

Planning

Growth & Development

Delegated officer report for planning application

Application no. 137101/FO/2023

Date registered valid: 4 June 2023

Proposal: Erection of second floor rear extension involving rear roof dormers and elevational alterations in connection with the creation of two self contained flats (Class C3) and retention of ground floor retail unit (Class E)

Address: 1090 Stockport Road, Manchester, M19 2SU

Ward(s): Levenshulme Ward

Applicant: Mr H Ishmail

Agent (if any): Holborow And Ormesher

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

Recommendation: Approve

Date of recommendation: 4 August 2023

Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit: 7 July 2023

Standard consultations:

Printed: 7 June 2023 Expired: 28 June 2023

Neighbour notifications

Printed: 28 June 2023 Expired: 19 July 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

This planning application relates to a 2-storey building within roofscape accommodation. 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 there is an established Class E unit on the ground floor and is under refurbishment. 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. A forecourt is located adjacent to the building frontage and has been partially excavated as part of unauthorised works to the basement. Although the ground floor of the terrace predominantly comprises of Class E uses, dwellinghouses (Class C3) are located at Nos. 1088 and 1094. Residential uses are located at upper floor levels above neighbouring Class E uses. To the rear, the application has a part single, part two storey extensions. The single storey extension covers the yard and terminates at the site boundary walls.



Fig. 1 – Site visit 13 February 2023



Fig. 2 – Site visit 7 July 2023

Description of development

The proposed development involves:

- i. The formation of a new shopfront with a single display and the paired arrangement of single leaf doors with stepped access to the respective apartments and retained shop unit. Although details have not been provided, the applicant has indicated an intent to provide roller shutters with internal housing boxes. A fascia panel has been indicated above the shopfront and beneath the projecting first floor bay. The shopfront would comprise of an aluminium frame with glazing and above a low stall riser. Metal formed doors would also be installed.

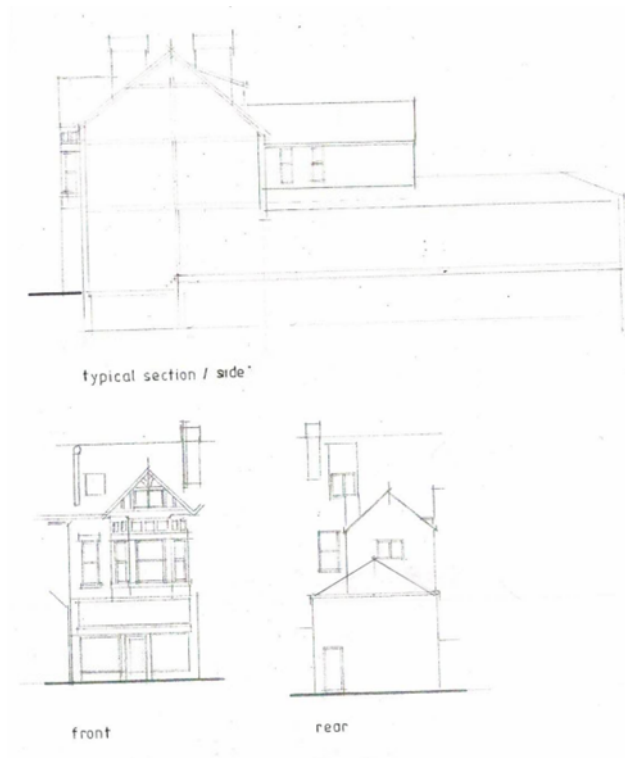


Fig. 3 – Existing elevations

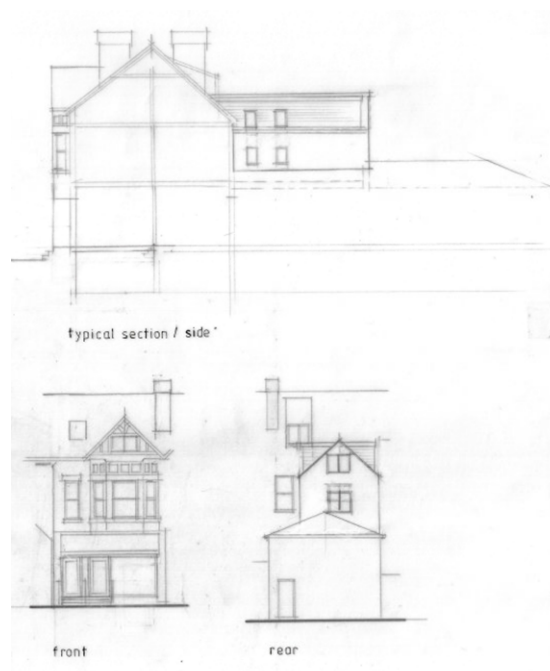


Fig. 4 – Proposed elevations

- ii. To the rear, the roof to the existing first floor extension would be reconfigured through the inclusion of a flat roof extension to each side of the pitched roof plane. The proposed roof extension would be set below and away from the respective ridge and eaves of the existing roof to the extension. Landing windows would be formed in the northern elevation of the enlarged extension at first and second floor level. Blank brickwork would be incorporated into the southern elevation.
- iii. The development would facilitate the formation of two, 2-bedroom flats with respective internal areas of 62 sq. metres and 64 sq. metres respective. Access to the flats would be gained via a dedicated access from Stockport Road.
- iv. The ground floor Class E unit would be retained with ancillary basement storage.

Site history

060695/FO/NORTH2/00 - Erection of showroom/storage building after demolition of existing storage building
Approved 22 December 2000

125664/FO/2019 - Elevational alterations in association with conversion of first and second floor retail premises into a residential flat
Approved 3 February 2020

136005/FO/2023 - External alterations to front of premises, including creation of lightwell and balustrade, to front elevation and erection of second floor rear extension to outrigger in association with change of use of upper floors and basement into 3 self-contained flats with retention of existing ground floor retail use
Withdrawn 30 May 2023

Consultations & Notification Responses

Local residents – No comments received.

Highway Services – The following comments have been received:

- i. It is anticipated the two dwellings would not increase the number of vehicular trips to and from the site. There would be no impact on the adjacent highway network and its capacity.
- ii. The development is in a sustainable location regarding public transport with Access to bus services via Stockport Road and Levenshulme Railway Station within walking distance of the site
- iii. No on-site car parking provision is proposed. This is not considered to be problematic for the reasons outlined above.
- iv. Pedestrian access to the dwellings will be provided from the property frontage at Stockport Road, with a separate shop access. This is acceptable.
- v. The application references the provision of cycle storage and the provision of these facilities should be conditioned.
- vi. No highways works are proposed as part of the development.
- vii. Clarification of waste management arrangements should be provided.
- viii. A construction management plan condition is requested.

ix. Any requirements for licensing, hoarding / scaffolding, skips and any associated temporary traffic management arrangements should be agreed with the Council as local planning authority.

Environmental Health – Have requested further details regarding waste management.

Greater Manchester Police Design for Security – No objection but recommended that proposed works accord with 'Secured by Design' standards.

Issues

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.

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 the comments of GM Police Design for Security have been related to the development. 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. 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.

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 in the 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 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, particularly through multi-storey development. Housing is also encouraged where it supports the vitality a viability of the district centre. The development would support and on-going business and thereby appropriately related to 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.

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 recommencement of the Class E use following the completion of the refurbishment works would be accompanied by the previous waste management arrangements. An included

condition would ensure that confirmation that the existing communal waste storage arrangements will be utilised before the occupation of either of the authorised apartments.

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 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 shopfront would positively contribute to the appearance of the district centre subject to the submission of appropriate roller shutter details as required by condition. The rear elevation would not be visible from Stockport Road. On balance, 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 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, 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 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 two, 2 bedroom apartments in the extended first and second floors.

Reinstatement of the forecourt – A condition has been included requiring excavation to the basement are infilled and the forecourt suitably resurfaced proper to the occupation of the development.

Height, scale and massing – The proposed roof extension would be subservient to the height of the existing rear extension and, therefore, the main roof to the building. The development would add some bulk and massing to the composition of the roof. However, satisfactory articulation would be maintained through the retained width of the roof extension and the spaces adjacent to its side elevations and above its roof. On balance, the overall height, scale and massing of the development is considered to be proportionate and acceptable.

Siting – The proposed extension has been satisfactorily related to the parameters of the existing Rear addition. The development would thereby replicate the distances to the rear of neighbouring houses (with frontages to Hendersen Street). The dormer extension has been set back from the eaves and the ridge line and thereby represents a proportionate addition to roof. The extension would have a limited visual impact on Hume Street as

Residential amenity – The proposed apartment would improve the quality of the living accommodation above the ground floor Class E use. Improvements would also be made to access to the respective units. It is not considered that windows in the rear elevation would impact on neighbouring houses to the west of the site. A condition has been included to ensure that windows in the side elevation are obscurely glazed to safeguard the relationship to neighbouring properties.

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 would be required.

Design - The development would impact on the configuration and appearance of the existing roof. However, there is a precedent for a flat roof extension to the rear of No 1088, which has not unduly impacted on the character of the area. Furthermore, the proposed extension would be screened by the large hipped pitched roof to Nos 1086 and 1088, thereby substantially reducing its impact on the streetscene to Hume Street. The design of the rear extension is considered to be acceptable subject to the use of matching materials.

The installation of a metal framed doors and shopfront with glazing is considered to be appropriate. This is subject to the approval and implementation of conditioned details relating to integrated roller shutters and housing boxes.

Roller shutters – The applicant has indicated that new roller shutters would be included as part of the development. However, supporting documents have not been submitted. A condition has been included to ensure the submission and approval of satisfactory details relating to the proposed shopfront incorporating a suitably integrated roller shutter, housing box and means of affixation.

Crime and security - The recommendations of GM Police Design for Security are related to the development through an informative.

Inclusive access – Planning application ref: 136005/FO/2023, considered the provision of access ramps within the forecourt area to facilitate inclusive access. However, the arrangement would have resulted in a visually obtrusive structure that would impact upon the operation of the forecourt area. The current proposal acknowledges the difficulties in securing amendments to access arrangements and stepped access would be maintained in response to changing ground and internal floor levels. As there would be no change in the existing circumstances the proposed access arrangements would be acceptable.

Waste management – The previous arrangements for the Class E use would be maintained. The residential use would 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. 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 secure cycle storage for the proposed apartments, i.e., the ground floor space would be only accessed in conjunction with the Class E use and would not be available for residents to store cycles.

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.

Inclusive access – The change in levels between ground and internal floor necessitates the retention of stepped access. The configuration of the site and forecourt area would not facilitate changes to these existing circumstances.

Forecourt excavation – A condition has been included to ensure reinstatement of the forecourt, including infilling of excavation to the basement and appropriate resurfacing works.

Conclusion - It is considered that the development provides an appropriate and proportionate addition to the property. 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. 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.

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:

Planning application forms received 29 May 2023

Plan and elevations as proposed Ref: 2276/22/02D received 25 July 2023

Location plan with red edge received 30 May 2023

Design and Access Statement received 29 May 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 on the building for Class E purposes on the ground floor with ancillary basement storage and the residential use of the first and second floor comprising a total of two flats. The building shall not be used for any other purposes.

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 development a scheme shall be submitted to and approved in writing by the City Council as local planning authority relating to detail, specification and colour of the proposed shopfront to the ground floor Class E unit, incorporating suitably integrated roller shutters, housing box and means of affixation. The approved details shall be fully implemented before occupation of the development and maintained in situ at all times thereafter.

Reason - In the interests of the visual amenities and the character of the streetscene pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester and saved policy E3.3 of the Core Strategy.

6) 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 arrangements for the in-filling of excavations to the forecourt area adjacent to 1090 Stockport Road and the associated resurfacing works. The approved details shall be implemented upon occupation of the development and maintained in situ at all times thereafter.

Reason - In the interests of the visual and residential amenity and the character of the streetscene pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester and saved policy E3.3 of the Core Strategy.

7) 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 1090 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.

8) Before first occupation the first and second floor landing windows in the northern elevation as shown on drawing referenced Plan and elevations as proposed Ref: 2276/22/02D 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) 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

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Greater Manchester Police

1092A Stockport Road, Manchester, M19 2SU
1049 Stockport Road, Manchester, M19 2TF
1045 Stockport Road, Manchester, M19 2TF
71 Henderson Street, Manchester, M19 2QR
69 Henderson Street, Manchester, M19 2QR
65 Henderson Street, Manchester, M19 2QR
67 Henderson Street, Manchester, M19 2QR
Flat 1, 1051 Stockport Road, Manchester, M19 2TF
Flat 2, 1051 Stockport Road, Manchester, M19 2TF
Flat 3, 1051 Stockport Road, Manchester, M19 2TF
Flat 1, 1088 Stockport Road, Manchester, M19 2SU
73 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
1047 Stockport Road, Manchester, M19 2TF
1094 Stockport Road, Manchester, M19 2SU
1086 Stockport Road, Manchester, M19 2SU
Flat Above 1086 Stockport Road, Manchester, M19 2SU
1090 Stockport Road, Manchester, M19 2SU
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