

Planning

Growth & Development

Delegated officer report for planning application

Application no. 131398/FO/2021

Date registered valid: 9 February 2022

Proposal: Partial retrospective application for elevational alternations, in connection with the subdivision of the property into two units, and the installation of a new external flue pipe.

Address: 624 Stockport Road, Manchester, M13 0SH

Ward(s): Longsight Ward

Applicant: Mr Sam Kane 90 Arnfield Road, Manchester, M20 4AR

Agent (if any): Mr Talat Zeria HSH Engineering Design Service 428 Cheetham Hill Road, Manchester, M8 9LE

Case officer: Ian Jarvis
Tel: 0161 234 4079
Email: ian.jarvis@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 4 May 2022

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit:

Standard consultations:

Printed: 14 February 2022 Expired: 7 March 2022

Neighbour notifications

Printed: 14 February 2022 Expired: 7 March 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:

Tree Preservation Order:

This application relates to a single storey building, with a flat roof, in Longsight District Centre. Prior to 2001 the premises were used as a bank, and the following permissions were granted in 2001:

061055/FO/NORTH2/01 - Change of use and ground floor extension to form retail premises and alterations to front elevation - Approved 24-4-2001.

061882/FO/NORTH2/01 - Use of vacant premises as a restaurant with elevational alterations - Approved 20-8-2001.

The premises are currently in use as two separate units with a restaurant occupying the majority of the building and a barbers occupying a smaller area, with units having an entrance onto Stockport Road. Both these uses now fall within Class E and the current uses are therefore in accordance with the authorised use of the premises.

The proposed drawings show changes to the front elevation, with new doorways and roller shutters, but these changes have already been carried out. In addition, an external flue pipe is proposed to be installed which would extend approximately 2 metres above the existing roof.

The hours of operation, of the premises, are indicated as 11am to 11pm, 7 days a week.

Consultations & Notification Responses

Local residents/adjoining occupiers - No responses received.

Highway Services - Makes the following comments:

TRIP GENERATION AND JUNCTION CAPACITY:

In comparison to the former use, the level of trips generated is not anticipated to be dissimilar and as such no highways concerns are expected.

PARKING AND ACCESS:

It is proposed that two parking spaces will be in place at the rear of the property. Regarding the dimension of these spaces, these should all accord with MCC's standard minimum requirement. It is recommended that standard parking bay dimensions be a minimum of 2.4m x 4.8m and disabled parking bay dimensions a minimum of 3.6m x 6.0m. This should also include a 6 metre aisle width to allow vehicles to safely manoeuvre within the car park with formal demarcation of all spaces.

Vehicular access to the parking spaces would be gained from the adopted alleyway via Stockport Road. It is noted that an existing vehicular crossover is present in this location in order to facilitate this access.

It is requested that a swept path drawing is submitted to show that vehicles can enter, manoeuvre and exit the property and the alleyway safely. Vehicles should be able to reverse from the alleyway into the parking spaces so the vehicle can exit the parking spot and the alleyway in forward gear. Highways would not accept reversing vehicles from the adopted alleyway.

CYCLE PARKING:

In line with MCC recommendations, secure and sheltered cycle parking provision should be made, within the curtilage of the site, for the accommodation of staff/ visitor cycles. Cycle racks are in place at the rear of the site and can be accessed via the adopted alleyway adjacent to the property. It is requested that these cycle racks are secure and sheltered.

BOUNDARY TREATMENTS:

It is recommended that all fencing/railings adjacent to the adopted highway are visually permeable from a distance of 600mm upwards to ensure adequate visual permeability for child pedestrians. The applicant should be advised that all gated accesses will need to provide inward opening gates to ensure they do not impact on the adopted footway or highway.

ROLLER SHUTTERS:

It is assumed that the roller shutters will be located within the red line boundary of the site. If the roller shutters extend greater than 0.35m over the adopted highway then a Projection Over Licence will be required. This is obtainable via Contact Manchester on 0161 234 5004 and is to be funded at the applicant's expense.

SIGNAGE:

If any new signage is proposed then information regarding the dimension and illuminance levels should be submitted to Highways.

EXTERNAL FLUE PIPE:

The flue pipe will be situated at the rear of the site and will only be sited within the curtilage of the site and will not impinge on the adopted highway.

REFUSE AND SERVICING:

A refuse storage area is noted at the rear of the site. It is understood that waste will be collected from the forecourt at the rear of the property. It is requested that a swept path drawing is submitted to show that the refuse vehicle can reverse from the alleyway to the collection point so the vehicle can exit the forecourt and the alleyway in forward gear. Highways would not accept reversing vehicles from the adopted alleyway.

DELIVERY VEHICLES:

It is understood that the unit will operate a take-away service. The applicant should confirm whether a delivery service will be operational in conjunction with the take-away or whether it will solely operate for pick-up. Should a delivery service be proposed, the applicant should confirm where delivery vehicles will be expected to park/ load. It is noted that there is a Goods Loading and Unloading Bay on Stockport Road.

In response, the applicant commented as follows:

- Secure and sheltered cycle storage is to be provided.
- As this is a private road 600mm high timber fence shall be erected at the rear within the boundary line ,
- Any new shutters not to extend greater than .035 m over the adopted highway as recommended.
- The waste bins are wheeled out on to Stockport Road on the day of collection and wheeled back and returned for secure storage.
- Delivery service is not available at this site.

This response is considered to be acceptable, to Highways Services, who have raised no further issues.

Strategic Area and Citywide Support Manager - Recommends that conditions are attached, to any permission, in relation to hours of operation (as applied for), deliveries, external equipment, refuse and fume extraction.

HS2 - Confirm that the site falls within sub-surface safeguarding required for the Western Leg Phase 2b.

Having reviewed the plans associated with the submission, in the context of HS2 works in that location, it is clear that the proposal will not impact HS2 work.

In light of the above, it is confirmed that HS2 Ltd have no objection to the proposed development.

Greater Manchester Police - Support the application subject to some suggested improvements to the security of the site. These have been provided, to the applicant, as an informative.

Issues

National Planning Policy Framework (July 2021) - Sets out the Government's Planning Policies for England and how these should be applied. It states that the purpose of the planning system is to contribute to the achievement of sustainable development. It states that achieving sustainable development means that the planning system has 3 overarching objectives:

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;

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

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

It states that planning policies and decisions should ensure that developments:

a) will function well and add to the overall quality of the area, not just for the short term, but over the lifetime of the development;

b) are visibly attractive as a result of good architecture, layout and appropriate and effective landscaping;

c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f) create places that are safe, inclusive and accessible, and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Section 12 'Achieving Well Designed Places' states that 'the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. paragraph 126).

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.

Policy SP1 identifies 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 including:-

- 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 or income.
- Protect and enhance the built and natural environment

Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible.

Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

Policy EN1 relates to design principles and strategic character areas and states that all development in Manchester will be expected to follow the seven principles of urban design listed below:

- Character: a place with its own identity
- Continuity and enclosure: a place where public and private places are clearly distinguished
- Quality of the public realm: a place with attractive, and successful outdoor areas
- Ease of movement: a place that is easy to get to and move through
- Legibility: a place that has a clear image and is easy to understand
- Adaptability: a place that can change easily
- Diversity: a place with variety and choice

Policy DM 1 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:-

- 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.

Unitary Development Plan - The site is unallocated in the plan.

Saved policy E3.3 relates to sites along radial and orbital routes, which includes Hyde Road and Pottery Lane, and seeks to ensure that all new development, along these routes, is of the highest quality.

Principle - The subdivision of the premises constitutes permitted development, and the current uses fall within Class E and are therefore in accordance with the authorised use of the premises. The works that form part of this application are therefore the external alterations, already carried out, and the proposed external flue.

Elevational alterations - The alterations to the front of the premises have already been carried out and are mainly to facilitate the creation of an additional entrance on the Stockport Road frontage. The resulting appearance of the premises is one that is typical of buildings in the District Centre. In addition, roller shutters have been installed on the Stockport Road and side elevation of the property. These are presently of a 'solid' appearance (i.e. without perforation), but the applicant has agreed to replace these 'solid' shutters with perforated ones, within 2 months of any planning permission. On this basis the retrospective elevational changes, with the adjustments indicated, are considered to be acceptable.

Proposed flue - The proposed flue is quite tall, at a height of approximately 2 metres above the flat roof, but this will be seen against the backdrop of taller walls, on both sides, sitting in the corner where these two walls join. These walls are not of a brick finish, and not particularly aesthetically pleasing. Whilst the proposed flue would be visible from Stockport Road, given the background and the fact that it is set well back from Stockport Road, it is not considered that the visual appearance, of the site, would be compromised, or that the proposed flue would draw any particular attention to itself. This addition is therefore considered to be acceptable. The technical specifications, provided for the flue, are considered to be acceptable to Environmental Health.

Hours of operation - As a condition of application ref: 061882/FO/NORTH2/01, the premises are allowed to open during the following hours:

Sunday to Thursday, 8.00 a.m. to 11.30 p.m. Fridays and Saturdays, 8.00 a.m. to midnight.

As this application relates to external alterations only, an hours restriction cannot be imposed, but the indicated hours are within the opening times that are currently allowed.

Cycle storage/highways matters - Whilst the application relates to elevational alterations only, the additional doorway does help facilitate the intensification in the use of the premises and raises highways matters, which the applicant has satisfactorily addressed. This includes the applicants confirmation that they will provide a secure and sheltered cycle store at the site. An appropriate condition is therefore proposed.

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

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Discussions have taken place with the applicant through the course of the application, particularly in respect of the flue details, highways matters and shutter design.

Condition(s) to be attached to decision for approval OR Reasons for recommendation to refuse

1) The development hereby approved shall be carried out in accordance with the following drawings and documents:

Site location plan, stamped as received by the City Council, as Local Planning Authority, on 18 August 2021.

Jasun Filtration PLC Flue Pipe Details document and drawing numbered 7A, stamped as received by the City Council, as Local Planning Authority, on 8 October 2021.

Design and Access Statement and drawings numbered 03A, 05B and 06B, stamped as received by the City Council, as Local Planning Authority, on 15 December 2021.

Drawings numbered 02C and 04D, stamped as received by the City Council, as Local Planning Authority, on 3 February 2022.

Drawing numbered 01D, stamped as received by the City Council, as Local Planning Authority, on 9 February 2022.

Miller Goodall Commercial Kitchen Odour Risk Assessment dated 18 March 2022 (ref: 102784), stamped as received by the City Council, as Local Planning Authority, on 4 April 2022.

Emails from Talat Zeria, dated 26 April 2022 and 3 May 2022, indicating arrangements for cycle storage, servicing, refuse collection and roller shutter design at the site.

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.

2) The consent hereby granted does not grant or imply the granting of a consent for any existing roller shutters or associated housings, currently in place on the building and, notwithstanding the details indicated, on the approved drawings, within 2 months of the date of this permission a scheme for the installation of perforated roller shutters, set in recessed roller shutter boxes shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved scheme shall be implemented within one month of the approved details being agreed and thereafter retained and maintained for as long as the development remains in use.

Reason- For the avoidance of doubt, and in the interests of the visual amenity of the area, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

3) Notwithstanding the details indicated, on the approved drawings, within 2 months of the date of this permission a scheme for the provision of secure cycle storage facilities, on site, shall be submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented within one month of the approved details being agreed and thereafter retained and maintained for as long as the development remains in use.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with policies SP1, T1 and DM1 of the Manchester Core Strategy.

4) Fumes, vapours and odours shall be extracted and discharged from the premises in accordance with the Commercial Kitchen Odour Risk Assessment dated 18 March 2022 (ref: 102784), stamped as received by the City Council, as Local Planning Authority, on 4 April 2022. Confirmation shall be submitted for the approval of the City Council as local planning authority that the approved fume and vapour extraction scheme has been implemented, within one month of the flue being installed on site.

Reason - In the interests of the amenities of occupiers of nearby properties., pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

5) Any externally mounted ancillary equipment shall be acoustically insulated in accordance with a scheme submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment. The approved scheme shall be implemented in accordance with these details prior to the first use of the development.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies DM1 and SP1 of the Manchester Core Strategy and saved policy DC26.1 of the Unitary Development Plan for the City of Manchester.

6) Notwithstanding the details indicated, on the approved drawings, within 2 months of the date of this permission a scheme for the storage and disposal of refuse shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved scheme shall be implemented within one month of the approved details being agreed and thereafter retained and maintained for as long as the development remains in use.

Reason - In the interests of amenity and public health, pursuant to policies DM1, EN19 and SP1 of the Manchester Core Strategy.

Informatives

1) - The new external fittings (i.e. shutters, windows or doors) should be certified to Secured by Design standards.

- An intruder alarm should be installed with contacts on all external doors and with movement detectors. The alarm should be monitored by an appropriate body.

- Coverage for any CCTV systems and any existing alarms will need to be reviewed to check all areas of the development are covered.

2) It is assumed that the roller shutters will be located within the red line boundary of the site. If the roller shutters extend greater than 0.35m over the adopted highway than a Projection Over Licence will be required. This is obtainable via Contact Manchester on 0161 234 5004 and is to be funded at the applicant's expense.

3) 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

High Speed Two (HS2) Limited
Highway Services
Environmental Health
Greater Manchester Police

618A Stockport Road, Manchester, M13 0RQ
618B Stockport Road, Manchester, M13 0RQ
5 Stamford Road, Manchester, M13 0SE
1 Stamford Road, Manchester, M13 0SE
2 Portland Road, Manchester, M13 0SA
638A Stockport Road, Manchester, M13 0SH
First Floor, 618 Stockport Road, Manchester, M13 0RQ
Unit 4, 601 Stockport Road, Manchester, M13 0RX
591B Stockport Road, Manchester, M13 0RX
1A Stamford Road, Manchester, M13 0SE
Unit 4, 1B Stamford Road, Manchester, M13 0SE
Unit 3, 1B Stamford Road, Manchester, M13 0SE
Unit 2, 1B Stamford Road, Manchester, M13 0SE
Unit 1, 1B Stamford Road, Manchester, M13 0SE
1B Stamford Road, Manchester, M13 0SE
Flat 1, 1A Stamford Road, Manchester, M13 0SE
Flat 2, 1A Stamford Road, Manchester, M13 0SE
Flat 3, 1A Stamford Road, Manchester, M13 0SE
Flat 4, 1A Stamford Road, Manchester, M13 0SE
591A Stockport Road, Manchester, M13 0RX
591 Stockport Road, Manchester, M13 0RX
636 Stockport Road, Manchester, M13 0SH
638 Stockport Road, Manchester, M13 0SH
Top Floor Flat, 632 Stockport Road, Manchester, M13 0SH
Ground Floor, 620 - 622 Stockport Road, Manchester, M12 0SH
Ground Floor, 595C Stockport Road, Manchester, M13 0RX
First Floor And Second Floor, 620 - 622 Stockport Road, Manchester, M12 0SH
First Floor Office 3, 618 Stockport Road, Manchester, M13 0RQ
595C Stockport Road, Manchester, M13 0RX
595D Stockport Road, Manchester, M13 0RX
620 - 622 Stockport Road, Manchester, M12 0SH
595C - 595D Stockport Road, Manchester, M13 0RX
Rear Of 601, Stockport Road, Manchester, M12 6AL
636A Stockport Road, Manchester, M13 0SH
Unit 3, 601 Stockport Road, Manchester, M13 0RX
Unit 1, 601 Stockport Road, Manchester, M13 0RX
Unit 2, 601 Stockport Road, Manchester, M13 0RX
Unit 5, 601 Stockport Road, Manchester, M13 0RX
593 Stockport Road, Manchester, M13 0RX
595E Stockport Road, Manchester, M13 0RX
595A Stockport Road, Manchester, M13 0RX
632 Stockport Road, Manchester, M13 0SH
595B Stockport Road, Manchester, M13 0RX
628 Stockport Road, Manchester, M13 0SH
595F Stockport Road, Manchester, M13 0RX
First Floor, 595C - 595D Stockport Road, Manchester, M13 0RX
Slade Lane Post Office, 630 Stockport Road, Manchester, M13 0SD

634 Stockport Road, Manchester, M13 0SH
640 Stockport Road, Manchester, M13 0SH
618 Stockport Road, Manchester, M13 0RQ
3 Stamford Road, Manchester, M13 0SE
6 Portland Road, Manchester, M13 0SA
4 Portland Road, Manchester, M13 0SA

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
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
HS2 Phase 2b Safeguarding Zones - HS2 Safeguarding Zones (October 2020)
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Area Team Boundary - Name: NORTH2