

Planning

Growth & Development

Delegated officer report for planning application

Application no. 130457/FH/2021

Date registered valid: 11 May 2021

Proposal: Conversion of garage into living accommodation and creation of hardstanding to front of property to create additional car parking

Address: 2 Dark Wood Close, Manchester, M8 5EH

Ward(s): Crumpsall Ward

Applicant: Mr Zeeshan Azam 2 Dark Wood Close, Manchester, M8 5EH

Agent (if any): Roger Green 3 Alder Drive, Altrincham, WA15 7YG

Case officer: Eve Woolstencroft
Tel: 0161 234 4533
Email: eve.woolstencroft@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 22 June 2021

Application details

Type of application: Full Householder Application

Development type: Householder

Date of site visit:

Standard consultations:

Printed: 19 May 2021 Expired: 9 June 2021

Neighbour notifications

Printed: 19 May 2021 Expired: 9 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

Listed building: Not applicable

Conservation area:

Tree Preservation Order:

Description of Site/Area

This Application relates to 2 Longshaw Close, Crumpsall, which is a detached family dwellinghouse, located within a newly built residential development off Waterloo Street.

The house has an integral garage at ground floor level, which is accessed off Darkwood Close.

Description of development

Planning Permission is sought for the conversion of garage into living accommodation and creation of hardstanding to front of property to create additional car parking

Planning History:

-128372/FH/2020 Conversion of garage to living accommodation REFUSED 11 December 2020

-129971/FH/2021 Conversion of garage to living accommodation REFUSED 06 May 2021

Consultations & Notification Responses

Local residents were notified however no responses were received.

Highways: The proposed development extends only within the red-line boundary of the site and as such, does not impinge upon the adopted highway.

Given that the proposed development will not result in any increase in residential units, it is accepted that no highway concerns in terms of safety or capacity are considered likely to arise.

The current on-site parking offering is to be retained and an additional on-site parking place installed. The applicant should verify that the length of the driveway is sufficient so that the vehicle does not overhang on the footway, each driveway space should provide a minimum of 3.0m x 6.0m in line with MCCs standard minimum dimensions.

The highway at the front of the property would require a dropped kerb for access to the driveway. The applicant would be required to enter into a section 184 agreement at their own cost for a vehicular or dropped crossing. This would need discussion and agreement with the council's Highways Applications and Network Resilience team at Manchester City Council via https://secure.manchester.gov.uk/forms/form/749/en/dropped_kerb or the Contact Centre on 0161 234 5004.

Highways would not support any greater than a double dropped kerb and therefore the driveway should be positioned at an appropriate point away from the neighbouring driveway.

It should be ensured that waste can be transferred from the bin stores to the collection point without difficulty.

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

Policy

Unitary Development Plan Saved Policies

DC1.1 states that in determining planning applications for extensions to residential properties, the Council will have regard to:

- a. The general character of the property;
- b. The effect upon the amenity of the neighbouring occupiers;
- c. The desirability of enabling people to adapt their houses in appropriate ways to meet changing household needs;
- d. The overall appearance of the proposal in the a street scene;
- e. The effect of the loss of any on-site car parking.

National Planning Policy Framework (2019). Relevant sections of the NPPF are as follows:

Chapter 2. Achieving sustainable development

Chapter 9. Promoting sustainable transport

Chapter 12. Achieving well-designed places

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 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.
- Green Infrastructure including open space, both public and private.
- Flood risk and drainage.

Policy T2 (Accessible areas of opportunity and need) states:

The Council will actively manage the pattern of development to ensure that new development: -
Is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Particular priority will be given to providing all residents access to strategic employment sites including:-

Links between North Manchester residents and key employment locations, including the City Centre, Central Park, Salford Quays and Chadderton Industrial Estate and Trafford Park.

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City Councils Guide To Development In Manchester 2: Supplementary Planning Document And Planning Guidance Adopted April 2007. 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 the sort of development we all want to see in Manchester. Part 1 of the Supplementary Planning Document, Chapter 2 Design, Character and Context: A place with its own identity, paragraph 2.3 states the following;

2.3 'A high quality environment is created by buildings which reflect their purpose and respect the place in which they are located. Different parts of the City, its neighbourhoods and streets have distinct or individual characters which are a product of the design of their buildings, the nature of the streets, the quality of the landscape or the nature of their activities. Such positive characteristics should be recognised and enhanced by new development. Each new development should be designed having full regard to its context and the character of the area. This should be demonstrated in planning submissions by way of design statements and where appropriate, visual means such as models and photomontages'.

Issues

The submitted application is for the change of use of integral garage to living accommodation. Proposal seeks the removal of condition 14 of Planning Approval 099306/JO/2012/N1 which states: Notwithstanding the provisions of the Town and Country Planning (General Permitted

Development) Order 1995 (or any Order revoking and re-enacting that Order with or without modification), no garage shall be used for any purpose which would preclude its use for the parking of a motor vehicle and no development shall be undertaken that would preclude vehicular access to the garage.

Reason - The loss of garage parking space could result in an unacceptable increase in on-street parking and would thereby be detrimental to highway and pedestrian safety in order to comply with policy DM1 of the Manchester Core Strategy Development Plan Document.

The previous applications were refused due to concerns garage conversion would result in the loss of a secure, off-street car parking space resulting in an increase in demand for on-street parking within the local area. The development would therefore be detrimental to the amenity of surrounding residents as a result of contributing to on street parking congestion in the local area, which is contrary to policies DM1 and T2 of Manchester's Core Strategy.

The current application shows the creation of an area of hard standing to form an additional parking place to the front of the property. This additional parking space would mitigate against the loss of the garage and is considered on balance that the conversion would not lead to any detrimental impacts on the amenity of surrounding residents as a result of contributing to on street parking congestion in the local area, in accordance with policies DM1 and T2 of Manchester's Core Strategy.

The agent has confirmed the space would be 3.0m x 6.0m in line with MCCs standard minimum dimensions.

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

Officers have worked with the applicant / agent in a positive and proactive manner to guide the application through all stages of the planning process and resolve any issues that arose in dealing with 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 and documents:

-Location and Site Plan referenced RG/ZA/02 Rev A received by the City Council as Local Planning Authority on 22 June 2021.

-Existing and Proposed Plans and Elevations referenced RG/ZA/0 received by the City Council as Local Planning Authority on 11 May 2021.

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.

Informatives

1) The highway at the front of the property would require a dropped kerb for access to the driveway. The applicant would be required to enter into a section 184 agreement at their own cost for a vehicular or dropped crossing. This would need discussion and agreement with the council's Highways Applications and Network Resilience team at Manchester City Council via https://secure.manchester.gov.uk/forms/form/749/en/dropped_kerb or the Contact Centre on 0161 234 5004.

Appendix 1 – List of consultees & neighbours notified

Highway Services

4 Dark Wood Close, Manchester, M8 5EH
9 Dark Wood Close, Manchester, M8 5EH
7 Dark Wood Close, Manchester, M8 5EH
3 Dark Wood Close, Manchester, M8 5EH
5 Dark Wood Close, Manchester, M8 5EH
4 Longshaw Close, Manchester, M8 5XL
24 Brightside Road, Manchester, M8 5XJ
22 Brightside Road, Manchester, M8 5XJ
20 Brightside Road, Manchester, M8 5XJ
18 Brightside Road, Manchester, M8 5XJ
7 Longshaw Close, Manchester, M8 5XL
5 Longshaw Close, Manchester, M8 5XL
6 Longshaw Close, Manchester, M8 5XL

Appendix 2 – Planning constraints

Aircraft Safeguarding Zone - Aircraft Safeguarding - Not Affected