PLANNING STATEMENT

APPLICATION FOR CHANGE OF USE ONLY

918 ROCHDALE ROAD, MANCHESTER, M9 7EL



Site and Surroundings

The application site lies to the east of Rochdale Road close to its junction with Charlestown Road, Manchester. The application site is occupied by a 2 storey terraced building with attic accommodation with the ground floor benefitting from authorised use as a Class A1 shop with the upper floor laid out for use as a 3-bed flat although it is currently vacant.

The building is set back from the main carriageway by a parking bay and is set within a closely fitting site with limited curtilage around it. There are bus stops close by along Rochdale Road served by high frequency bus routes such as the No.17 to Middleton/Rochdale and services along Charlestown Road.

Planning History

093033/FO/2010/NI – Installation of a new shop front including roller shutter and incorporation of staircase to first floor at rear – approved.

Proposal

The application seeks a straight change of use of the upper floors of the building last in use as a Class C3 flat to a Class B1 office for the applicant to run the back-office for their Property Management company. Morgan North is an established and well respected private landlord covering the North Manchester area and endeavours where possible to employ local people.

The use would result in around 4 -5 people working in the upper floors of the building but would not be for visiting by members of the public.

There are no external alterations proposed.

Relevant Planning Policies

EC4 – North Manchester

Policy EC 4 says that the Council will promote development which has regard to the key transport infrastructure along arterial roads such as Rochdale Road and development which links employment with neighbourhoods.

DM1 – Development Management

Policy DM1 seeks to ensure that proposals do not detrimentally impact on the amenities of the adjoining properties, consider community safety and crime prevention, refuse storage and collection as well as vehicular access and car parking.

Assessment

Principle

The proposal would re-use currently vacant residential accommodation resulting in the reuse of the existing building. It would not result in the development of green belt or Greenfield land and would create employment opportunities along a highly accessible transport corridor close to the neighbourhoods which the Property Management company serves and where a number of its employees live. There are currently no policies which seek to control or limit the range of uses the upper floors of buildings in this parade.

The proposal would meet the aspirations of sustainable development by reusing an existing building, being located in a highly accessible location and close to the neighbourhood the company serves and where a number of employees would be traveling from and would not conflict with any policy which seeks to limit the use of the upper floors. The scheme is therefore considered to be acceptable in principle.

Visual Amenity

The application is for the change of use of the upper floors of an existing building, as such raises no issues in terms of visual amenity as the exterior of the building will remain as existing.

Residential Amenity

The proposal does not involve any external alterations nor extensions, so would therefore not incur a loss of light, privacy or outlook to adjoining properties.

The proposed use would operate between the hours of 08:00 and 18:00 and would not be an office open to visits from the public meaning that the number of people coming and going from the premises would be limited. The scheme would therefore not result in a detrimental impact on the amenities of the adjoining occupiers in terms of noise and disturbance.

Highways and Parking

The proposed development, given that it would not materially intensify the use of the site, that the existing flat could be occupied by 5 people with associated comings and goings and has no associated parking, the ready availability of on-street parking in the vicinity, that the

site is located in a highly accessible transport corridor and that the proposed use is not for visiting by the public, is considered to be acceptable in terms of its impact on parking and highway safety.

Other Considerations

The proposed development in terms of the built environment would have a neutral impact on community safety and security although being occupied rather than vacant should be a benefit.

The bin storage and recycling facilities would remain as existing and given the proposed use are considered to be adequate for future use.

Conclusion

The proposed use would be acceptable in principle and in detail with regard to visual and residential amenity, highway safety and parking, community safety and security as well as bin storage and recycling.

As such the proposal is considered and the Council is strongly urged to recommend the scheme for approval.