

Planning

Growth & Development

Delegated officer report for planning application

Application no. 138591/FO/2023

Date registered valid: 14 December 2023

Proposal: Conversion of existing first floor flat to create an additional flat (2 in total) (Class C3).

Address: 1A Carrill Grove, Manchester, M19 3AE

Ward(s): Levenshulme Ward

Applicant: Mr Amir Ahmed B&A Properties Ltd

Agent (if any): Mr Mark Thorley, Inspired Garden Rooms Ltd

Case officer: Carl Glennon
Tel: 0161 234 4530
Email: carl.glennon@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 7 February 2024

Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit: 6 February 2024

Standard consultations:

Printed: 4 January 2024 Expired: 25 January 2024

Neighbour notifications

Printed: 4 January 2024 Expired: 25 January 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

Carrill Grove predominantly comprises of two storey terraced houses terminating at an embankment to an operational railway line. Notwithstanding the above, the application relates to the upper floors of a 3-storey building (with a ground floor address of 894 Stockport Road which operates as a pawnbrokers). It is situated at the junction south-west junction of Stockport Road and Carrill Grove and is within Levenshulme District Centre. The application property comprises of three storeys with a red brick and slate roof construction. The application relates to the first and second floors of the property, which are in use as one, three bedroom flat with separate access from the ground floor elevation to Carrill Grove. The rear yard area has a low wall demarcating it from Carrill Grove. The wall to the alleyway has been removed to facilitate a car parking space. Double yellow lines are located on Stockport Road returning to Carrill Grove.



Fig.1 – Views of the application property

Description of development

The existing ground floor use would be retained. The existing entrance to the flats from Carrill Grove would be maintained to provide access to a staircase linking the respective flats. No external alterations are proposed. Each flat would be one bedroom for one person occupation with floorspace of 47 sq. metres and 43. sq metres respectively. Flat 1 A would be supplemented by a separate storage room.

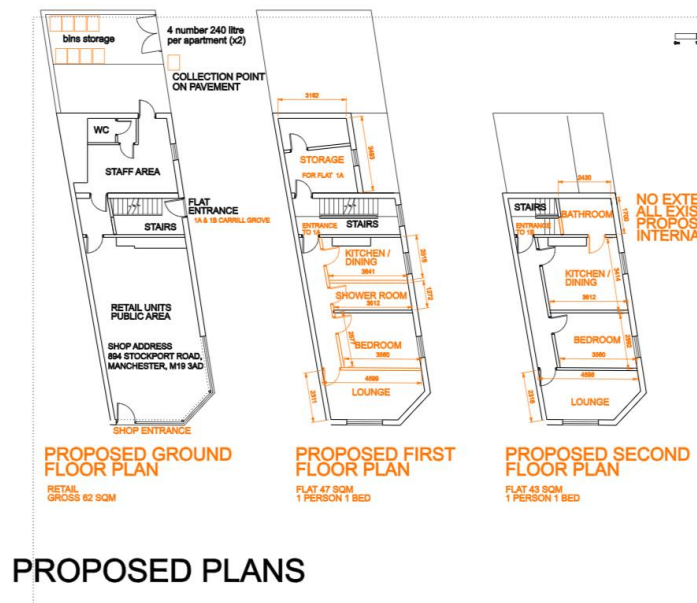


Fig.2 – Proposed layout

The rear yard area retains a low side wall to Carrill Grove. The rear section of wall has been removed to facilitate car parking within the site. As part of the proposal, the yard area would be detracted and sub-divided to form a gated enclosure for residents' bins.

Consultations & Notification Responses

Local residents – No comments received.

Environmental Health – The development should achieve appropriate bin capacities for each flat.

Highways – The following comments have been received.

- i. The site is in a sustainable location with regard to access to public transport
- ii. The development would not be supported with car parking and there may be some consequential impact on on-street parking.
- iii. The provision of cycle storage is recommended.
- iv. It is noted that waste management for the proposed flats would be located in a rear yard area with collection from Carrill Grove.

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 September 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.

National Planning Policy Framework (NPPF) - This Framework came into effect on 27th March 2012 and was amended and updated in July 2021. It sets out the Government's planning policies for England and how these are expected to be applied. It provides a mechanism through 'which locally-prepared plans for housing and other development can be produced.' It states that 'at the heart of the Framework is a presumption in favour of sustainable development.' However, 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. Furthermore, the statutory status of the development plan remains as the starting point for decision making. In 'decision-taking', this means that development proposals that accord with the development plan should be approved without delay unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

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. 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 is a Joint Development Plan Document - Provides a strategic plan and policies, for nine of the 10 boroughs which make up Greater Manchester. Once the Places for Everyone Plan is adopted it will form part of Manchester's development plan. To date, five consultations have taken place in relation on the Plan. The Examination of Plan, following its submission in February 2022, began in November 2022. Following the completion of the Examination of the Plan, main modifications have now been proposed which will now become the subject of further public consultation. The City Council's Executive agreed the Main Modification on 4 October 2023 and endorsed an 8 week period of public consultation on the Main Modifications commencing no earlier than 9 October 2023. Any representations will be forwarded to the Examination team managing the Plan. The Inspectors will consider all representations on the proposed Modifications before finalising the examination report. Given the stage the Plan has reached, and level of public consultation and scrutiny it has received, 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 significant weight in the planning balance. The following comments are considered to be 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 apartments 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 with scope for in curtilage storage 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 provide appropriate security measures throughout the site. The development site has the capacity to 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 would not be changed and there would not be a change in the existing circumstances.

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 would be absorbed into the surrounding noise environment. The impact of the surrounding noise environment on the occupation of the apartments has been considered to ensure that the development appropriately relates to policy DC26.

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, sufficient information has been submitted to facilitate the appropriate assessment of the development without a requirement for further negotiation.

Principle of the development - 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.

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 retails and commercial premises.

Noise – There is an established relationship between the ground floor Class E use and a first floor flat and this relationship would be unaffected by the development. The second floor flat would be separated from the Class E use. In these circumstances it is not considered that undue noise disturbance would occur and a specific noise insulation condition has not been included.

Design – The development would not involve external alterations to the building. There would be no change in the existing relationship of the building to the streetscene. A condition has been included to ensure the approval of elevation details of the identified bin enclosure and boundary treatment to the yard area to be utilised by the retained ground floor commercial use.

Crime and security – An informative has been included that recommends that any new security fittings meet secured by design standards thereby reducing any increase risk of crime.

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

Waste management – It has been demonstrated that the site would have the capacity to accommodate appropriate bin storage. A condition has been included to ensure the approval and implementation of details relating to the siting, materials and appearance of boundary treatments, gates and residential bin stores (with appropriate capacities). Satisfactory waste and recycling facilities would thereby be delivered.

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

Cycle storage – Notwithstanding the comments from Highways, the site does not have the capacity to provide secure cycle storage.

Conclusion - It is considered that the development would deliver a proportionate amount of residential accommodation. The appropriate future management of the development would be secured through the conditions set out below.

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 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 in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. In this case, sufficient information has been submitted to facilitate the appropriate assessment of the development without a requirement for further negotiation.

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 17 November 2023 and 22 December 2023:

Planning application forms
Existing site plan with red edge
Location plan with a red edge

Proposed site plan

Proposed plans Ref: 2023/07/03 PROPOSED Rev B.

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 development hereby approved shall only be occupied as a two separate one bedroom, one person flats (Class C3) as shown on drawing Ref: Proposed plans Ref: 2023/07/03 PROPOSED Rev B and for no other purposes.

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

4) Before the occupation of the development, a scheme shall be submitted to and approved in writing by the City Council as local planning authority, detailing the siting, materials and appearance of boundary treatments, gates and residential bin stores. The residential bin stores shall achieve the bin capacities detailed in the waste proforma received on 14 December 2024. The approved scheme shall be implemented upon occupation of the development and retained 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.

Informative

1) To reduce the risk of crime, it is recommended that any new security fittings installed in connection with the development should meet secured by design standards.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health

Flat 2, 1A Carrill Grove, Manchester, M19 3AE
Offices, 811 Stockport Road, Manchester, M19 3BS
Flat 2, 896A Stockport Road, Manchester, M19 3AD
Flat 1, 896A Stockport Road, Manchester, M19 3AD
896 Stockport Road, Manchester, M19 3AD
H&T Pawnbrokers, 894 Stockport Road, Manchester, M19 3AD
Flat 2, 892 Stockport Road, Manchester, M19 3AD
Flat 1, 892 Stockport Road, Manchester, M19 3AD
813 Stockport Road, Manchester, M19 3BS
813B Stockport Road, Manchester, M19 3BS
813A Stockport Road, Manchester, M19 3BS
892 Stockport Road, Manchester, M19 3AD
2 Carrill Grove, Manchester, M19 3AE
811 Stockport Road, Manchester, M19 3BS
1 Carrill Grove, Manchester, M19 3AE

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) -
Area Team Boundary - Name: NORTH AREA