

Planning

Growth & Development

Delegated officer report for planning application

Application no. 136063/FO/2023

Date registered valid: 14 July 2023

Proposal: Erection of single storey rear extension and front and rear roof dormers to allow enlarged ground floor commercial floorspace (Class E), the formation of 2 flats in the first and second floors (Class C3) elevational alterations to facilitate a new ground floor front apartment entrance and rear ground floor doorway.

Address: 756 Stockport Road, Manchester, M12 4GD

Ward(s): Longsight Ward

Applicant: Mr Sajjad Haider

Agent (if any): Mr Belal Rashid BRTA Limited

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

Recommendation: Approve

Date of recommendation: 19 December 2023

Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit: 2 August 2023

Standard consultations:

Printed: 18 July 2023 Expired: 8 August 2023

Neighbour notifications

Printed: 25 July 2023 Expired: 15 August 2023

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

The application site is located on the western side of Stockport Road. Notwithstanding the retail and commercial character of the adjacent street, the site is located outside Levenshulme district centre. To the immediate south of the site is a service yard that has been used for a variety of commercial uses. The area to the west of the site comprises of two storey terraced housing. The application property forms part of retail / commercial parade with residential uses above. The parade comprises of red brick elevations with grey slate roofs. A number of neighbouring properties have roof extensions. The ground floor of the application property does not appear to be in use but has an established retail use (Class E). The first floor has been used for storage purposes.



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

Description of development

The proposed development involves:

- i. The formation of a flat roof extension to the front roof plane. It would project from the existing ridge and partially across the parapeted flat roof. The roof extension would have a forward projection of 5.3 metres and width of 4.6 metres. A pair of top opening windows would be included in the principal elevation.
- ii. To the rear, second flat roof extension would be erected. It would project from the ridge line by 3.2 metres and a width of 4.6 metres.
- iii. At ground floor level, a flat roof rear extension would be formed providing a new WC as ancillary accommodation to the Class E unit. It would have dimensions of 2.6 metres (high) x 2.2 metres (wide) x 1.5 metres (deep).
- iv. Alterations to the Stockport Road elevation would allow the formation of a new shopfront and doorway accessing a staircase to the first floor apartment.
- v. The development would also allow the formation of 1 x one bedroom, two person first floor apartment and 1 x one, one person studio apartment second floor apartment.

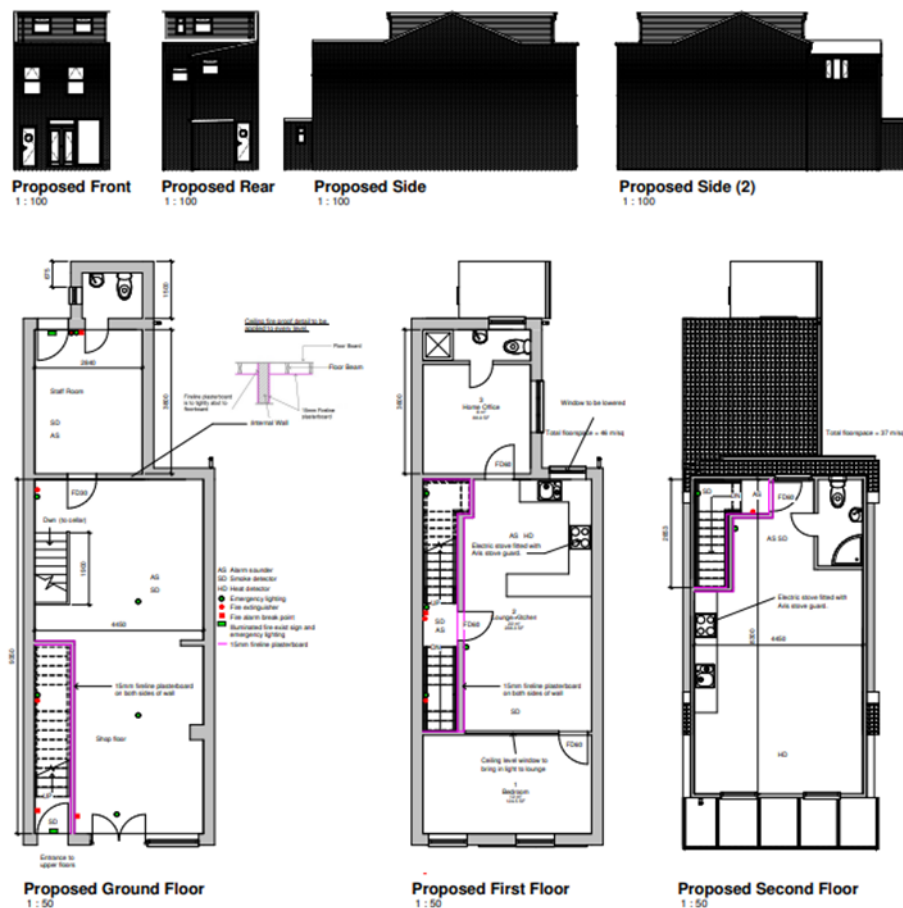


Fig.2 – Proposed elevations and layout

Consultations & Notification Responses

Local residents – No comments received.

Highway Services – The following comments have been received:

- i. It is not anticipated that the development would depart significantly from existing levels of traffic generation and the site is served by sustainable modes of public transportation.
- ii. Notwithstanding the above, on-site car parking would not be provided and there may be a consequential increase in on-street car parking associated with the development.
- iii. It is recommended that secure and sheltered cycle parking provision is provided, i.e., four cycle storage spaces should be provided (two spaces for the respective Class C3 and Class E uses).
- iv. A bin store for the 2 apartments and a separate bin store for the commercial space will be in place at the rear of the site. Clarification of the position of the waste collection point should be provided.
- v. Given the scale of the development, it is not considered that a construction management plan condition would be necessary.

Environmental Health - The following comments have been received:

- i. Clarification of the opening hours for the enlarged Class E use have been requested.

- ii. A condition is recommended to ensure that deliveries, servicing and collections, including waste collections shall not take place outside the following hours: 07:30 to 20:00, Monday to Saturday, no deliveries/waste collections on Sundays/Bank Holidays.
- iii. A condition is recommended to ensure that the proposed apartments are acoustically insulated against noise from Stockport Road (and other noise source that may identified as part of a related noise survey).
- iv. Clarification of waste management arrangements for the respective uses have been requested.

GM Police Design for Security – No objection but recommendations have been made relating the development to appropriate crime reduction and security measures.

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 July 2021. 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' (paragraph 7). The purpose of the planning system is to achieve sustainable development. Paragraph 8 of the NPPF 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.

Chapter 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 (paragraph 92). The development would be appropriately related to the streetscene thereby securing appropriate natural surveillance. The development is capable of incorporating appropriate security measures and a related informative has been included. The site would continue to accommodate a mix of Class E and residential uses and there would not be an appreciably change the existing circumstances. Chapter 8 would thereby be accorded with.

Chapter 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 Chapter 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 policy is relevant to the consideration of the development and is accorded with:

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 Class E use that would continue to positively contribute to the commercial offer and is in close proximity to Levenshulme District Centre. The appearance of the development would be appropriate within the context of neighbouring built form. The development would draw advantage from its sustainable location. The proposed apartments would also contribute to the quality of residential provision in the district centre. Policy SP1 would thereby be accorded with.

Policy EN8 Adaptation to Climate Change - States that all new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces. In this case, the development would result in a marginal increase in floorspace with a commensurate environmental impact.

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.

It is considered that appropriate waste and recycling management arrangements are capable of being achieved and accommodated within the site. Waste generation during the construction phase would be proportionate to the development and manageable.

Policy H1 (Overall Housing Provision) -Details the strategy for delivering new housing development in the city. It is considered that the development would make a small scale contribution and would thereby accord with policy H1.

Policy H 5 (Central Manchester) - States that Central Manchester, over the lifetime of the Core Strategy, will accommodate around 14% of new residential development. It states that high density housing will be permitted within Longsight District Centre as part of mixed-use schemes.

Policy H 6 (South Manchester) - States that South Manchester will accommodate around 5% of new residential development over the lifetime of the Core Strategy. High density development in South Manchester will generally only be appropriate within the district centres including Levenshulme, as part of mixed-use schemes.

Policies H5 and H6 have been referenced given the proximity of the site to Longsight and Levenshulme District Centres. It is considered that the development would improve the delivery and quality of local housing and thereby responding positively to both policies.

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, including privacy, light, noise, vibration, air quality and road safety and traffic generation;
- 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.

It is considered that the extension would be an appropriate and proportionate addition to the building with a design that relates satisfactorily to the building and its context. The development will not unduly harm the amenities of the area and provision can be made to provide appropriate security measures throughout the site. The development would be supported with existing and established waste and recycling storage. Appropriate waste management would be provided. 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 new development would positively contribute to the appearance of the streetscene as major radial route. Policy E3.3 would be accorded with.

Policy DC26 (Development and noise)

Policy DC26.1 - 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 and addressed through condition to ensure that the development appropriately relates to policy DC26.

Manchester Residential Quality Guidance (MRQG) - Sets out the direction for the delivery of sustainable neighbourhoods of choice where people will want to live and raise the quality of life across Manchester. In this case, the application of the guidance has been affected by the constraints of the application building and its impact on the formation of residential space. The internal space criteria have been used as a benchmark for the assessment of the quality of the proposed layouts. Within the context of a conversion it is considered that appropriate space would be formed.

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 have been undertaken with the applicant's agent to ensure that the submitted drawings accurately relate to the proposed development. The submitted and

supplementary details have facilitated the appropriate assessment of the proposed development.

Principle of the development – It is considered that the overall development represents a proportionate addition to the building, would facilitate a proportionate expansion of residential use. The continued use of the property for a mix of commercial and residential uses would contribute positively to the future viability of a shopping parade in close proximity to Levenshulme District Centre. The development is therefore considered to be acceptable.

Use – For the avoidance of doubt, a condition stating that the development relates to the use of the ground floor for Class E purposes with ancillary basement storage and 1 x one bedroom, two person first floor apartment and 1 x one, one person studio apartment second floor apartment.

Height, scale and massing – The height of the front and rear extensions would not exceed the height of the existing ridge line. The front dormer would not be set back from the edge of the existing parapet thereby reducing its impact. The impact of the rear extension would be reduced by the relationship to the eaves and the 'separation' provided by the retained two storey extension. On balance, the overall height, scale and massing of the development is considered to be proportionate and acceptable.

Siting – The development would be related to the existing built form and would not result in an increase in the footprint of the building. It is considered that the siting of the development would be appropriately related to neighbouring residential uses to the west of the site subject to the application of appropriate obscured glazing.

Residential amenity – The proposed apartment would achieve appropriate apartment layouts. Satisfactory relationships would be maintained to residential uses subject to obscure glazing to WC, shower rooms and the side (northern) elevation to the first floor bedroom. The acoustic attenuation condition would safeguard against noise disturbance.

Residential space – The applicant has amended the layout of the first floor apartment to a one bedroom, two person apartment so that its more closely related to the MRQG criteria for a one bedroom, two person occupation (50 sq. metres would usually be required and 46 sq. metres would be achieved). The second floor apartment would meet the required criteria for a one person, one bedroom apartment. With in the context of a residential conversion, it is considered that the proposed apartment layout would be acceptable.

Noise – In response to the comments of Environmental Health, a condition has been included to ensure appropriate acoustic attenuation to address noise transfer from the ground floor shop and between the proposed apartments. This condition is included in the interests of residential amenity.

Design – The proposed dormer extensions would have a simple elevational form that would be appropriately related to the existing building by a condition requiring the use of matching materials.

Roller shutters – The applicant has not indicated the provision of roller shutters to the shopfront. An informative has been included that advising that new roller shutters would require planning permission.

Crime and security – Notwithstanding the comments of GM Police Design for Security, a informative has been included to ensure that development includes satisfactory security and crime reduction measures.

Inclusive access – The changes between external ground and internal floor levels would not facilitate inclusive access to the shop. As there would be no change in the existing circumstances the proposed access arrangements would be acceptable.

Waste management – The submitted details indicate dedicated areas for bin storage in relation to the respective residential and Class E use. A condition has been included requiring the submission of details of appropriate bin enclosures with the capacity to accommodate required bins in accordance with Council guidance. On this basis, it is considered that appropriate waste and recycling arrangements can be achieved.

Highways issues - The site is in a sustainable location with regard to access to public transport. The proposed level of residential occupation would not result in significant traffic generation. Traffic generated by the Class E use would be typical of retail and commercial uses in the area. The development would not impact on highway capacity.

Cycle storage – Notwithstanding the comments from Highways, the configuration of the ground floor, the site would not have the capacity to provide internal cycle storage. The limited space within the rear yard should it be required for bin storage would prevent the provision of secured external bin storage.

Construction management plan (CMP) – Given the limited magnitude of the development it is considered that CMP condition would be an onerous requirement and has not been included. The construction works are capable of being undertaken within the curtilage of the site.

Conclusion - It is considered that the development provides an appropriate and proportionate addition to the property. . The proposed mix of uses is considered to be acceptable. The 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

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 have been undertaken with the applicant's agent to ensure that the submitted drawings accurately relate to the proposed development. The submitted and supplementary details have facilitated the appropriate assessment of the proposed development.

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 the specified dates:

Planning application form received 14 July 2023

Location plan with red edge received 5 July 2023

Site Plan Proposed (detailing bin storage) received 15 May 2023

Proposed front and dormer rear extension Ref: A102 Rev C received 19 December 2023.

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 to be used in the construction of the extension hereby approved, including bricks and roof tiles, together with the method of coursing and pointing, shall match the existing building, 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 relates to the use of the building for Class E purposes on the ground floor with ancillary basement storage and Class C3 residential use on the first and second floor comprising 1 x one bedroom, two person apartment and 1 x one, one person studio apartment.

Reason - For the avoidance of doubt and in the interests of residential amenity pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester.

5) Before the occupation of the authorised apartments, a scheme shall be submitted to and approved in writing by the City Council as local planning authority, detailing the capacity of bins

for the storage of segregated waste and recycling and the appearance of related bin enclosures for the respective Class E and Class C3 uses. The approved storage enclosures shall be positioned in accordance with the detail of drawings ref: Site Plan Proposed (detailing bin storage). The approved details shall be implemented prior to the occupation of the apartments and maintained in situ thereafter.

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

6) Before the occupation of the development commences, a scheme for acoustically insulating the proposed residential accommodation against noise from Stockport Road and any other identified noise sources and the transfer of noise from the ground floor Class E shall be submitted to and approved in writing by the City Council as local planning authority. The approved noise insulation and ventilation scheme shall be completed before any of the dwelling units are occupied and maintained in situ thereafter.

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

7) Before the occupation of the development windows to ground floor WC and first floor shower room and bedroom (northern elevation) as shown on drawing ref: Proposed front and dormer rear extension Ref: A102 Rev C shall be obscure glazed to a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent and shall remain so in perpetuity.

Reason - To protect the amenity and living conditions of adjacent residential property from overlooking or perceived overlooking and in accordance with policies SP1 and DM1 of the Core Strategy for the City of Manchester.

Informatives

1) The applicant should be advised that any requirements for licensing, hoarding / scaffolding, skips and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highway Applications and Network Resilience teams via Contact Manchester (Tel: 0161 234 5004 / Email: highwaylicences@manchester.gov.uk).

2) It is recommended that all new windows, doors and external fittings be certified to Secured by Design standards.

3) Guidance for developer can be found via the following link:

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

4) The planning permission hereby granted does not confer consent for the display of advertisements in relation to the ground floor Class E use.

5) The planning permission hereby granted does not confer planning permission of the installation of roller shutter and related housing boxes and means of affixation.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Greater Manchester Police

752A Stockport Road Manchester M12 4GD
754 Stockport Road Manchester M12 4GD
754A Stockport Road Manchester M12 4GD
756 Stockport Road Manchester M12 4GD
756A Stockport Road Manchester M12 4GD
758 Stockport Road Manchester M12 4GD
758A Stockport Road Manchester M12 4GD
752 Stockport Road, Manchester, M12 4GD
760 Stockport Road, Manchester, M12 4GB
742 - 744 Stockport Road, Manchester, M12 4GD
39 Siddall Street, Manchester, M12 4GE
33 Siddall Street, Manchester, M12 4GE
29 Siddall Street, Manchester, M12 4GE
27 Siddall Street, Manchester, M12 4GE
25 Siddall Street, Manchester, M12 4GE
21 Siddall Street, Manchester, M12 4GE
37 Siddall Street, Manchester, M12 4GE
35 Siddall Street, Manchester, M12 4GE
31 Siddall Street, Manchester, M12 4GE
23 Siddall Street, Manchester, M12 4GE
762A Stockport Road, Manchester, M12 4GD
760A Stockport Road, Manchester, M12 4GD
762 Stockport Road, Manchester, M12 4GD

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
Area Team Boundary - Name: NORTH AREA