

Application Number	Date of Appln	Committee Date	Ward
086906/FH/2008/S2	11th Jun 2008	24th Jul 2008	Burnage Ward

Proposal Erection of single storey conservatory to the rear and car port to side to form additional living accommodation

Location 10 Glendale Avenue, Burnage, Manchester, M19 1FF

Applicant Mr Graham Wills, 10 Glendale Avenue, Burnage, Manchester, M19 1FF

Agent

Description

This application relates to a west facing semi detached dwelling house, within a predominantly residential area of Burnage. The proposal is for the erection of a single storey conservatory to the rear of the dwelling (east elevation) and a car port to the side of the property (south elevation).

The proposed rear conservatory would have a mono pitched roof, would project from the rear of the existing property by 3.35 metres, would have a width of 3.65 metres and a maximum height of 3.15 metres. The car port to the side would be 9 metres long and 3.21 metres wide and would have a flat roof at a height of 2.5 metres. The car port would consist of 6 timber posts with a transparent profile UPVC roof over.

This application is placed before Members of the Planning and Highways Committee as the applicant is a City Council employee.

Consultations

Local residents were notified, no representations have been received.

Issues

Unitary Development Plan for the City of Manchester-
The site has no specific allocation within the UDP. However when determining applications of this nature regard is paid to policies DC1.1 and DC1.2 Residential extensions and H2.2 Housing.

DC1.1 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;
- e. the effect of the loss of any on-site car parking.

DC1.2 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 the original buildings);
- b. they do not create an 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 street scene by virtue of design, use of materials or constructional 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

H2.2 - States that the City Council will not allow development, which will have an unacceptable impact on residential areas. The matters that the Council will consider, amongst other things are, the scale and appearance of the development, traffic generation and road safety;

Guide to Development in Manchester: Supplementary Planning Document - The Guide aims to support and enhance the on going shaping of the City by providing a set of reasoned principles which will guide developers, designers and residents to the sort of development we all want to see in Manchester.

Residential Amenity- It is not considered that the proposal would have a detrimental impact upon the level of amenity currently enjoyed by the neighbouring properties, in particular numbers 8 and 12 Glendale Avenue. The rear conservatory is only single storey, and has a rearward projection of 3.35 metres, which is less than policy DC1 allows. It is not considered that the car port would have any detrimental impact upon the amenity levels currently enjoyed by neighbouring properties. The car port to the side and the conservatory to the rear are in character with the property, and as such the proposal is consistent with UDP policies DC1.1 DC1.2 and H2.2.

Visual Amenity- It is considered that the proposal is in character with the existing property and those within the immediate locality. The single storey rear conservatory extension is considered acceptable in terms of scale and massing. As the conservatory is situated to the rear it will have a minimal visual impact on the original property when viewed from the public realm. The car port is considered to be in keeping with the character of the property and that of surrounding area in terms of design, scale and massing. The proposal is therefore considered acceptable as the proposal does not result in a detrimental impact upon either the property or the street scene of which it forms part.

Materials- Would match those of the existing property, and would be covered by a condition attached to any consent granted.

Design and Siting- The proposed conservatory is within the limits of policy DC1 of the Unitary Development Plan this being 3.65 metres, the property sits on a fair sized plot and can easily accommodate the proposed extension and car port, which remains subservient to the original dwelling house. It is considered therefore that the design and siting is considered acceptable and the proposal conforms with policies DC1 and H2.2 of the UDP.

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 the right to a fair hearing and to this end the Committee 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 Unitary Development Plan, the Head of Planning 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. He believes that any restriction on these rights posed by the approval of the application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and country Planning Acts.

Recommendation APPROVE

On the basis that the proposal is in accord with the City Council's Unitary Development Plan in particular policies DC1 and H2.2 and there are no material considerations of sufficient weight to indicate otherwise.

Conditions and/or Reasons

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 unless otherwise agreed in writing by the City Council as Local Planning Authority: AB0889 SHEET 2, 3 and 4 stamped as received 11th June 2008

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policy DC1 and H2.2 of the Manchester Unitary Development Plan.

3) No development that is hereby approved shall commence unless and until samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as local planning authority. The development shall be constructed only using the approved materials unless otherwise agreed in writing by the City Council as local planning authority.

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 policy DC1 and H2.2 of the Unitary Development Plan for the City of Manchester.

4) No trade or business shall be carried out in the car port because the use of the car port for trade or business purposes would require a separate grant of planning permission.

Reason

The use of the car port for any use other than ancillary to residential use would constitute development requiring planning permission, in pursuance of policy H2.2 of the adopted UDP for the City of Manchester.

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 086906/FH/2008/S2 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

The following residents, businesses and other third parties in the area were consulted/notified on the application:

172 Burnage Lane, Manchester, M19 1EF
174 Burnage Lane, Manchester, M19 1EF
176 Burnage Lane, Manchester, M19 1EF
11 Glendale Avenue, Manchester, M19 1EH
7 Glendale Avenue, Manchester, M19 1EH
9 Glendale Avenue, Manchester, M19 1EH
10 Glendale Avenue, Manchester, M19 1FF
12 Glendale Avenue, Manchester, M19 1FF
8 Glendale Avenue, Manchester, M19 1FF

Representations were received from the following third parties:

Relevant Contact Officer : Melanie Tann
Telephone number : 0161 234 4538
Email : m.tann@manchester.gov.uk