

Planning

Growth & Development

Delegated officer report for planning application

Application no. 132792/FO/2022

Date registered valid: 11 February 2022

Proposal: Conversion and refurbishment of existing property to form 3 No. 1 bed self-contained flats and one two bed flat (use class C3) including rooflights and rear dormer, together with associated car parking, cycle storage and bin storage

Address: 567 Wilmslow Road, Manchester, M20 3QH

Ward(s): Withington Ward

Applicant: Mr Paul Gelder, C/o Agent

Agent (if any): Mr Ralph Taylor, Paul Butler Associates, 31 Blackfriars Road, Salford, M3 7AQ

Case officer: Dave Morris
Tel: 0161 600 7924
Email: dave.morris@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 31.03.2022

Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Standard consultations:

Printed: 11 February 2022 Expired: 4 March 2022

Neighbour notifications

Printed: 11 February 2022 Expired: 4 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



This application relates to the first and second floors of a large two storey semi detached Villa on the east side of Wilmslow Road close to its junction with Rathen Road. The property has accommodation in the roof void and is currently used as a Vets practice on the ground floor with 6 studio flats above. The flats are accessed via an open stair at the side of the property. There are large gardens to the front and rear both of which have been hard surfaced and are used for parking.



Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of area

This is an area of mixed uses on the fringe of Withington District Centre. The other half of the semi appears to be in residential use, the property has not been extended although there is a detached outbuilding in the rear garden adjacent to the common boundary. To the south is a modern three storey flat development. To the rear is the rear garden of a house on Rathen Road. Facing the site is Oak Road, on the north side of which is Christie Hospital and the south side a car sale lot.

Description of development

This application relates to the first and second floors only. The ground floor is not in the applicants control. Consent is sought to replace the existing rear dormer with a larger dormer across the width of the property. The first and second floors would then be converted in three one bed flats and one two bed flat. The flats would be accessed via the existing external stair. The one bed flats would range in size from 39 to 41 square metres and the two bed flat would be 61 square metres.



First Floor

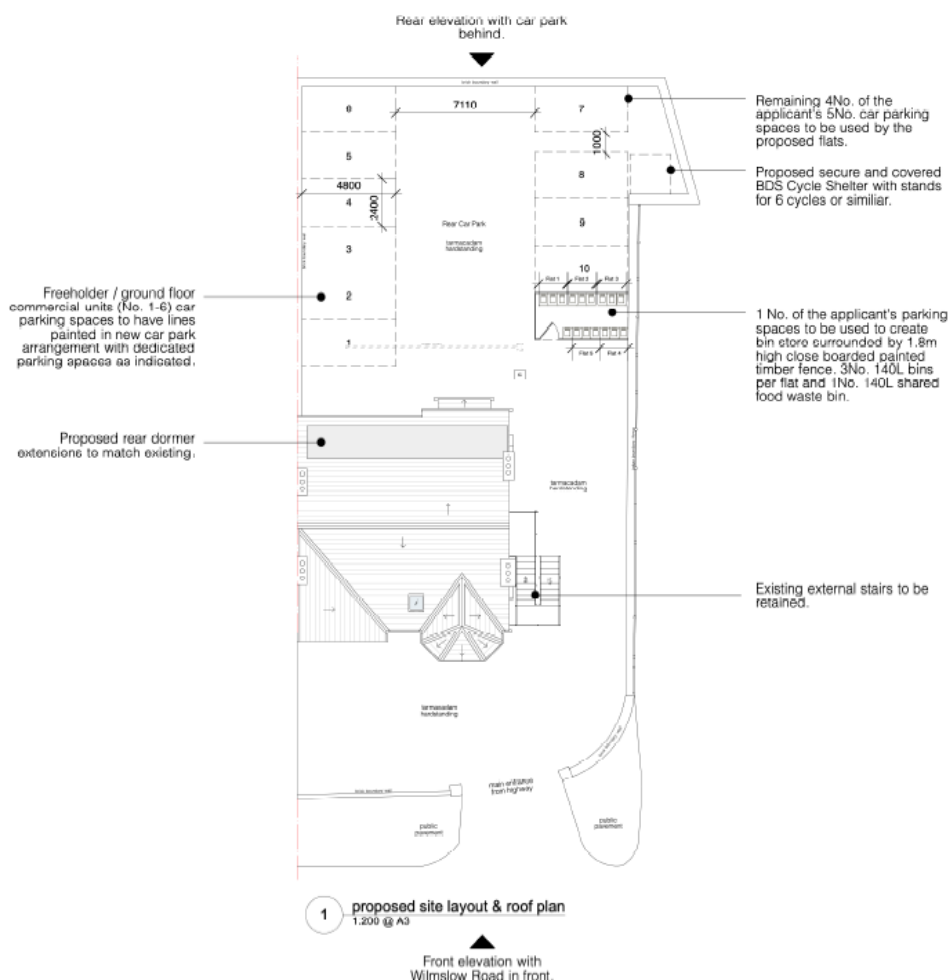


Second Floor



Rear Elevation

Ten parking spaces would be marked out in the rear garden, six for the ground floor use and one each for the flats. Access would remain unchanged. In addition a secure cycle store would be provided and the developer has offered two EV charging points.



A new enclosed compound would be provided for the storage of the refuse/recycling bins for the proposed flats. The refuse for the ground floor use will be stored separately and at present this appears to be in the front garden.

Consultations & Notification Responses

Local residents Businesses

No representations received.

Environmental Protection

Have requested a refuse condition in respect of which they have made the following comments. The applicant has submitted, with the application, a waste management strategy for the site. The form suggests that a management company will be responsible for ensuring that bins are presented for collection and returned afterwards but it is not clear how often the management company will visit site or if they will live at the property. No information has been submitted regarding the proposed collection point and also there is no information regarding the bin store location for the site.

Highways

- The proposed conversion of existing 6 bedsits/flats to become 5 self-contained flats is considered unlikely to generate a significant increase in vehicle trips. The site benefits from high levels of accessibility, with regular bus, train and tram connections located within the walkable radius of the site.
- An existing car park is situated to the rear of the property which is accessed via an existing vehicular access point from Wilmslow Road. There are no amendments noted regarding the vehicular access. The spaces accord with MCC's standard minimum dimensional requirement of 2.4m x 4.8m, including an adequately sized aisle width. It is noted that the spaces will be formally demarcated. This is acceptable to Highways.
- Given the reduction in beds from 6 bed to 5 no.1 bed flats, the accessible location of the site and proposed 100% cycle storage, MCC Highways are willing to accept the 80% car parking allocation.
- It is recommended that a travel plan is conditioned to ensure that all residents and visitors are made aware of the sustainable travel options. Highways note that disabled provision has not been provided and therefore it requested that this is accommodated.
- No information is provided regarding the provision of accessible spaces or EVC. This should be confirmed.
- The secure and sheltered cycle parking will be available within the on-site car park, for six bicycles, on a one-per-apartment basis. This is acceptable to Highways.
- Further clarification is required concerning pedestrian access points into the flats and the commercial ground floor business.
- Bins are noted to be stored within the rear car park with a specific dedicated store to be erected, this is accepted in principle. It is noted that a management company will be responsible for manoeuvring the refuse bins onto the adopted highway for necessary collection from the kerbside on Wilmslow Road
- Detail should be sought from the applicant in relation to any proposed construction or fitout arrangements, where there is an impact on the highway.
- The applicant should be advised that any requirements for licensing, hoarding / scaffolding, skips and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highway Applications and Network Resilience teams via Email - highwaylicenses@manchester.gov.uk

Policy

Core Strategy

The relevant Core Strategy policy is DM1 which seeks to protect the amenity of an area from the adverse impact of development.

Unitary Development Plan

The relevant saved UDP policy is DC5 which sets down the criteria to be considered in determining applications for flat conversions.

Issues

Principle

The proposed development involves the upgrade from the existing 6 studio flats to four larger self contained flats. The improvement of the City's housing stock is considered to accord with Council policy.

Dormer

There is an existing shed dormer on the rear elevation and this would be replaced by a larger dormer covering more of the width of the property and having a flat rather than sloping roof. The dormer still sits within the roof and would be constructed on materials that match the existing. On balance it is considered that the proposed dormer is acceptable.

Standard of accommodation.

The proposed flats now meet the City Council's space standards and consequently the standard of accommodation is considered acceptable.

Residential amenity

The only change to the property externally is the enlarged dormer, which it is considered will not impact to any greater extent than the existing dormer.

In terms of comings and goings and the general activity associated with the flats this should be no greater than the existing 6 studio flats.

Given the existing uses in the premises as a whole it is not considered that the proposal will impact on residential amenity.

Car parking

The proposed car parking is in line with current practice and is therefore considered acceptable.

Refuse

Whilst Environmental Protection have queried the manner in which the bins are put out the provision itself is acceptable and from a planning standpoint this is considered acceptable.

Sustainability

This is a sustainable location, well served by public transport and on the edge of a major district centre with its attendant facilities. In addition the applicant is proposing to provide two EV charging points.

Cycles

The provision of a shelter for cycles is considered acceptable and accords with Council policy.

External Stair

Concern was expressed about the suitability of the external stair. The applicant has advised that their Building Survey considers the stair to be acceptable.

Conclusion.

The proposed development will improve the standard of the accommodation on offer and is considered acceptable.

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 issues arising from the consideration of this application.

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:

196 09 revision A received 14 March 2022

196 10 revision C received 14 March 2022

196 11 revision C received 14 March 2022

196 12 revision B received 14 March 2022

196 13 revision A received 14 March 2022

196 14 revision A received 14 March 2022
BDS Cycle Shelter received 14 March 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 development hereby approved shall be constructed using the materials that match those used on the original building in terms of size, texture and colour as specified on the approved drawings.

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 policies SP1 and DM1 of the Core Strategy.

4) The details of the scheme for the storage of refuse shown on the approved drawings shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - To ensure that there are satisfactory arrangements for the storage of refuse pursuant to Core Strategy policy DM1

5) The car parking shown on the approved drawings shall be surfaced demarcated and available for use before the flats hereby approved are first occupied.

Reason - To ensure that there are satisfactory arrangements for the parking of cars pursuant to Core Strategy policy DM1

6) Development of the hereby approved flat conversion shall not commence until details of the measures to be incorporated into the development to allow for the provision of electric vehicle charging points have been submitted to and approved by the City Council as Local Planning Authority.

Reason - To promote sustainable development and in the interests of residential amenity, pursuant to Policies DM1 and EN16 in the Manchester Core Strategy (2012).

7) The cycle storage arrangements shown on the approved plans shall be implemented as part of the development and retained thereafter.

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 Core Strategy.

Informative

Any requirements for licensing, hoarding / scaffolding, skips and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highway Applications and Network Resilience teams via Email - highwaylicenses@manchester.gov.uk

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health

Didsbury Car Wash, 570 - 572 Wilmslow Road, Manchester, M20 3DB
565 Wilmslow Road, Manchester, M20 3QH
1 Rathen Road, Manchester, M20 4QJ
2 Rathen Road, Manchester, M20 4GH
Front First Floor Flat, 3 Rathen Road, Manchester, M20 4QJ
Flat 6, 567 Wilmslow Road, Manchester, M20 3QH
Flat 4, 567 Wilmslow Road, Manchester, M20 3QH
Flat 3, 567 Wilmslow Road, Manchester, M20 3QH
Flat 2, 567 Wilmslow Road, Manchester, M20 3QH
Flat 1, 567 Wilmslow Road, Manchester, M20 3QH
Top Flat, 3 Rathen Road, Manchester, M20 4QJ
Rear First Floor Flat, 3 Rathen Road, Manchester, M20 4QJ
Flat 5, 567 Wilmslow Road, Manchester, M20 3QH
568 Wilmslow Road, Manchester, M20 3DB
Alpino Cars, 568 Wilmslow Road, Manchester, M20 3DB
5 Rathen Road, Manchester, M20 4QJ
36 Oak Road, Manchester, M20 3DA
Flat 8, 563 Wilmslow Road, Manchester, M20 4GJ
Flat 1, 563 Wilmslow Road, Manchester, M20 4GJ
Flat 9, 569 Wilmslow Road, Manchester, M20 3QH
Flat 2, 569 Wilmslow Road, Manchester, M20 3QH
Flat 5, 569 Wilmslow Road, Manchester, M20 3QH
Flat 6, 563 Wilmslow Road, Manchester, M20 4GJ
Flat 7, Clifford House, 567A Wilmslow Road, Manchester, M20 3QH
Flat 11, Clifford House, 567A Wilmslow Road, Manchester, M20 3QH
Flat 2, Clifford House, 567A Wilmslow Road, Manchester, M20 3QH
Flat 3, Clifford House, 567A Wilmslow Road, Manchester, M20 3QH
Flat 9, Clifford House, 567A Wilmslow Road, Manchester, M20 3QH
Flat 5, 36 Oak Road, Manchester, M20 3DA
Flat 1, Rutland Court, Oak Road, Manchester, M20 3BA
Flat 4, 563 Wilmslow Road, Manchester, M20 4GJ
Flat 3, 563 Wilmslow Road, Manchester, M20 4GJ
Flat 5, 563 Wilmslow Road, Manchester, M20 4GJ
Flat 8, 569 Wilmslow Road, Manchester, M20 3QH
Flat 1, 569 Wilmslow Road, Manchester, M20 3QH
Flat 3, 569 Wilmslow Road, Manchester, M20 3QH
Flat 4, 569 Wilmslow Road, Manchester, M20 3QH
Flat 6, 569 Wilmslow Road, Manchester, M20 3QH
Flat 7, 569 Wilmslow Road, Manchester, M20 3QH
Flat 2, 563 Wilmslow Road, Manchester, M20 4GJ
Flat 7, 563 Wilmslow Road, Manchester, M20 4GJ
Flat 1, Clifford House, 567A Wilmslow Road, Manchester, M20 3QH
Flat 10, Clifford House, 567A Wilmslow Road, Manchester, M20 3QH
Flat 12, Clifford House, 567A Wilmslow Road, Manchester, M20 3QH
Flat 8, Clifford House, 567A Wilmslow Road, Manchester, M20 3QH
Flat 4, Clifford House, 567A Wilmslow Road, Manchester, M20 3QH
Flat 5, Clifford House, 567A Wilmslow Road, Manchester, M20 3QH
Flat 6, Clifford House, 567A Wilmslow Road, Manchester, M20 3QH
Flat 6, 36 Oak Road, Manchester, M20 3DA

Flat 4, 36 Oak Road, Manchester, M20 3DA
Flat 3, 36 Oak Road, Manchester, M20 3DA
Flat 2, 36 Oak Road, Manchester, M20 3DA
Flat 1, 36 Oak Road, Manchester, M20 3DA
Ground Floor Flat, 3 Rathen Road, Manchester, M20 4QJ
156 Parkville Road, Manchester, M20 4TY
154 Parkville Road, Manchester, M20 4TY
47 Parkville Road, Manchester, M20 4TX
45 Parkville Road, Manchester, M20 4TX
4 Rathen Road, Manchester, M20 4GH
Flat 2, Rutland Court, Oak Road, Manchester, M20 3BA

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
HS2 Phase 2b Safeguarding Zones - HS2 Safeguarding Zones (October 2020)
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: SOUTH