

<b>Application Number</b>	<b>Date of Appln</b>	<b>Committee Date</b>	<b>Ward</b>
111236/FO/2016/N1	10th Feb 2016	2nd Jun 2016	Crumpsall Ward

**Proposal** Retrospective Planning Application for the conversion of the existing garage to an ancillary store, including elevational alterations, increased height and new roof.

**Location** 98 Crumpsall Lane, Crumpsall, Manchester, M8 5SG

**Applicant** Mr A Al-Khafaji , Bond Real Estate Ltd, 98 Crumpsall Lane, Crumpsall, Manchester, M8 5SG,

**Agent** Mr Nigel Tams, Northside Plans Ltd, 116 Simister Lane, Prestwich, Manchester, M25 2SB,

## **Description**

This proposal relates to a single storey garage that is attached to number 98 Crumpsall Lane. Number 98 is the end property in a terrace of four commercial properties, with the Constitutional club located between the commercial properties on Crumpsall Lane, and the residential properties on Lansdowne Road. The property that is the subject of this application is currently in use as a lettings agency (Use Class A2).

The proposal is for retrospective consent for the conversion of the existing attached single storey garage into ancillary storage for the lettings agency. The garage element of the building originally had a flat roof. This has been replaced with a very slight mono pitched roof that slopes towards the back of the site. To enable the conversion of the building into an ancillary storage unit, elevational changes were required, which comprised of the removal of the garage door, and, the bricking in of the subsequent opening. The access to the newly created storage area is only internal from the lettings agency with no external access to the storage area. In order to create an increase in the internal floor to ceiling height, the external walls have been increased in height. This comprises of an increase of 0.7 metres in height when measured externally, taking it from 2.4 metres to 3.1 metres. The footprint of the garage is not increasing in either length or width.

The area is predominantly residential in nature, and comprises of a mix of large detached, semi detached and terraced properties. To the west of the site is an access road that runs between numbers 96 and 98 Crumpsall Lane. This opens up onto land to the rear, which is the car park to the constitutional club. However, it does not provide permeability through the site as there is a brick wall to the boundary along Linn Street. In addition there is an alley gated scheme to the rear of the properties on number 2 to 12 Lansdowne Road. The access road adjacent to the proposal site is approximately 2.76 metres wide at the narrowest point, and, this width has remained the same post conversion of the former garage.

## **Consultations**

Local Residents/ businesses were informed- no representations have been received.

Councillor Beth Marshall raised concerns over access to the surrounding properties, including the Constitutional Club.

Environmental Health- no objections to the proposal.

Highway Services - There are no works proposed to the adopted highway. The proposed works to change the garage into a storeroom are all contained within the private boundary to the development, and, would therefore have minimal highway implications. It is considered that the loss of the garaged parking space can be absorbed within the permitted parking within the surrounding roads.

The existing servicing and bin storage arrangements are also unaffected by the proposals, on this basis highways would have no objection to the proposals.

## **Planning Considerations:**

Policy

The Development Plan

The Development Plan includes:

- The Manchester Core Strategy (2012); and
- Saved policies of the Unitary Development Plan for the City of Manchester (1995)
- The Greater Manchester Joint Waste 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) and 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 as directed by the National Planning Policy Framework (NPPF).

Manchester Core Strategy Development Plan Document (July 2012)

The relevant policies within the Core Strategy are as follows:

Policy SP1 'Spatial Principles' states that one of the key spatial principles is the emphasis on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs, all in a distinct environment.

All development should have regard to the character, issues and strategy for each regeneration area. In addition, new development will be encouraged that maximises

the potential of the City's transport infrastructure, in particular promoting walking, cycling and the use of public transport.

The policy goes onto to state that 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.
- Making a positive contribution to the health, safety and well being of residents;
- Considering the needs of all members of the community;
- Protect and enhance the built and natural environment.
  
- Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible;
- Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

Policy T2 'Accessible areas of opportunity and needs' states that the Council will actively manage the pattern of development to ensure that new development:

- Is located to ensure good access to the City's main economic drivers, including the regional centre and to ensure good national and international connections;
- Is easily accessible by walking, cycling and public transport; connecting residential to jobs, centres, health, leisure, open space and educational opportunities. Particular priority will be given to providing all residents access to strategic employment sites.

In addition, all new development should provide appropriate car parking facilities.

Policy DM1 'Development Management' all development should have regarded the following specific issues:-

- 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;
- 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;
- Effect on biodiversity, archaeological or built heritage;
- Green infrastructure;
- Flood risk and drainage.

For the reasons given below, it is considered that the proposal is consistent with the policies contained within the Core Strategy.

#### Unitary Development Plan for the City of Manchester (1995)

The Unitary Development Plan for the City of Manchester was adopted in 1995. However, it has now been largely replaced by the Manchester Core Strategy. There are some saved policies which are considered relevant and material and therefore have been given due weight in the consideration of this planning applications. The relevant policies are as follows:

Saved policy DC26, Development and Noise, states that the Council intends to use the development control process to reduce the impact of noise on people living and working in the City. In particular, consideration will be given to the effect of new development proposals which are likely to be generators of noise. Conditions will be used to control the impacts of developments.

Guide to Development in Manchester 2: Supplementary Planning Document and Planning Guidance- The Guide aims to support and enhance the on going shaping of the City by providing a set of reasoned principles which will guide developers, designers and residents to the sort of development we all want to see in Manchester.

#### National Planning Policy Framework (NPPF)

The National Planning Policy Framework sets out the Governments planning policies for England. At the heart of the document is the aim to deliver sustainable development. The document states that there are three main dimensions to this - an economic role, social and environmental.

Paragraph 70 seeks to deliver social, recreational and cultural facilities and services to meet community needs. Furthermore, planning policies and decisions should plan positively for the provision and use of shared space, community facilities and other local services to enhance the sustainability of communities and residential environments.

#### National Planning Policy Guidance (NPPG)

Decision taking should take account of the acoustic environment and in doing so consider:

- Whether or not a significant adverse effect is occurring or likely to occur;
- Whether or not an adverse effect is occurring or likely to occur; and
- Whether or not a good standard of amenity can be achieved.

This includes identifying whether the overall effect of the noise exposure (including the impact during the construction phase wherever applicable) is, or would be, above or below the significant observed adverse effect level for the given situation.

## ISSUES

Principle- of converting the garage to create additional ancillary storage space for use with the adjacent business is considered acceptable

Design: Following conversion, the garage has changed little in appearance. There is now brickwork to the front elevation, which replaces the garage door. Whilst a window to the elevation was considered, due to the security issues, this would have had to be covered by a roller shutter, and it was considered that this would create additional visual clutter and therefore the elevation has been retained in a simple form. The proposal is still of a domestic scale, and the elevational changes are considered acceptable. The design now provides a secure building that is compatible with the existing use, and is in character with both the property, and the neighbouring uses. The parapet roof is set on a slight slope, which enables the water run off to be collected in the rainwater goods and expelled into the drains. The location of this is acceptable. The existing elevations (top row) and proposed elevations (bottom row) are shown below.



Materials – that have been used match those of the existing property and are considered acceptable.

Parking- Due to the instances of vandalism, the garage had not been used to park a vehicle in. There is additional parking on the forecourt to the frontage of the property, and the loss of the one integral parking space is considered acceptable.

Residential amenity:

It is not considered that the proposal would have a detrimental impact upon the level of amenity currently enjoyed by the neighbouring properties. The fact that the

building is now secure means that the neighbouring properties will not have the issues with regards to security of the unit and the subsequent anti social behaviour issues. There are no openings on the exterior walls, which, ensures that there is no noise breakout from the use of the space in association with the existing commercial use.

Visual Amenity- It is considered that the proposal is in character with the existing property and, those within the immediate local area. The scale of the unit has not changed, as the height has only been raised by 70 centimetres. It has been completed in a red brick, which, when weathered will blend in further with the existing building. It has a minimal visual impact on the original property when viewed from the public realm. The proposal is therefore considered acceptable as it does not result in a detrimental impact upon either the property or the street scene of which it forms part.

Access- The garage itself is a long standing structure it is projecting no further forward, rearward or sideways as a result of the conversion. The primary changes of dimension being to the height. This conversion does not impact upon the level of access to the neighbouring properties. The access road to the side would only have had limited access from larger sized vehicles prior to the conversion, and, as such this conversion has not worsened the previous situation. At approximately 2.76 metres wide, at the narrowest point, a single motor vehicle would be able to use the route, which only accesses the rear of the constitutional club.

It is considered that the proposed development is acceptable, in terms of the adopted Unitary Development Plan for the City of Manchester, including policies DC26 and Manchester's Core Strategy, including policy DM1 and T2

**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 the right to a fair hearing and to this end the Committee 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 Head 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 approval of the application is proportionate to the wider benefits of approval 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 based on seeking solutions to problems that arose in relation to dealing with the planning application.

### **Reason for recommendation**

### **Conditions to be attached to the decision**

1) The development hereby approved shall be carried out in accordance with the following drawings and documents: 98CL/1 stamped as received 9<sup>th</sup> February 2016

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

### **Local Government (Access to Information) Act 1985**

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 105155/FH/2014/N1 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

### **The following residents, businesses and other third parties in the area were consulted/notified on the application:**

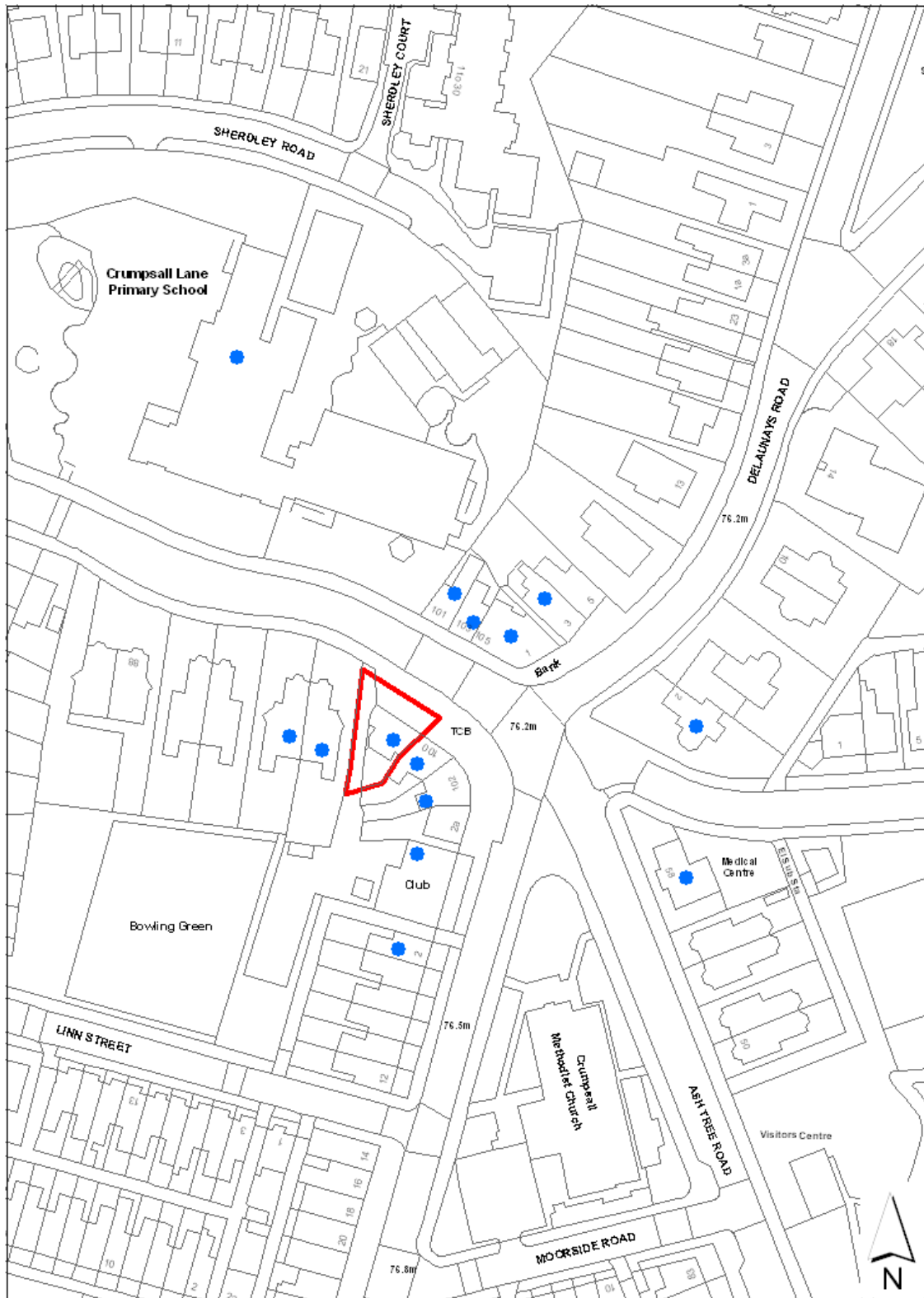
Highway Services  
Environmental Health  
North Manchester Regeneration Team  
Greater Manchester Police

A map showing the neighbours notified of the application is attached at the end of the report.

### **Representations were received from the following third parties:**

Councillor Beth Marshall  
Highway Services  
Environmental Health

**Relevant Contact Officer :** Janet Lawless  
**Telephone number :** 0161 234 4535  
**Email :** j.lawless@manchester.gov.uk



Application site boundary ● Neighbour notification  
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