

Planning

Growth & Development

Delegated officer report for planning application

Application no. 133816/FH/2022

Date registered valid: 27 May 2022

Proposal: Erection of a part single, part two storey front and side extension together with a single storey rear extension, front porch and creation of driveway.

Address: 1 Fernside Avenue, Manchester, M20 4TA

Ward(s): Burnage Ward

Applicant: Dr Abdullatif Alfutimie, 1 Fernside Avenue, Manchester, M20 4TA

Agent (if any): Dr Taki Sonbli, 8 Budsworth Avenue, Manchester , M20 1AF

Case officer: Linda Marciniak
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Recommendation: Approve

Date of recommendation: 19 July 2022

Application details

Type of application: Full Householder Application
Development type: Householder
Date of site visit: 20th June 2022
Standard consultations: Printed: 9 June 2022 Expired: 30 June 2022
Neighbour notifications: Printed: 9 June 2022 Expired: 30 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 an inter-war semi situated on the eastern side of Fernside Road in the Burnage ward.

The property has lawned front and rear gardens with a driveway in front of the front door.

The roof profile is hipped, and materials are red brown facing brick and red interlocking tile.

Description of area

The site is within a residential area to the east of Parrswood Road and comprising a similar housing typology within medium sized garden plots.

Description of development

Erection of a part single, part two storey front and side extension together with a single storey rear extension, front porch and creation of driveway.

The application has since been amended to remove the 2-storey element from the front and to reduce the depth of the rear first floor extension.

The description of development has been amended to:

Erection of a single storey front and side extensions, two storey rear extensions, together with a front porch and creation of driveway.

Consultations & Notification Responses

Neighbours

A total of 6no. neighbours were notified of the proposal by letter. No comments were received.

Highway Services

The site is located adjacent to the adopted highway of Fernside Avenue. A 20mph speed limit in place along the entirety Fernside Avenue.

HIGHWAYS RESPONSE

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 but will move to the north-west boundary of the site and as such, Highways have no concerns regarding vehicular build up on-street. The applicant should ensure that the length of the driveway is sufficient so that the vehicle does not overhang on the footway, each driveway space should provide a minimum of 3.0m x 6.0m in line with MCCs standard minimum dimensions.

Gated access points will need to provide inward opening gates to ensure they do not impact on the adopted footway or highway.

It is understood that the kerbs are dropped along the entirety of Fernside Avenue and therefore a dropped kerb does not need to be installed to provide access to the new drive.

Bins will be located at the rear of the site and presented on Fernside Avenue on collection day.

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

The application is subject to assessment against the following policies within the development plan:

The National Planning Policy Framework (NPPF)

The NPPF was revised and published in July 2021 and replaces and revokes all Planning Policy Guidance (PPGs) and Planning Policy Statements (PPSs) previously produced by Central Government. The NPPF states that the planning system must contribute to the achievement of sustainable development. These are encapsulated into three categories: economic, social and environmental. The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.

For reasons to be outlined below, it is considered the proposal accords with the principles of this policy document.

Core Strategy 2012 - 2027 (adopted July 2012)

Manchester Core Strategy - The Core Strategy Development Plan Document 2012-2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy 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. A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.

Core Strategy Policy DM1 - Development Management

Policy DM1 provides specific guidance in the Development Management decision making process and provides that:

All development should have regard to the following issues relevant to this application:

- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Adequacy of internal accommodation and external amenity space.
- Refuse storage and collection.
- Vehicular access and car parking.

Unitary Development Plan

The site is unallocated within the adopted Unitary Development Plan for Manchester but policy DC1 is taken into consideration:

Policy DC1 of the Unitary Development Plan seeks to accommodate the demand for more living space, while at the same time ensuring that the amenities of neighbours are protected, and that the overall character of the surrounding area is not harmed. It relates specifically to residential extensions and the relevant criteria from this policy include:

DC1.1 The Council will have regard to:

- a. The general character of the property
- b. The effect upon the amenity of neighbouring occupiers
- c. The overall appearance of the proposal in the street scene;
- d. The effect of the loss of any on-site car-parking

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.

Principle

The application is for extensions to a residential property to provide additional living accommodation. The proposal has been amended as noted above following assessment of the original submission against the character of the area and impacts on neighbouring occupiers.

Saved UDP policy DC1 permits such extensions provided that the criteria of this policy are satisfied. Whilst the proposal is considered to be acceptable in principle, consideration is given to the impacts on residential and visual amenity, car parking and bin storage.

Residential Amenity

The application as amended is considered to have an acceptable impact on residential amenity. The first-floor rear extension has been reduced in depth from 4metres to 3.5metres. It is off-set from No.3 Fernside, the adjoining property to the south by 2metres with the 45° rule applied to the nearest window demonstrating no impact on habitable rooms.

In terms of the impact on No.6 Haldon Road, the adjacent property to the north, the relationship between the two properties splays out at the front with the rear elevations running in towards each other. The architect has therefore off-set the first-floor rear extension by 2.7metres from the boundary. As the overhead image of shading at midday demonstrates, shading from the original dwelling at the closest point falls over part of the side elevation of No.6. Any shading



from the first-floor extension would therefore be over part of the rear garden of this property rather than rear windows. Any shadowing will also be minimised by the fact the extended roof ridge is set down by 1.2metres and terminates in a hip.

The proposed separation distance is also adequate to ensure that the proposal avoids having an overbearing impact on the occupiers at No.6. The rear garden of this property is in any case much wider and does not taper to a point compared to the application site. This gives the occupiers of this property

some relief from having development in the adjacent garden.

At ground floor, the rear extension comes off the original elevation by 4 metres with a sloping monopitch roof. It is on the boundary with No.3 and off-set from No.6 by 2.7metres with a height to eaves of 2.6 metres. Given that any intervening fence can be erected to 2 metres, the amount of visible development above the fence line is 1.8metres which reduces as the extension projects to its rear elevation.

The only side windows are a result of internal reconfiguration. They propose a WC and laundry room at ground floor which replaces the existing kitchen window, and 2no. first floor bathroom / en-suite WC's, the latter will be obscurely glazed on condition of any approval as shown on the revised elevations. With the condition implemented, there are no concerns that new overlooking opportunities will be created.

The extensions at the front and part of the side elevation have been amended to remove the originally proposed first-floor element. There are no concerns that the amended proposal will have any adverse impacts on residential amenity, particularly for No.6 which is the closest property to this element of the proposal.

Based on the above, there are no concerns that the proposal conflicts with the guidance set out in saved UDP policy DC1.

Visual amenity

In removing the first-floor element from the front elevation, the amended proposal has reduced the visual impact of the development in the street scene.

The extensions are sited to make the best use of internal and external site constraints. At ground floor, the outward projection of the front extension has been reduced from 4 metres to 2. It extends the porch area across the front elevation to create a home office/bedroom with storage. This continues along the side elevation for 2.4 metres and projects towards the boundary with No.6 for 1.5metres. The overall amount of development is therefore relatively modest without appearing bulky.

Extensions are designed to fit the aesthetic of the original dwelling. They respond appropriately to the heights to eaves and appear adequately subservient. The depth of rear extensions is either within saved UDP policy guidance limits or marginally over, and under the permitted length at which single storey rear extensions can be completed under current Class A Permitted Development regulations.

In terms of character, the development forward of the building line has some relationship with the front infill extension at No.6 which creates a porch area. It also responds to some extent with the original pattern of house design in the local area where semi's, including No.6, have a 2metre projecting front gable, and quasi-semi's (eg: Nos.2-4 and 10-12 Fernside and 13 and 19 Haldon) which are bookended with end dwellings standing 1.77metres forwards of the two in the middle. The rear extensions will have a limited visual impact in the street by reason of being set in 2.7metres off the side building line.

Windows are proposed on the front elevation for the office/bedroom and porch area which relieves the mass of brickwork and align appropriately to first floor windows. A monopitch canopy roof is proposed at the front and side which matches the profile of the original roof, and the development will come together in brickwork and roof tiles to match the existing. This is conditioned on any approval to ensure the extension assimilates well with the original dwelling.

Based on the above, there are no concerns that the proposal conflicts with the guidance set out in saved UDP policy DC1.

Parking / Bin Storage

Development at the front and part of the side elevation entails a re-design of the front garden area to create a new parking space. This is shown on the site layout plan as being 5.4metres in length x 3 metres wide. The length falls marginally below the current parking space standard. However, an additional space of 1.7 metres between the parking space and front extension is

retained which gives room for the parking space to be extended should a longer vehicle need to be accommodated.

The proposal has been assessed by the Highway Services team who have no concerns with the proposal. The whole length of Fernside Avenue has a continuous dropped kerb so there is no requirement for a new kerb to be installed. Gates are not shown on the block plan, but any new gates are required to be inward opening to avoid conflict with pedestrians and other vehicles on the street. An Informative is appended to this effect in the interests of pedestrian and highway safety.

The extension part way along the side elevation creates a 1.5-metre deep recess behind which bins are proposed to be stored. This is to the benefit of the street scene which retains a neat and tidy frontage and with an 855mm gap retained, bins can be manoeuvred to the front on bin collection day.

Conclusion

The proposal as amended creates acceptable development that will have limited impacts on residential and visual amenity, parking and bin storage. On this basis, the proposal accords with saved UDP policy DC1 and with Core Strategy policies DM1, SP1 and EN19.

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 subject to appropriate conditions and for the reasons outlined in this delegated report. The notification of the application by letter to 6no. neighbouring occupiers raised no objections. The application was amended at the Council's request to remove the 2-storey front extension and reduce the depth of the rear first floor extension as shown on the revised plans.

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 19th of May 2022 or as stated:

Application Form

Location Plan Ref: A01

Existing & Proposed Plans & Elevations (Nos: A02, A03, A04, A05, A06, A07 and A08) received by email on the 19th 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) The materials to be used on the external surfaces of the extension hereby permitted shall match those of the existing building in type, size, colour and texture, as stated on the Householder Application Form.

Reason: In order to ensure a satisfactory appearance in the interests of visual amenity in accordance with saved policies DC1.1, DC1.2 and DC1.4 of the Unitary Development Plan for the City of Manchester and the requirements of the National Planning Policy Framework.

4) The ground floor bathroom window on the side elevation and the bathroom and en-suite windows on the first floor side elevation, 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.

Informatives

1) Any vehicular gates that are introduced to the front boundary for the new parking space, shall be inward-opening only to ensure they do not impact on the footway or highway in the interests of pedestrian and highway safety.

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

Highway Services

3 Fernside Avenue, Manchester, M20 4TA
6 Haldon Road, Manchester, M20 4SY
4 Fernside Avenue, Manchester, M20 4TA
2 Fernside Avenue, Manchester, M20 4TA
4 Haldon Road, Manchester, M20 4SY
10 Haldon Road, Manchester, M20 4SY

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