

## Planning

## Growth & Development

### Delegated officer report for planning application

**Application no.** 133783/FO/2022

**Date registered valid:** 16 May 2022

**Proposal:** Erection of a 2 storey side extension to boxing club building

**Address:** Moss Side Fire Station Boxing Club , 9 Denhill Road, Manchester, M15 5NR

**Ward(s):** Hulme Ward

**Applicant:** Mr. Tommy Judge Moss Side Fire Station Boxing Club, Charity 1181405. Moss Side Fire Station Boxing Club , 9 Denhill Road, Manchester, M15 5NR

**Agent (if any):** Mr Steve Holmes HBL Associates Ltd Brook House, Weybrook Road, Stockport, M19 2QD

**Case officer:** David Lawless  
Tel: 0161 234 4543  
Email: david.lawless@manchester.gov.uk

**Recommendation:** Approve

**Date of recommendation:** 8 June 2022

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## **Application details**

**Type of application:** Full Application Consent

**Development type:** Minor Other

**Date of site visit:** 6 June 2022

### **Standard consultations:**

Printed: 17 May 2022      Expired: 7 June 2022

### **Neighbour notifications**

Printed: 17 May 2022      Expired: 7 June 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/area**

The boxing club currently operates out of a single storey building and portable cabin at the rear of the Moss Side Fire Station. It is accessed from an internal courtyard which in turn is accessed off Denhill Road. Adjoining the application site is a private clinic. Moss Lane East is located to the south of the site.

**Listed building:** no

**Conservation area:** no

**Tree Preservation Order:** no

## **Description of development**

Erection of a 2 storey side extension to boxing club building, to replace the existing portable building which provides changing facilities.



## **Consultations & Notification Responses**

**Local Residents** – No comments received.

**Highway Services** – Have made the following comments:

- It is assumed that the proposed development will not increase the capacity of the unit. As such, no increase in vehicle trips is anticipated and therefore the proposals present no network capacity concerns.
- The proposed development is sited only within the private boundary and will not impinge onto the adopted highway.
- The proposed development will not result in the loss of any car parking spaces.

In principle, Highways have no objections to the proposed development.

**Environmental Health** – Suggests the imposition of a refuse storage condition.

## **Policies**

**The National Planning Policy Framework July 2021 (NPPF)** – The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced. Planning law requires that applications for planning permission be determined in accordance with the development plan, i.e. the Core Strategy Development Plan Document and accompanying policies, unless material considerations indicate otherwise. The National Planning Policy Framework is a material consideration in planning decisions. Paragraph 11 states that plans and decisions should apply a presumption in favour of sustainable development, which for decision-taking means approving development proposals that accord with an up-to-date development plan without delay.

**Core Strategy Development Plan Document** – 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. Relevant policies in the Core Strategy are detailed below:

Policy SP1, *Spatial Principles* – 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 and protect and enhance the built and natural environment.

Policy DM1, *Development Management* – This policy 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, odours, litter, vermin, birds, 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.
- Refuse storage and collection.
- Vehicular access and car parking.

## **Issues**

**Principle of the Proposal** – Given the two previous consents on the site (124410/FO/2019 and 132721/FO/2022), the principle of extending this community asset is considered acceptable. Notwithstanding this, consideration must be given to the proposal's impact upon the existing levels of residential and visual amenity enjoyed in the locality of the site and upon existing levels of pedestrian and highway safety.

**Residential Amenity** – The erection of the 2 storey extension would not have a detrimental impact upon the levels of residential amenity currently enjoyed by the nearest residents given that they are located approximately 80 metres to the south. A condition will be attached which will ensure that any external plant installed on the building is adequately insulated.

**Visual Amenity** – The proposal will not have a detrimental impact upon the levels of visual amenity enjoyed along Moss Lane East.

**Design** – The design of the proposed extension is considered acceptable and will not have a detrimental impact upon existing levels of visual amenity.

**Pedestrian and Highway Safety** – Given its location, it is not anticipated that the proposal would have a detrimental impact upon the levels of pedestrian and highway safety enjoyed along Moss Lane East and Denhill Road.

**Car Parking** – Sufficient park exists at the rear of the fire station for visitors to the gym. Notwithstanding this, it is noted that the majority of the users are from the local neighbourhood and as such are likely to walk to the gym.

**Air Quality/Climate Change** – It is not considered that the comings and goings associated with the boxing gym will have an unduly detrimental impact upon air quality.

**Refuse Storage** – The boxing club has been in operation for many years and has an established refuse storage and collection routine which is combined with the existing fire station. As such it is not considered that the suggested condition is necessary in this instance.

## **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 to resolve any problems arising in relation to the planning 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 stamped as received on 16 May 2022:

- a) 5468 HBL XX XX DR C 0001 Location Plan P03
- b) 5468 HBL XX XX DR C 1001 Proposed Ground Floor Plan P04
- c) 5468 HBL XX XX DR C 1002 Proposed First Floor Plan P04
- d) 5468 HBL XX XX DR C 1003 Proposed Elevations Sheet 1 of 2 P02
- e) 5468 HBL XX XX DR C 1004 Proposed Elevations Sheet 1 of 2 P02
- f) 5468 HBL XX XX DR C 1005 Proposed Site Plan P02

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.

3) Above-ground construction works shall not commence until samples and specifications of all materials, to be used in the external elevations have been submitted to and approved in writing by the City Council as local planning authority. Thereafter the development shall be carried out in accordance with those details.

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 Manchester Core Strategy.

4) Any externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme submitted to and approved by the City Council as local planning authority. The acoustic insulation scheme shall be designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. The approved acoustic insulation scheme shall be completed before the development hereby approved becomes operational.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site, pursuant to Policy DM1 in the Manchester Core Strategy.

### **Appendix 1 – List of consultees & neighbours notified**

Highway Services  
Environmental Health

Bridgewater Wellness Clinic, Bridgewater Hospital, 120 Princess Road, Manchester, M15 5AT  
130 Princess Road, Manchester, M16 7BY  
Bridgewater Hospital, 120 Princess Road, Manchester, M15 5AT  
78 Quinney Crescent, Manchester, M16 7DD  
76 Quinney Crescent, Manchester, M16 7DD  
74 Quinney Crescent, Manchester, M16 7DD  
72 Quinney Crescent, Manchester, M16 7DD  
70 Quinney Crescent, Manchester, M16 7DD  
68 Quinney Crescent, Manchester, M16 7DD  
66 Quinney Crescent, Manchester, M16 7DD  
64 Quinney Crescent, Manchester, M16 7DD  
62 Quinney Crescent, Manchester, M16 7DD  
60 Quinney Crescent, Manchester, M16 7DD  
58 Quinney Crescent, Manchester, M16 7DD

### **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  
Historic Landfill Site 250m Buffer -  
Susceptible to Surf Water Flood (Less) -  
Area Team Boundary - Name: SOUTH