

Planning

Growth & Development

Delegated officer report for planning application

Application no.	134429/FO/2022
Date registered valid:	26 July 2022
Proposal:	Conversion of the property into nine self-contained flats (6 x 1 bed and 3 x 2 bed); erection of dormer roof extension and first floor extension to rear; associated car parking, landscaping, bin and cycle stores
Address:	588 Altrincham Road, Manchester, M23 9JH
Ward(s):	Brooklands Ward
Applicant:	Sumo Developments Limited & KRM Properties Limited, Brandon House, C/o Agent, King Street, WA16 6DX
Agent (if any):	Mr Bruce Risk, Walsingham Planning, Brandon House, King Street, WA16 6DX
Case officer:	David Lawless Tel: 0161 234 4543 Email: david.lawless@manchester.gov.uk
Recommendation:	Approve
Date of recommendation:	28 October 2022



Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit: 6 September 2022

Standard consultations:

Printed: 3 August 2022 Expired: 24 August 2022

Neighbour notifications

Printed: 3 August 2022 Expired: 24 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

Description of site/building/area

588 Altrincham Road (Maybank House) is a part single/part two storey residential building situated at the junction with Ferndown Road. The property consists of the main two storey element at the front of the site and a long single storey wing that projects into the rear of the site. Vehicular access is available to the property from both Altrincham Road and Ferndown Road. It is currently vacant but was last used as a care home for 20+ residents.

There are dwellings to the north and west of the property, as well as to the east and south, on the opposite side of Ferndown Road and Altrincham Road respectively.

Listed building: No

Conservation area: No

Tree Preservation Order: No

Description of development

The applicant is proposing the following:

- Conversion of the property into nine self-contained flats (6 x 1 bed and 3 x 2 bed).
- Erection of dormer roof extension to existing rear wing.
- Erection of a first floor extension to rear.

Consultations & Notification Responses

Local Residents – Five letters of objection have been received, the comments are summarised as follows:

- The proposed first floor extensions to the rear of the building will overlook our properties resulting in a significant loss of privacy for the residents of Ravenna Avenue.
- Given the number of households accessing the rear garden there is concerns about the noise and disturbance that this will cause.
- Nine parking spaces would be insufficient, additional parking needs might result in cars parking on the surrounding street, particularly Ravenna Avenue.
- The traffic associated with the use would have a detrimental on highway safety, there have already been a number of accidents at this junction.
- The proposal would result in properties on Ferndown Road being overlooked.
- The proposal represents an overdevelopment of the site.

Highway Services – Highway Services have made the following comments:

- The site is considered to be suitably accessible by sustainable modes and is in close proximity to a range of public transport facilities.
- 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.
- The amount of parking provision for accessible use is acceptable and a sufficient number of bays is provided with electric vehicle (EV) charging so long as the charge units are a minimum 7kW. It has been confirmed that car park infrastructure (ducting) will be provided to allow any further future conversion to EV.
- With regard to cycle storage, nine secure spaces are being provided which is acceptable.
- Existing pedestrian access is maintained from Altrincham Road and an existing vehicle access retained from Ferndown Road which is acceptable. No alterations are required to the existing highway.
- A Construction Management Plan condition is suggested.

Environmental Health – The proposed bin store and waste management arrangements are considered acceptable.

Health and Safety Executive – Do not advise against.

Neighbourhood Team Leader (Arboriculture) – Have made the following comments:

- The alterations to the site will have minimal impact on the visual amenity value of the area.
- The removal of a Cat C Cotoneaster and a group of low-quality mixed species trees will require removal, however, as the site will be using the pre-existing hard standing, there will be minimal impact on any of the surrounding trees.
- No objection to the proposals for this site, subject to adequate tree protection measures being implemented before construction starts.

Policies

The National Planning Policy Framework July 2021 (NPPF) – The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced. Planning law requires that applications for planning permission be determined in accordance with the development plan, i.e. the Core Strategy Development Plan Document and accompanying policies, unless material considerations indicate otherwise. The National Planning Policy Framework is a material consideration in planning decisions.

Paragraph 11 states that plans and decisions should apply a presumption in favour of sustainable development, which for decision-taking means:

- approving development proposals that accord with an up-to-date development plan without delay; or
- where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - ii. 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.

In addition to the above, Sections 5 (*Delivering a sufficient supply of homes*) and 15 (*Conserving and enhancing the natural environment*) is of relevance:

Paragraph 60 states that to support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed.

Paragraph 69 states that small and medium sized sites can make an important contribution to meeting the housing requirement of an area and are often built-out relatively quickly. To promote the development of a good mix of sites local planning authorities should support the development of windfall sites through their policies and decisions, giving great weight to the benefits of using suitable sites within existing settlements for homes.

Core Strategy Development Plan Document – The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City 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. Relevant policies in the Core Strategy are detailed below:

Policy SP1, *Spatial Principles* – Development in all parts of the City should make a positive contribution to neighbourhoods of choice including creating well designed places that enhance or create character and protect and enhance the built and natural environment.

Policy H1, Overall Housing Provision – This policy states that the proportionate distribution of new housing, and the mix within each area, will depend on a number of factors and goes on to state that new residential development should take account of the need to:

- Contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population;
- Reflect the spatial distribution set out above which supports growth on previously developed sited in sustainable locations and which takes account of
- the availability of developable sites in these areas;

- Contribute to the design principles of Manchester LDF including in environmental terms. The design and density of a scheme should contribute to the character of the local area. All proposals should make provision for appropriate usable amenity space. schemes should make provision for parking cars and bicycles (in line with policy T2) and the need for appropriate sound insulation;
- Prioritise sites which are in close proximity to centres of high frequency public transport routes;
- Be designed to give privacy to both its residents and neighbours.

Policy H7, *Wythenshawe* – The Council expects that Wythenshawe will accommodate only around 3% of new residential development over the lifetime of the Core Strategy. New high quality high density development will be encouraged within the district centres of Northenden, Baguley and Wythenshawe and upon small infill sites where it contributes to the stock of affordable housing and where it complements Wythenshawe's garden city character. There is also the potential for additional family housing for sale.

Policy DM1, *Development Management* – This policy states that all development should have regard to a number of specific issues, the most relevant of which in this instance are:

- Appropriate siting, layout, scale, form, massing, materials and detail.
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- Community safety and crime prevention.
- Design for health.
- Adequacy of internal accommodation and external amenity space.
- Refuse storage and collection.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Flood risk and drainage.

Issues

Principle of the Proposal – The application site is located within a predominantly residential area and as such the use of the site for residential purposes is considered acceptable. The building was formerly used as a care home so the proposal would not result in the loss of a family home. In light of the above the principle of the proposal is considered acceptable.

Notwithstanding the above, the impact of the development upon existing levels of residential and visual amenity, as well as pedestrian and highway safety, must be assessed.

Standard of Accommodation – The City Council adopted the Manchester Residential Quality Guidance in December 2016 and within that document reference is made to the use of a combination of the Nationally Described Space Standards and the London Housing Design Guide space standards to form Manchester's space standards for residential developments.

The amount of floor space proposed for each dwellinghouse and that required under the guidance is detailed below:

- 1) Unit 1 – 59m² (Space Standard – 39-50m²)
- 2) Unit 2 – 52m² (Space Standard – 39-50m²)
- 3) Unit 3 – 98m² (Space Standard – 70-83m²)
- 4) Unit 4 – 80m² (Space Standard – 58m²)
- 5) Unit 5 – 80m² (Space Standard – 58m²)
- 6) Unit 6 – 80m² (Space Standard – 58m²)
- 7) Unit 7 – 81m² (Space Standard – 58m²)
- 8) Unit 8 – 83m² (Space Standard – 70-83m²)
- 9) Unit 9 – 85m² (Space Standard – 70-83m²)

Given the above, it is considered that the proposal complies with Manchester's space standards.

Design of the Extensions – The first floor rear extension would be constructed in facing brickwork to match the existing and would have a hipped roof in clay tiles also to match the main building. The rear dormer roof extension, which would involve raising the roof by 450mm, would be constructed from terracotta Trespa panelling and topped by a flat single ply membrane roof in dark grey. In addition, two high level rooflights would be installed on the east facing roof slope and the existing concrete roof tiles would be reused on the remaining areas of the pitched roof.

Given the above, the design of the proposed extensions is considered acceptable and in keeping with the overall character of the building.

Visual Amenity – Given the design, scale and massing of the proposed extensions it is not considered that the development would have an unduly overbearing appearance and as a result would not have a detrimental impact upon the levels of visual amenity currently enjoyed along Altrincham Road and Ferndown Road.

Residential Amenity – A number of factors have been assessed in order to judge the impact of the proposal upon residential amenity:

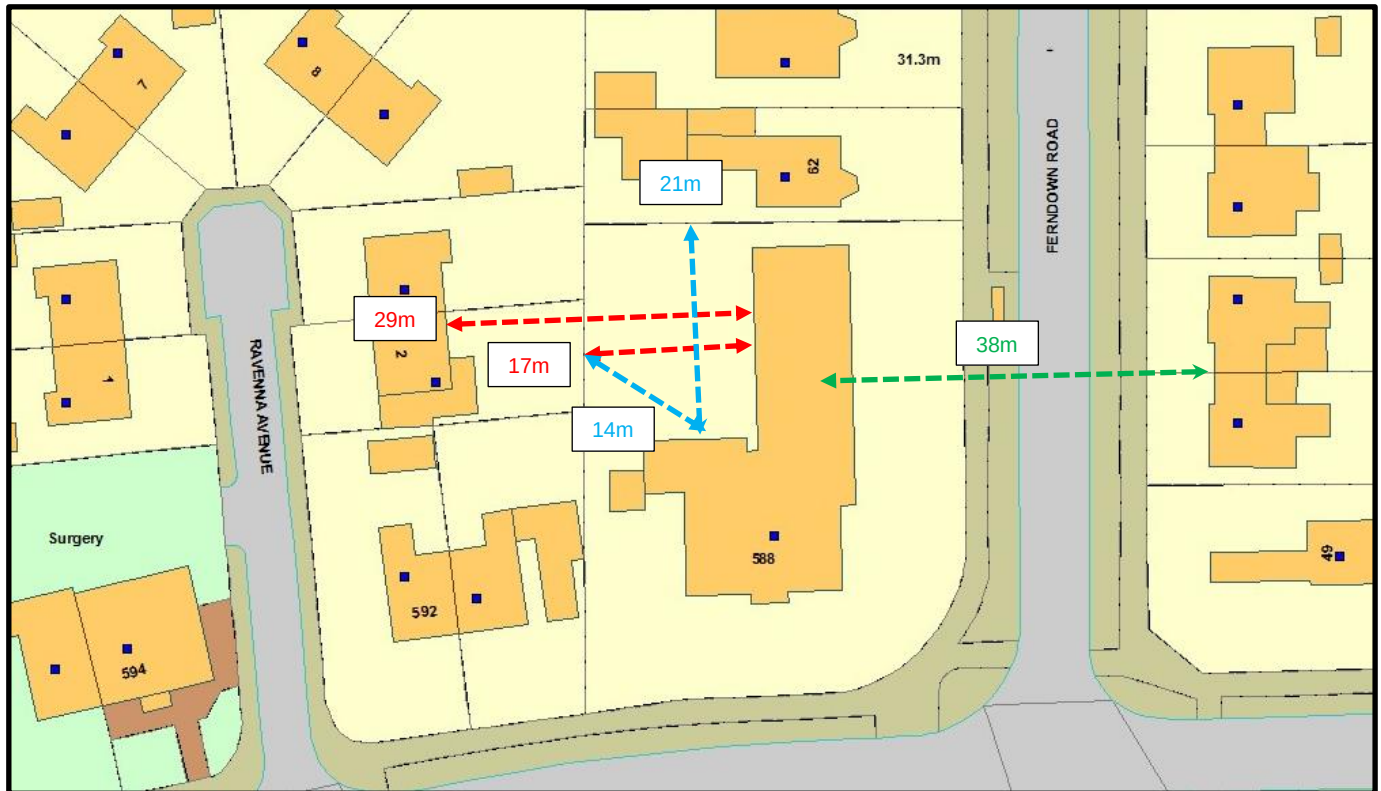
Noise – It is not considered that the proposal would be an inherently noise generating use. Any comings and goings associated with the proposed accommodation would be domestic in scale and it is felt that the activity associated with the proposal would be similar or less than the existing nursing home use.

Overshadowing – Given the siting and scale of the proposed extensions, it is not considered that the proposal would lead to the overshadowing of the neighbouring dwellings.

Impact upon Privacy – The rear dormer extension on the rear wing would be located approximately 29 metres from the main rear elevation of the dwellings on Ravenna Avenue. It would also be located approximately 17 metres from the boundary with those properties. There are no windows in the dormer extension facing no. 62 Ferndown Road.

The rear first floor extension would be located approximately 21 metres away from the common boundary with no. 62 Ferndown Road and 14 metres away from the common boundary with no. 2 Ravenna Avenue.

The proposed rooflights in the rear wing would be located 38 metres away from the opposite properties on Ferndown Road.



Given the above measurements, it is not considered that the proposed extensions and associated works (rooflights) would lead to an undue increase in the instances of overlooking experienced in the neighbouring dwellings. As a result, it is not considered that the proposal would lead to a reduction in the level of privacy currently enjoyed within the vicinity of the site.

In conclusion, it is not considered that the proposal would have a detrimental impact upon the levels of residential amenity enjoyed by the occupants of those properties closest to the application site.

Car Parking – The level of car parking proposed is considered acceptable and sufficient for a development of this size. The applicant has confirmed that the size of the parking spaces would accord with Highway’s guidance.

Electric Vehicle Charging – The applicant has indicated that three vehicle charging points are to be provided within the site. This level of provision is considered acceptable and a condition, requiring details of the charging infrastructure to be submitted for approval, is suggested in this instance.

Pedestrian and Highway Safety – It is not anticipated that the number of units proposed would generate a level of traffic to and from the site that would prove detrimental to the existing levels of pedestrian and highway safety enjoyed along Altrincham Road and Ferndown Road

Furthermore, given the small numbers of units proposed, it is not considered that any additional on-street parking generated by the proposal would have an unduly detrimental impact on existing levels of pedestrian and highway safety enjoyed within the vicinity of the site.

Air Quality – During the construction phase of the development there is the potential for air quality impacts as a result of dust emissions from the site. Assuming dust control measures are implemented as part of the proposed works, the significance of potential air quality impacts from dust generated by earthworks, construction and trackout activities is predicted to be negligible. It is considered that the imposition of a Construction Management Condition would ensure that appropriate dust management measures are implemented during the construction phase.

It is recognised that during the operational phase of the development there is the potential for air quality impacts as a result of vehicle exhaust emissions associated with traffic generated by the proposal, i.e. the comings and goings of residents and visitors to the site. However, given the number of units proposed, the overall significance of potential impacts is considered to be low.

As a result, it is considered that the proposal would not have a detrimental impact upon the air quality levels experienced throughout the site and within the vicinity of it.

Waste Storage – The type and location of the waste storage facilities is considered acceptable. The provision of the store would be the subject of a planning condition.

Amenity Space – The existing lawned areas would be retained and partitioned to provide a mix of individual and communal garden areas. This provision is considered acceptable for the number of units proposed.

Trees and Landscaping – Ten individual trees and two tree groups have been surveyed. To facilitate the proposal the applicant is proposing to fell a category C Ash, which has been badly pruned and which is leaning into the site, as well a category C group of trees (Ash, Holly and Black Locust) which have not been maintained. Given the poor quality of these trees there is no objection to their removal. To compensate for their loss a condition is suggested that will require a replacement tree planting to be undertaken.

Security – It is suggested in this instance that the standard *Secure by Design* condition is attached to any consent granted.

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 in a positive and proactive manner to resolve any problems arising in relation to 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 development hereby approved shall be carried out in accordance with the following drawings stamped as received on 20 July 2022:

- a) 21769-CWA-B1-XX-DR-A-0200 P01
- b) 21769-CWA-B1-XX-DR-A-0201 P01
- c) 21769-CWA-B1-01-DR-A-0203 P01
- d) 21769-CWA-B1-00-DR-A-2002 P01
- e) 21769-CWA-B1-01-DR-A-2003 P01
- f) 21769-CWA-B1-02-DR-A-2004 P01
- g) 21769-CWA-B1-RF-DR-A-2005 P01
- h) 21769-CWA-B1-ZZ-DR-A-2010 P01
- i) 21769-CWA-B1-ZZ-DR-A-2020 P01

and the following drawing stamped as received on 20 September 2022:

- j) 21769-CWA-B1-XX-DR-A-2001 P02

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.

3) No above ground works shall commence unless and until samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as local planning authority.

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, as specified in policies SP1 and DM1 of the Manchester Core Strategy.

4) The car parking facilities, as shown on drawing no. 21769-CWA-B1-XX-DR-A-2001 P02, shall be laid out, demarcated and made available prior to the occupation of the residential accommodation hereby approved.

Reason - In the interests of pedestrian and highways safety and to ensure the satisfactory development of the site, pursuant to Policy DM1 in the Manchester Core Strategy.

5) Above-ground construction works shall not commence until the specification of the electric vehicle charging points, as shown on drawing no. 21769-CWA-B1-XX-DR-A-2001 P02 (stamped as received on 20 September 2022), have been submitted to and been approved by the City Council as local planning authority. The approved electric vehicle charging points shall then be installed prior to the occupation of the residential accommodation and remain in-situ in perpetuity.

Reason - To promote sustainable development and in the interests of residential amenity, pursuant to Policies DM1 and EN16 in the Manchester Core Strategy.

6) The storage and disposal of waste shall be undertaken in accordance with drawing no. 21769-CWA-B1-XX-DR-A-2001 P02 and shall remain in situ whilst the development is in operation.

Reason - In the interests of visual and residential amenity, pursuant to Policy DM1 in the Manchester Core Strategy.

7) No above ground works shall commence until a hard and soft landscaping treatment scheme, including tree replacement planting, 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 residential accommodation is 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) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the approved plans and particulars; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Manchester Core Strategy.

9) No above ground works shall commence until details of the measures to be incorporated into the development (or phase thereof) to demonstrate how Secured by Design accreditation will be achieved have been submitted to and approved in writing by the City Council as local planning authority. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a Secured by Design accreditation.

Reason - To reduce the risk of crime pursuant to policies SP1 and DM1 of the Manchester Core Strategy and to reflect the guidance contained in the National Planning Policy Framework.

10) No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by the City Council as local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

- a. the designated route for construction and delivery vehicles
- b. the parking of vehicles of site operatives and visitors
- c. loading and unloading of plant and materials
- d. storage of plant and materials used in constructing the development
- e. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
- f. wheel washing facilities
- g. measures to control the emission of dust and dirt during construction
- h. a scheme for recycling/disposing of waste resulting from demolition and construction works
- i. hours of working

Reason - In the interest of pedestrian and highway safety and residential amenity, as specified in policies SP1 and DM1 of Manchester Core Strategy.

11) The residential use 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 - 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 private residential purposes and to ensure the achievement of the public benefit identified pursuant to policies SP1, DM1, EN3 , H1, H6 and H11 of the Manchester Core Strategy and the guidance contained within National Planning Policy Framework including section 16.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Supported Housing Monitoring Group

801 Altrincham Road, Manchester, M23 9AH
805 Altrincham Road, Manchester, M23 9AH
590 Altrincham Road, Manchester, M23 9JH
47 Ferndown Road, Manchester, M23 9AW
41 Ferndown Road, Manchester, M23 9AW
2 Ravenna Avenue, Manchester, M23 9RH
785 Altrincham Road, Manchester, M23 9BD
592 Altrincham Road, Manchester, M23 9JH
49 Ferndown Road, Manchester, M23 9AW
45 Ferndown Road, Manchester, M23 9AW
43 Ferndown Road, Manchester, M23 9AW
62 Ferndown Road, Manchester, M23 9AN
60 Ferndown Road, Manchester, M23 9AN
58 Ferndown Road, Manchester, M23 9AN
803 Altrincham Road, Manchester, M23 9AH
6 Ravenna Avenue, Manchester, M23 9RH
4 Ravenna Avenue, Manchester, M23 9RH
789 Altrincham Road, Manchester, M23 9BD
787 Altrincham Road, Manchester, M23 9BD
783 Altrincham Road, Manchester, M23 9BD

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
Area Team Boundary - Name: SOUTH AREA