

Planning

Growth & Development

Delegated officer report for planning application

Application no. 130181/FO/2021
Date registered valid: 17 May 2021
Proposal: Erection of single storey side extension to existing Class E use
Address: 787 Stockport Road, Manchester, M19 3DL
Ward(s): Levenshulme Ward

Applicant: Mr A Ali 787 Stockport Road, Manchester, M19 3DL
Agent (if any): David Ormesher Holborow and Ormesher Via Email
Case officer: Carl Glennon
Tel: 0161 234 4530
Email: carl.glennon@manchester.gov.uk

Recommendation: Approve
Date of recommendation: 2 September 2021

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 26 May 2021

Standard consultations:

Printed: 21 May 2021 Expired: 11 June 2021

Neighbour notifications

Printed: 21 May 2021 Expired: 11 June 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

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

Description of area

The application relates to the forecourt area situated adjacent to the ground floor of and existing 2-storey building that is currently in use for financial services (Class E). The site is located at the south-east junction of Stockport Road and Balleratt Street. The existing property has a dual frontage with the Stockport Road elevation presented to Levenshulme District Centre with the Balleratt Street elevation marking the terminus of the use as it becomes residential in character, i.e., 2-storey housing. The existing property comprises metal frame windows sub-divided by red-brick columns and stall risers. Remaining ground and first floor section of the building comprises of white painted brickwork. The Balleratt Street elevation involves a single storey side extension that extension that includes the entrance to first floor apartments also defined by a low brick wall.

The principle of the development was established by planning permission:

104247/FO/2013/N2 - Erection of single storey side extension to shop

Approved 15 January 2014



Fig.1 – Existing shopfront arrangement



Fig. 2 - Application site at the junction of Stockport Road and Balleratt Street

Description of development

The development replicates the footprint and composition of the previous planning permission ref: 104247/FO/2013/N2. The circumstance would differ with regard to the sub-division of No 787 into two separate Class E uses. The proposed extension would be set back from the forward building line. It would project from the northern elevation by 2 metres and eastwards by 11.1 metres. The east elevation would align with the boundary wall to 2A Balleratt Street, i.e., it would project beyond the building line to houses along Balleratt Street, which is a circumstance that was approved by planning permission ref: 104247/FO/2013/N2. The extension would incorporate a lean-to roof with a maximum height of 3.4 metres and hipped returns to its west and east ends. Three display windows would be present within the Balleratt Street elevation. A new entrance door would be formed to Stockport Road. Access to the existing office would be gained through the uses of a currently roller shuttered opening to the northern elevation.

Consultations & Notification Responses

Local residents – One email of objection has been received and is summarised below:

- i. The proposed plan would reduce the width of the pavement thereby making an already congested walkway even less accessible to disabled people or parents with pushchairs.

ii. The forecourt to the side of the site is used for car parking and deliveries. This facility would be lost as part of the development resulting in additional car parking (Balleratt Street), which is a narrow street with limited capacity for additional car parking. Existing problem relating to congestion and traffic generation would thereby be exacerbated;

iii. The application site is currently used as a waste collection area by a number of businesses. The development would thereby lead to the potential storage of waste for collection on the highway, which further restricts access along the street.

Environmental Health – No objection to the development but recommended a condition limiting opening hours be related to the operation of the extension.

Highway Services - The following comments have been received:

i. The proposed development extends only within the red-line boundary of the site and thereby would not encroach on to the highway. The limited additional floorspace formed as part of the development would not significantly increase traffic generation. In these circumstances and given the location of the site, the absence of related car parking is not considered to be a significant issue;

ii. Servicing and refuse collection will continue as existing;

iii. Given the minimal scale of construction works involved, the level of construction vehicles are unlikely to generate any significant on-street parking demands.

Flood Risk Management Team - It is recommended that consideration be given to the incorporation of improvements to drainage as part of the development to reduce the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system.

GM Police Design for Security – No objection but the following recommendations have been made:

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

ii. All aspects of the proposed extension, particularly doorways should be illuminated with 'dusk 'til dawn' lighting;

iii. Any CCTV systems and alarms installed as part of the development should have sufficient coverage of internal and external space.

Issues

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.

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. The development is capable of incorporating appropriate security measures and the comments of GM Police Design for Security have been related to the development. As the development would operate in conjunction with the existing use there would be no apparent additional harm to residential amenity. Chapter 8 would thereby be accorded with.

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 make a positive contribution to the commercial offer in the district centre and support the future expansion of the existing use to secure its sustained development and contribution to local employment. The development would draw advantage from its sustainable location and secure a design that would be appropriately related to the character of the existing building. Policy SP1 would thereby be accorded with.

Policy C 2 District centres - States that development will support thriving district centres, with distinct local character, providing a good range of accessible key services, including retail, health facilities, public services, leisure activities and financial and legal services. The development would support and on-going business and thereby appropriately related to the objectives of policy C2.

Policy EN8 Adaptation to Climate Change - States that all new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces. In this case, the development would result in a marginal increase in floorspace with a marginal environmental impact.

Policy EN18 Contaminated Land and Ground Stability - States that any proposal for development of contaminated land must be accompanied by a health risk assessment. This application has been assessed by the Environmental Health and no issues have been identified in this case.

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.

Waste and recycling would be absorbed into the existing collection arrangements and provision for internal storage has been made within the proposed extension. Policy EN19 would thereby be accorded with.

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:

- 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 with due regard to the character of the surrounding area;
- Effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation;
- Accessibility – In relation to inclusive access and sustainable transport modes;
- Community safety and crime prevention;
- Design for health;
- Refuse storage and collection.

It is considered that the extension would be an appropriate and proportionate addition to the building with a design that relates satisfactorily to the building and its context. The development would not unduly harm residential amenity and provision can be made to secure the extension. 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 new development would satisfactorily contribute to the street scene and would thereby accord with policy E3.3.

Policy DC26 (Development and noise)

Policy DC26.1 - Has been related to the proposals contribution to the local noise environment, in relation to the operation of the proposed extension and the additional activity it may generate, including customers and traffic movements and the undertaking of servicing and deliveries. In case, it is considered that noise disturbance would be absorbed into the surrounding noise environment. 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 to the Guide requirement for design and community, safety and crime prevention.

Positive and proactive engagement with the applicant - An amendment to the DMO, which came into effect on 1st December 2012, requires every decision notice relating to planning permission and reserved matters application to include an explanation as to how the local planning authority have worked with the applicant in a positive and proactive manner based on seeking solutions to problems which arise during the determination of the planning application.

In this case, 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 been undertaken with the applicant to clarify the detail of the waste management arrangements to ensure that allow bin storage would be constrained within the application site. Following an amendment to the site identified with a red edge and confirmation of the waste stage arrangements, sufficient information was available to allow the full assessment of the development without further negotiation.

Principle of the development – As local circumstances have not appreciably changed, the principle of the development, established by planning permission ref: 104247/FO/2013/N2, remains acceptable. The development would be within the 100 sq. metre threshold for Class E extensions but would require permission as:

- i. The development would adjoin residential uses;
- ii. The development would extend beyond an existing shopfront.

It is considered that the development represents a proportionate addition to the building, would facilitate a modest expansion of the existing use and be appropriately related to Levenshulme District Centre and neighbouring housing.

Height, scale and massing – The development replicates the proportions of the previous planning permission. The scale of the development has been related been satisfactorily related to the parameters of the forecourt and its height limited to single storey. The development thereby be related to the spaces and articulation across, within and over the building. The incorporation of display windows would reduce the massing the proposed extension. These characteristics are considered to be acceptable.

Siting – It is acknowledged that the development would project beyond the building line to houses on Balleratt Street and this may have some impact of the character of the street scene. However, this arrangement replicates the previous planning permission and there has not been an appreciable change to neighbouring built form that might change the previous assess of the proposed siting. It is also the case that additions to the rear of No. 785 have presented built form beyond the forward building line to houses of the northern side of Balleratt Street.

Residential amenity – There are no ground floor windows in the principle elevation to 2 Balleratt Street that might otherwise be affected by the siting of the extension. The levels of noise and activity associated with the use would be comparable to the existing operation of the site. Standard opening hours would be applied to the extended use. The development would not therefore cause undue harm to residential amenity.

Use – A condition has been included to ensure that the authorised extension is not be used or sub-divided to form a separate unit and shall only be used in conjunction with the existing property as identified on the authorised drawings. This condition is considered to be necessary to ensure that the development is appropriately related to the constraints of the site and the related arrangement for waste management.

Design – The appearance of the proposed extension would be appropriately related to the existing office in terms of its composition and roof and window design. A condition has been included to ensure that the materials used in the construction of the development relate to the existing Class E office in terms of brickwork and roof materials. On this basis, the proposed design is considered to be acceptable.

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

Access – The development would not achieve level access due to the need to relate to the extension to the configuration of the existing floor level, which is accessed via a step. The configuration of the site and its relationship to the street would prevent the formation of an access ramp. The formation of a stepped access would be acceptable in this case as there would be no change to the existing circumstances.

Roller shutters – A condition has been included to ensure that any new roller shutters to be installed as part of the authorised extension are internal mounted, suitably perforated and so maintained in situ thereafter. This condition is necessary in the interest of visual amenity.

Waste management - The applicant has indicated a waste storage area with collection arrangements continuing as existing.

Highways issues – The adjacent junction is protected with double yellow lines and lay-by parking is positioned on Stockport Road. This will help to manage traffic generation. Given the

limited magnitude of the development it is not considered that the development would raise significant concern regarding traffic generation, particularly as the operation of the existing would be related to the existing use. Any increase in activity would be absorbed into existing levels of activity in the district centre.

Opening hours - The development is related to the following opening hours that are considered to be acceptable with the context of the district centre and neighbouring residential uses: Monday to Sunday (including Bank Holidays): 9.00 am to 6.00 pm.

Servicing hours – A condition has been included to relate deliveries, servicing and collections to the following hours as a safeguard to residential amenity:

Monday to Saturday - 7:30 am to 8:00 pm
No deliveries / waste collections on Sundays and Bank Holidays.

Conclusion – It is considered that the development would represents an appropriate and proportionate addition to the property subject to 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: Approve

Article 35 Declaration

In this case, 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 been undertaken with the applicant to clarify the detail of the waste management arrangements to ensure that allow bin storage would be constrained within the application site. Following an amendment to the site identified with a red edge and confirmation of the waste stage arrangements, sufficient information was available to allow the full assessment of the development without further negotiation.

Condition(s) to be attached to decision for approval

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 stamped as received by the City Council as local planning authority on 22 April 2021 and 3 August 2021:

Planning application forms;

Location plan with red edge identifying properties at 787 and 787A Stockport Road;

Plan and elevation as existing Ref: 2166/21/01;

Plan and elevation as proposed Ref: 2166/21/02 A.

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 for the City of Manchester.

3) The materials to be used in the construction of the extension hereby approved, including bricks and roof tiles, together with the method of coursing and pointing, shall match the existing building occupied for Class use, in terms of colour, texture and appearance.

Reason - In the interests of visual amenity and character of the area, pursuant to policies SP1, EN1 and DM1 of the Core Strategy for the City of Manchester.

4) The authorised extension shall not be used or sub-divided to form a separate unit and shall only be used in conjunction with the existing property as identified on drawing referenced Plans and elevation as proposed 2166/21/02 Rev A as received by the City Council as local planning authority on 3 August 2021 and for purposes permitted under Class E of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2020.

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

5) Any roller shutters to be installed as part of the authorised development shall be internal mounted, suitably perforated and so maintained in situ thereafter.

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

6) The premises shall not be open outside the following hours:

Monday to Sunday (including Bank Holidays): 9.00 am to 6.00 pm.

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy for the City of Manchester.

7) Deliveries, servicing and collections, shall not take place outside the following hours:

Monday to Saturday - 7:30 am to 8:00 pm

No deliveries / waste collections on Sundays and Bank Holidays.

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy for the City of Manchester.

Informatives

1) Environmental guidance for developers can be found via the following link:

http://www.manchester.gov.uk/info/500207/planning_and_regeneration/1962/additional_planning_guidance/3

2) It is recommended that consideration be given to the incorporation of improvements to drainage as part of the development to reduce the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system.

3) It is recommended that consideration be given to the following security measures:

- i. The provision of new external fittings (i.e. shutters, windows or doors etc) that meet 'Secured by Design' standards;
- ii. The provision of 'dusk 'til dawn' lighting, a CCTV system and alarm.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police
Greater Manchester Ecology Unit

Arcadia Library And Leisure Centre, 868 Stockport Road, Manchester, M19 3BP
787A Stockport Road, Manchester, M19 3DL
5 Barlow Road, Manchester, M19 3DH
3 Barlow Road, Manchester, M19 3DH
8 Balleratt Street, Manchester, M19 3DF
6 Balleratt Street, Manchester, M19 3DF
4 Balleratt Street, Manchester, M19 3DF
2 Balleratt Street, Manchester, M19 3DF
Flat 3, 2A Balleratt Street, Manchester, M19 3LP
Flat 2, 2A Balleratt Street, Manchester, M19 3LP
Flat 1, 2A Balleratt Street, Manchester, M19 3LP
Gnd Floor, 783 Stockport Road, Manchester, M19 3DL
866 Stockport Road, Manchester, M19 3AH
Top Flat, 789 Stockport Road, Manchester, M19 3DL
Flat 1, 783 Stockport Road, Manchester, M19 3DL
Flat 4, 1 Barlow Road, Manchester, M19 3DH
Flat 3, 1 Barlow Road, Manchester, M19 3DH
Flat 2, 1 Barlow Road, Manchester, M19 3DH
Flat 1, 1 Barlow Road, Manchester, M19 3DH
Flat 2, 785 Stockport Road, Manchester, M19 3DL
Flat 1, 785 Stockport Road, Manchester, M19 3DL
791A Stockport Road, Manchester, M19 3DL
793 Stockport Road, Manchester, M19 3DL
1 Barlow Road, Manchester, M19 3DH

Flat 2, 783 Stockport Road, Manchester, M19 3DL
793A Stockport Road, Manchester, M19 3DL
783 Stockport Road, Manchester, M19 3DL
791 Stockport Road, Manchester, M19 3DL
785 Stockport Road, Manchester, M19 3DL
797 Stockport Road, Manchester, M19 3DL
795 Stockport Road, Manchester, M19 3DL
789 Stockport Road, Manchester, M19 3DL

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
Area Team Boundary - Name: NORTH2