

DELEGATED REPORT

Report by Charlotte Orrell	Date of report: 31/07/2026	Ref: 72957/FUL
Registration: 13/04/2026	LDfC: 07/05/2026	Expiry Date: 08/06/2026
Site Visit: 01/05/2026	Site Notice: N/A	Press Date: N/A
Objections: 0	Con Area: N/A	Adv Type: NONE
Reason for Delay: N/A		EIA: NA
		Dec Level: DEL
		Stat Class: HOUS

Proposal: Demolition of front porch and single storey side extension; Two storey/single storey side extension; Loft conversion with rear dormer and 2 no. rooflights; Extension of driveway and widening of vehicular dropped crossing; Raised decking with balustrade, canopy and steps into rear garden; Front porch; Amendments to fenestration; Render and cladding

Location: 70 Glebelands Road, Prestwich, Manchester, M25 1NJ

Description

The application property is a semi-detached dwelling on the south-eastern side of Glebelands Road. The front boundary is formed by a low brick wall with a break for both vehicular and pedestrian access. Access to the rear garden is gained via a side gate on the south-western side boundary. The boundaries to the rear garden are formed by timber fencing.

The proposal is to demolish the front porch and single storey side extension and re-build the front porch and build a two storey/single storey side extension. A loft conversion with a rear dormer and 2 no. rooflights is also proposed together with the extension of the existing driveway including the widening of the vehicular dropped crossing. In the rear garden, raised decking with a balustrade, canopy and steps into rear garden are proposed. Amendments to the fenestrations are also proposed, including render and cladding.

The proposed front porch will project from the original front elevation by 1.2m and will be approximately 2.8m in width. It will incorporate a dual-pitched gable roof 2.7m to the eaves and 3.6m to the ridge.

The proposed side extension will project 2.6m from the original side elevation of the dwelling and would span the length of the property at ground floor at approximately 8m. At first floor the length would be 6.9m. At ground floor, it would incorporate a pitched roof, 3.9m to the ridge and 2.8m to the eaves. At first floor, a hipped roof would be incorporated 5.4m to the eaves and 7.4m to the ridge.

The proposed rear dormer would project from the existing rear roof plane by 2.6m and incorporate a pitched roof a maximum of 1.8m in height. It would span across the rear roof plane by a length of 6.2m.

The proposed dropped kerb would be widened to a maximum of 4.2m, with the existing front wall widened to 3m. The driveway would also be extended to the east in order to facilitate the parking of an additional car to the front of the property.

The proposed raised decking area would be a maximum of 1m in height and would incorporate boundary treatment either side at a height of 1.8m from the top of the raised decking. This would mean the balustrade would have a height from ground level of approximately 2.8m. The steps proposed are to be approximately 1.7m in height.

The street is residential in nature, with some other uses nearby such as a school. Parking within the area is mixed, with most properties featuring small driveways but parking on street is common and unrestricted.

Amendments

Amendments to the scheme were requested to lower the height of the proposed terrace as well as including boundary treatment to prevent privacy impacts to neighbours.

Relevant Planning History

None

Publicity

6 neighbouring properties were consulted on 15.04.2026. No comments were received.

Statutory/Non-Statutory Consultations

Traffic Section - recommended conditions on storage of materials and details of driveway materials which have been acknowledged within the conditions of the report.

Pre-start Conditions - Agent has agreed with pre-start conditions

Development Plan and Policies

SPD6	Supplementary Planning Document 6: Alterations & Extensions
H2/3	Extensions and Alterations
SPD11	Parking Standards in Bury
NPPF	National Planning Policy Framework
PfE	Places for Everyone

Issues and Analysis

The following report includes analysis of the merits of the application against the relevant policies of both the National Planning Policy Framework (NPPF), the adopted Places for Everyone Joint Development Plan Document (PfE) and the saved policies within the adopted Bury Unitary Development Plan (UDP), together with other relevant material planning considerations.

The policies of the UDP that have been used to assess this application are considered to be in accordance with the NPPF and as such are material planning considerations. For simplicity, just the UDP and PfE Policies will be referred to in the report, unless there is a particular matter to highlight arising from the NPPF where it would otherwise be specifically mentioned.

Equality Act 2010: All planning applications are considered in light of the Equality Act 2010 and associated Public Sector Equality Duty, where the Council is required to have due regard for:

The elimination of discrimination, harassment and victimisation;

The advancement of equality of opportunity between persons who share a relevant protected characteristic and person who do not share it;

The fostering of good relations between persons who share a relevant protected characteristic and person who do not share it; which applies to people from the protected equality groups.

Human Rights: All planning applications are considered against the provisions of the Human Rights Act 1998.

Under Article 6 the applicants (and those third parties who have made representations) have the right to a fair hearing and to this end full consideration will be given to their comments.

Article 8 and Protocol 1 of the First Article confer a right to respect private and family life and a right to the protection of property, ie peaceful enjoyment of one's possessions which could include a person's home, and other land and business assets.

In taking account of the Council policy as set out in the Bury Unitary Development Plan 1997 and all material planning considerations, it is concluded on balance that the rights conferred upon the applicant/ objectors/ residents/ other interested party by Article 8 and Article 1 of the First Protocol may be interfered with, since such interference is in accordance with the law and is justified in the public interest. Any restriction of these rights posed by refusal/ approval of the application is legitimate since it is proportionate to the wider benefits of such a decision, is based upon the merits of the proposal, and falls within the margin of discretion afforded to the Council under the Town & Country Planning Acts.

The Crime and Disorder Act 1998 imposes (without prejudice to any other obligation imposed on it) a duty upon the Council to exercise its functions and have due regard to the likely effect of the exercise of its functions on, and the need to do all that it reasonably can to prevent crime and disorder in its area. In so doing and on making planning decisions under the Town and Country Planning Acts, the material Planning considerations shall have due regard to the provisions of the Crime and Disorder Act 1998 and its implications in the exercise of its functions.

Visual Amenity

SPD 6 and UDP Policy H2/3 seek to achieve a high standard of design that compliments the original building, and does not have a detrimental impact on the character and appearance of neighbouring properties and the general street scene.

The proposed porch is considered to be of a scale proportionate to the existing dwelling. A dual pitched roof is also proposed, which is favoured over other types of roofing. The proposed porch in appearance is also not too dissimilar from that that is existing and therefore will have a limited visual impact.

In terms of the proposed side extension, the proposed roof is set down from the existing ridge height of the dwelling to appear as a subordinate addition. Furthermore, it would be set back at first floor to reduce any terracing impact that could be caused.

The proposed rear dormer is sited within the rear roof plane, and therefore would have a limited impact on the visual amenity of the street.

The proposed raised decking area, steps and balustrade are sited wholly within the rear garden area and therefore also will have a limited impact on the visual amenity of the street.

In terms of the amendments to the fenestrations proposed, property types along Glebelands Road are mixed in nature and so it is not considered it would appear incongruous within the area. Materials proposed are to match the existing. Bin storage would remain to the side for storage of bins on non-collection days.

Given the above the proposal conforms to Bury UDP Policy H2/3 - Extensions and Alterations and the guidance in Supplementary Planning Document 6 – Alterations and Extensions to Residential Properties in terms of visual amenity, and Places for Everyone Joint Development Plan listed.

Residential Amenity

SPD 6 provides guidance on aspect standards between residential dwellings.

68 Glebelands Road is the neighbour to the south-west. The proposed front extension will not impinge on any habitable windows at this neighbouring property given the projection and the distance between the two properties (4.2m). The proposed side extension has no

habitable room windows to face this neighbour, and therefore no privacy impacts would be caused. The proposed rear dormer and terrace will not cause any further overlooking impact than existing, especially as 1.8m high boundary treatment is proposed surrounding the proposed terrace.

72 Glebelands Road is the adjoining neighbour. Sited away from the proposed front and side extension, there would be no impact. The proposed rear dormer and terrace will not cause any further overlooking impact than existing, especially as 1.8m high boundary treatment is proposed surrounding the proposed terrace.

Neighbours to the front retain over 19m, consistent with the guidance contained within SPD 6.

Neighbours to the rear retain approximately 18m interface distance. Although this is slightly lower than guidance contained within SPD 6, the line of sight would be indirect due to the siting of the properties and the existing boundary treatment (trees) at the rear would also mean there is less of an impact.

Highways Issues

The Council's Highways Engineer was consulted who recommended conditions requiring the driveway to be made of porous and permeable materials as well as a condition requiring the storage of construction materials to be submitted prior to commencement of the development. These conditions have been acknowledged within the conditions of the report.

Parking

The proposal would increase the number of bedrooms from 3 to 4 and SPD 6 requires parking spaces as set out in SPD 11 Parking Standards to be considered.

The dwelling is sited within Zone 4 and therefore the parking standard for a 4 bed property is 3 off road spaces. The proposed would incorporate 2 off road car parking spaces and, given that parking on street is common and unrestricted, it would be acceptable in this instance.

Statement in accordance with Article 35(2) Town and Country Planning (Development Management Procedure) (England) (Amendment) Order 2015

The Local Planning Authority worked positively and proactively with the applicant to identify various solutions during the application process to ensure that the proposal comprised sustainable development and would improve the economic, social and environmental conditions of the area and would accord with the development plan. These were incorporated into the scheme and/or have been secured by planning condition. The Local Planning Authority has therefore implemented the requirement in Paragraph 38 of the National Planning Policy Framework.

Recommendation: Approve with Conditions

Conditions and Reasons:

- 1 The development must be begun not later than three years beginning with the date of this permission.
Reason. Required to be imposed by Section 91 Town & Country Planning Act 1990.
- 2 This decision relates to drawings numbered 2.02 Rev B, 2.01 Rev D, 2.03 Rev D and 2.04 Rev E and the development shall not be carried out except in accordance with the drawings hereby approved.

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Reason. For the avoidance of doubt and to ensure a satisfactory standard of design pursuant to the policies of the Bury Unitary Development Plan and Places for Everyone Joint Development Plan listed.

- 3 The external finishing materials for the proposal hereby approved shall match those as detailed within plans numbered 2.03 Rev D and 2.04 Rev E.

Reason. In the interests of visual amenity and to ensure a satisfactory development pursuant to Policy H2/3 - Extensions and Alterations of the Bury Unitary Development Plan and Supplementary Planning Document 6 - Alterations and Extensions to Residential Properties.

- 4 The formation of the widened vehicular access and driveway indicated on the approved plans, incorporating the provision of a footway crossing extension, a driveway to the extents shown to provide a minimum of two parking spaces in a porous/permeable material and/or measures to prevent the discharge of surface water onto the adjacent adopted highway, demarcation of the limits of the adopted highway and all associated footway remedial works abutting the site required as a result of the proposed development, shall be implemented to satisfaction of the Local Planning Authority prior to the extension and widened driveway hereby approved being brought into use.

Reason: In the interests of highway safety and to maintain the integrity of the adopted highway, in accordance with PfE JP-C5.

- 5 The development hereby approved shall not be commenced unless and until facilities for the storage of construction materials have been provided within the curtilage of the site to the satisfaction of the Local Planning Authority. The facilities shall be retained for the intended purpose and the area identified shall not be used for any other purposes other than the storage of construction materials for the duration of the construction period.

Reason: To maintain the integrity of the adopted highway and ensure adequate off highway materials storage arrangements are provided for the duration of the construction period, in the interests of highway safety, in accordance with PfE JP-C5.

<u>Case Officer</u> CO 31/07/2026	<u>Date</u>	<u>Sign off Officer</u> HL 04/08/2026	<u>Date</u>
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