

Planning

Growth & Development

Delegated officer report for planning application

Application no. 133801/FO/2022

Date registered valid: 12 July 2022

Proposal: Change of use of basement to form a two-bed self-contained flat with associated elevational alterations and lights wells to front and rear, alterations to the layout of car parking and installation of associated bin and cycle store

Address: 639 & 641 Wilmslow Road, Manchester, M20 6BA

Ward(s): Didsbury East Ward

Applicant: Mr Tim Jackson Birklea Services Limited 641 Wilmslow Road, Manchester, M20 6BA

Agent (if any): Mr L Donnelly Donn Design 51 Greek Street, Stockport, SK3 8AX

Case officer: Linda Marciniak
Tel: 0161 234 4636
Email: linda.marciniak@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 30 August 2022



Application details

Type of application: Full Application Consent
Development type: Minor Dwellings
Date of site visit: 22 August 2022
Standard consultations: Printed: 19 July 2022 Expired: 9 August 2022
Neighbour notifications: Printed: 19 July 2022 Expired: 9 August 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
Listed building: Not applicable
Conservation area: Not applicable
Tree Preservation Order: Not applicable

Description of site/building

The application site concerns the basement of No.641 Wilmslow Road which is a 3-storey + basement Edwardian semi-detached dwelling converted into flats in the 1970's. It is joined to No.639, originally a detached dwelling, by a modern infill extension providing a ground floor lobby with accommodation above. No.639 is also converted to flats including the basement. There are currently 12 flats in the combined buildings.

The properties are situated at the corner of Wilmslow Road and Clothorn Road having their original pedestrian accesses off Wilmslow Road, and vehicular access at the rear off Clothorn Road. The rear curtilage is tarmacked over providing 12no. car parking and bin storage spaces. There are landscaped gardens at the front and north side bounded by the original brick boundary walls planted with mature hedging. The rear boundary wall runs parallel to a garage within the curtilage of No.2 Clothorn Road.

Description of area

The site is within a residential area on the northern fringe of Didsbury Village and faces the eastern boundary of dwellings within the Blackburn Park conservation area.

Description of development

Change of use of basement to form a two-bed self-contained flat with associated elevational alterations and lights wells to front and rear, alterations to the layout of car parking and installation of associated bin and cycle store.

The accommodation provides 2no. en-suite bedrooms, bathroom, combined lounge/dining room and kitchen and study. An enclosed cycle store and bin store are proposed at the rear adjacent to the existing lobby, but no additional parking spaces are proposed. Parking spaces at the rear are to be reconfigured to enable the rear basement lightwells to be installed.

Planning History

F01979 - 641 Wilmslow Road, Didsbury - Conversion of dwellinghouse at ground, 1st, and 2nd floor levels to form 4 self-contained flats. Date Valid: 10.12.1974 – Withdrawn

F02615 - 639 & 641 Wilmslow Road, Didsbury - Conversion of houses at ground, 1st, and 2nd floor levels to form 6 self-contained flats at 639 Wilmslow Road and 4 self-contained flats at 641 Wilmslow Road with car parking facilities for 10 cars. Date Valid: 01.04.1975 – Approved 23.05.1975

020699 – 639 & 641 Wilmslow Road, Didsbury - Change of use from caretakers' store and preparation area to full residential use. Date Valid: 21.10.1983 – Approved 19.12.1983

Consultations & Notification Responses

EHO comments

I have reviewed the above application and comment as follows:

REF

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.

Reason - In the interests of amenity and public health.

**The information submitted is sufficient to discharge the condition*

Highway Services

The site is considered to be suitably accessible by sustainable modes and is in close proximity to a range of public transport facilities including bus and tram.

It is anticipated that the proposals are unlikely to generate a significant increase in the level of vehicular trips therefore they do not raise any network capacity concerns.

Whilst the amount of on-site car parking is being retained (12 spaces) it is noted that they are being reconfigured to accommodate the new development. This revised arrangement is acceptable provided that the bays have minimum dimensions of 2.4 x 4.8m.

New secure cycle parking is being provided which is acceptable to us.

In terms of waste management, whilst the internal storage arrangements are acceptable, as a general principle we do not support the use of the footway as a bin collection area since this constitutes an obstruction to the public highway. It is anticipated that on collection days the bins would be kept within the confines of the development close to the collection point off Clothorn Road which would be acceptable to MCC Highways.

Pedestrian access arrangements are acceptable to Highways.

Should the planning application be approved it is required that a Construction Management Plan be conditioned which shall include, where appropriate the following details:

- o The routing of construction traffic;
- o Detail the vehicular activity associated with the construction including appropriate swept-path assessment;
- o Details of the location and arrangements for contractor parking;
- o The identification of the vehicular access points into the site;
- o Identify measures to control dust and mud including on the surrounding public highway including details of how the wheels of contractor's vehicles are to be cleaned during the construction period;
- o The details of an emergency telephone contact number for the site contractor to be displayed in a publicly accessible location;

o For large schemes a highway dilapidation survey including photographs and commentary on the condition of carriageway/footways on construction vehicle routes surrounding the site.

The applicant is advised that any requirements for licensing, hoarding / scaffolding, building maintenance and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).

SUGGESTED PLANNING CONDITION(S): -

1. Construction Management Plan.

Policy

National Planning Policy Framework (July 2021)

The National Planning Policy Framework replaced previous guidance in PPGs and PPSs, setting out the Government's planning policies and how they are expected to be applied. The NPPF underlines that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise, and that the Framework is a material consideration in planning decisions. The core message in the document is that in assessing and determining development proposals, local planning authorities should apply the presumption in favour of sustainable development. This theme is given emphasis in each of the sections of the Framework that are relevant to this application:

Section 5 - Delivering a wide choice of high-quality homes - This guidance refers to the delivery of policies that will result in significant increases to the supply of housing. It specifically states that housing applications should be considered in the context of the presumption in favour of sustainable development. Local planning authorities should, subject to a range of specified criteria, seek to deliver a wide choice of high-quality homes, widen opportunities for home ownership and create sustainable, inclusive, and mixed communities.

Section 12 – Achieving Well-Designed Places - This guidance emphasises the importance of design to the built environment and its contribution to sustainable development and making places better for people and creating attractive, safe, and accessible environments.

Core Strategy Development Plan

Manchester's Core Strategy Development Plan Document now forms part of the development plan for Manchester and its policies provide the basis for planning decisions in the City. The Core Strategy replaces a large number of policies in the Unitary Development Plan; however, some of the UDP policies will remain extant until they are superseded by policies in a future Development Plan Document.

Policy SP1 sets out the key spatial principles which will guide the strategic development of Manchester and states that, outside the City Centre and the Airport, the emphasis is on the creation of neighbourhoods of choice. It also sets out the core development principles, including:

- creating well designed places,
- making a positive contribution to health, safety and well-being,
- considering the needs of all members of the community, and
- protecting and enhancing the built and natural environment.

Policy H1 states that proposals for new residential development should contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing population. The design and density of a scheme should contribute to the character of the local

area and should include usable amenity space and be designed to give privacy to both residents and neighbours. Priority should be given to sites which are in close proximity to centres of high frequency public transport routes and to the re-use of previously developed sites in sustainable locations.

Policy H6 - South Manchester Housing - South Manchester will accommodate around 5% of new residential development over the lifetime of the Core Strategy. High density development in South Manchester will generally only be appropriate within District Centres as part of mixed-use schemes. Outside the District Centres priorities will be for housing which meets identified shortfalls, including family housing.

Policy T2 seeks to ensure that new development is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and education opportunities.

Policy DM1 seeks to ensure that new development contributes to the overall aims of the Core Strategy. The issues which should be considered are those which will ensure that detailed aspects of new development complement the Council's broad regeneration priorities and particularly by contributing to neighbourhoods of choice.

Unitary Development Plan

Saved UDP Policies DC5.1 to DC5.3 relate to proposals to convert property to flats.

Policy DC5.1 states that regard should be had to: The standard of accommodation; the effects on adjoining houses; the adequacy of car parking; general effects on the character of the neighbourhood; provision of adequate private outdoor amenity space; the desirability of achieving easy access for all and satisfactory provision of refuse storage and collection facilities.

Policy DC5.2 states that there will be a general presumption in favour of flat conversions within residential areas, on the upper floors of businesses within commercial areas and in properties on main road frontages, and they will be particularly welcome where large, old, difficult to re-use properties are involved.

Policy DC5.3 states that notwithstanding policy DC5.2, the Council will normally refuse permission for any developments in this category which: Do not provide accommodation to the Council's current approved standards; are in tightly-packed residential streets where there is no scope for off-street car parking and where there is already an acknowledged problem of on-street congestion; involve conversion schemes without adequate private external amenity space; or are schemes without satisfactory refuse storage and collection facilities.

Issues

Principle

Saved UDP policy DC5 makes provision for houses to be converted to flats and, as this is the established character of the application site, there is no objection to the principle of the proposal. This section of Wilmslow Road is characterised by larger Victorian and Edwardian properties many of which have been converted into flats. This also includes the basement at No.639. The site is within a sustainable location well-served by public transport and close to amenities which meet everyday retail, leisure, and recreational needs.

The proposal is subject to compliance with the above policies within the development plan and associated guidance covering residential and visual amenity, space standards, parking, cycle

parking and waste management. It is noted that a recent application at No.645 Wilmslow Road has included conversion of a basement (Ref: 121978/FO/2018).

Residential amenity

Environmental Health have assessed the scheme and do not recommend any noise condition. However, as Wilmslow Road is a very busy highway and the front garden is not significantly set back from the highway, together with the potential for internal noise from floors above it is considered appropriate to attach a condition for insulating against noise from Wilmslow Road. A condition is also appended to limit the use of the basement to the C3a Use Class which limits occupancy levels that can help mitigate against further noise and increased demand for waste and parking.

Light and ventilation are afforded by the proposed lightwells at the front and rear elevations. At the rear, this is secured by 1100mm high railings which increases the security of future occupiers. This is further strengthened by removing the rear door down into the basement which will become a new window. Access is via the existing entrance from either the front or rear of the site into the existing lobby area. The front entrance is visible from Wilmslow Road which affords surveillance and therefore security of the threshold as at present.

There are no windows proposed that afford intrusive overlooking and no requirements for obscure glazing as both the bathroom and 2 en-suites are internal rooms.

Space standards

The proposal is for a 1 x 2-double bedroom flat plus separate storage space totalling 67 + 32.48 sqm = 99.48sqm. This includes:

Living room / kitchen = 6m x 4m

Bedroom 1 = 6.1m x 3.4m (including en-suite)

Bedroom 2 = 5.8m x 5.2m (including ensuite)

Study = 3.5m x 2.5m

Internal hallway 7.4m L x 2.7m W narrowing to 1.7m W

The floorspace excludes the external areas created by the formation of lightwells.

Nationally described space standards require that 70m² of floor space is provided as a minimum for a 2-bed, 4-person one storey dwelling, plus 2m² of storage space. The proposed flat exceeds this standard and so is acceptable in this regard.

Visual amenity

The proposal will have minimal impact on the appearance of the property. New basement windows will punctuate the sides and replace the front window in the brick bay which goes down to ground level for the living / kitchen / dining room. A new aperture will be formed alongside for the study and the existing light below the square bay will be opened up and enlarged for the new bedroom. Brick retaining walls with 1100mm high handrails on top are proposed at either side of the front elevation; a condition for the materials to match is appended in the interests of visual amenity. As the walls will have a low upstand above ground level and face the street side on, they will have little visual impact in the street scene.

Parking

The parking area on the proposed drawings shows the existing level of provision comprising of 12no. spaces being retained, with no new parking for the development. This is acceptable to Highway Services who note that the proposal is unlikely to generate a significant increase in the level of vehicular trips therefore does not raise any network capacity concerns. It is also noted that the site is within a sustainable location close to bus and tram routes into the city. Provision is also made for secure cycle parking at the rear. On this basis, the proposal accords with Core Strategy policy T2 which seeks to ensure that new development is easily accessible by walking, cycling and public transport. Any overflow parking can be taken from Clothorn Road which is unrestricted. As most dwellings on Clothorn Road also have in-curtilage parking for up to 2no. cars, on-street parking demand is unlikely to increase significantly as a result of any approval.

Lightwells are proposed at the rear, so the parking area is proposed to be reconfigured by removing the rear margin and kerbs and re-siting the position of the bin store. The spaces remain as existing in terms of their dimensions.

Cycle / Bin Store

Cycle storage for 2no. cycles within a secure cycle store (2.1m L x 1.07m W x 1.3m H) and combined with bin storage for 4no bins (2.8m L x 1.15m W x 1.3m H) is proposed on the rear elevation. The cycle store is accessed through the bin store and is proposed to be located in the recess for the rear lobby, alongside the rear door. There are no concerns regarding this arrangement which does not encroach onto the parking area or restrict access and egress as the elevation at present is formed of a recessed lobby window. Both the timber stores will be lidded which creates a neat and tidy finish as well as enhanced security.

The proposed bin-store is exclusively for the use of the basement flat with the existing bin store in the south-eastern corner of the curtilage retained for the existing flats.

It is recommended that a condition is appended to ensure that the cycle and bin stores are implemented prior to first occupation in the interests of residential amenity.

Amenity space

There is no private amenity space associated with the proposal. This is however the character of flat conversions in the houses in this area. The front garden areas are nonetheless maintained and landscaped. A 300mm deep mowing strip is retained along the length of the front lightwells at the base of an inclined grass bank formed from the lawn.

Impact on the buildings and the street scene and character of the conservation area

It is considered that the physical works to open up the basement, lightwell and introduce the bin and cycle storage would have a minimal impact on the character of the conservation area the boundary of which is on the opposite side of Wilmslow Road, provided the recommended conditions are implemented.

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

The local planning authority in making its decision has had due regard to paragraph 47 of the National Planning Policy Framework as well as the development plan, national planning policy and other material considerations and has approved the application subject to appropriate conditions and for the reasons outlined in the delegated report. The proposed extension was notified by letter to 62no. addresses on Wilmslow Road and Clothorn Road; no comments were received and the application has been determined in a timely manner.

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 development hereby approved shall be carried out in accordance with the following drawings and documents received on the 17th of May 2022 or as stated:

Application Form

Location Plan Ref: 01

Site Plan Ref: 10F received on the 12th of July 2022

Existing Basement Floor Plan Ref: 02

Existing Floor Plan Ref: 03

Existing Rear Elevation Ref: 04

Proposed Basement Floor Plan Ref: 12

Proposed Front Elevation Ref: 14C

Proposed Front Elevation with Lightwell Ref: 15E

Proposed Bin and Cycle Store Ref: 16 received on the 22nd of June 2022

Waste Management Proforma received on the 12th of July 2022

Reason - To ensure that the development is carried out in accordance with the approved plans pursuant to policy DM1 of the adopted Core Strategy for the City of Manchester.

3) Before first occupation of the development hereby approved, a scheme for acoustically insulating the proposed residential accommodation against noise from Wilmslow Road shall be submitted to and approved in writing by the City Council as local planning authority. There may

be other actual or potential sources of noise which require consideration on or near the site, including any local commercial/industrial premises. The approved noise insulation and ventilation scheme shall be completed before the dwelling unit is occupied.

Reason - In the interests of residential amenity, to secure a reduction in noise pursuant to saved UDP policies DC26 and DC1 and policies SP1 and DM1 of the Core Strategy.

4) Prior to first occupation of the basement flat hereby approved, the submitted bin store and cycle store indicated on the approved drawings shall be implemented and made ready for use in accordance with the details as submitted and specified in Condition 2 of this Decision Notice. The bin and bike store shall be retained and maintained in situ at all times whilst the development is in use thereafter.

Reason - In the interests of residential amenity and safeguarding the character of the area, pursuant to policy DM1 of the Core Strategy for Manchester.

5) 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 part of any dwelling 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 2010, 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 exceptional circumstances of a proliferation of HMO's restricting housing choice and adversely affecting sustainability and 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 policy 7.4 of the Guide to Development in Manchester: Supplementary Planning Document and Planning Guidance, the National Planning Policy Framework and policies SP1, H7, H8 and DM1 of the Manchester Core Strategy (2012).

Informatives

The applicant is advised that any requirements for licensing, hoarding / scaffolding, building maintenance and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health

664 Wilmslow Road, Manchester, M20 2DN
658 Wilmslow Road, Manchester, M20 2DN
666A Wilmslow Road, Manchester, M20 2DN
Flat 8, 639 Wilmslow Road, Manchester, M20 6BA
Flat 3, 641 Wilmslow Road, Manchester, M20 6BA
Flat 2, 641 Wilmslow Road, Manchester, M20 6BA
Flat 4, 641 Wilmslow Road, Manchester, M20 6BA
Flat 6, 639 Wilmslow Road, Manchester, M20 6BA

Flat 2, 639 Wilmslow Road, Manchester, M20 6BA
Flat 3, 639 Wilmslow Road, Manchester, M20 6BA
Flat 5, 639 Wilmslow Road, Manchester, M20 6BA
Flat 7, 639 Wilmslow Road, Manchester, M20 6BA
Flat 1, 639 Wilmslow Road, Manchester, M20 6BA
Flat 4, 639 Wilmslow Road, Manchester, M20 6BA
Ground Floor, 643 Wilmslow Road, Manchester, M20 6BA
Flat 1, 641 Wilmslow Road, Manchester, M20 6BA
Flat 39, Souchay Court, 1 Clothorn Road, Manchester, M20 6BR
Flat 37, Souchay Court, 1 Clothorn Road, Manchester, M20 6BR
Flat 34, Souchay Court, 1 Clothorn Road, Manchester, M20 6BR
Flat 32, Souchay Court, 1 Clothorn Road, Manchester, M20 6BR
Flat 29, Souchay Court, 1 Clothorn Road, Manchester, M20 6BR
Flat 27, Souchay Court, 1 Clothorn Road, Manchester, M20 6BR
Flat 24, Souchay Court, 1 Clothorn Road, Manchester, M20 6BR
Flat 23, Souchay Court, 1 Clothorn Road, Manchester, M20 6BR
Flat 21, Souchay Court, 1 Clothorn Road, Manchester, M20 6BR
Flat 18, Souchay Court, 1 Clothorn Road, Manchester, M20 6BR
Flat 16, Souchay Court, 1 Clothorn Road, Manchester, M20 6BR
Flat 12, Souchay Court, 1 Clothorn Road, Manchester, M20 6BR
Flat 10, Souchay Court, 1 Clothorn Road, Manchester, M20 6BR
Flat 6, Souchay Court, 1 Clothorn Road, Manchester, M20 6BR
Flat 4, Souchay Court, 1 Clothorn Road, Manchester, M20 6BR
Flat 1, Souchay Court, 1 Clothorn Road, Manchester, M20 6BR
666 Wilmslow Road, Manchester, M20 2DN
668 Wilmslow Road, Manchester, M20 2DN
662 Wilmslow Road, Manchester, M20 2DN
660 Wilmslow Road, Manchester, M20 2DN
Flat 3, 643 Wilmslow Road, Manchester, M20 6BA
Flat 2, 643 Wilmslow Road, Manchester, M20 6BA
1 Belfield Road, Manchester, M20 6BJ
Flat 38, Souchay Court, 1 Clothorn Road, Manchester, M20 6BR
Flat 36, Souchay Court, 1 Clothorn Road, Manchester, M20 6BR
Flat 35, Souchay Court, 1 Clothorn Road, Manchester, M20 6BR
Flat 33, Souchay Court, 1 Clothorn Road, Manchester, M20 6BR
Flat 31, Souchay Court, 1 Clothorn Road, Manchester, M20 6BR
Flat 30, Souchay Court, 1 Clothorn Road, Manchester, M20 6BR
Flat 28, Souchay Court, 1 Clothorn Road, Manchester, M20 6BR
Flat 26, Souchay Court, 1 Clothorn Road, Manchester, M20 6BR
Flat 25, Souchay Court, 1 Clothorn Road, Manchester, M20 6BR
Flat 9, Souchay Court, 1 Clothorn Road, Manchester, M20 6BR
Flat 22, Souchay Court, 1 Clothorn Road, Manchester, M20 6BR
Flat 20, Souchay Court, 1 Clothorn Road, Manchester, M20 6BR
Flat 19, Souchay Court, 1 Clothorn Road, Manchester, M20 6BR
Flat 17, Souchay Court, 1 Clothorn Road, Manchester, M20 6BR
Flat 15, Souchay Court, 1 Clothorn Road, Manchester, M20 6BR
Flat 14, Souchay Court, 1 Clothorn Road, Manchester, M20 6BR
Flat 11, Souchay Court, 1 Clothorn Road, Manchester, M20 6BR
Flat 8, Souchay Court, 1 Clothorn Road, Manchester, M20 6BR
Flat 7, Souchay Court, 1 Clothorn Road, Manchester, M20 6BR
Flat 5, Souchay Court, 1 Clothorn Road, Manchester, M20 6BR
Flat 3, Souchay Court, 1 Clothorn Road, Manchester, M20 6BR
Flat 2, Souchay Court, 1 Clothorn Road, Manchester, M20 6BR
2 Clothorn Road, Manchester, M20 6BQ

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 (Middle) -

Susceptible to Surf Water Flood (Middle) -

Susceptible to Surf Water Flood (Middle) -

Area Team Boundary - Name: SOUTH