

Planning

Growth & Development

Delegated officer report for planning application

Application no. 133481/FH/2022

Date registered valid: 25 April 2022

Proposal: Erection of single storey front and side extension to provide additional living accommodation and widening of driveway

Address: 3 Melsomby Road, Manchester, M23 0EG

Ward(s): Brooklands Ward

Applicant: Dr Taki Sonbli 8 Budsworth Avenue, Manchester, M20 1AF

Agent (if any):

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

Recommendation: Approve

Date of recommendation: 20 June 2022

Application details

Type of application: Full Householder Application

Development type: Householder

Date of site visit: 13 May 2022

Standard consultations:

Printed: 26 April 2022 Expired: 17 May 2022

Neighbour notifications

Printed: 26 April 2022 Expired: 17 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: Not applicable

Tree Preservation Order: Not application

Description of area

The application site relates to 3 Melsomby Road within the Brooklands ward of south Manchester. The property is a two storey, semi-detached, red brick property. Amenity space to the front of the property consists of a small garden and a driveway which extends along the side of the property. Amenity space to the rear consists of a garage and a garden.

Description of development

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

The single storey front extension would have approximate dimensions of Height: 2.52 (to the eaves)/ 3.64 (to the highest point) x Length: 2.1 x Width: 3.25 metres and the single storey side extension would have approximate dimensions of Height: (same as front extension) x Length: 5.43 x Width: 2.3 metres. The side extension would be set back from the primary building line by 1.16 metres. The proposal would create a W/C and storage within the front extension and a bathroom and office within the side extension. The extension would involve the insertion of a door and two windows within the front extension, and within the side extension it would involve the insertion of a window and door within the side elevation and a further window. Materials to

be used would match the existing. The driveway would be widened and as stated within the proposed drawings, this has been proposed as the street is narrow and the turning circle becomes restricted by any parked car on the other side of the road. The dropped kerb would increase from 300cm to 500cm at the point closest to the driveway.

Planning history

088518/FO/2008/S2- Erection of 2 metre high timber fencing and creation of 7 car parking spaces involving re-surfacing and laying out of parking spaces and erection of new garage to the rear of 6 Ossington Walk and extension and enclosure of gardens 8 to 12 Ossington Walk with 2 metre high timber fence and double gates.
Approved 5 February 2009.

Consultations & Notification Responses

Local residents

Local residents were consulted and no responses were received.

Highway Services

Highway Services were consulted and the following comments were received. 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 as such, Highways have no concerns regarding vehicular build up on- street.

The existing vehicle crossing will be extended as part of the proposals. For the avoidance of doubt the maximum size of a standard dropped kerb is 3m x 2m.

Should the planning application be approved, the applicant will be required to enter into a Section 184 agreement. This will need discussion and agreement with the council's Highways Maintenance Team via Contact Manchester (Tel. 0161 234 5004), further information can be found on the MCC internet pages:
https://secure.manchester.gov.uk/info/474/parking_at_your_home/8170/apply_for_a_dropped_kerb

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.

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 and side extension to provide additional living accommodation and widening of driveway. This is acceptable as many people prefer to alter and extend homes, rather than move, to meet changing residential needs. 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 would be used as additional storage and a W/C. The front extension would be sited a substantial distance from both no.1 and no.5 Melsomby Road. Although it would create additional built form in the front amenity space, it would only extend 2.1 metres in length and is not considered to create any adverse visual/residential amenity implications. It would not give rise to any overshadowing or loss of light implications, nor privacy or overlooking implications. To increase the privacy for the applicant, the window within the front extension W/C 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. It is also marked within the proposed drawings that the other window within the front extension would be obscure glazed. 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:

No.1 Melsomby Road would experience additional built form closer to the shared boundary but as the side extension would be sited 0.8 metres from the shared boundary, would be set back from the primary building line by 1.16 metres and is only single storey, the extension would not produce an overbearing effect for the neighbouring property.

One window would be inserted within the W/C of the side extension and this 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. This is to protect the privacy of the applicant property.

No.234 Sale Road, due to the orientation of the property, looks into the side amenity space of the applicant's garden and have a vantage point from the first floor balcony. However, as there is only 1 small window and 1 door to be inserted within the side elevation of the extension, the applicant would not experience any overlooking implications from the neighbours. As the proposal is single storey it would not produce any adverse visual/ residential amenity implications to no.234 and other properties along Sale Road.

Due to the car park placed behind the applicant's property, no properties to the rear would be affected by the proposal.

Widening of driveway:

This component of the proposal would not give rise to any adverse visual/ residential impacts.

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

Design and Appearance

Front extension:

Although front extensions are not common within the streetscene, a similar extension could have been obtained through the route of Permitted Development and is typical of a front extension in a residential context. 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. The side extension, as it is set back from the primary building line by 1.16 metres, is sympathetic to the neighbouring property and would reduce visual impacts.

Widening of driveway:

The driveway would be widened and as stated within the associated proposed drawings, this has been proposed as the street is narrow and the turning circle becomes restricted by any parked car on the other side of the road. The dropped kerb would increase from 300cm to 500cm at the point closest to the driveway. Highways were consulted on the widening of the driveway and raised no objections to the proposal. As such, the design is considered acceptable.

The proposal has been designed sympathetically to relate to the existing property. All the materials would match the existing property and 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

From the proposed drawings, there still appears to be adequate space and access to store bins within the side or rear amenity space.

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 25 April 2022.

- Drawing- Existing & Proposed, stamped as received by the City Council as Local Planning Authority on 25 April 2022.

- Drawing- Location Plan, stamped as received by the City Council as Local Planning Authority on 25 April 2022.

- Drawing- Site Plan- Existing Site Plan & Proposed Block Plan, stamped as received by the City Council as Local Planning Authority on 25 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 two windows within the front extension and the window within the side elevation of the side extension as shown on the approved 'Existing & Proposed', stamped as received by the City Council as Local Planning Authority on 25 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 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.

Informatives

- 1) The applicant will be required to enter into a Section 184 agreement. This will need discussion and agreement with the council's Highways Maintenance Team via Contact Manchester (Tel. 0161 234 5004), further information can be found on the MCC internet pages:
https://secure.manchester.gov.uk/info/474/parking_at_your_home/8170/apply_for_a_dropped_kerb

Appendix 1 – List of consultees & neighbours notified

Highway Services

236 Sale Road, Manchester, M23 0EQ
6 Ossington Walk, Manchester, M23 0HA
4 Melsomby Road, Manchester, M23 0ER
2 Melsomby Road, Manchester, M23 0ER
238 Sale Road, Manchester, M23 0EQ
234 Sale Road, Manchester, M23 0EQ
5 Melsomby Road, Manchester, M23 0EG
1 Melsomby Road, Manchester, M23 0EG
8 Ossington Walk, Manchester, M23 0HA
12 Ossington Walk, Manchester, M23 0HA
10 Ossington Walk, Manchester, M23 0HA
232 Sale Road, Manchester, M23 0FR

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) -
Area Team Boundary - Name: SOUTH