

Planning

Growth & Development

Delegated officer report for planning application

Application no. 137147/FO/2023

Date registered valid: 1 June 2023

Proposal: Erection of single storey rear extension and rear dormer to facilitate loft conversion, together with associated elevational alterations in connection with existing dental practice (Class E)

Address: 566 Stockport Road, Manchester, M12 4JJ

Ward(s): Longsight Ward

Applicant: Dr Hasan Mahmood

Agent (if any): Mr Ahmed Choudhry, Nada Architects

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

Recommendation: Approve

Date of recommendation: 1 August 2023

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 14 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

The application property is located and on the western side of Stockport Road Close to its junction with Dickenson Road and within Longsight District Centre. The application site has a secondary access to Dencombe Street separating the site from Longsight Market. The application building comprises two storey with roof space accommodation to the front and three storeys to the rear. Its principal elevation (Stockport Road) has a commercial metal framed shopfront with an ornated red brick elevation with a pitched dormer extension punctuated with sash windows and stone detailing. To the rear the property incorporates a two-storey outrigger that spans the boundary with No 568 and a hipped pitched roof the slope of the main roof. The property also incorporates a single storey extension with an enclose yard area. Many of the neighbouring properties substantial rear extensions with secondary frontages to Dencombe Street to facilitate trading alongside the neighbouring market. The application relates to an existing dental practice comprising five individual surgeries over two floors.



Fig.1 – Views of the front and rear of 566 Stockport Road

Description of development

1. Stockport Road elevation

- i. Replacement of an existing shopfront with a new glazed shopfront comprising of a pair floor to ceiling display windows and a centrally positioned doorway.
- ii. Two roof windows would be positioned within the main roof plane.

2. Rear elevation

- i. The formation of a flat roof dormer extension that would be set below the main ridge line and set back from the eaves and boundary line with No 568. The roof extension spans the width of the roof plane and adjoins the northern slope to the roof the 3-storey outrigger.
- ii. A WC window would be located in the second floor side elevation of the outrigger.
- iii. A ground floor level, a flat roof extension would be formed with a projection of 4.5 metres and height of 2.9 metres. The proposed extension would adjoining the rear elevation of the single storey extension and the 3-storey outrigger. A section of the rear yard area would be retained to facilitate bin storage.

3. Layout

The development would facilitate additional office and ancillary accommodation at third floor level in support of the existing business. The five existing surgeries would be retained at ground first floor with the additional of supplementary offices and ancillary accommodation.

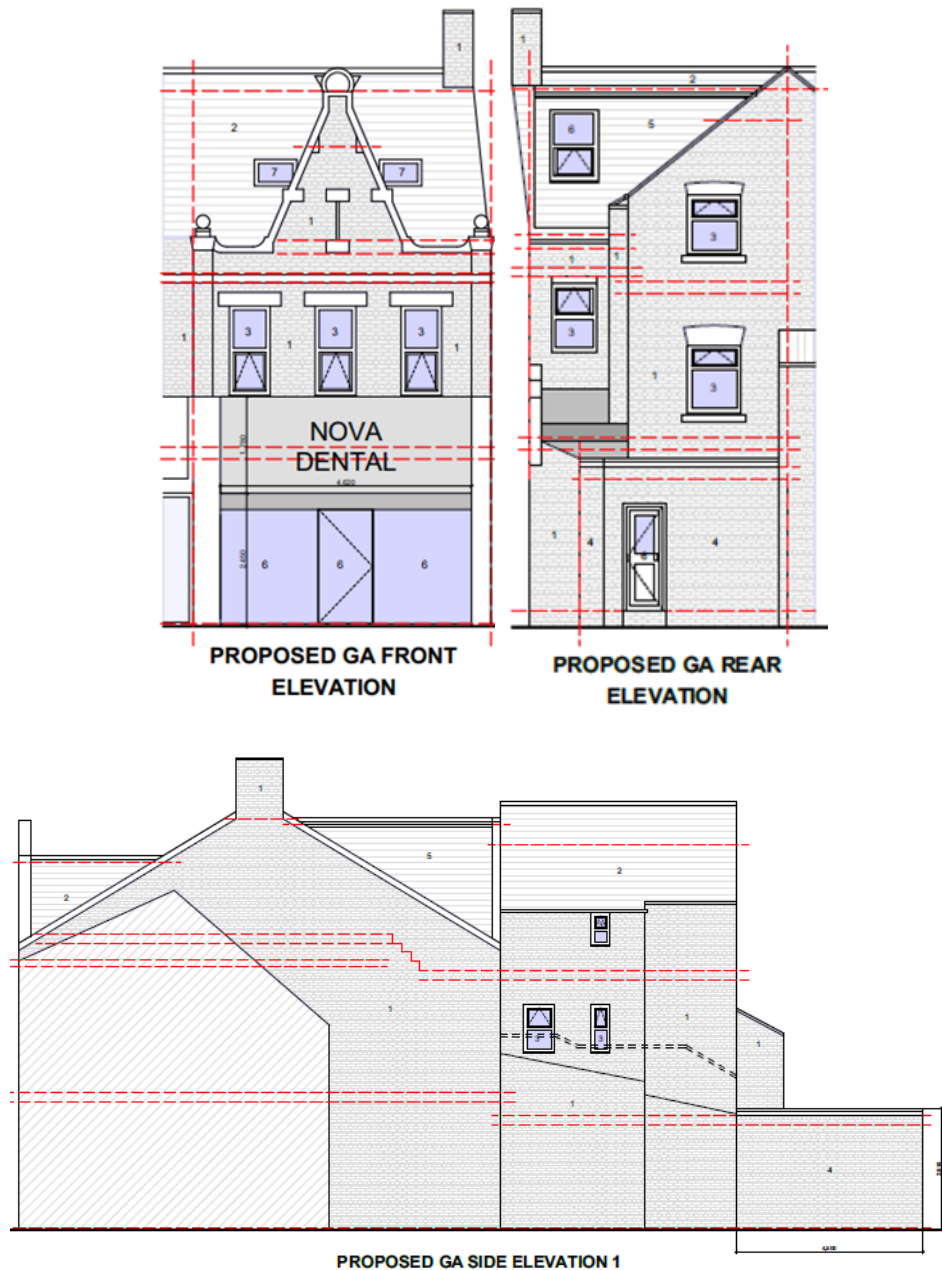


Fig.2 - Proposed elevations

Site History

- i. 137148/AO/2023 - Installation of internally illuminated fascia sign
Approved 20 July 2023
- ii. 076919/FO/2005/N2 - Erection of single storey flat roofed extension to rear covering whole yard area
Approved 13 February 2023
- iii. 027166 - Change of use from a shop to a dental surgery
Approved 12 September 1986
- iv. F00153 - New shop front to retail shoe shop
Approved 15 May 1975

Consultations & Notification Responses

Local residents – No comments received.

Environmental Health – No adverse comments.

Greater Manchester Police Design for Security – Recommend that the development be related to 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. The development has been assessed in accordance with these considerations.

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 as an informative. 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 (Paragraph 104).

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 is within a district centre. 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 make a positive contribution to the character and vitality of the district centre. It would also facilitate the on-going delivery of health care services that are beneficial to the e well-being of the community. The development would make effective use of the existing building. The site benefits from its sustainable location in relation to access to service and transportation. 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 health facilities. The development would thereby accord with 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. It would secure a sustainable use for the upper floors of the building. The environmental performance of the building would be improved through the application of modern building materials.

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.

An area for bin storage has been identified in the enclosed yard area commensurate with the existing arrangements. 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 and the site is in a sustainable transport location. Policy T1 would be appropriately 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 would not unduly harm residential amenity and provision can be made to provide appropriate security measures throughout the site. 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. It is considered that the new development, due to its position would not affect the streetscene or the appearance of Levenshulme District Centre. 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. As the number of surgeries would not increase it is considered that any additional noise impacts would be minimal and acceptable. The development would thereby be positively related 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, discussions have been undertaken with the applicant's agent to clarify the details of the proposed elevational alterations and arrangement of the retained single storey extension. The submitted and supplementary information has allowed the proposed development to be appropriately assessed.

Principle of the development – It is considered that the overall development represents a proportionate addition to the building, would facilitate a modest expansion to the existing

business. In order, to ensure that the future management of the building, a condition has been included to ensure that the new floorspace is only used in conjunction with the existing business and for the purposes of office and ancillary storage. The condition also limits the operation of the business to five surgeries as shown on the approved drawings. The development would positively contribute the future viability and vitality of Longsight District Centre and is therefore considered to be acceptable.

Height, scale and massing – The height and massing of the rear roof extension is subservient to the composition of the main roofscape and thereby considered to be acceptable. The single storey rear extension is considered to be acceptable in relation to its height, rearward projection and limited impact on the streetscene.

Siting – Within the context of relatively dense development is considered that the siting of the additional built form would be appropriate. The development would primarily result in the infilling of articulation within the roofscape. The siting of the single storey extension would allow the retention of sufficient space to facilitate in site waste management. The siting of the development is therefore considered to be satisfactory.

Residential amenity – The development is located in a retail and commercial centre with incidental residential uses within upper floors. The development would not change the relationship to neighbouring properties regarding the position of existing surgeries. A condition has been included to ensure the appropriate glazing of WC windows. It is not considered that the appearance of the development would harm visual or residential amenity.

Design – The proposed new shopfront would improve the appearance of the ground floor elevation and its relationship to the streetscene. The inclusion of windows to the principal roof plane would not have any appreciable impact on the streetscene. The appearance of the proposed roof extension would be appropriately related to the existing roofscape, in terms of its composition, roof and window design and conditioned use of matching materials. The included materials condition also applies to the brickwork to be used in the construction of the single storey rear extension. The impact of the single storey rear extension would be reduced by the retained boundary treatment and its limited rearward projection in comparison to neighbouring property. The overall decision is considered to be acceptable.

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

Access – The threshold would maintain a shallow threshold to the entrance in response to changes between existing and proposed floor levels. There would be no change in the existing access arrangements and the configuration of the property would facilitate improvement to these circumstances.

Waste management – The siting of the extension would allow to the retention of the existing waste and recycling arrangements within an enclosed yard, which would be acceptable based on occupancy by a single business.

Highways issues - The adjacent section of highway on Stockport Road incorporates double yellow lines. This will help to manage traffic generation. Given the limited magnitude of the development it is not considered that the development would raise significant concern regarding traffic generation, particularly as the development would be conditioned for use as part of a single operation.

Roller shutter – The property has existing roller shutters and housing boxes, which appear to have been in place since May 2011. The applicant has not indicated that these roller shutters

are to be retained or replaced. In order to ensure that any replacement roller shutters meet an appropriate specification, a condition has been included that excludes the installation of new roller shutters as par to the development.

Cycle storage – Given the limited space with the rear yard and its use to accommodate bins, cycle storage would not be deliverable in this instance.

Opening hours – The use of the property as a dental practice was approved in September 1986 without an opening hours condition. An opening hours condition has not applied in this case as it would be an onerous requirement that would compromise the existing authorised operation of the business.

Construction management – It is not considered that the magnitude of the development would necessitate a comprehensive CMP. Given the tight constraints of the site and the local highways network to provide of a detailed routing strategy would be difficult to enforce. It is also considered that, in common with comparable development in the locality. The development could be contained within the site and accessed via the Stockport Road entrance and rear alleyway.

Conclusion - It is considered that the development provides an appropriate and proportionate addition to the property and contribute to the vitality and viability of Longsight District Centre. The development would also sustain the delivery of a health car facility that is beneficial to the well-being of the community.

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, discussions have been undertaken with the applicant's agent to clarify the details of the proposed elevational alterations and arrangement of the retained single storey extension. The submitted and supplementary information has allowed the proposed development to be 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 stamped as received by the City Council as local planning authority on 1 June 2023 and 31 July 2023:

Planning application forms

Location plan with a red edge

Proposed GA Elevations Ref: 23-1142 (03) 001 Rev PL2

Proposed GA Floor plans and signage details 23-1142 (04) 001 Rev PL2

(Drawings attached the email from NADA Architects email received 31 July 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 authorised development, including bricks and roofing materials, 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 planning permission hereby granted relates to the operation of a dental practice comprising five individual surgeries, offices and ancillary accommodation, as detailed on drawings referenced: Proposed GA Elevations Ref: 23-1142 (03) 001 Rev PL2 and Proposed GA Floor plans and signage details 23-1142 (04) 001 Rev PL2, and for no other purpose.

Reason – For the avoidance of doubt, in the interests of the amenities of the area and to ensure the satisfactory implementation of the development pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester.

5) Before first occupation of the authorised development, the windows relating to WCs, as identified on drawings referenced Proposed GA Elevations Ref: 23-1142 (03) 001 Rev PL2 and Proposed GA Floor plans and signage details 23-1142 (04) 001 Rev PL2 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 in situ thereafter.

Reason - To protect the amenity and to safeguard against overlooking or perceived overlooking from neighbouring properties pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester.

6) Notwithstanding the detail of drawings referenced: Proposed GA Elevations Ref: 23-1142 (03) 001 Rev PL2 and Proposed GA Floor plans and signage details 23-1142 (04) 001 Rev PL2 the planning permission hereby granted does not confer consent for the installation of rollers shutters, housing boxes and related means of affixation.

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

7) The storage of bins for waste and recyclable material shall be undertaken in accordance with the details specified on drawing referenced: Proposed GA Floor plans and signage details 23-1142 (04) 001 Rev PL2.

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.

Informatives

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

Appendix 1 – List of consultees & neighbours notified

Environmental Health
Greater Manchester Police

Stall A16 And Stall A17, Longsight Market, Dickenson Road, Manchester, M13 0WG
395 Dickenson Road, Manchester, M13 0WG
572 Stockport Road, Manchester, M12 4JJ
570A Stockport Road, Manchester, M12 4JJ
570 Stockport Road, Manchester, M12 4JJ
Stall A15, Longsight Market, Dickenson Road, Manchester, M13 0WG
Stall A14, Longsight Market, Dickenson Road, Manchester, M13 0WG
Stall A13, Longsight Market, Dickenson Road, Manchester, M13 0WG
Stall A12, Longsight Market, Dickenson Road, Manchester, M13 0WG
Stall A11, Longsight Market, Dickenson Road, Manchester, M13 0WG
Stalls A9-A10, Longsight Market, Dickenson Road, Manchester, M13 0WG
Stall A8, Longsight Market, Dickenson Road, Manchester, M13 0WG
Stall A7, Longsight Market, Dickenson Road, Manchester, M13 0WG
Stall A6, Longsight Market, Dickenson Road, Manchester, M13 0WG
Stall A5, Longsight Market, Dickenson Road, Manchester, M13 0WG
Stall A4, Longsight Market, Dickenson Road, Manchester, M13 0WG
Stall A3, Longsight Market, Dickenson Road, Manchester, M13 0WG
Stall A2, Longsight Market, Dickenson Road, Manchester, M13 0WG
Stall A1, Longsight Market, Dickenson Road, Manchester, M13 0WG
Offices, 568 Stockport Road, Manchester, M19 3AD

Longsight Market, Dickenson Road, Manchester, M13 0WG
William Hill, 562 - 564 Stockport Road, Manchester, M12 4JJ
568 Stockport Road, Manchester, M12 4JJ
393 Dickenson Road, Manchester, M13 0WG
560 Stockport Road, Manchester, M12 4JJ
558 Stockport Road, Manchester, M12 4JJ
562 A Stockport Road, Manchester, M12 4JJ
564A Above 1086 Stockport Road, Manchester, M12 4JJ
568A Stockport Road, Manchester, M12 4JJ

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
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: NORTH AREA