Planning

Growth & Development

Delegated officer report for planning application

Application no.	137664/FO/2023
Date registered valid:	4 August 2023
Proposal:	Conversion of basement to create 1 x 2 bedrom flat (Class C3) with associated lightwell and balustrade.
Address:	1088 Stockport Road, Manchester, M19 2SU
Ward(s):	Levenshulme Ward
Applicant:	Mr Ishtiaq Hussain, HUS Property Developments Limited
Agent (if any):	Mr Derek Watmough, 4mation Architecture Ltd
Case officer:	Carl Glennon Tel: 0161 234 4530 Email: carl.glennon@manchester.gov.uk
Recommendation:	Approve
Date of recommendation:	9 November 2023

Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit: 30 August 2023

Standard consultations:
Printed: 11 August 2023 Expired: 1 September 2023

Neighbour notifications
Printed: 24 August 2023 Expired: 14 September 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



Fig.1 – Front elevation 1088 Stockport Road

This planning application relates to a 2-storey, bay fronted building with roof space accommodation and semi-exposed basement. It forms part of a terrace of properties on the eastern side of Stockport Road close to its junction with Hume Street. The site is located within

Levenshulme District Centre and positioned between two ground floor Class E units (at Nos 1086 and 1090). The building frontage is separated from the back of pavement by an open forecourt. The front of the property is characterised by a first floor bay that is incorporated into a hipped roof dormer extension comprising timber and panel detailing. The existing layout is shown in Fig.2.

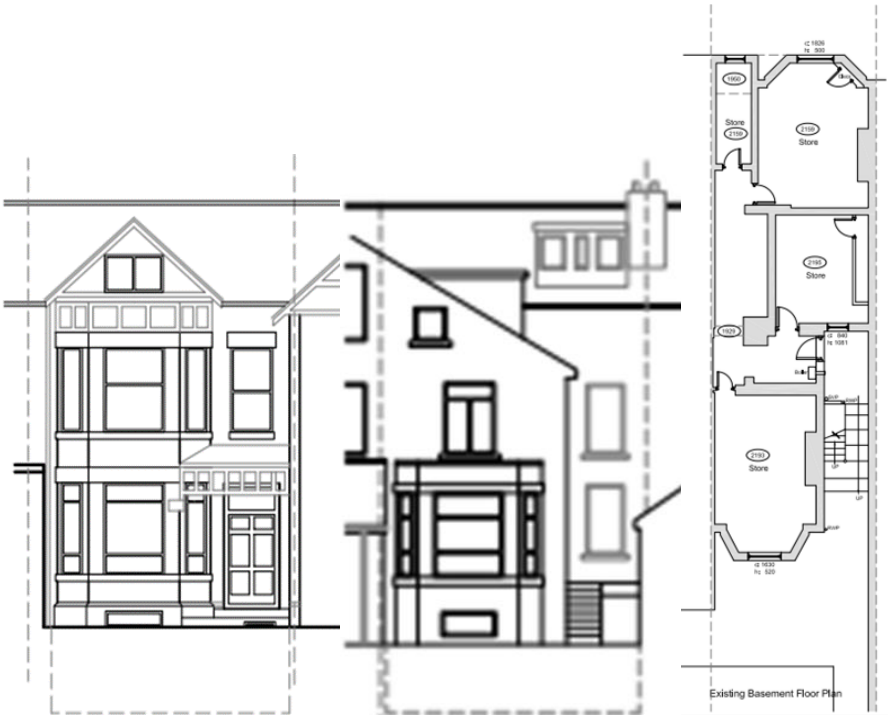


Fig.2 – Existing front and rear elevations and layout drawings

To the rear the building, the rear elevation incorporates a two storey outrigger, which is adjoined by a projecting bay positioned above a semi-exposed basement. The roofs to the outrigger and main house have been enlarged with flat roof dormer extensions relating to residential accommodation. A single storey pitched roof outbuilding spans the boundary with No 1086. Internally, the basement is used for storage purposes.



Fig. 3 – Views of the application site from Hume Street and alleyway

Description of development

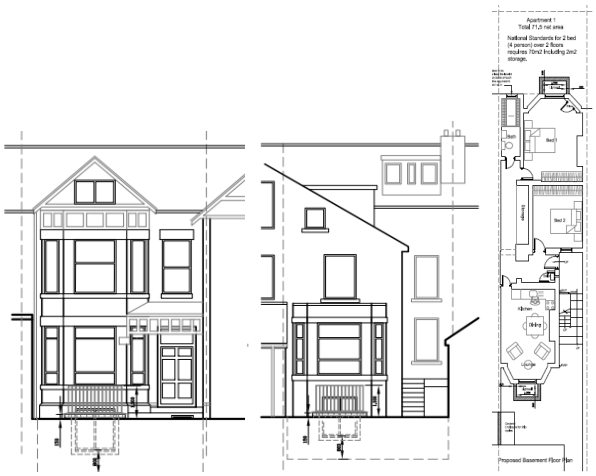


Fig.4 Proposed front and rear extensions and layout drawing

The development involves:

i. Excavation to expose the central elevation of front and rear elevations at basement level to allow the formation of lightwells width of 800 mm. Existing basement windows would be replaced with double opening doors.
ii. The lightwells would be secured with retaining walls and 1.1 metres high balustrade railings to the perimeter.
iii. Internally, the space would be configured to form kitchen, living room, two bedrooms and a bathroom. The bathroom would incorporate a new window with the related front elevation.
iv. The apartment would achieve and internal space of 71.5 sq. metres.
v. Access to the apartment would be via the existing principal entrance from Stockport Road.
vi. A secure two cycle enclosure is proposed within the rear yard area.

Site history

No site history.

Consultations & Notification Responses

Local residents and businesses – No comments have been received.

Environmental Health – Have advised that in curtilage bin storge is provided to safeguard against circumstances where the existing arrangements for communal bins are withdrawn.

Highway Services – The following comments:

i. Given the accessible location of the site it is not considered that the potential traffic generated by the site would impact upon the highway network.
ii. The provision of cycle storage is welcomed.
iii. The formation of a lightwell to the Stockport Road frontage is not objected to subject the installation of the proposed balustrade as shown on the proposed drawings.
iv. No works on the adopted highway are proposed as part of the development.
v. The Waste Management Strategy states that the proposed occupiers will make use of the existing communal bins located within the rear alleyway with servicing to continue in accordance with existing operations. Whilst Highways has no objection to the proposed waste management arrangements, it is recommended that MCC Waste, Recycling & Street Cleansing Team is consulted to ensure existing bins have capacity to cater for

additional demand.
vi. The applicant is 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.

Flood Risk Management Team – Note that the site is within Flood Zone 1 and low risk of surface water flooding is presented. An informative is recommended to ensure that any new drainage related to the development should be designed and constructed to prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system.

Greater Manchester Police Design for Security – No comments received.

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' (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. The development would be appropriately related to the streetscene thereby securing appropriate natural surveillance. The development is capable of incorporating appropriate security measures. As the development would operate in conjunction with the existing use there would be no apparent additional harm to residential amenity. 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 and cycle storage would be provided. 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.

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 make a small scale contribution to housing provision. Given the characteristics residential development would be suitable within a district centre context. The development would draw advantage from its sustainable location and secure a design that would be appropriately related to the character of the existing building. 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. Given the nature of the existing use, it is not considered that the inclusion of an additional apartment would be helpful to the character of the district centre or the objectives of policy C2.

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. This would be offset by the use of contemporary construction techniques, including window and door design.

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.

The details submitted as part of the development provide significant certainty that, with some adjustment, suitable waste and recycling arrangements can be provided to improve the existing arrangements. A condition has therefore been included to ensure that appropriate storage enclosures would be provided to accord with Policy EN19 would thereby 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, the site is in a sustainable transport location and cycle storage would be provided. 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:
- Appropriate siting, layout, scale, form, massing, materials and detail;
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development with due regard to the character of the surrounding area;
- Effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation;
- Accessibility - In relation to inclusive access and sustainable transport modes;
- Community safety and crime prevention;
- Design for health;
- Refuse storage and collection.

It is considered that the extension would an appropriate and proportionate addition to the building with a design that relates satisfactorily to the building and its context. The development not unduly harm residential amenity and provision can be made to provide appropriate security

measures throughout the site. Appropriate waste management is capable of being 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. It is considered that the development would have a marginal impact on the characteristics of existing property. The appearance of the property and its relationship to the streetscene. Policy E3.3 would thereby 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 commensurate with residential occupation and Environmental Health have not required a condition relating to noise attenuation.

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, discussions between officers and the applicant's agent have been undertaken to determine if the site has the capacity to accommodate the development in conjunction with the existing residential occupation of the site. On the basis of the submitted and supplementary details the development has been appropriately assessed.

Principle of the development – A review pf the planning history of 1088 Stockport Road, has not established that permission has been granted in relation to the sub-division of the property into three apartments of the formation of roof extensions. The applicant maintains that the existing apartments have been in place for more than 20 years. An internet search has revelated that at least one to the roof extension has been in place since 2008 and rear outbuilding (spanning the boundary of Nos 1086 and 1088) since 2012. Previous development has the potential to be lawful and, if required, could be investigated separately. The proposed development has been assessed within the context of the existing use of the property. The development does not appear to be related to parts of the building not affected by previous development. The applicant has demonstrated that the apartment would achieve a satisfactory internal layout, in relation to space and layout. The development would utilise currently under used floorspace and concentrate activity within the basement area. Given the characteristics of the existing use of the property and its relationship to the neighbouring district centre, it is not considered that the development would substantially depart from the existing circumstance. On balance, the principle of the development is considered to be acceptable.

Use - A condition has been included to ensure that the proposed development is appropriately related to the constraints of the site and only occupied as one, 2-bedroom apartment (Class C3).

Visual impact and siting – The formation of the lightwells and relating to balustrades would have limited impact on the application property, its character and relationship to the surrounding context. A condition has been attached to ensure that repaired, reinstated and new brickwork

(including the formation of retaining walls) is undertaken using matching materials. The lightwells would require limited excavation and would not compromises external space to the front and rear of the property. The above aspects of the development are considered to be acceptable.

Residential amenity – The proposed apartment would marginally exceed the applicable space criteria for two bedroom, four bedroom occupation and would thereby be relatively spacious, when occupied as a Class C3 dwelling. The proposed habitable rooms would be served with windows to provide adequate natural light. It is considered that the levels of noise and activity would be commensurate with the existing use of the property.

Crime and security – The development is capable of incorporating appropriate measures to reduce crime and improve security. Appropriate measures have been recommended and related to the development through an informative.

Access - The development would not achieve inclusive access due reliance upon steps to address changes to internal and external levels.

Waste management – Notwithstanding the comments of Environmental Health, the provision of separate arrangements for the collection of waste and recycling would be an onerous requirement and depart from the existing arrangements, the existing apartments utilise the communal bins in the adjacent alleyway. A condition has been included requiring that these arrangements would be in place (for the residential use) prior to the occupation of the apartments.

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 and there would not be an undue impact on highway capacity. The absence of car parking would be offset by the provision of cycle storage.

Noise attenuation – To avoid undue noise transfer to and from the proposed apartment and the existing ground floor residential accommodation, a condition to secure appropriate acoustic attenuation has been included. The related scheme should also attenuate against noise from Stockport Road and any other identified noise sources. It requires implementation of agreed measures before the occupation of the development and retention thereafter.

Cycle storage – The development would be supported with two cycle storage spaces in an area indicated in the rear yard. A condition has been included requiring the approval of the appearance and specification of the cycle storage enclosure.

Conclusion - It is considered that the development provides an appropriate and proportionate additional residential accommodation. The implementation and 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 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

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, discussions between officers and the applicant's agent have been undertaken to determine if the site has the capacity to accommodate the development in conjunction with the existing residential occupation of the site. On the basis of the submitted and supplementary details, the development has been appropriately assessed.

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 on 25 July 2023, 4 August 2023 and 27 October 2023:

Planning application forms
Location plan with a red edge
Existing & Proposed Plans & Elevations Project 959 Dwg No1 Rev A
Block Plan – 1: 500A

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 external construction of the development, including repair and reinstatement of brickwork and formation of retaining walls, 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 basement of 1088 Stockport Road as one, 2-bedroom flat (Class C3).

Reason – For the avoidance and in the interests, pursuant to policies SP1, and DM1 of the Core Strategy for the City of Manchester.

5) Before the occupation of the authorised flats, written confirmation shall be submitted to and approved in writing by the City Council as local planning authority detailing authorisation to related residential use the communal bins located in the alleyway situated adjacent to the western boundary of 1088 Stockport Road for the storage and collection of waste and recyclable material. The approved arrangements shall be implemented upon occupation of the flats and maintained in situ at all times 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.

6) Before occupation of the development, the bathroom window to the eastern elevation of the basement as shown on drawing referenced Existing & Proposed Plans & Elevations Project 959 Dwg No1 Rev A shall be obscure glazed in accordance with the detailed 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.

7) Before occupation of the development, details of the specification of the secure storage enclosure for two cycles, detailed on drawing referenced Existing & Proposed Plans & Elevations Project 959 Dwg No1 Rev A shall be submitted to and approved in writing by the City Council and local panning authority. The approved details shall be implemented upon occupation of the development and retained in situ at all times thereafter.

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

8) Before the occupation of the development, a scheme of acoustic attenuation shall be submitted to and approved in writing by the City Council as local planning authority to safeguard against noise transfer to and from the authorised basement apartment and reduce harmful noise and disturbance from Stockport Road and any other identified noise sources. The approved scheme shall be implemented before the occupation of the basement apartment and retained in situ thereafter.

Reason - To secure a reduction in noise to and from the authorised basement apartment and noise and disturbance from Stockport Road and any other identified noise sources, in order to

protect future residents from noise nuisance, pursuant to policies SP1, H1 and DM1 of the Core Strategy for the City of Manchester.

Informatives

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

2) 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

3) It is recommended that any new drainage related to the development should be designed and constructed to prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system.

4) The applicant is 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 Email -highwaylicences@manchester.gov.uk.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police

1092A Stockport Road, Manchester, M19 2SU
67 Henderson Street, Manchester, M19 2QR
Flat 3, 1086 Stockport Road, Manchester, M19 2SU
Flat 2, 1086 Stockport Road, Manchester, M19 2SU
Flat 1, 1086 Stockport Road, Manchester, M19 2SU
Flat 4, 1086 Stockport Road, Manchester, M19 2SU
Flat 2, 63 Henderson Street, Manchester, M19 2QR
Flat 1, 63 Henderson Street, Manchester, M19 2QR
Flat 1, 1088 Stockport Road, Manchester, M19 2SU
1086 Stockport Road, Manchester, M19 2SU
1045 Stockport Road, Manchester, M19 2TF
1043 Stockport Road, Manchester, M19 2TF
1041 Stockport Road, Manchester, M19 2TF
63 Henderson Street, Manchester, M19 2QR
Flat 3, 1088 Stockport Road, Manchester, M19 2SU
Flat 2, 1088 Stockport Road, Manchester, M19 2SU
1092 Stockport Road, Manchester, M19 2SU
1090 Stockport Road, Manchester, M19 2SU
71 Henderson Street, Manchester, M19 2QR
69 Henderson Street, Manchester, M19 2QR
65 Henderson Street, Manchester, M19 2QR
1047 Stockport Road, Manchester, M19 2TF
Flat Above 1090 Stockport Road, Manchester, M19 2SU

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 (Less) -
Area Team Boundary - Name: NORTH AREA