

Planning

Growth & Development

Delegated officer report for planning application

Application no. 134873/FO/2022

Date registered valid: 25 October 2022

Proposal: Change of use of vacant hostel (sui generis use) to form two dwellinghouses (Use Class C3a) with associated elevational alterations

Address: 148 Moston Lane, Manchester, M9 4HU

Ward(s): Harpurhey Ward

Applicant: Shafi Cars Ltd, 148 Moston Lane, Manchester, M9 4HU

Agent (if any): Mr Muthahar Khan, Studio Tashkeel Architecture, 89 Princess Street, Manchester, M1 4HT

Case officer: Steven McCoombe
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Recommendation: Approve

Date of recommendation: 28 November 2022

Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit: 18 October 2022

Standard consultations:

Printed: 1 November 2022 Expired: 22 November 2022

Neighbour notifications

Printed: 1 November 2022 Expired: 22 November 2022

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

The application site relates a large, double fronted, two storey, detached building.

The building which is now vacant and boarded up was previously used a hostel for the homeless.



View of the front from Moston Lane

The building which is showing signs of dilapidation includes overgrown front and rear gardens areas and boundary treatment which has deteriorated.

The building is neighboured by a hand car wash to one side and an informal area of open space to the rear. The open space includes a footpath which dissects the area leading to residential properties along Edward Street which neighbours the site to the rear.



View of the rear

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

Description of area

With the exception of a day nursery and manufacturing premises to the opposite side of Moston Lane and a hand car wash next door, the immediate area is largely residential in character, largely comprises two-storey terraced and semi-detached dwellinghouses.

Description of development

Planning permission is sought to change the use of a vacant hostel (sui generis) to form a single pair of two storey, dwellinghouses (Class C3).

The existing building is to be sub-divided down the middle to create 2 x 3 bedroom dwellinghouse. The floorspace comprises kitchen and living areas to the ground floor and 3 bedrooms and a bathroom to each of the upper floors.

The proposal involves new window and door openings and the sub-division of the site to create front and rear garden areas, including a bin storage area to each rear garden.

The proposal as originally submitted including a parking area to be accessed via an existing track to the rear of the building. However, due to concerns surrounding highway safety and activity levels impacting upon residential amenity, revised drawings were received to remove this arrangement. As such, no off-road parking is proposed.

Consultations & Notification Responses

Local Residents/Occupiers – In response to application as originally submitted, 2 representations of objection were received from neighbouring occupiers, in which concerns were raised about the proposed parking and vehicular access arrangement, due to issues surrounding highway safety and amenity.

Following the submission of revised drawings which omit the previously proposed parking arrangement and a further period of neighbour re-notification, no further responses have been received.

Greater Manchester Police (Design for Security) – Security measures are advised. Namely, dusk till dawn lighting, boundary treatment and the specification of external fittings.

Highway Services – The following comments are made:

Trip Generation

In comparison to the former use, the level of trips generated is not anticipated to be dissimilar and as such no highways concerns are expected.

Accessibility

The site is well accessed by sustainable modes. Regular bus services are routed along Moston Lane and provide connections to Piccadilly Gardens, Eccles, Middleton, Greengate, Higher Crumpsall, Failsworth and Ashton-under-Lyne.

Vehicular Access

In response to the proposal originally submitted it is noted that vehicular access to the proposed parking spaces is gained from an untarmacked road via Edward Street. The access does not have dropped kerbs or tactile paving in place. The access point is onto land that falls outside of the applicant's ownership.

The updated plans show that the proposed parking at the rear of the property will be removed. Therefore, this removes concerns relating to land ownership and access.

Cycle Parking

In line with Council residential guidelines, secure and sheltered cycle parking provision should be made, within the curtilage of the site, at a provision of one-per-unit. It should be confirmed where these cycle parking spaces will be located.

Boundary Treatment

It is recommended that all fencing / railings adjacent to the adopted highway are visually permeable from a distance of 600mm upwards to ensure adequate visual permeability for child pedestrians.

The applicant should be advised that all gated accesses will need to provide inward opening gates to ensure they do not impact on the adopted footway or highway.

Waste Management

The bin store will now be located at the rear of the site and the submitted drawing demonstrates a bin collection route and collection point on Moston Lane. This is considered to be appropriate in ensuring no obstruction on the adjacent highway.

Environmental Health - Conditions are recommended in relation to waste management, electric vehicle charging and acoustic insulation.

Flood Risk Management – No objection. An informative is advised in relation to surface water drainage.

Policy

The following policy and guidance is considered relevant to the assessment of this application:

- Saved policies DC26 and E3.3 of the UDP;
- Policies DM1, SP1, H1, H2, H3, T2 and EN19 of the Manchester Core Strategy.
- Manchester Residential Quality Guidance (2016);
- National Planning Policy Framework (NPPF).

Other legislative requirements

Section 149 Equality Act 2010 provides that in the exercise of all its functions the Council must have regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between person who share a relevant protected characteristic and those who do not. This includes taking steps to minimise disadvantages suffered by persons sharing a protect characteristic and to encourage that group to participate in public life. Disability is a protected characteristic.

Planning History

043984/FO/NORTH2/93

Two two-storey rear extensions. *Approved 11 October 1993.*

043003/FO/NORTH2/93

Single and two storey extension to hostel. *Approved 3 June 1993.*

031846

Change of use from dwellinghouse to bed & breakfast accommodation for the homeless. *Approved 1 September 1988.*

030201

NOTICE OF INTENDED CROWN DEVELOPMENT Use of premises as a staff base/office for support workers. *Approved 3 December 1987.*

Issues

Principle

The principle of the development is considered acceptable and would make efficient use of a previously developed site, containing a building currently in a poor condition, whilst contributing to local and national residential growth objectives.

Policy H1 outlines the strategic approach to housing growth in the City. Approximately 60,000 new homes need to be provided in the city between 2009 and 2027. This growth is expected to be accommodated principally within the North, East, City Centre and central areas of Manchester which fall within the Regional Centre and inner areas of Manchester. This is as a

direct response to Manchester's growing economy and population growth the later which is expected to rise significantly over the next 20 years.

New developments in the city will therefore be expected to contribute towards this growth strategy, ensuring that development takes place within the right areas to meet demands along with creating high quality places and neighbourhoods of choice.

Policies SP1 and H1 seek to encourage development on previously developed land, including the renewal of areas characterised by poor quality housing.

Policy H3 which specifically relates to housing in this part of the city, states that priority will be given to family housing and other high value, high quality developments where this can be sustained.

The proposed development represents the opportunity to regenerate an untidy site, and to diversify the housing stock in the area.

The highly sustainable and accessible nature of the site means the site is well connected to employment, educational and recreation opportunities and the proposed development would regenerate a relatively unkempt and presently under used site.

Consideration of the more specific planning issues and the impact of the proposal upon its surroundings and adjoining occupiers, as well as the loss of the existing building is outlined further below.

Residential Amenity

Given the building was originally in residential use when compared to the former hostel use, together with the proposed, likely number of occupiers and in the context of an existing residential environmental, any impact upon the living conditions of nearby occupiers is not likely to be material in terms of levels of activity or any associated noise and disturbance.

In addition, in terms of prospective occupiers, whilst Environmental Health have requested details of acoustic insulation, this is not considered necessary given the at the building was originally constructed for residential use and was previously occupied by a residential use. The sub-division of the building is not likely to be material in terms of acoustic insulation levels.

Visual Amenity

The existing building is presently dilapidated and boarded up, with the grounds overgrown. The building is presently considered to be a blight on the local area.

The proposed use would facilitate re-use and internal/external improvements to the building which would enliven the street-scene to the benefit of visual amenity.

Density/Balance of Accommodation

The proposed development seek to create 2 residential units comprising 2 x 3 bedroom dwellinghouses.

The dwellinghouses accord with the Council's space standards and also represents an appropriate density of accommodation in this part of the city.

Waste Management

Each property includes a bin storage rear to the rear garden and allows for the sufficient number and capacity for receptables, including recycling arrangements.

The bins will be move moved to the kerbside for collection by the City Council. This represents an arrangement typical of the area and the city in general and is therefore considered acceptable.

Impact to the Highway

Following the submission of revised drawings, off-road parking has been omitted from the proposal due to safety and amenity concerns, with vehicles originally proposed to use an unadopted track leading to the rear of the property from Edward Street.

It is considered however that in this location and in comparison to the existing authorised use of the building for use as a hostel, levels of vehicular activity or parking demand is not likely to be significant. There is sufficient provision locally for unrestricted roadside parking and the site immediately neighbours a bus stop.

Highway Services who were consulted during the application consider the level of trips generated is not anticipated to be dissimilar and as such no highways concerns are expected.

On this basis, the impact to the operation of the highways is believed to be satisfactory.

Climate Change

As the proposal would result in only 2 additional residential units within the context of a principally residential environment and will also result in the removal of a use which would likely generate more activity and the proposed use, the impact upon climate change is considered negligible.

The site is located close to a busy, main arterial route and transport corridor, and is therefore unlikely that there would be any significant or harmful contribution to air quality or climate change as a consequence of vehicular movements or ongoing activity.

Human Rights Act 1998 considerations

This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have a right to a fair hearing and to this end the local planning authority must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the recommendation given is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation: Approve

Article 35 Declaration

Officers have worked with the applicant / agent in a positive and proactive manner to guide the application through all stages of the planning process and resolve any issues that arose in dealing with the planning application.

Condition(s) to be attached to decision for approval OR Reasons for recommendation to refuse

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 materials to be used for the external alterations hereby approved shall match those of the existing building in type, size, colour and texture.

Reason - To ensure the appearance of the building is not adversely affected, pursuant to policies DM1 and SP1 of the Manchester Core Strategy and the National Planning Policy Framework (NPPF).

3) The development hereby approved shall be carried out in accordance with the following drawings and documents:

Drawings referenced PL007 and PL001/A, PL006/A and PL009/A received by the City Council as Local Planning Authority on 5 September 2022 and 25 October 2022 respectively.

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

4) Notwithstanding details submitted, the dwellinghouses hereby approved shall not be occupied until there has been submitted to and approved in writing by the City Council as Local Planning authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed before the dwellinghouses are occupied and shall thereafter be retained.

Reason - To ensure that the appearance of the development is acceptable to the City Council as Local Planning Authority in the interests of the visual amenity of the area within which the site is located in order to comply with saved policy E3.3 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

5) The development hereby approved shall only be implemented in accordance with the submitted waste storage layout shown on drawing referenced PL009/A and the accompanying Waste Management Strategy received by the City Council as Local Planning Authority on 25 October 2022 and 16 November 2022 respectively. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation. No bins shall be stored outside of the curtilage of each property other than on the day of collection.

Reason - In the interests of residential amenity and public health, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

6) No part of the development shall be occupied until space and facilities for bicycle parking have been provided in accordance with details to be submitted to and approved in writing by the City Council as Local Planning Authority. The approved space and facilities shall then be retained and permanently reserved for bicycle parking.

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 mode of transport in order to comply with policies SP1, T1 and DM1 of the Manchester Core Strategy.

7) Notwithstanding details submitted, the dwellinghouses hereby approved shall not be occupied until a hard and soft landscaping treatment scheme has been submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Manchester Core Strategy.

8) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) none of the dwellinghouses hereby approved shall be used for any other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2020, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a).

Reason - In the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

9) The residential units hereby approved shall be used only as private dwellings (which description shall not include serviced properties or similar uses where sleeping accommodation (with or without other services) is provided by way of trade for money or money's worth and occupied by the same person for less than ninety consecutive nights) and for no other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity such as serviced apartments/apart hotels do not commence without prior approval; to safeguard the character of the area, and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Manchester Core Strategy and the guidance contained within the National Planning Policy Framework

10) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no garages, extensions, roof alterations or upwards extensions shall be erected other than those expressly authorised by this permission.

Reason - In the interests of residential amenity, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

11) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no windows or doors shall be inserted into the elevations of the building and residential units hereby approved other than those shown on the approved drawings.

Reason - In the interests of residential amenity pursuant to policy SP1 and DM1 of the Manchester Core Strategy.

12) The rear of the dwellinghouses hereby approved shall not be used for the parking of motor vehicles at any time.

Reason - In the interests of residential amenity and highway safety, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

Informatives

1) The applicant should design and construct drainage system to prevent the increased risk of flooding, to improve and protect water quality.

2) Greater Manchester Police (Design for Security) recommend the following measures:

Any new external fittings (i.e. windows or doors) should be certified to Secured by Design standards;

Dusk till dawn lighting should be installed on all external doors.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police
Environmental Health
MCC Flood Risk Management
Highway Services
Greater Manchester Police

21 Edward Street, Harpurhey, Manchester, M9 4JD
15 Edward Street, Harpurhey, Manchester, M9 4JD
19 Edward Street, Harpurhey, Manchester, M9 4JD
11 Edward Street, Harpurhey, Manchester, M9 4JD
56 Routledge Walk, Manchester, M9 4DT
17 Edward Street, Harpurhey, Manchester, M9 4JD
9 Edward Street, Harpurhey, Manchester, M9 4JD
13 Edward Street, Harpurhey, Manchester, M9 4JD
WMB Born2Win Day Nursery, 163 Moston Lane, Manchester, M9 4HR
54 Routledge Walk, Manchester, M9 4DT

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 - Not Affected
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Historic Landfill Site 250m Buffer -
Area Team Boundary - Name: NORTH AREA