

Planning

Growth & Development

Delegated officer report for planning application

Application no. 128961/FO/2020
Date registered valid: 22 December 2020
Proposal: Change of use of basement to one bedroom apartment
Address: 8 Athol Road, Manchester, M16 8QN
Ward(s): Whalley Range Ward

Applicant: Mr Othman Benghalbon Unit 5 The Stables, Wilmslow Road,
Manchester, M20 5PG
Agent (if any): Mark Caine APS Appeals & Planning Services 2 Apple Tree Way,
Rochdale, OL16 4SW
Case officer: Robert Tyrer
Tel: 0161 234 4068
Email: robert.tyrer@manchester.gov.uk

Recommendation: APPROVE
Date of recommendation: 10 February 2021

Application details

Type of application: Full Application Consent

Development type: Change of use

Date of site visit: 27 January 2021

Standard consultations:

Printed: 31 December 2020

Expired: 21 January 2021

Neighbour notifications

Printed: 31 December 2020

Expired: 21 January 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

The application site relates to a large semi-detached dwellinghouse that has previously been converted into three flats. There have only been two previous planning permissions at the site both relating to a block of 3 garages to the rear of the existing flats under planning references F11130 (approved 05.09.1979) and 042858 (approved 24.03.1993).



Photograph 1 Front Elevation as viewed from Athol Road

Listed building: Not applicable

Conservation area: Not applicable – The site is not located within a designated conservation area

Tree Preservation Order: None located on the site.

Description of area

The surrounding area is residential in nature comprising of a mixture of large detached, semi-detached and terraced properties.

Description of development

The applicant is seeking planning permission to change the use of basement to one bedroom apartment.

Consultations & Notification Responses

Local residents/public opinion – No comments, objections or representations in support of the application have been received.

Highway Services – No objection raised, and that the proposal is unlikely to generate a significant increase in the level of vehicular trips and therefore do not raise any network capacity concerns.

Sought confirmation that the garages meet MCC recommendations of 3m by 6m and the two front spaces should be demarcated at the front of property and a swept path analysis to ensure vehicles can manoeuvre

EV and cycle parking should be introduced.

Refuse arrangements are acceptable to highways.

Issues

Local Policy

Manchester Core Strategy Development Plan Document (2012) - The Core Strategy was adopted on the 11th July 2012 and replaces a large number of policies in Manchester's Unitary Development Plan.

The Unitary Development Plan (UDP) for the City of Manchester (1995) - The Unitary Development Plan for the City of Manchester was adopted in 1995 and has largely been replaced with the policies contained within the Core Strategy. However, there are a number of policies that are extant.

The relevant **Core Strategy** policies for this application are as follows:

SP1 – Spatial Principles

DM1 – Development Management 1

T2 - 'Accessible area of opportunity and need'

The relevant **UDP** policies for this application are:

DC1 – Residential Extension
DC 5 - Flat Conversions
DC26 - Development and Noise

Manchester Residential Quality Guidance 2016

National Policy

National Planning Policy Framework (NPPF)

The Principle - The applicant is seeking planning permission to change of use of basement to form 1 no. 1 bedroom self-contained apartment with associated elevational alterations and lightwells to the front and rear.

The elevation alterations for the main dwellinghouse should be considered under saved policy DC1 of the UDP and DM1 of the Core Strategy.

As the surrounding area is residential, the principle of residential accommodation is acceptable, in order to assess the basement conversion to a separate flat consideration needs to be given to the provisions of policy DC5.2. These issues are as follows:

The standard of accommodation/residential amenity including car parking and refuse storage.

Furthermore consideration should be given to the residential amenity of the existing and future occupants of the main dwellinghouse.

Elevational Alterations to Dwellinghouse – At the rear of the property the applicant seeks to retain the existing steps that would lead from the kitchen into the rear of the site. The steps will be accessed from glazed sliding doors that will replace an existing window. The whole of the door will be framed inside a powder coated steel canopy.

The changes are relatively minor and are considered to be acceptable. The proposal will not have an impact on the residential amenity of the neighbouring properties.

Standard of Accommodation/Residential Amenity – *Policy DC5* states that in determining planning applications to convert property to flats, the Council will have regard to:

- a) The standard of accommodation for the intended occupiers of the premises;
- b) Effects on adjoining houses as a result of noise from flats passing through party walls and affecting adjoining houses;
- c) Adequacy of car parking
- d) General effects on the character of the neighbourhood, including the extent to which flat conversion schemes are a new or an established features of the immediate area, avoiding the loss of front gardens and the retention of existing trees and shrubs;
- e) Adequate private outdoor amenity space;

a) The standard of accommodation for the intended occupiers of the premises

The proposal indicates one bedrooms, a separate bathroom a kitchen/dining area and a separate living area. The new flat would have a good standard of accommodation with regard to room sizes and facilities.

The access to the flat will be via the front of the property using the existing front entrance although access can be gained from the rear.

Manchester Residential Quality Guidance sets standards for securing high quality and sustainable residential development in Manchester. The document includes standards for internal space within new dwellings and is suitable for applications across all tenures. It adopts the nationally described space standards and this has been applied to an assessment of the size and quality of the proposed houses.

The indicated sizes for flat includes:

50 square metres for one bedroom flat

61 square metres for two bedroom 3 person flat

70 square metres for two bedroom 4 person flat

With an area of 61 square metres the size of the flat is sufficient to meet the space standards for a one bedroom, two person flat.

b) Effects on adjoining houses as a result of noise from flats passing through party walls and affecting adjoining houses;

Although there is residential accommodation on the upper floors above the proposal it is considered that the comings and goings of one additional household would not have an impact on the amenities of residents of other nearby properties.

c) Adequacy of car parking

A car parking space will be created at the front of the property, furthermore the proposed flat is located close to Wilbraham Road which is served by sustainable modes of public transport and the Fallowfield Loop. It should be noted that no concerns were raised regarding on street car parking and during the site visit it did appear that there was some capacity for additional street car parking.

Highways have requested further information regarding to the garages and demarcating the spaces. However, the garages date back to 1993 and it may be difficult to impose modern standards on garages, in addition the front of the property already contains the hard standing and would allow at least two vehicles to park off road.

It is not considered that the proposal will have any significant impact on the local highway network .

d) General effects on the character of the neighbourhood, including the extent to which flat conversion schemes are a new or an established features of the immediate area, avoiding the loss of front gardens and the retention of existing trees and shrubs;

A large portion of dwellings in the area are either purpose built or converted flats.

The applicant is proposing elevation alterations in form of light wells to provide light to the lounge and kitchen area, this is considered to be acceptable. There is already separate access from the front of the building at the front of the property in the form new door.

e) Adequate private outdoor amenity space;

There is limited space for any meaningful amenity space.

The proposed bins will be stored in the rear garden of the dwellinghouse which is accessed by the existing side gate. The proposal is therefore in accordance with saved UDP policy DC 5.3C and policy DM1 of the Core Strategy.

Conclusion – It is acknowledged that national and local policies seek to boost the supply of housing significantly and the NPPF requires that housing applications be considered in the context of the presumption in favour of sustainable development. In this case the application would provide an additional residential accommodation and contribute to the overall housing mix and therefore the proposal accords with saved policy DC5 of the UDP and policies DM1 and SP1 of the Core Strategy.

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/agent in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. In this instance, no negotiations were necessary but appropriate conditions have been attached to the end of this report. The scheme is considered to be in accordance with the guidance contained within saved policies DC1, DC5 DC26 of the Manchester Unitary Development Plan and to policies SP1, H6 and DM1 of the Core Strategy.

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:

Drawing PL002 Revision A and Waste Management Strategy stamped as received by the City Council as Local Planning Authority, on the 22.12.2020

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.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Whalley Range Forum

89 Alexandra Road South, Manchester, M16 8NX
Flat 3, 8 Athol Road, Manchester, M16 8QN
Flat 5, 7 Athol Road, Manchester, M16 8QW
Flat 2, 7 Athol Road, Manchester, M16 8QW
Flat 5, 3 Athol Road, Manchester, M16 8QW
Flat 2, 3 Athol Road, Manchester, M16 8QW
85 Alexandra Road South, Manchester, M16 8NX
Flat 3, 5 Athol Road, Manchester, M16 8QW
6 Athol Road, Manchester, M16 8QN
Flat 2, 8 Athol Road, Manchester, M16 8QN
Flat 1, 8 Athol Road, Manchester, M16 8QN
Flat 4, 7 Athol Road, Manchester, M16 8QW
Flat 3, 7 Athol Road, Manchester, M16 8QW
Flat 1, 7 Athol Road, Manchester, M16 8QW
Flat 5, 5 Athol Road, Manchester, M16 8QW
Flat 4, 3 Athol Road, Manchester, M16 8QW
Flat 3, 3 Athol Road, Manchester, M16 8QW
Flat 1, 3 Athol Road, Manchester, M16 8QW
87 Alexandra Road South, Manchester, M16 8NX
Flat 4, 5 Athol Road, Manchester, M16 8QW
10 Athol Road, Manchester, M16 8QN
Flat 2, 5 Athol Road, Manchester, M16 8QW
Flat 1, 5 Athol Road, Manchester, M16 8QW

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) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Area Team Boundary - Name: SOUTH