition of any approval to ensure the quality of the final finish.

The green roof will soften and add value to the overall appearance of the proposal in the street scene whilst mitigating to some extent the loss of biodiversity potential from the side garden which will be mostly built over. The proposal is in keeping with the pattern and character of development within the street scene, most notably, the extended ground floor front elevation at No.38 and the black cladding at Nos. 56, 58 and 60 at the southern end of the cul-de-sac. Although the approval at these properties utilised black-stained cedar cladding and the materials in this case are unknown, there were no objections to the colour of the material in a recent approval (Ref: 126928/FH/2020). In this regard, the proposal complies with saved UDP policy DC1.2c.

The side extension extends to 3 metres with a first floor set back of 1 metre, and extended roof ridge that is set down 231mm. These were negotiated into the proposal which had no set back or set down originally. The amendments are adequate to enable the extension to appear subservient and be distinguished as an add-on. It is noted that the approved first floor at No.38 facing was set back by 1.1 metres but extended further to the side than the current proposal.

At the rear, a flat roof extension is proposed in a contemporary design language and materials to match the ground floor garage conversion/extension. It extends just above eaves level and has a rectangular plan form with large ground and first floor windows. These relieve the massing of materials on the rear elevation. It is proposed to be clad in the same black material as the ground floor front elevation and includes a decorative black perforated metal balustrade at first floor across a set of sliding bedroom doors. Whilst saved UDP policy DC1.3b generally disallows 2-storey flat roof extensions and those visible from the highway, it is justified in this case on the basis that it responds to the clean and simple lines of the original dwelling - the ridge, gable end and flat roof garage; it avoids adding unnecessary bulk to the rear elevation and the design and materials clearly distinguish it from the main dwelling. It is noted that the approved 2-storey rear extension at No.38 incorporates 2no. rear dormers which also break the eaves giving the appearance of a flat roof extension. In this sense, the proposal again complies with saved policy DC1.2c. The approved extension at No.38 also incorporates cedar shingles which are a new material in the street scene. Together with the contrasting off-white render in the current proposal, the overall effect is a clean and crisp interpretation of the 1970's dwelling which ties front and rear extensions together.

Bins

The scheme retains an 890mm boundary to the street that is proposed to be enclosed with 1.8-metre-high close boarded timber fencing. As such, the proposal does not impact on the existing arrangements for the management of waste as sufficient garden space and side gap is retained where bins can be stored to the benefit of the street scene.

Parking

Parking is unaffected by the proposal. The proposal includes the option to park 3no. vehicles off road on a permeable surface in front of the original garage area. Each space measures approximately 4.1-metres L x 2.4-metres W which is adequate for average sized vehicles.

Other matters

The site is 19.08 metres from the operational railway of the Network Rail asset, and 8.71 metres from the edge of its Order Lands. The site is separated from the railway by Leyland Avenue and the Order Lands, including critical overhead infrastructure and signal / communication equipment, are enclosed by 1.8-metre-high Palisade fencing. Network Rail were consulted on the proposal and have no comments. The proposal will not over-sail or encroach onto the Order Lands nor impact due to the placement of scaffolding, earthworks, and drainage. As such, there is no requirement for either a Risk Assessment Method Statement or Basic Asset Protection Agreement required of the applicant in this instance.

Highway Services are satisfied that the proposal will have acceptable impacts on the highway network. A number of recommendations have been made with regards to the size of parking spaces, electric vehicle charging and cycle store provision. Given the relatively small scale of works in the application to an existing dwelling and the site constraints, there is no scope to incorporate the Highway Services recommendations.

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 local planning authority in making its decision has had due regard to paragraph 47 of the National Planning Policy Framework as well as the development plan, national planning policy and other material considerations and has approved the application for the reasons outlined in the delegated report. The application was subject to revision to include a set-back first floor and set down roof to bring the proposal in line with the character of extensions within the immediate context of the Leyland Avenue street scene.

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 received on the 4th of May 2022 or as stated:

Application Form

Location / Block Plan Ref: DP-2209-PL-01

Existing Floor Plan and Elevations Ref: DP-2209-PL-02

Proposed Floor Plan Ref: DP-2209-PL-03 received by email on the 29th of July 2022

Proposed Elevations Ref: DP-2209-PL-04 received by email on the 29th of July 2022

3D image (Front) Ref: DP-2209-PL-05 received by email on the 29th of July 2022

3D image (Rear) Ref: DP-2209-PL-06 received by email on the 29th of 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 Core Strategy.

3) Notwithstanding the details provided in the submitted application form and drawings specified in Condition 2 of this approval, details, to include written and physical samples of the materials including the product name and specification to be used in the elevations of the development, shall be submitted to, and approved in writing by the City Council as Local Planning Authority prior to first occupation of the extensions hereby approved. The agreed details shall be

incorporated into the development and thereafter be retained as approved throughout the life of the development.

Reason - In the interests of the visual amenities of the area to protect the character and appearance of the street scene, pursuant to policies EN1, SP1 and DM1 of the Manchester Core Strategy and saved UDP policy DC1.

4) The first-floor front bathroom windows, and the first floor rear en-suite windows, 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 residential properties from overlooking or perceived overlooking in accordance with policy DM1 of the adopted Core Strategy Development Plan Document for the City of Manchester.

Informative

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

Highway Services
Network Rail

24 Leyland Avenue, Manchester, M20 6EW
38 Leyland Avenue, Manchester, M20 6EW
34 Leyland Avenue, Manchester, M20 6EW
36 Leyland Avenue, Manchester, M20 6EW
32 Leyland Avenue, Manchester, M20 6EW
30 Leyland Avenue, Manchester, M20 6EW
26 Leyland Avenue, Manchester, M20 6EW

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
Area Team Boundary - Name: SOUTH