

Planning

Growth & Development

Delegated officer report for planning application

Application no. 130290/FO/2021

Date registered valid: 9 November 2021

Proposal: Change of use of first floor to create 2no. 1 bedroom self contained flats and associated elevational alterations to the building

Address: 945 Stockport Road, Manchester, M19 3NP

Ward(s): Levenshulme Ward

Applicant: Mr Raj Kumar Shrethsa 945 Stockport Road, Manchester, M19 3NP

Agent (if any): Mr Mohammad Rasul planningsolutions4u 35 Manchester Road, Manchester, M34 5PZ

Case officer: Sue Wills
Tel: 0161 234 4524
Email: sue.wills@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 24 June 2022

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit:

Standard consultations:

Printed: 15 November 2021

Expired: 6 December 2021

Neighbour notifications

Printed: 9 June 2022

Expired: 16 June 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 premises are a two storey traditional mid terraced property with a restaurant use (Class E) at ground level, and ancillary floorspace above . The ground floor front facade comprises a shop front with associated roller shutters and signage at fascia level .

At present there is a lean to canopy structure above an external walkway on the rear elevation at first floor level, which extends to eaves height, and an external metal escape staircase from the first floor level which leads down into the rear yard close to the boundary with the rear alleyway.

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of area

The property lies within Levenshulme District Centre, with commercial premises to the north, south and west. The Nawaab Banqueting Suite lies directly opposite the site to the east of Stockport Road . To the east (rear) of the property is a three storey apartment block, which has access from Langdale Road.

Description of development

Consent is sought to change the use of first floor accommodation to create 2no. 1 bedroom self contained flats and associated elevational alterations to the building. The existing access to the premises from Stockport Road would be retained to enable direct access to the first floor flats from Stockport Road , with a new glazed frontage to the ground floor restaurant with a centrally

located door with level access from the footway on Stockport Road.

The emergency exit to the ground floor restaurant on the rear elevation, which leads directly into the rear alleyway would be retained. At first floor level the existing door in the rear elevation would be removed, and two windows openings would be incorporated to serve the proposed residential accommodation. A new doorway at the head of the escape stairs is proposed to provide an alternative means of escape from the first floor accommodation. The existing metal canopy structure on the rear elevation would be removed.

Consultations & Notification Responses

Local residents and local businesses - two emails were received from residents objecting to the originally proposed development to create a three bed roomed flat on the following grounds:-

The fire escape/new windows at the rear of the property would give rise to overlooking and lack of privacy for properties on Delamere Rd as the new window will directly overlook gardens and into rear windows. They feel this is overdevelopment of this property. The proposal is for three bedrooms with a very small amount of communal living space. During summer months tenants are very likely to use the fire escape balcony for seating etc due to lack of sufficient living space in the property.

This means more overlooking/lack of privacy for neighbours and potential for noise nuisance. It should be noted that a planning application in the local area (1a Delamere Rd/129309/FO/2021) was rejected on similar grounds (overdevelopment/loss of privacy). They believe this proposal shares the issues of that application.

Another resident has written to object on the basis that some of the work has already been undertaken and therefore this should be a retrospective planning application. Furthermore, that the information is inconsistent, with the application referring to a 3 bed self-contained flat whereas the plans state 4 self-contained studio flats.

Following the revision of the proposed development to two one-bedroom flats, a further objection has been received from one of the residents who objected to the original proposal advising that they have noted the resubmission of plan to change from 3 to 2 bedrooms, but reiterate their concerns regarding overlooking and lack of privacy for properties on Delamere Road, and potential loss of privacy from future tenants using the fire escape balcony for seating etc. They feel this will mean more overlooking/lack of privacy for neighbours and potential for noise nuisance.

Highway Services –

PARKING AND ACCESS:

No parking is proposed within the application and considering the site's location and proximity to sustainable travel offer, this is acceptable in principle. As such, no parking concerns are raised from a Highways perspective by the proposals.

CYCLE PARKING:

In line with MCC recommendations, secure and sheltered cycle parking provision should be made, within the curtilage of the site, for the accommodation of resident's cycles.

BOUNDARY TREATMENTS:

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.

NEW ENTRANCE DOOR:

The proposed location of the entrance door extends only within the red-line boundary of

the site and as such, does not impinge upon the adopted highway.

It is advised that all external entrance doors (with the exception of fire doors) should be inwardly opening in order to prevent obstruction on the adjacent footway.

REFUSE AND SERVICING:

A refuse storage area is noted at the rear of the site. The bins for the restaurant and the apartment will be kept separate. Bins will be taken to/from the bin store by residents/staff to the collection point on Southyard Street on collection day. This is considered to be appropriate in ensuring no obstruction on the adjacent highway.

CONSTRUCTION MANAGEMENT:

The applicant is advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams.

Updated comments following revisions to the scheme

Highways previous comments are still applicable.

Environmental Health – Recommend conditions are attached relating to acoustic insulation of the first floor accommodation, acoustic insulation of externally mount plant, refuse storage and air quality .

Updated comments following revisions to the scheme

Recommend conditions are attached relating to acoustic insulation, refuse storage and air quality . In relation to acoustic insulation from traffic noise , they recommend other potential noise sources are considered including potential noise outbreak from the first floor of the adjacent premises at 943A Stockport Road, which has planning permission to operate as a 'gentlemans health club offering massage facilities'

In regard to refuse storage the current plans show that the bins will be stored in the rear alley; the Waste & Recycling have requested it be noted that this is a concern, but they accept the lack of an adequate bin storage area within the curtilage of the premises. However, the submitted Waste Proforma is not acceptable, as each flat should be provided with a full suite of bins including a kitchen caddy, but excluding a bin for garden waste.

Design for Security – No comments received.

POLICIES

The National Planning Policy Framework July 2021)

The document sets out the Government's Planning Policies for England and how these are expected to be applied. At the heart of the Framework is a presumption in favour of sustainable development in terms, "For plan-making" and "For decision-taking", (paragraph 11).

Paragraph 8 - Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

a) an economic objective - to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

b) a social objective - to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

c) an environmental objective - to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

Section 5 relates to delivering a sufficient supply of homes

Notwithstanding the requirements within the National Planning Policy Framework, an assessment of the impact of the proposal needs to be considered within the context of other documents as outlined below:

2. The Manchester Core Strategy Development Plan Document 2012-2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012.

Regard should be given to:

Policy SP1 (Spatial Principles) which sets out the City Council's Core Development Principles and states that development in all parts of the City should make a positive contribution to neighbourhoods of choice, amongst these include: creating well designed places that enhance or create character, making a positive contribution to the health, safety and wellbeing of residents, considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income, and; protecting and enhancing the built and natural environment.

Policy H1 - Housing states that the re-use of vacant housing, including the renewal of areas characterised by poor quality housing, will be prioritised. New developments should take advantage of existing buildings where appropriate through refurbishment or rebuilding works. Policy H1 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 sites 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 DM1 (Development Management) says that all development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document. Of relevance in this instance are: appropriate siting, layout, scale, form, massing, materials and detail. Impact on the surrounding areas should be considered 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. In terms of accessibility, buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes. There should be regard for community safety and crime prevention.

Adequacy of internal accommodation and external amenity space, including refuse storage and collection and vehicular access and car parking must be assessed.

The effects relating to biodiversity, landscape, archaeological or built heritage, including green infrastructure, open space, both public and private must be given due consideration. In addition, flood risk and drainage, including existing or proposed hazardous installations will be assessed.

Policy H11 relates to Houses in Multiple Occupation and changes of use from a C3 dwelling house to a C4 HMO. It also states that all proposals for change of use of existing properties into houses in multiple occupation, and all proposals for conversion of existing properties into flats (which might not necessarily fall within Class C4), would be permitted only where the accommodation to be provided is of a high standard and where it will not materially harm the character of the area, having particular regard to the criteria in policy DM1.

Policy EN1 (Design Principles and Strategic Character Areas) - States that all development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and have regard to the strategic character area in which the development is located.

Policy EC2 (Existing Employment Space)- The Council will seek to retain and enhance existing employment space and sites.

Policy EN19 relates to waste and states that the Council will require all developers to submit a waste management plan to demonstrate how both construction and demolition waste will be minimised and recycled on site wherever possible and how the sustainable waste management needs of the end user will be met.

Policy T2 states that outside the City Centre all new development should provide appropriate car parking facilities, taking account of the guidance in Appendix B (of the Core Strategy). In all parts of the City proposals should have regard to the need for disabled and cycle parking, in line with appendix B (this indicates maximum car parking standards for various uses).

Notwithstanding the above, Policy T2 requires that consideration is given to the particular circumstances of each proposal to determine the appropriate levels of car parking that may be required.

3. Unitary Development Plan Saved Policies:

Large elements of the UDP have been superseded by the Core Strategy. The site is unallocated in the plan, however the following saved policies are of relevance in the consideration of this application:

Saved policy DC5 relates to flat conversions

DC5.1 states that, in determining planning applications to convert property to flats, the Council will have regard to:

- a. the standard of accommodation for the intended occupiers of the premises;

- b. effects on adjoining houses as a result of noise from flats passing through party walls and affecting adjoining houses;
- c. adequacy of car parking, off-street car parking being normally required where practicable, and essential where there is so severe an existing on-street parking problem that unacceptable additional pressures would be created;
- d. general effects on the character of the neighbourhood, including the extent to which flat conversion schemes are a new or an established feature of the immediate area, avoiding the loss of front gardens and the retention of existing trees and shrubs;
- e. adequate private outdoor amenity space;
- f. the desirability of achieving easy access for all, including disabled people (as a minimum, access for disabled people will normally be required in conversions of ground floor accommodation);
- g. the satisfactory provision of refuse storage and collection facilities.

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, subject to other relevant policies of the Plan. They will be particularly welcome where large, old, difficult to re-use properties are involved, and where proposed schemes provide investment enabling the retention and improvement of housing stock.

DC5.3 States that, notwithstanding policy DC5.2, the Council will normally refuse permission for any developments in this category which:

- a. do not provide accommodation to the Council's current approved standards;
- b. 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;
- c. involve conversion schemes without adequate private external amenity space;
- d. are schemes without satisfactory refuse storage and collection facilities.

DC5.4 States that, in determining applications of this kind, the Council will give particularly careful consideration to situations in which the conversion of small terraced properties are proposed; and where a scheme is the first in a street of otherwise single family dwellings, the Council will give weight to the desirability of maintaining the character of the street in that respect.

Saved policy DC26.1 states that the Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both:

- a. the effect of new development proposals which are likely to be generators of noise;
- b. the implications of new development being exposed to existing noise sources which are effectively outside planning control.

Saved policy DC26.4 states that where the Council believes that an existing noise source might result in an adverse impact upon a new development, the policy requires the applicant to provide an assessment of the likely impact and measures proposed to deal satisfactorily with it.

Saved Policy E3.3 relates to sites along radial routes, which includes Hyde Road, and seeks to ensure that all new development, along these routes, is of the highest quality.

Guide to Development in Manchester Supplementary Planning Document and Planning Guidance, Adopted April 2007.

In addition, the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance aims to help to develop and enhance a unique and positive sense of place within Manchester and its neighbourhoods.

The guidance is grouped under seven key principles recognised by CABI as being those urban design characteristics which create successful places. These are: character and context, continuity and enclosure, ease of movement, quality of the public realm, diversity, legibility, and adaptability.

It advises that high quality design is a vital attribute of successful neighbourhoods. Paragraph 2.7 states that development should help to sustain local neighbourhoods, encouraging the most appropriate form of development to enliven neighbourhoods and sustain local facilities.

Paragraph 2.14 goes on to say: it is important that new developments are of an appropriate height having regard to location, character of the area and specific site circumstances and local effects, such as microclimatic ones.

Paragraph 2.16 considers the impact of site boundaries, which can be significant and must be taken into account and incorporated into the design of new developments and conversions from an early stage. Original examples that contribute to the character of the area should be retained. Well designed new treatments such as walls, low walls and railings or hedges and boundary trees, can maintain the enclosure of the street, reinforce the building line and contribute to the quality of the environment.

Manchester Residential Quality Guidance 2016 -Sets out the direction for the delivery of sustainable neighbourhoods of choice where people will want to live and also raise the quality of life across Manchester and was approved by the Executive at its meeting on 14 December 2016. The ambitions of the City are articulated in many places, but none more succinctly than in the 'Manchester Strategy' (2016). The guidance has been produced with the ambition, spirit and delivery of the Manchester Strategy at its heart. The delivery of high-quality, flexible housing will be fundamental to ensuring the sustainable growth of Manchester. To achieve the City's target of carbon neutrality by 2050, residential schemes will also need to be forward thinking in terms of incorporating the most appropriate and up to date technologies to significantly reduce emissions. It is therefore essential for applicants to consider and integrate the design principles contained within the draft guidance into all aspects of emerging residential schemes. In this respect, the guidance is relevant to all stages of the development process, including funding negotiations, the planning process, construction and through to operational management.

The guidance sets standards for securing high quality and sustainable residential development in Manchester. The document includes standards for internal space within new dwellings and is suitable for applications across all tenures. It adopts the nationally described space standards and this has been applied to an assessment of the size and quality of the proposed apartments

Principle of development

This is a terraced property in Levenshulme District Centre , with a restaurant use (Class E) at ground floor level . It is acknowledged that other Class E uses in the locality have residential accommodation at first floor level , and it is considered that the proposed use of the first floor is acceptable in principle.

The proposal will contribute towards the housing growth strategy, ensuring that development takes place within the right areas to meet demands along with adding to the diversity of residential accommodation in the area. Due to the location of the building, close to a high frequency transport route, the principle of two one bedroom flats can be supported in this location.

The original application sought consent of 1no. three bed flat, but the configuration of the layout with each of the proposed bedrooms having ensuite bathroom facilities was suggestive of accommodation being used in the future as a small scale HMO rather than a self contained three bedroom flat to provide family accommodation.

Residential Amenity

The first floor of property is currently in ancillary use to the restaurant at the ground floor, but the level of use of this accommodation is not clear, and so this proposal would may lead to an increase in activity at the site, due to the presence of two households, although this would be quite low level compared to the potential use of the upper floor, for commercial purposes, and activity at the adjoining shops. Furthermore, the access to the flats would be from Stockport Road, it is therefore considered not considered that the level of comings and goings to the proposed residential accommodation would be so significant to warrant refusal of the scheme on the basis of this impact upon the amenity of surrounding residents. A condition will be attached relating to a C3 use restriction to prevent any further intensification of use.

The proposal includes the incorporation of two windows in the rear elevation, which the planning agent has confirmed will be opaquely glazed to a height of 1.7m above internal floor level to protect the privacy of future occupiers of the rear first floor flat and the occupiers in the apartment block to the rear.

Due to the proximity of the rear elevation of the existing building, the habitable room windows in the rear elevation at first floor level would only be 11.27m from window to the block of apartments on to the east access from Langdale Avenue, it is therefore proposed that the incorporation of obscure glazing to the rear windows are detailed above is conditioned

Standard of accommodation/amenity space

The proposal is for the provision of 2 x one-bedroom flats, each of which meets the Council's minimum space standards. Both flats would be accessed from Stockport Road, but the existing rear external escape stair would be retained which would provide an alternative means of escape. Whilst the property does not have the benefit of external amenity space, due to extent of the restaurant's floorspace at ground floor level, it is acknowledged that the planning agent could have submitted a prior approval application for the revised scheme, and that private usable amenity space would not have been a criteria for consideration.

In relation to the concern raised that during the summer months tenants are likely to use the fire escape balcony for sitting out, the fire escape balcony and external stair case is a re-existing situation at the premises.

External alterations

The proposed external alterations comprise the introduction of two habitable room windows in the existing rear elevation at first floor level, and the incorporation of a new shop front with centrally located doorway to the restaurant. Generally, the proposed external alterations are considered to be in keeping with the property and are considered acceptable. It is considered that the proposal would not detract from the character and appearance of the streetscene or adversely affect the appearance of the existing building or visual amenity within the area and is therefore considered to be acceptable.

Waste Management

The existing arrangement comprises euro bins in the alleyway to the rear of the terrace of premises . Given the comments received in respect of refuse storage arrangements , it is recommended that a condition is attached to any approval to require the submission of a scheme of the storage of refuse prior to the occupation of the proposed residential accommodation

Car parking/ Cycle storage

Whilst the City Council does not have any prescribed standards for residential proposals, policy T2 of the Core Strategy and saved policy DC5 of the UDP states that all new developments, including flat conversions, should provide appropriate car parking facilities.

In this instance due to the constraints of the site, it is not possible to provide any off-road parking. Whilst is no prospect of providing off-street parking at the site, due to the location of the site and proximity to sustainable travel options, Highway Services have not raised objections. There are very frequent bus services on Stockport Road , and the property is within walking distance of Levenshulme station on Albert Road .

There is also layby parking to the front of the premises in Stockport Road controlled by a Traffic Regulation Orders.

In line with MCC recommendations, secure and sheltered cycle parking provision should be made, within the curtilage of the site, for the accommodation of resident's cycles. However with the exception of the means of escape staircase at the rear, the remainder of the yard is occupied by accommodation associated with the restaurant. It would therefore not be possible for an external cycle storage to be accommodated at the property.

Disabled persons access

The proposed new front entrance door to the existing restaurant would enable level access from the street to be achieved.

Security

Whilst the alleyway to the rear is not gated, access to the proposed flats would be from the front of the property on Stockport Road , which benefits from natural surveillance from the street. An informative is proposed to be attached to any approval relating to the installation of an audio intercom connection to enable visitors to contact the residents, and that new doors, windows, and any mailboxes should be in accordance with Secured by Design standards (www.securedbydesign.com provides details of approved products).

Rear Boundary treatment

No changes are proposed to the rear boundary treatment, which is formed by the rear elevation of the building (brickwork , and a high black metal railed gate with associated black metal mesh panel .

Air Quality

This application relates to the conversion of the upper floor of the premises to a total of 2 self contained flats. It is acknowledged that Stockport Road falls within an air quality corridor which has air quality issues, and therefore the issues of air quality and potential mitigation matters was raised with the planning agent . It is therefore proposed to condition this aspect of the scheme, to enable mitigation measures to be explored.

Noise

The premises are located within Levenshulme District Centre alongside a very busy radial route into Manchester. The proposed residential accommodation would therefore have the potential to be impacted upon by traffic noise, noise from the restaurant at ground floor and from the adjacent businesses. It is therefore proposed to attach a condition to any approval to require the submission of a scheme for acoustically insulating the proposed residential accommodation against noise from Stockport Road, and any local commercial/industrial premises such as the restaurant on the ground floor of the building, with the approved noise insulation and ventilation scheme required to be completed before any of the dwelling units are occupied.

Residents comments

Emailed confirmation that no works have commenced at the site (dated 13th June 2022) has been received.

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 proposal was assessed with regards to policies outlined in the National Planning Policy Framework, Unitary Development Plan Saved Policies, Local Development Framework Core Strategy Development Plan and other material considerations. In this instance officers have worked with the applicant in a positive and proactive manner by requesting changes to the nature of the originally submitted scheme in terms of layout and type of accommodation proposed. Appropriate conditions to the approval have also been attached.

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:

Site location plan received 5th May 2021;

Plan ref: 28719/1/A Existing and proposed ground floor plan received 5th May 2021.

Plan ref: 28719/ 2 Existing ground floor plan received 6th June 2022;

Plan ref: 28719/ 2 Existing and proposed front elevation received 13th June 2022;

Plan ref: 28719/ 3 Existing and proposed first floor layout received 13th June 2022;

Plan ref: 28719/ 4a Existing and proposed rear elevation received 13th June 2022;

Email from agent confirming no work had commenced at the site dated 13th June 2022.

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 (2012).

3. 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 front and rear elevations, hereby approved other than those shown on drawing nos:

Plan ref: 28719/ 2 Existing and proposed front elevation received 13th June 2022;

Plan ref: 28719/ 3 Existing and proposed first floor layout received 13th June 2022;

Plan ref: 28719/ 4a Existing and proposed rear elevation received 13th June 2022

Reason - In the interests of residential amenity pursuant to policy SP1 and DM1 Manchester Core Strategy (2012).

4. Before first occupation of flats hereby approved, the proposed windows at first floor level in the rear elevation as shown on plan ref: 28719/ 3 Existing and proposed first floor layout and plan ref: 28719/ 4a Existing and proposed rear elevation received 13th June 2022, shall be obscurely glazed to a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent, up to a level of 1.7m above internal floor level , and shall remain so in perpetuity.

Reason - To protect the amenity and living conditions of adjacent properties from overlooking or perceived overlooking and in accordance with policies SP1 and DM1 of the Manchester Core Strategy (2012).

5. a) Before the development commences a scheme for acoustically insulating the proposed residential accommodation against noise from Stockport 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 such as the restaurant on the ground floor of the building. The approved noise insulation and ventilation scheme shall be completed before any of the dwelling units are occupied.

Noise survey data shall include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary.

Where applicable (entertainment/music): Additionally, where entertainment noise is a factor in the noise climate the sound insulation scheme shall be designed to achieve internal noise levels

in the 63Hz and 125Hz octave centre frequency bands so as not to exceed (in habitable rooms) 47dB and 41dB (Leq,5min), respectively.

b) Prior to first occupation of the residential units , a verification report shall be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that the internal noise criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the internal noise criteria.

Reason- To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance, pursuant to policies SP1, and DM1 of the Manchester Core Strategy (2012) ,and saved UDP policy DC2

6a) Before the development commences a scheme for the storage and disposal of refuse shall be submitted to and approved in writing by the City Council as local planning authority. New developments shall have refuse storage space for segregated waste collection and recycling. Internal and external storage areas are required.

b) 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. to prevent disamenity to future residents. pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy (2012).

7a) Prior to commencement of the development mitigation measures to safeguard local air quality shall be submitted to and approved in writing by the City Council as local planning authority.

b) Prior to occupation of the development any agreed mitigation measures shall be implemented and verified as such in writing by the City Council as local planning authority and shall remain in situ whilst the use or development is in operation.

Reason - To secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution , pursuant to policies EN16, SP1 and DM1 of the Manchester Core Strategy (2012) .

8) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification) no part of the development shall be used for any purpose other than the purpose(s) of Class C3(a) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - In the exceptional circumstances of a proliferation of HMOs 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 and DM1 of the Manchester Core Strategy.

Informatives

1. The applicant is advised that any requirements for licensing, hoarding / scaffolding 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).

2. Installation of an audio intercom connection to the apartments would enable visitors to contact the residents.

New doors, windows, and any mailboxes should be in accordance with Secured by Design standards (www.securedbydesign.com provides details of approved products).

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Greater Manchester Police

Bricks Properties, 1016 Stockport Road, Manchester, M19 3WN
United Solicitors, 1018 Stockport Road, Manchester, M19 3WN
Flat 1, 1012 Stockport Road, Manchester, M19 3WN
Flat 1, 955A Stockport Road, Manchester, M19 3NP
955A Stockport Road, Manchester, M19 3NP
Mecca Bingo, 1008 Stockport Road, Manchester, M19 3WN
947A Stockport Road, Manchester, M19 3NP
939A Stockport Road, Manchester, M19 3NP
Flat Above, 949 Stockport Road, Manchester, M19 3NP
Top Flat, 1014 Stockport Road, Manchester, M19 3WN
941A Stockport Road, Manchester, M19 3NP
943 Stockport Road, Manchester, M19 3NP
Ground Floor, 943 Stockport Road, Manchester, M19 3NP
1010A Stockport Road, Manchester, M19 3WN
First Floor, 943 Stockport Road, Manchester, M19 3NP
Flat 1, 951 Stockport Road, Manchester, M19 3NP
1008 Stockport Road, Manchester, M19 3WN
941 Stockport Road, Manchester, M19 3NP
Flat 6B, Langdale Mews, Langdale Avenue, Manchester, M19 3NT
Flat 4B, Langdale Mews, Langdale Avenue, Manchester, M19 3NT
Flat 1B, Langdale Mews, Langdale Avenue, Manchester, M19 3NT
Flat 7A, Langdale Mews, Langdale Avenue, Manchester, M19 3NT
Flat 4A, Langdale Mews, Langdale Avenue, Manchester, M19 3NT
Flat 2A, Langdale Mews, Langdale Avenue, Manchester, M19 3NT
955 - 957 Stockport Road, Manchester, M19 3NP
Flat 2, 951 Stockport Road, Manchester, M19 3NP
1014 Stockport Road, Manchester, M19 3WN
1010 Stockport Road, Manchester, M19 3WN
1006 Stockport Road, Manchester, M19 3WN
949 Stockport Road, Manchester, M19 3NP

947 Stockport Road, Manchester, M19 3NP
939 Stockport Road, Manchester, M19 3NP
951 Stockport Road, Manchester, M19 3NP
1012 Stockport Road, Manchester, M19 3WN
Flat 8B, Langdale Mews, Langdale Avenue, Manchester, M19 3NT
Flat 7B, Langdale Mews, Langdale Avenue, Manchester, M19 3NT
Flat 5B, Langdale Mews, Langdale Avenue, Manchester, M19 3NT
Flat 3B, Langdale Mews, Langdale Avenue, Manchester, M19 3NT
Flat 2B, Langdale Mews, Langdale Avenue, Manchester, M19 3NT
Flat 8A, Langdale Mews, Langdale Avenue, Manchester, M19 3NT
Flat 6A, Langdale Mews, Langdale Avenue, Manchester, M19 3NT
Flat 5A, Langdale Mews, Langdale Avenue, Manchester, M19 3NT
Flat 3A, Langdale Mews, Langdale Avenue, Manchester, M19 3NT
Flat 1A, Langdale Mews, Langdale Avenue, Manchester, M19 3NT

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: NORTH2