MANCHESTER CITY COUNCIL

Planning

Growth & Development

Delegated officer report for planning application

Application no.	139817/FO/2024
Date registered valid:	19 April 2024
Proposal:	Erection of first and 2nd floor rear extension and shopfront alterations in association with the formation of 2 self contained flats on the first and second floor.
Address:	900 Stockport Road, Manchester, M19 3AD
Ward(s):	Levenshulme Ward
Applicant:	Mr. Muhammad Mazhar Ali
Agent (if any):	Mr. Niamat Ali, NA Design
Case officer:	Carl Glennon Tel: 0161 234 4530 Email: carl.glennon@manchester.gov.uk
Recommendation:	Approve
Date of recommendation:	12 June 2024

Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit: 12 June 2024

Standard consultations:
Printed: 29 April 2024 Expired: 21 May 2024

Neighbour notifications
Printed: 29 April 2024 Expired: 21 May 2024

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: No

Tree Preservation Order: No

Description of area

This application relates to the first and second floor of a 3-storey building, which forms part of a parade that presents a frontage to the western side of Stockport Road. The site is close to the junction with Carrill Grove and is within Levenshulme District Centre. The ground floor comprising of a Class E use (photographic equipment shop). The principal elevation incorporates red brickwork with dentil course detailing and stone sills and lintels. The building has a pitched roof and a part single, part two storey extension has been formed to the rear. The ground floor rear extension appears to have occur through the enclosure of the entire yard area. The first floor extension forms and enclosed staircase to the existing flat. The flat and the Class E unit area accessed via doors leading to the adjacent alleyway.
The existing two bedroom flat has accommodation over two floors.



Fig.1 – Views to the front and rear of the application site.

Description of development

The proposed development would involve:

i. Alterations to the existing shopfront to allow the formation of a separate entrance to the principal elevation. It would lead to a staircase and corridors serving the proposed flats. The altered shopfront would incorporate a single leaf door and ground to floor display window.

ii. To the rear an extension would be formed at first and second floor levels. It would extend across the full wide of the existing building. The highest point of its lean-to roof would align with the existing eaves and a 3 metre projection would be formed. The retained flat extension would be incorporated into the rear elevation of the new extension through formation of a lean-to roof. Existing door and roller shutter to the rear elevation (adjacent to the alleyway) would be maintained.

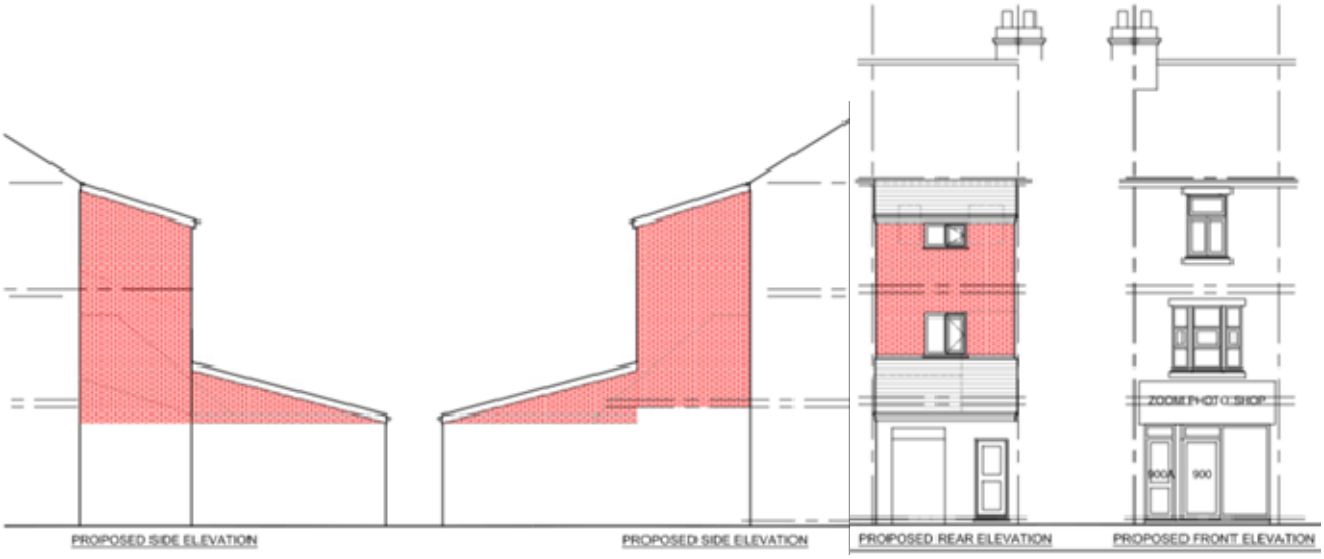


Fig.2 – Proposed elevations

iii. Internally, the Class E unit would be marginally reconfigured to accommodate the new access door and staircase. A dedicated bin and cycle storage room would be provided in the ground floor extension for use by residents and accessed via the alleyway. Waste storage would continue to be accommodated in the storeroom of the Class E unit. The bin and cycle storage would need to be accessed via the rear alleyway with no direct access through the building.

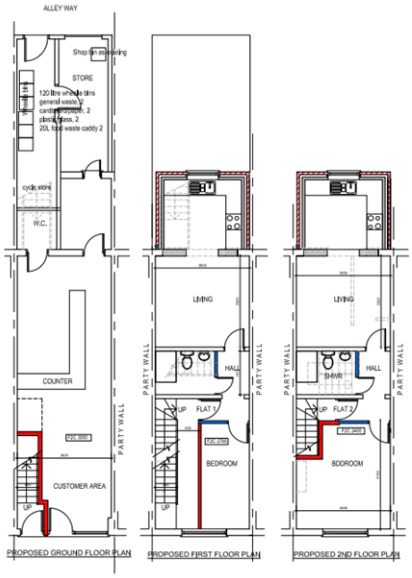


Fig.3 – Proposed layout

iv. Each of the proposed flats would comprise one bedroom, living room / kitchen and shower room.

v. The following internal space would be achieved:

Flat 1 – 39 sq. metres
Flat 2 – 43 sq. metres.

Consultations & Notification Responses

Local residents – No comments received.

Highway Services – The following comments have been received:

i. The development would not be supported with dedicated car parking. Any cars associated with the use would contribute to on-street car parking.
ii. The proposed flats should be supported with dedicated and secure cycle storage.
iii. Clarification of the collection point for bins should be confirmed.
iv. Any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements should be agreed with the Council as local highways authority.

Environmental Health – The following comments have been received:

i. No objection to the waste management arrangements.
ii. The application properties should be insulated against noise from Stockport Road and nearby railway line. Potential noise transfer from the ground floor Class E unit to the apartments above should be attenuated.

Issues

National Planning Policy Framework (NPPF) - This Framework came into effect on 27th March 2012 and was amended and updated in February 2019 and subsequently in December 2023. It represents key up to date national policy and is an important material consideration in determining the current application. A number of key aspects of the NPPF that impact on the considerations that need to be given to the current application are identified below. The document states that the 'purpose of the planning system is to contribute to the achievement of sustainable development. The document clarifies that the 'objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs'. The purpose of the planning system is to achieve sustainable development. It states that to achieve this, the following three overarching objectives need to be pursued mutually:

i. The economic role should contribute to sustainable development by building a strong, responsive and competitive economy and ensuring the sufficient amount of and right type of development to support growth.
ii. The social role is required to support communities by creating a high quality built environment with accessible local services to reflect the needs of the community.
iii. The environmental role should protect and enhance the natural, built and historic environment.

The Framework re-iterates that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The statutory status of the development plan remains as the starting point for decision making. The following aspects of the Framework are considered to be relevant.

Section 8: Promoting healthy and safe communities - States that planning decisions should aim to achieve healthy, inclusive, accessible and safe places, where crime and disorder (and the fear of crime) do not undermine the quality of life or community cohesion. The development would maintain an appropriate separate entrance to Carrill Grove with related natural surveillance. The site would continue to accommodate a mix of Class E and residential uses

and there would not be an appreciable change in the existing circumstances following the formation of an additional flat. Section 8 would thereby be accorded with.

Section 9: Promoting sustainable transport - States that in assessing specific applications for development, it should be ensured that:

i. The potential impact of development on transport networks can be addressed;
ii. Provide opportunities for walking, cycling and public transport use.

It is considered that, given the magnitude of the development, the generation of traffic and vehicular movement would be predictable and capable of being accommodated within the local highway infrastructure. The site is highly accessible via public transport. The development would thereby be appropriately related to Section 9.

Planning Practice Guidance - On 6 March 2014 the Department for Communities and Local Government (DCLG) launched this planning practice guidance web-based resource and is relevant to key planning issues of significance to applicants and local authorities. In considering this application the following aspects of the PPG have been appropriately responded to:

i. Consultation and pre-decision matters;
ii. Health and well-being;
iii. Noise.

It is considered that the development would be appropriately related to the above objectives for the reasons set out in the report.

The Places for Everyone Plan - The Inspectors' Report on the examination of the Places for Everyone plan was published on 15 February 2024. The Inspectors' Report sets out and justifies their recommendations in relation to the plan, and they have concluded that all legal requirements have been met and that with the recommended main modifications set out in the appendix to their report, the Places for Everyone plan is 'sound'. The nine constituent local authorities will now consider the Inspectors' Report and the adoption of Places for Everyone. The first Council meetings to approve the plan will be Salford and Wigan (28 February). The plan was considered at the Full Council meeting in Manchester on 20 March 2024, and was subsequently approved on 21st March 2024. Given the stage the Plan has reached, the Plan and its policies is now a material planning consideration in the determination of planning applications. The Plan and its policies must therefore be given full weight in the planning balance. The following policies are relevant:

JPS1 - Sustainable development

Manchester's Local Development Framework: Core Strategy - The Core Strategy Development Plan Document 2012 -2027 (`the Core Strategy') was adopted by the 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.' The following policies are relevant to the proposed development:

Policy SP 1 - Specifies the Core Development Principles for parts of the City. In this case the relevant principles relate to the extent to which the development:

a. Makes a positive contribution to neighbourhoods of choice including the creation of well designed places that enhance or create character; making a positive contribution to the health, safety and well-being of residents, considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income and to protect and enhance the built and natural environment;
b. Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible;
c. 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.

The development would retain a ground floor commercial use that would continue to positively contribute to the commercial offer in the district centre. The appearance of the development would not be affected by the development. The proposed flats would also contribute to the quality of residential provision in the district centre. Policy SP1 would thereby be accorded with.

Policy C 2 District centres - States that development will support thriving district centres, with distinct local character, providing a good range of accessible key services, including retail, health facilities, public services, leisure activities and financial and legal services. It promotes the efficient use of land and housing where it supports the vitality a viability of the district centre. The development would accord with these objectives.

Policy EN19 Waste - Requires consideration of the submitted details relating to determine if the applicant has satisfactorily demonstrated how:

i. Both construction and demolition waste will be minimised and recycled on site wherever possible;
ii. The sustainable waste management needs of the end user will be met.

Bin storage arrangements have been identified and include in curtilage storage arrangements for the proposed apartments and ground floor commercial use. On this basis, policy EN19 would be accorded with.

Policy T1 (Sustainable transport) - Relates to the delivery of sustainable, high quality, integrated transport system, which encourages a modal shift away from car travel to public transport, cycling and walking and prepare for carbon free modes of transport. In this case, the development would not generate significant traffic and the site is in a sustainable transport location. The constraints of the site would prevent cycle storage. Policy T1 would be appropriate responded to.

Policy DM1 (Development Management) - 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. Relevant considerations in this case are:
o Appropriate siting, layout, scale, form, massing, materials and detail;
o Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development with due regard to the character of the surrounding area;
o Effects on amenity;
o Accessibility - In relation to inclusive access and sustainable transport modes;
o Community safety and crime prevention;
o Design for health;
o Refuse storage and collection.

The development not unduly harm the amenities of the area and provision can be made to deliver appropriate security measures throughout the site. The development site would be supported with waste and recycling storage. Policy DM1 would thereby be accorded with.

Unitary Development Plan (UDP) saved policies -The following saved UDP policies are also considered to be relevant:

Policy E3.3 (Upgrade the appearance of radial and orbital routes) - This policy (E3.3) is relevant given the views of the site from Stockport Road, which is a major radial route to the City Centre. The existing elevations to Stockport Road would not be altered and the existing circumstances would therefore be maintained. The development would therefore be satisfactorily related to policy E3.3.

Policy DC26 (Development and noise) - Has been related to the proposals contribution to the local noise environment, in relation to the operation of the proposed extension and the additional activity it may generate, including customers and traffic movements and the undertaking of servicing and deliveries. In case, it is considered that noise disturbance could be addressed through the included condition and policy DC26 would thereby be accorded with.

Manchester Residential Quality Guidance - Sets out the direction for the delivery of sustainable neighbourhoods of choice where people will want to live and also raise the quality of life across Manchester. The guidance states that the delivery of high-quality, flexible housing will be fundamental to ensuring the sustainable growth of Manchester. It is therefore essential for applicants to consider and integrate the design principles contained within the guidance into all aspects of emerging residential schemes. The above is relevant to new build development but its space criteria have been referenced in the assessment of the quality of the achieved internal space. In this case the proposed flats would exceed the required space criteria for a one bedroom, one person units. This would be acceptable given the constraints of the application property.

Positive and proactive engagement with the applicant - An amendment to the DMO, which came into effect on 1st December 2012, requires every decision notice relating to planning permission and reserved matters application to include an explanation as to how the local planning authority have worked with the applicant in a positive and proactive manner based on seeking solutions to problems which arise during the determination of the planning application. In this case, officers undertook discussions with the applicant's agent, which resulted in the submission of supplementary details and facilitated the appropriate assessment of the planning application.

Principle of the development – The extensions to the rear of the property have been undertaken without planning permission but have been in place since at least 2008 and is therefore exempt form enforcement action. The principle of residential uses above a ground floor Class E unit is acceptable. The development would improve the arrangement of built form to the rear of the application property through the delivery of a cohesive design and use of materials. The continued use of the property for a mix of commercial and residential uses would contribute positively to the future viability of Levenshulme District Centre. The development would positively contribute to housing provision in the locality. The development is therefore considered to be acceptable.

Use – A condition has been included relating the occupation of the development to two separate one bedroom, one person flats (Class C3). This condition is necessary to aid the future management of the development.

Internal layout and space – The respective flats would achieve an internal space of 39 sq. metres and 43 sq. metres. The applicant's agent has confirmed that the internal circulation spaces, including landings would meet building regulations requirements. The internal layout would be acceptable given the constraints of the application property

Residential amenity – The development would secure a satisfactory quality of internal space with the configuration of the building envelope. The level of amenity would be commensurate with the characteristics of residential accommodation above retail and commercial premises in the locality.

Noise – The development has been related to a condition to ensure the acoustic insulation of the two authorised flats against noise from Stockport Road, mainline railway line and any other identified noise source, including the retained ground floor Class E use. The implementation of agreed measures would secure appropriate safeguards to residential amenity.

Scale and massing – The development would be related to a context of densely development built form comprising single, two and three storey extensions. The development would be related to the existing eaves level and is considered to be appropriate. The formation of the first floor extension would result in a reconfiguration the roof to the ground floor extension. The related increase in height (to the ground floor extension) is considered to be proportionate and the improvements to the appearance of the roof are considered to beneficial to local amenity.

Siting – The proposed windows not directly face windows in the side elevation of the nearest residential property at 1 Carrill Grove. Instead, it would face towards the Class E buildings at Farm Side Place. The siting of the first and second floor extensions would be appropriate. The ground floor extension would be maintained without any change to the existing circumstances.

Design – The development proposed extensions have been appropriately related to the characteristics of the existing property. The formation of a new lean-to roof would improve the appearance of the retained lean – to extension. A condition has been included to ensure the use of matching materials.

Crime and security – The development would provide a separate residents' access form the Stockport Road elevation thereby maximising natural surveillance. Cycle storage would be located in a secure ground floor storeroom. An informative has been included that recommends that any new security fittings meet secured by design standards thereby reducing any increased risk of crime.

Inclusive access – As there would be no change in the existing circumstances regarding access to the first floor apartments.

Waste management – The applicant has demonstrated the provision of separate waste and recycling storage for the respective uses. Waste collection would take place via the adjacent alleyway, which would be consistent with the existing arrangements. The residential bins would be accessed via the rear alleyway. The distance travelled by residents when accessing bins would exceed usual requirements. However, the configuration the application property would not facilitate direct access and the development delivered secure in curtilage n=bin storage. On balance, these arrangements would be acceptable.

Highways issues - The site is in a sustainable location regarding access to public transport thereby reducing reliance on provide car usage. The proposed level of residential occupation would not result in significant traffic generation or otherwise unduly impact on the highway network.

Cycle storage – The applicant has identified cycle storage on the dedicated residents' storage area. A condition has been included requiring the approval of the specification of secure cycle racks to encourage the adoption of sustainable transportation modes.

Conclusion - It is considered that the development would deliver a proportionate amount of residential accommodation. It would facilitate the continued operation of a Class E use, which contributes positively to the retail offer within Levenshulme District Centre. On balance, the development would be acceptable, and the appropriate future management of the development would be secured through the included conditions.

Other Legislative Requirements

Equality Act 2010
Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

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 polices 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

In this case, 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. Officers undertook discussions with the applicant's agent, which resulted in the submission of supplementary details and facilitated the appropriate assessment of the planning application.

Condition(s) to be attached to decision for approval

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 received by the City Council as local planning authority on 19 April 2024 and 7 June 2024:

Planning application forms
Location plan with a red edged
Proposed Plans (layout and elevation) Ref: NA-P02 Rev A (attached the NA Design email dated 7 June 2024 confirming first floor corridor width)

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 for the City of Manchester.

3) The materials used in the construction of the development hereby approved, including bricks and roof tiles (together with the method of coursing and pointing) and window frames, shall be maintained in situs and shall match the appearance of the existing dwellinghouse, in terms of colour, texture and appearance.

Reason - In the interests of visual amenity and character of the area, pursuant to policies SP1, EN1 and DM1 of the Core Strategy for the City of Manchester.

4) The development hereby approved shall only be occupied as a two self-contained one bedroom, one person flats (Class C3) as shown on drawings Ref: Proposed Plans (layout and elevation) Ref: NA-P02 Rev A and for no other purposes.

Reason – In the interests of residential amenity pursuant to policies SP1 and DM1 of the Cire Strategy for the City of Manchester.

5) a) Before the occupation of the development, a scheme shall be submitted to and approved in writing by the City Council as local planning authority relating to the acoustic insulation of the two authorised flats against noise from Stockport Road, mainline railway line and any other identified noise source, including the retained ground floor Class E use. The scheme should also consider and attenuated against potential for overheating. The approved noise insulation and ventilation scheme shall be implemented before the occupation of the authorised flats.

b) Prior to first occupation of the residential units, a verification report shall be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that the internal noise criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the internal noise criteria.

Reason: To secure a reduction in noise from traffic or other sources to protect future residents from noise disturbance and to reduce the potential for overheating pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester and saved policy DC26 of the Unitary Development Plan.

6) Before occupation of the development, the arrangements for the storage of waste and recycling bins as detailed on drawing referenced Proposed Plans (layout and elevation) Ref: NA-P02 Rev A and waste management proforma referenced: PP-12991220 dated April 2024 shall be fully implemented and maintained in situ thereafter.

Reason - In the interests of residential amenity and to secure appropriate arrangements for the storage and collection of segregated waste and recycling, pursuant to policies SP1, EN19 and DM1 of the Core Strategy for the City of Manchester.

7) Before the first occupation of the development details secured racks for the storage of two cycles in the position shown on drawing referenced: Proposed Plans (layout and elevation) Ref: NA-P02 Rev A shall be submitted to and approved in writing by the City Council as local planning authority. The approved details shall be implemented in full prior to the first occupation of the development and maintained in situ thereafter.

Reason - To ensure that adequate provision is made for cycle parkin
g so that persons occupying or visiting the development have a range of options in relation to modes of transport in order to comply with policies SP1, T1 and DM1 of the Core Strategy for the City of Manchester.

Informatives

1) Information for Developers guidance documents can be downloaded using the following link:

http://www.manchester.gov.uk/info/500207/planning_and_regeneration/1962/additional_planning_guidance/3

2) The applicant is advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with MCC Highways Applications and Network Resilience teams via email: highwaylicences@manchester.gov.uk

3) It is recommended that any new windows, doors, locks and fittings meet Secured by Design standards.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health

Flat 3, 896A Stockport Road, Manchester, M19 3AD
Flat 2, 1A Carrill Grove, Manchester, M19 3AE
Flat 2, 896A Stockport Road, Manchester, M19 3AD
Flat 1, 896A Stockport Road, Manchester, M19 3AD
896 Stockport Road, Manchester, M19 3AD
Flat 1, 1A Carrill Grove, Manchester, M19 3AE
H&T Pawnbrokers, 894 Stockport Road, Manchester, M19 3AD
Flat 4, 1 Cromwell Grove, Manchester, M19 3QD
Flat 3, 1 Cromwell Grove, Manchester, M19 3QD
Flat 2, 1 Cromwell Grove, Manchester, M19 3QD
Flat 1, 1 Cromwell Grove, Manchester, M19 3QD
Flat 2, 4 Farmside Place, Manchester, M19 3BF
4 Farmside Place, Manchester, M19 3BF
Flat 1, 4 Farmside Place, Manchester, M19 3BF
Top Flat, 900 Stockport Road, Manchester, M19 3AD
Flat Above, 898 Stockport Road, Manchester, M19 3AD
Flat Above, 817 Stockport Road, Manchester, M19 3BS
Flat Above, 906A Stockport Road, Manchester, M19 3AD
Euphoria Parlour, 906A Stockport Road, Manchester, M19 3AD
2A Farmside Place, Manchester, M19 3BF
821 Stockport Road, Manchester, M19 3PL
813 Stockport Road, Manchester, M19 3BS
813B Stockport Road, Manchester, M19 3BS

Al-Waalis, 1A Farmside Place, Manchester, M19 3BF
Global House Solicitors, 817A Stockport Road, Manchester, M19 3BS
813A Stockport Road, Manchester, M19 3BS
902 Stockport Road, Manchester, M19 3AD
817 Stockport Road, Manchester, M19 3BS
2 Farmside Place, Manchester, M19 3BF
906 Stockport Road, Manchester, M19 3AD
904 Stockport Road, Manchester, M19 3AD
898 Stockport Road, Manchester, M19 3AD
5 Carrill Grove, Manchester, M19 3AE
3 Carrill Grove, Manchester, M19 3AE
1 Carrill Grove, Manchester, M19 3AE
Al- Waalis, 1 Farmside Place, Manchester, M19 3AD

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
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (More) -
Area Team Boundary - Name: NORTH AREA