

Planning

Growth & Development

Delegated officer report for planning application

Application no. 126178/FO/2020
Date registered valid: 19 February 2020
Proposal: Elevational alterations to front of building
Address: 123 Clarence Road, Manchester, M13 0YT
Ward(s): Rusholme Ward

Applicant: Mr James Litherland Placefirst Ltd Eastgate, 2 Castle Street,
Manchester, M3 4LZ

Agent (if any):

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

Recommendation: APPROVE

Date of recommendation: 9 April 2020

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit:

Standard consultations:

Printed: 25 February 2020 Expired: 17 March 2020

Neighbour notifications

Printed: 25 February 2020 Expired: 17 March 2020

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:

Tree Preservation Order:

This application relates to a large 3 storey building with a floorspace of approximately 32,000 square feet. The property is currently vacant, having been last used as a job centre. The building is largely of a brick construction and is located in a mostly residential area, on Clarence Road, at the junction with Dickenson Road, where a number of commercial uses are present. To the side of the building is a vehicular access gate, which leads to a car parking and servicing area, at the rear of the building. This area is enclosed by boundary walls/fencing and landscaping.

An application was made on the site (126109/P3OPA/2020) seeking Prior Approval to change the use of the premises from Class B1 (offices) to 46 self-contained apartments, comprising:

36 x one bedroom apartments

6 x two bedroom apartments

4 x studio apartments.

This application was approved on 7 April 2020

In association with those works, this application has been submitted to carry out external alterations to the Clarence Road elevation of the building. The alterations comprise 12 individual frontages, to 12 ground floor flats, and a central entrance point to the upper floor flats. Each of the individual entrance points would include a door and window with and off-white render and clad surround.

Consultations & Notification Responses

Local residents/adjoining occupiers - No comments received.

Highways Services - Made the following comments:

- The creation of new pedestrian doors and windows to the front elevation as shown in Drawing Number 062-P3A-XX-XX-DR-A-SK022 Site Plan Opt 01 are acceptable to Highways. For the avoidance of doubt it should be ensured that all doors are inwardly opening in order to prevent obstruction to pedestrians on the adjacent footway.
- A Construction Management Plan should be provided by the applicant prior to any construction works beginning. The Construction Management Plan should detail the phasing and quantification / classification of vehicular activity associated with planned construction. This should include commentary on types and frequency of vehicular demands together with evidence (including appropriate swept-path assessment) of satisfactory routing both within the site and on the adjacent highway. The document should also consider ongoing construction works and contractor parking in the locality.

The applicant has confirmed that doors would be inwardly opening and has accepted a pre-commencement construction management condition.

Greater Manchester Police - Recommend that the new external fittings should be certified to Secured By Design standards.

Issues

National Planning Policy Framework (February 2019) - Sets out the Government's Planning Policies for England and how these should be applied. It states that the purpose of the planning system is to contribute to the achievement of sustainable development. It states that achieving sustainable development means that the planning system has 3 overarching objectives:

An economic objective - to help build a strong, responsive and competitive economy, by ensuring that sufficient land, of the right type is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

A social objective - to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and communities' health, social and cultural well-being; and

An environmental objective - to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change including moving to a low carbon economy

It states that planning policies and decisions should ensure that developments:

a) will function well and add to the overall quality of the area, not just for the short term, but over the lifetime of the development;

b) are visibly attractive as a result of good architecture, layout and appropriate and effective landscaping;

c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f) create places that are safe, inclusive and accessible, and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

There should be a presumption in favour of sustainable development and planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area.

Section 12 'Achieving Well Designed Places' states that 'the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this' (paragraph 124).

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.

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 EN1 relates to design principles and strategic character areas and states that all development in Manchester will be expected to follow the seven principles of urban design listed below:

- Character: a place with its own identity
- Continuity and enclosure: a place where public and private places are clearly distinguished
- Quality of the public realm: a place with attractive, and successful outdoor areas
- Ease of movement: a place that is easy to get to and move through
- Legibility: a place that has a clear image and is easy to understand
- Adaptability: a place that can change easily
- Diversity: a place with variety and choice

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.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Green Infrastructure including open space, both public and private.
- Flood risk and drainage.
- Existing or proposed hazardous installations.

Unitary Development Plan - The site is unallocated in the plan.

Saved policy DC7 'New Housing Development' states that the Council will negotiate with developers to ensure that new housing is accessible at ground floor level to disabled people, including those who use wheelchairs, wherever this is practicable.

Guide to Development in Manchester Supplementary Planning Guidance - Recognises the importance of an area's character in setting the context for new development; New development should add to and enhance the area's distinct sense of place; Each new development should be designed having full regard to its context and the character of the area; Seeks to ensure high quality development through good and inclusive design; Buildings should front onto streets; Site boundaries and treatment should contribute to the street scene; There should be a clear definition between public and private space; The impact of car parking areas should be minimised; New developments will be expected to meet designing out crime principles; The impact of development on the global environment should be reduced.

The scale, position and external appearance of new buildings should respect their setting and relationship to adjacent buildings, enhance the street scene and consider their impact on the roof line and skyline. Buildings should recognise the common building line created by the front face of adjacent buildings.

Under point 2.12 'Buildings should front onto streets', the Guide states that:

It is important to achieve an adequate level of enclosure if streets and open spaces are to provide a sense of place and help people feel comfortable and safe. Buildings should present their main face and pedestrian entrance to the adjacent main street, to contribute to its vitality and interest. Windows and entrances should ensure that the street is overlooked to promote informal surveillance.

Principle of development - The conversion of the block is permitted by the previous prior approval application, and this application relates to essential elevational changes needed to facilitate access to the ground floor apartments. The proposed works are therefore considered to be acceptable in principle.

Appearance/design - The works comprise of the creation of 12 individual frontages, to 12 ground floor flats, and a central entrance point to the upper floor flats. Each of the individual entrance points would include a door and window with a render and clad surround. It is considered that the proposed design is acceptable although it is considered that some variation is needed in relation to the proposed materials. The applicant has asked that the proposed materials be covered by condition, and a pre-commencement condition has been agreed.

Disabled persons access - Each ground floor flat would have level access from Clarence Road.

Residential/visual amenity - The site lies in a predominantly residential area and it is considered that the proposed changes would give the development an appearance that is more in keeping with its surroundings. It is not therefore considered that the proposal would have an adverse impact upon residential or visual amenity in this locality.

Security - An informative is provided in relation to the comments of Greater Manchester Police.

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 in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. In this case, officers engaged in negotiations with the applicant in relation to materials and construction management, for which pre-commencement conditions have been accepted by the applicant.

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:

Drawings numbered 0622-P3A-XX-XX-DR-A-SK017 REV P05 and 0622-P3A-XX-X-DR-A-SK046 REV P02, stamped as received by the City Council, as Local Planning Authority, on 10 February 2020.

Drawing numbered 0622-P3A-XX-XX-DR-A-SK003 and 0622-P3A-XX-X-DR-A-SK007 REV P02, stamped as received by the City Council, as Local Planning Authority, on 13 February 2020.

Drawings numbered 0622-P3A-XX-XX-DR-A-SK009 REV P02, stamped as received by the City Council, as Local Planning Authority, on 19 February 2020.

Drawing number 0622-P3A-XX-XX-DR-A-SK026 REV P02, stamped as received by the City Council, as Local Planning Authority, on 7 April 2020.

Email from planning agent dated 9th April 2020 confirming level access.

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.

3) Notwithstanding the details shown on the approved drawing no.0622-P3A-XX-X-DR-A-SK046 REV P02, stamped as received by the City Council, as Local Planning Authority, on 10 February 2020, no development that is hereby approved shall commence unless and until samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as local planning authority. The development shall then only be completed in accordance with such approved 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) Prior to the commencement of the development hereby approved, a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include;

- Display of an emergency contact number;
- Hours of working;

- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Phasing and quantification / classification of vehicular activity associated with planned construction, including commentary on types and frequency of vehicular demands together with evidence (including appropriate swept-path assessment) of satisfactory routing both within the site and on the adjacent highway
- Routing strategy of construction vehicles;
- Parking of construction vehicles and staff; and
- Sheeting over of construction vehicles.

Development shall be carried out in accordance with the approved construction management plan.

Reason - To safeguard the amenities of nearby residents and highway safety, pursuant to policies SP1, EN9, EN19 and DM1 of the Manchester Core Strategy.

Informatives

- 1) New external fittings should be certified to Secured By Design standards

Appendix 1 – List of consultees & neighbours notified

Highway Services
Greater Manchester Police

50 Ashfield Road, Manchester, M13 0ZW
120 Clarence Road, Manchester, M13 0ZJ
112 Clarence Road, Manchester, M13 0ZJ
110 Clarence Road, Manchester, M13 0ZJ
114 Clarence Road, Manchester, M13 0ZJ
Ground Floor To Second Floor, 123 Clarence Road, Manchester, M13 0YT
116 Clarence Road, Manchester, M13 0ZJ
Roby United Reform Church, 307 Dickenson Road, Manchester, M13 0YW
118 Clarence Road, Manchester, M13 0ZJ
65 Ashfield Road, Manchester, M13 0YP
Oakland House Nursing Home, 290 - 292 Dickenson Road, Manchester, M13 0YL
121 Clarence Road, Manchester, M13 0YJ

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
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: NORTH2