

Planning

Growth & Development

Delegated officer report for planning application

Application no. 131397/FO/2021

Date registered valid: 8 September 2021

Proposal: Conversion of a existing single dwelling into three self-contained apartments with associated landscaping to the rear and front of the property and installation of rear dormer

Address: 1198 Stockport Road, Manchester, M19 2RA

Ward(s): Levenshulme Ward

Applicant: Sefa Amesu One Manchester Lovell House, 6 Archway, Manchester, M15 5RN

Agent (if any): Mr Josh Pearson Bernard Taylor Partnership Ltd Elizabeth House , 486 Didsbury Road, Stockport, SK4 3BS

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

Recommendation: Approve

Date of recommendation: 9 February 2022

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit:

Standard consultations:

Printed: 16 September 2021 Expired: 7 October 2021

Neighbour notifications

Printed: 13 September 2021 Expired: 4 October 2021

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 three storey vacant dwellinghouse lies within a terrace of 14 similar properties , in a mixed residential /commercial area with a vehicle MOT/repair garage business located to the rear. The property has a small front and small rear garden . There are no off street parking spaces associated with the dwellinghouse, and Stockport Road to the front of the property is subject to Traffic Regulation Orders.

Listed building: Not applicable

Conservation area:

Tree Preservation Order:

Description of area

To the east of Stockport Road opposite the property is a gym , a Class E use food shop , and Class E use offices. To the west of the house is a repair garage , and there are residential properties directly to the north and south of the house .

Description of development

The property is currently a vacant dwellinghouse (Class C3a) and consent is sought to convert it into three self-contained 1 bedroom flats. with associated landscaping to the rear and front of the property and installation of rear dormer to the rear roof slope .

The floorspace for the ground floor flat would be 44.5m² , with the flat at the first floor level comprising 43.5m² , and with the flat in the roofspace having a floor area of 31.9m². The floor layout has been designed to line through at each floor with lounge areas located above lounges etc.

Access to all three proposed flats is from the existing front door facing Stockport Road. The existing basement entrance to the rear elevation of the property is to be removed and the surround made good.

The proposed dormer on the rear elevation has a pitched roof set below the ridge of the main roof of the property. The scheme would also include the erection of 1.8m boundary treatment to the southern boundary, and 2.1m to the western boundary both comprising timber panels set above gravel boards and set between concrete posts. A new gated access is proposed in the northern boundary to provide access to the ginnel between nos. 1198 and 1196 Stockport Road which is bounded by a coping and railing topped brick wall.

The Registered Provider (One Manchester) has indicated that all three flats would be used as part of the Rough Sleeper Accommodation Programme.

Consultations & Notification Responses

Local residents and local businesses - No comments received.

Environmental Health – recommend conditions relating to construction hours, acoustic insulation of the property from traffic noise; refuse storage, and air quality

Highways Services –

GMP-

Homelessness Team –

Ecology -

Policy

National Planning Policy Framework (NPPF) - This Framework came into effect on 27th March 2012 and was amended and updated in July 2021. It sets out the Government's planning policies for England and how these are expected to be applied. It provides a mechanism through which locally-prepared plans for housing and other development can be produced.' It states that 'at the heart of the Framework is a presumption in favour of sustainable development.' However, the Framework re-iterates that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. Furthermore, the statutory status of the development plan remains as the starting point for decision making. In 'decision-taking', this means that development proposals that accord with the development plan should be approved without delay unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

Section 5 refers to the need to deliver a sufficient supply of homes and states that strategic policies should be informed by a local need assessment and the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies.

Chapter 8: Promoting healthy and safe communities - States that planning decisions should aim to achieve healthy, inclusive, accessible and safe places, where crime and disorder (and the fear of crime) do not undermine the quality of life or community cohesion (paragraph 92). The development would be appropriately related to the streetscene thereby securing appropriate natural surveillance. As the development would continue to be occupied for residential

purposes, and potential impact to residential amenity would be due to any juxtaposition of rooms at first floor level to bedrooms in the adjacent dwellinghouses.

Chapter 9: Promoting sustainable transport - States that in assessing specific applications for development, it should be ensured that:

- i. The potential impact of development on transport networks can be addressed;
- ii. Provide opportunities for walking, cycling and public transport use (Paragraph 104).

It is considered that, given the magnitude of the development, the generation of traffic and vehicular movement would be predictable and capable of being accommodated within the local highway infrastructure. The site is highly accessible via public transport. The development would thereby be appropriately related to Chapter 9.

Planning Practice Guidance - On 6 March 2014 the Department for Communities and Local Government (DCLG) launched this planning practice guidance web-based resource and is relevant to key planning issues of significance to applicants and local authorities. In considering this application the following aspects of the PPG have been appropriately responded to:

- i. Consultation and pre-decision matters;
- ii. Health and well-being;
- iii. Noise.

It is considered that the development would be appropriately related to the above objectives for the reasons set out in the report.

Manchester's Local Development Framework: Core Strategy - The Core Strategy Development Plan Document 2012 -2027 ('the Core Strategy') was adopted by the 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.' The following policies are relevant to the proposed development:

Policy SP 1 - Specifies the Core Development Principles for parts of the City. In this case the relevant principles relate to the extent to which the development:

- a. Makes a positive contribution to neighbourhoods of choice including the creation of well designed places that enhance or create character; making a positive contribution to the health, safety and well-being of residents, considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income and to protect and enhance the built and natural environment;
- b. Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible;
- c. 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.

The development would bring back into use a vacant residential property managed by a Registered Provider to provide accommodation for homeless people meeting a recognised need and enhancing the well-being of future residents. The site benefits from its sustainable location in relation to access to service and transportation. Policy SP1 would thereby be accorded with.

Policy EN 16 (Air Quality) - Requires that consideration is given to the potential impact of existing air quality on new development. In this case, the site is located in the Manchester Air Quality Management Area. Consideration therefore needs to be given to the potential impact of localised pollution from Stockport Road.

Policy EN19 Waste - Requires consideration of the submitted details relating to determine if the applicant has satisfactorily demonstrated how:

- i. Both construction and demolition waste will be minimised and recycled on site wherever possible;
- ii. The sustainable waste management needs of the end user will be met.

A condition has therefore been included to ensure that appropriate lockable storage enclosure for the residential waste, with sufficient capacity, would be provided to accord with Policy EN19.

Policy T1 (Sustainable transport) - Relates to the delivery of sustainable, high quality, integrated transport system, which encourages a modal shift away from car travel to public transport, cycling and walking and prepare for carbon free modes of transport. In this case, the development would not generate significant traffic and the site is in a sustainable transport location. Policy T1 would be appropriately responded to.

Policy DM1 (Development Management) - 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. Relevant considerations in this case are:

- o Appropriate siting, layout, scale, form, massing, materials and detail;
- o Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development with due regard to the character of the surrounding area;
- o Effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation;
- o Accessibility - In relation to inclusive access and sustainable transport modes;
- o Community safety and crime prevention;
- o Design for health;
- o Refuse storage and collection.

It is considered that the development not unduly harm residential amenity, and appropriate waste management would be provided. Policy DM1 would thereby be accorded with.

Unitary Development Plan (UDP) saved policies -The following saved UDP policies are also considered to be relevant:

Policy E3.3 (Upgrade the appearance of radial and orbital routes) - This policy (E3.3) is relevant given the views of the site from Stockport Road, which is a major radial route to the City Centre. It is considered that the as no elevational changes are proposed as part of the development there would be no impacts to the streetscene, policy E3.3 would be accorded with.

Saved Policy DC5 (Flat Conversions) - The Council will have regard to the standard of accommodation, the effects upon adjoining occupiers, the adequacy of car parking, the general effects upon the character of the neighbourhood, access arrangements, refuse storage and private outdoor amenity space.

Policy DC26 (Development and noise)

Policy DC26.1 - Has been related to the proposals contribution to the local noise environment, in relation to the conversion of the property into three flats, and the additional activity it may generate, including an increase in comings and goings to the property. In this case, it is considered that noise disturbance would be absorbed into the surrounding noise environment. In regard to the impact of the surrounding noise environment on the occupation of the apartments, it is considered that appropriate noise attenuation can be addressed through the recommended conditions. The development would thereby be positively related to policy DC26.

Guide to Development in Manchester - States that throughout the City, the Council will encourage development that complements Supplementary Planning Document and Planning Guidance. 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 secure satisfactory development in Manchester. It is considered that the development would be satisfactorily related the Guide requirement for design and community, safety and crime prevention.

Manchester Residential Quality Guidance (2016)

The City Council's Executive has endorsed the Manchester Residential Quality Guidance. As such, the document is now a material planning consideration in the determination of planning applications and weight should be given to this document in decision making.

The purpose of the document is to outline the consideration, qualities and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester. Above all the guidance seeks to ensure that Manchester can become a City of high quality residential neighbourhood and a place for everyone to live.

The document outlines nine components that combine to deliver high quality residential development, and through safe, inviting neighbourhoods where people want to live. These nine components are as follows:

- Make it Manchester;
- Make it bring people together;
- Make it animate street and spaces;
- Make it easy to get around;
- Make it work with the landscape;
- Make it practical;
- Make it future proof;
- Make it a home; and
- Make it happen.

Issues

Principle of the development

Whilst the preferred option would be to retain the property in single family accommodation, it is acknowledged that the Registered Provider has experienced difficulties in letting the dwellinghouse to a family. The dwellinghouse has been vacant since July 2020, and the applicant has indicated that in their view this has been in part due to the location of the house in very close proximity to a busy main radial route into the City, and that there is no off street parking associated with the property. It is also acknowledged that long stay on street parking is

also not available in close proximity the house due to traffic regulation orders on Stockport Road. It is considered that the continued use of the property for residential use to meet a recognised need for accommodation for homeless people would be acceptable in principle.

Standard of Accommodation

Flat 1 on the ground floor and flat 2 on the first floor both exceed the Manchester's minimum space standards by approximately 14% (MCMSS 1B1P – GIA 39m², Apartment 1&2 – GIA approx. 44.5m² & 43.5m²). Flat 3 on the second floor has the GIA of approximately 31.9m² which is achieving 82% of the minimum space standards requirements.

All the flats have been designed to create layout to fit within the existing property constraints. The top floor would include the incorporation of a dormer to the rear roof slope to provide more natural light and headspace in the bedroom as well as a new window in a bathroom.

Residential Amenity

Saved policy DC5 of the UDP states that for proposals involving flat conversions, the Council will have regard to the standard of accommodation and the effects upon adjoining occupiers.

Policies DM1 and SP1 of the Core Strategy indicate further, that consideration should be given to the effects of development upon the amenity, living conditions and the well-being of residents, whilst saved policy DC26 of the UDP looks to consider the effect of new development proposals which are likely to be generators of noise.

In this case, that the proposed flats would only be occupied by 3 individuals, which has the potential to be less than if a family were to occupy the property. As such whilst the unrelated occupiers would have independent lifestyles and differing pattern of behaviour in comparison to traditional family occupancy, it is not considered that the proposed development would lead to an increase in pedestrian and vehicular activity at the site, or have the potential to cause unsatisfactory levels of noise and disturbance. Whilst there may be an increase to the comings and goings to the property, it is not considered that this would give rise to a significant negative impact upon the living conditions of neighbouring residential occupiers to the detriment of their amenity.

The proposal includes a reasonable sized area of private usable amenity space for prospective occupiers to the rear of the property, which would accord with the Guide to Development in Manchester (SPD) states that all new development should be designed to provide on-site amenity space which is fit for purpose and which is informed by, and relates to, the character of the area.

Although no new window openings are proposed, the proposed internal layout would lead to a window currently serving a bathroom at first floor level in the northern elevation being repurposed as a secondary bedroom window. It is therefore proposed that this window be subject to a condition to require that it be obscurely glazed to a height of 1.7m above the internal floor level, and be maintained as such in perpetuity to safeguard the amenity of future residents. On balance it is not considered that the development would unduly harm residential amenity.

Visual Amenity

Policies SP1 and DM1 of the Core Strategy, as well as the Guide to Development (SPD) underline the importance attached to protecting the character and appearance of an area and the need to adhere to the Council's design principles. The NPPF advocates further, the need for good design.

With the exception of the removal of an access to the basement on the rear elevation, other elevational works are limited to the incorporation of a pitched roof dormer to the rear roof slope, which would be in keeping with the pattern of development found locally and would not have a negative impact on the character of the area.

Disabled Access

Access to this property is via 4 steps, given the limited front garden area, it would not be feasible to provide a ramped access to this property. This proposal would not be able to create a fully accessible building.

Standard of accommodation

Landscaping

External hard landscaping works (in the form of flags) are proposed to the front of the house to provide a clean solid surface for an improved approach to the entrance area and easy bin access. It is also proposed to install a new patio and re turf the rear garden area, to improved the private usable amenity space of the future occupiers of the property.

Crime and security - The recommendations of GM Police Design for Security are related to the development through an informative.

Waste management

The number of bins shown to be stored in the front garden area would not be sufficient to meet the requirements as set by Environmental Health. However, the rear garden can be readily accommodated the extra provision which would be needed , and with the addition of a new pedestrian gate in the side boundary treatment to the ginnel , could be taken to a collection point at the front of the property on collection day .

A condition has thereby been included to secure proportionate and appropriate waste management arrangements detailing capacity, siting and appearance of a lockable enclosure for the storage of the segregated waste and recycling bins relating to the authorised flats.

Highways issues

The adjacent section of highway on Stockport Road incorporates single yellow lines. This will assist with the management of traffic. Given the limited magnitude of the development it is not considered that the development would raise significant concern regarding traffic generation. Any increase in activity would be absorbed into existing levels of activity in the locality . The residents would also benefit from the sustainable location of the site.

Notwithstanding the accessible location of the site, car ownership cannot be precluded, but due to the proposed occupiers this is anticipated to be unlikely.

Cycle storage

A condition has been included to ensure the approval of final storage details and capacities.

Construction management

It is not considered that the magnitude of the development would necessitate a comprehensive CMP. The development could be contained within the site and accessed via the Stockport Road entrance and the side alleyway.

Air quality

The applicant has been advised of the observations received in regard to mitigation of pollution from Stockport Road and maintaining existing levels of air quality. In response, the applicant has agreed to engage with a consultant to determine appropriate mitigation measures. A related condition has therefore been included.

Conclusion - It is considered that the development would contribute to local housing provision. The future management of the use would be secured through the conditions set out below.

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:

Article 35 Declaration

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

1. 3yrs

2. SPL

SR-BTP-00-SP-DR-A-3918_100 Location Plan

SR-BTP-00-SP-DR-A-3918_110 Site Plan as Existing

SR-BTP-00-ZZ-DR-A-3918_111 Existing Floor Plans

SR-BTP-00-ZZ-DR-A-3918_112 Existing Elevations

SR-BTP-00-SP-DR-A-3918_120 rev.1 Site Plan as Proposed

SR-BTP-00-ZZ-DR-A-3918_121 Proposed Floor Plans

SR-BTP-00-ZZ-DR-A-3918_122 Proposed Elevations

SR-BTP-00-SP-DR-A-3918_123 rev.1 Proposed Boundary Key Plan

Completed waste management proforma;

3. Noise

4. refuse

5. AQ

6 Obscure glazing

6. Bin store design

No additional windows or doors

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Greater Manchester Police
Greater Manchester Ecology Unit
Strategic Lead For Homelessness

1202 Stockport Road, Manchester, M19 2RA
1200 Stockport Road, Manchester, M19 2RA
1192 Stockport Road, Manchester, M19 2RA
1083A Stockport Road, Manchester, M19 2RE
Jetts Fitness, 1083 Stockport Road, Manchester, M19 2RE
Land Fronting 1083 To 1087, Stockport Road, Manchester, M19 2SU
Unit 3, Haniwells Business Park, Hardicker Street, Manchester, M19 2RB
Unit 1, Haniwells Business Park, Hardicker Street, Manchester, M19 2RB
Unit 2, Haniwells Business Park, Hardicker Street, Manchester, M19 2RB
Flat Above, 1206 Stockport Road, Manchester, M19 2RA
Flat Above, 1208 Stockport Road, Manchester, M19 2RA
1206 Stockport Road, Manchester, M19 2RA
1190 Stockport Road, Manchester, M19 2RA
1085 Stockport Road, Manchester, M19 2RE
1208 Stockport Road, Manchester, M19 2RA
1204 Stockport Road, Manchester, M19 2RA
1196 Stockport Road, Manchester, M19 2RA
1194 Stockport Road, Manchester, M19 2RA

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
Flood Zones Type 2 (low to medium risk) -
Area Team Boundary - Name: NORTH2