Proposal  Conversion of existing building into 3 dwellings with the erection of 2 storey rear extension and creation of 3 car parking spaces

Location  The Boat House, Boat Lane, Northenden, Manchester, M22 4HR,

Applicant  Awais Shahid, C/o Agent

Agent  S W Foulkes Architects 160/164 Wellington Road, Withington, M20 3FU

Description

The application was reported to the Wythenshawe Area Committee on the 22nd May 2008 where members were minded to approve the application subject to officers exploring the possibility of obtaining Section 106 Agreement to offset the loss of the community facility and resolving issues relating to the design, landscaping and trees at the site.

Since the committee, officers have met with the applicants agent to explore the loss of the community facility and how this could be mitigated. The purpose of reporting the application back to the committee is to update on the results of these discussions.

Furthermore, the applicant has now submitted details relating to the design, landscaping and tree concerns. This has also been scrutinised within the body of the report.

The application site is the Boat House which fronts onto Boat Lane and sits behind the former Tatton Arms Public House. The building and its curtilage falls within the Greater Manchester Green Belt, Mersey Valley and Northenden Conservation Area and is considered to be of architectural merit and contributes significantly to the street scene.

The building was once the home of the Northenden Theatre, however, the building is currently vacant in preparation for its redevelopment. The surrounding area is primarily residential in nature. The Former Tatton Arms Public House is currently undergoing renovation and also positively contributes to the character of the Conservation Area. Northenden District Centre is also in close proximity to the application site which offers a range of retail and commercial amenities and public transport facilities.

The applicants are seeking planning permission for the conversion of the building into 3 dwellings. In order to facilitate the conversion a two-storey rear extension is also proposed with associated gardens, landscaping and secure car parking.

Consultations

Local Residents/ Businesses - 4 letters of objection has been received for this application, the comments can be summarised as follows:
1. The development appears to sensitive to the location, however, the parking needs of the residents needs to be taken into account as this will have an impact on Boat Lane;

2. The area in front of the houses is currently used as a free parking for both residents and visitors to the houses on Boat Lane this will be lost as a result of the proposal to small gardens. Where will the residents park?

3. The proposed development needs to be seen within the context of other developments within the vicinity i.e. the Riverside Park and the Tatton Arms. These will increase traffic along Mill Lane and Boat Lane with the current one-way system and 30mph restriction and increased need for parking for future residents. The overall parking needs for the area need to be taken into account;

4. The exterior of the Boat House will be changed losing some original features;

5. The conversion of the building should be in keeping with the Conservation Area status;

6. The existing frontage of the building lends itself better to conversion into 2 dwellings rather than 3. The third house could be built at the rear;

7. As many trees as possible should be retained, particularly the large sycamore between the Boat House and the Tatton Arms. All the trees at the rear should be retained;

8. The proposed development will overlook number 13 Boat Lane. The proposed bedroom will overlook the properties lounge and the proposed kitchen/lounge will overlook the properties bedroom. Planning legislation states that overlooking distances between habitable rooms should be 21metres. The distance between the two buildings is 13.5 metres. Given the Boat House has never been used as a dwelling the privacy distances should be applied to this change if use. The windows of number 13 Boat Lane will have to be obscured to prevent the occupants of the Boat House overlooking into the living area and would compromise number 13’s residential amenity;

9. If the development goes ahead it is hoped that it does not affect the value of surrounding homes.

A further letter was received but does not object. However the following observations have been made, namely:

1. The roof terraces of each house overlook one another. Do privacy screens need to be erected?

2. There is no provision for solar panels on the roof;

3. It is not clear from the details submitted, how trees will be affected by the proposed car park i.e. if any are to be felled. If they are to be felled, will they be replaced? However, it is noted that some are over-mature. The trees should be wisely evaluated for safety and visual amenity before a decision is made;

4. A survey under PPG15 should be required given its age.

**Northenden Civic Society** – No objections

**MEDC Landscape Practice** –

1. There are some existing trees on the site and close to site boundaries on neighbouring lane. Some are large and mature and have significant visual amenity value which would make them worthy of TPO protection. A
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1. An arboriculturist survey is required which should be accompanied by a tree schedule and tree categorisation method in accordance with BS587:2005;
2. The trees which are to be retained should be protected in accordance with a tree protection plan in line with BS 5837:2005;
3. A landscape plan indicating hard and soft landscaping is required;

Conclusion – There are major tree and landscape implications with this application. The existing trees on or near the site are of high visual amenity value and add to the quality of the streetscape. It appears that the applicant intends to fell these trees to create the car parking area but they fail to identify this on the application forms or the plans. The applicant needs to recognise the important of these trees. It should also be noted that the site falls within the Green Belt and the river valley.

Wythenshawe Regeneration Team – No comments at the time of writing this report. Any comments will be reported to the committee.

Head of Engineering – No particular concerns with the plans. The car park makes use of an existing access, footways and road widths are adequate and the set back of the electric gate is more than sufficient. We advise that the developer contact Operational Services to install the dropped kerbs and tactile paving at the interface with the adopted highway (Boat Lane) as per the normal processed.

Greater Manchester Police Architectural Liaison Officer – No comments at the time of writing this report. Any comments will be reported to the committee.

Mersey Valley Wardens – No comments at the time of writing this report. Any comments will be reported to the committee.

Greater Manchester Archaeological Unit – The application should be the subject of an archaeological watching brief. To secure this, it is recommended that a condition be attached to any planning approval.

Historic Buildings and Conservation Panel –

• The proposal should be for two dwellings rather than three – the building is being overdeveloped;
• The gardens to the front should be removed and a simple bollard/chain arrangement put in place;
• There are design discrepancies at the rear which need to be resolved i.e. position of the eaves, design detailing over the windows and quality of the balustrades;
• An area of incidental open space is being created near the car parking which suggests they are reserving this for future development;
• The proposed front door should be recessed to reflect the architectural detailing above.

Issues

The Unitary Development Plan for the City of Manchester (1995) – The application site is allocated as falling within the Greater Manchester Green Belt and the Mersey Valley as identified on the Proposals Map contained within the
UDP. The site also falls with the Northenden Conservation Area. In addition, when assessing applications of this nature, regard is given to policies E2.1, H1.2, H2.1, H2.2, H2.7, E3.5, CB28, DC1.1, DC1.2, DC1.3 and DC18 contained within part one of the UDP. In addition, CB28, DC1.1, DC1.2, DC1.3 and DC18 contained within part two is also applicable.

Policies within Part 1 of the UDP, which specifically affect developments in the Green Belt is policy E2.1.

This policy states that, except in very special circumstances, planning permission will not be granted for development in the Green Belt other than those associated with agriculture, forestry, outdoor recreational activities and uses which preserve the openness of the Green Belt and do not conflict with the reasons for including land in the Green Belt. The Council will also seeks to ensure that the visual amenities of the Green Belt are not injured by proposals for development particularly by reason of their materials or design.

Other policies contained within Part 1 of the UDP, which are applicable to new housing developments, are as follows:

Policy H1.2 states that the City Council will ensure that the housing stock contains a wide range of housing types to meet the needs of people who want to live in Manchester. The above should include accommodation designed for disabled people.

Policy H2.2 is also relevant and states that the City Council will not allow development that will have an unacceptable impact on residential areas. The matters which the Council will take into consideration include the scale and appearance of the development and its impact in terms of noise, vibration traffic generation, road safety and air pollution.

Design is also an important factor in the determination of planning applications. Indeed, policy H2.7 outlines how new housing schemes will be expected to be of a high standard of design and to make a positive contribution towards improving the City's environment.

Policy E3.5 wishes to promote measures which will lead to a safer environment for all people living in and using the City. These measures will include:

a) Ensuring that the layout of new development is designed with safety in mind and does not lead to the creation of isolated areas;
b) Designing landscaping schemes so as to minimise the risk of attack.

Policies contained in part 2 which are applicable to developments within the Green Belt and the Mersey Valley are as follows:

Policy CB28 seeks to conserve and enhance buildings, structures and industrial remains which are considered to make a special contribution towards the history or character of the Mersey Valley.

There are also specific design criteria for developments within the Mersey Valley. Policy CB44 states that any new development permitted within the Valley shall be of a high standard and by careful attention to design, materials and landscape design to ensure that they will not have a harmful effect on the character of the Valley. Any new development by reason of its nature, scale or
location cannot meet these criteria will not be permitted unless there is an overriding need for the proposed development to be in that particular location.

Design guidance for extensions to buildings used for residential purposes is also given within policy DC1.1, DC1.2 and DC1.3.

Policy DC1.1 in particular discusses the effect that extension to the original building will have on the character of the property and the overall appearance of the proposed street scene. In addition policy DC1.2 (a) consider that extension should not be excessively large or bulky resulting in a structure which is not subservient to the original house.

In terms of the extent of any rearward projections, policy DC1.3 (a) states that they should be no greater than 3.65 metres.

Given the Conservation Area status of the application site, policy DC18 also requires consideration. Development proposals should seek to preserve or enhance the character of its designated areas. In particular, the City Council will consider the relationship of new structures to neighbouring buildings and spaces and the desirability of retaining existing features such as trees.

Regional Spatial Strategy for the North West (RSS) - Formerly RPG13-provides planning guidance for the North West Region. Since 2004, the RSS has formed part of the statutory development plan as such the weight to be attached to its policies has increased.

Policy DP2 seeks to ensure that there is an enhancement in the overall quality of life experienced in the region. In particular, the provision of a high quality of life for this and future generations is encouraged.

Policy DP3 states that new development must demonstrate good design quality and respect for its setting.

The North West Plan (draft Regional Spatial Strategy) - Publicised in January 2006 - provides the future-planning framework for the physical development of the region over the next 15 to 20 years.

Policy DP1 seeks to ensure quality in new development. Proposals and schemes must demonstrate excellent design quality, sustainable construction efficiency in resource use and respect for their physical and natural setting.

Other Relevant Policies and Guidance - In considering development proposals, reference is not only made to the UDP, but also other policies and supplementary planning guidance. In this case, these include PPS1, PPG2, PPS3, PPG15, Wythenshawe Strategic Regeneration Framework, and "A Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (Adopted April 2007)".

PPS1 sets the overarching planning policies on the delivery of sustainable development through the planning system. In terms of design, the document states:

"Planning Authorities should plan positively for the achievement of high quality design and inclusive design for all development, including individual buildings, public and
PPG2 ‘Green Belts’ states that the re-use of buildings should not prejudice the openness of the Green Belt. It can also help secure a vacant building from becoming vandalised or derelict.

Paragraph 3.8 provides specific guidance on the re-use of building in a Green Belt. The conversion of building is not inappropriate development provided that the following criteria can be satisfied.

a) The proposal does not have a materially greater impact than the present use on the openness of the green Belt and the purpose of including land in it;

b) Strict control is exercised over the extension of re-used buildings, and over any associated uses of land surrounding the building which might conflict with the openness of the Green Belt and the purpose of including land in it (e.g. because they involve extensive car parking, boundary walling and fencing);

c) The buildings are of a permanent and substantial construction, and are capable of conversion without major or complete reconstruction; and

d) The form bulk and general design of the buildings are in keeping with their surroundings.

PPS3 ‘Housing’ states that residential environments should be about creating places, streets and spaces which meet the needs of people, are visually attractive, safe, accessible, functional, inclusive, have their own distinctive identity and maintain and improve local character.

In addition, proposal must also be well connected to facilities and public transport. Proposals must also be integrated with, and complements, the neighbouring buildings (Para 16).

PPG15 ‘Planning and the Historic Environment’ provides guidance on controls for the protection of historic buildings and Conservation Areas. The guidance states that new uses for vacant building may be the key to the buildings preservation and planning considerations should be sympathetic where this would enable a historic building to be given a new lease of life (Paragraph 2.18).

Northenden Village falls within the remit of the policies contained within the Wythenshawe Strategic Framework. This document’s objectives relate specifically to realising the vision for Wythenshawe which seeks to build upon the areas status as a ‘Garden City’. In particular, build upon the uniqueness and the opportunities present in the area by bringing together the positive aspects of its housing and the continued growth of the economy.

Policy H2 seeks to improve, maintain and manage the Wythenshawe housing stock.
Policy H4 seeks to improve the built form through better design and mix of properties, in particular, address the quality, condition and function of neighbourhoods.

The Guide to Development in Manchester Supplementary Planning Guidance (Adopted April 2007) outlines the City Councils objectives for creating a more attractive, accessible and useable City for Manchester People.

The guidance clearly states that a high quality environment is created by buildings which reflect their purpose and respect the place in which they are located. Each new development should therefore recognised the uniqueness of individual areas of the City and these characteristics should be built upon by new developments by having full regard to its context and the character of the area.

In addition, paragraph 2.12 states that new building should front directly onto streets with their main pedestrian entrance adjacent to the street. Furthermore, car parking should be situated at the side or rear.

Planning Considerations

Principle- The application site falls within the Greater Manchester Green Belt and the Mersey Valley. The proposal will see the re-use of the building with associated extensions and elevational treatments. Whilst there is a general presumption against new buildings within Green Belts, PPG2 states that the re-use of buildings within the Green Belt provides an ideal opportunity to ensure that vacant buildings do not fall into disrepair.

Whilst the building was once the home of the Northenden Theatre, this use has now ceased and it is the applicant’s intention to convert the building into three dwellings.

As such, the tests of paragraph 3.8 of PPG2 must be satisfied in order for the principle of the re-use of a building within the Green Belt to be appropriate.

PPG2 provides that the re-use of buildings should:

- Not have a materially greater impact than the present use on the openness of the Green Belt and the purpose of including land in it

It is proposed that the building will split into 3 residential dwellings. Whilst there will be an increase in the overall intensity of use at the site, in terms of comings and goings on a more regular and consistent basis, it is not considered that the overall impact will have a negative impact on the Green Belt. The application site is within a part of the Green Belt and Mersey Valley that forms part of the urban village of Northenden. As such the residential use in not out of character with the surrounding area.

Indeed, the Conservation Area appraisal of Northenden states that,

“A high proportion of the Northenden conservation area is used for housing, and this would generally be an appropriate form of new development”

In addition PPG2 states
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- Strict control exercised over the extension the extension of re-used building, and over any associated uses of land surrounding the building which might conflict with the openness of the Green Belt and the purpose of including land in it.

In order to accommodate workable residential units into the building, the applicants are proposing to erect a two-storey extension along the full length of the rear of the building.

The current footprint of the building is 91.6 m$^2$. The footprint of the extension is 71.2 m$^2$ which is a large increase in increase in footprint. Given the size of the extension, the proposal does encroach onto the Green Belt. However, it is not considered that the openness of the area is affected. The extension, whilst large, does not dominate the original building due to its subservience and the overall footprint in small in comparison to the entire site (site area 655m2). In addition, due to the relationship that the application site has with surrounding buildings, namely the Tatton Arms and existing boundary treatment, the new additions will only be visible from within the site. There will be no view of the extensions from Boat Lane and there will be an obscured view from Ollerton Close.

There is also a car parking area to be created which will be accessed between the side land between the Tatton Arms and the application site. This car parking area will have a site area of 29m$^2$ plus driveway which is small in comparison to the existing site. This parking will not compromise the openness of the Green Belt as it will only be visible from within the site. Existing trees and additional planting will also screen the proposed car parking.

In terms of future extensions, the permitted development rights of the properties have been removed to ensure that any future alterations to the properties are assessed by the City Council for appropriateness.

PPG2 also requires that:

- The buildings are of a permanent and substantial construction, and are capable of conversion without major or complete reconstruction; and

The Boat House is a permanent building that has been a part of Northenden Village for a considerable amount of time. The building appears to be sound, however, it has been vacant for some time since the previous use ceased. The building does not require major or complete reconstruction as part of the conversion works and the extension at the rear helps provide additional living accommodation for each dwelling.

Design principles are also an important part of PPG2’s re-use criteria;

- The form bulk and general design of the buildings are in keeping with their surroundings.

The main front façade of the building is to be retained along with minor alterations which include the insertion of a front door. At the rear is where the major changes to the building will occur. The extension will be contemporary in form and will be an interesting contrast with the more traditional appearance of the building rather than a pastiche development being formed.
The Head of Planning considers that in order to facilitate the conversion of the building an extension will have to be erected at the site which will, to a certain extent, encroach onto the Green Belt.

Due to the siting of the original building and its location on the edge of Northenden Village, the residential use is not uncharacteristic of the other properties in the area. In addition, the building is of sound construction and the modern additions are appropriately tailored into the façade of the original building and are not considered to be intrusive of the openness of the Green Belt. The proposal adequately conforms to the criteria within PPG2 and is therefore appropriate in principle.

Other details which have been considered for their appropriateness as part of the application process is whether the scale and mass and design and appearance of the extension is appropriate on the setting of the Conservation Area, how landscaping and trees have been considered as part of the proposal, whether there will be any impact on residential amenity or car parking/traffic implications and how disabled access has been addressed by the developer.

Scale and mass – The existing Boat House is two storeys in height. The extension at the rear will also be two storey in height. Policies contained within the UDP which relate to extensions to residential properties state that they should not be bulky or large and should be sympathetic to the appearance of the original property (Policy DC1).

The proposed extension at the application site runs along the rear of the building. There will be single storey element with a balcony above with three projecting gables forming additional accommodation for the upper floors. The two storey projects 2.5 metres rearwards and the roof is subservient to the main roof. The ground floor element projects 4.5 metres. Although this is beyond the parameters of the policy DC1.3 (a) which specifies a requirement of 3.65 metres, it is considered to be appropriate given that it is only at ground floor, which reduces the overall impact, and there is a large enough site for there still to be meaning full amenity space for each dwelling.

Design and appearance – The location of the application site within the Mersey Valley and the Conservation Area dictates the design and visual amenity of new developments should be of the highest quality. Indeed, CB44 specifically states that design which would have a harmful effect of the Valley must be discouraged. The Head of Planning considers that the building has been remodelled into three dwellings in a sensitive manner which reflects the character of the building and its setting.

The original submission saw several doors and elevational alterations at the front of the building which detracted from the appearance of the building. In response to these concerns, the elevation from Boat Lane building will remain virtually unchanged with the retention of the projecting bays and irregular shaped windows but with the addition of only one new door at the front and one at the side. This is considered to be satisfactory and when ensure that the appearance of the Conservation Area is maintained.

At the rear is where the most drastic alterations to the building occur. The rear contains two projecting bays similar to those at the front. These will, unfortunately, be lost as a result of the proposal. However, it is considered that
the quality of the rear has already been spoiled through the insertion of a large roller shutter system.

It is considered that the loss of the rear of the property is outweighed by the quality of the extension as it contrasts well with the traditional façade of the building. In addition, the extension will only really be visible from within the site. Whilst an element of the building will be seen from Ollerton Close, the boundary treatment and trees will help screen the proposal from the road.

The proposed internal layout of the residential dwellings is not conventional. The ground floor consists of three bedrooms, a bathroom and a en-suite with the upper floor consisting of the kitchen and the living accommodation. This layout means that there is no principle rooms overlooking the street for natural surveillance.

The Comments of the Conservation Panel required that the proposed gardens to the front should be removed and a chain linked bollard system installed. The applicants have agreed to this amendment and the proposal now shows bollards, made of stone, installed at the front of the building linked with chains. The bollards will be 0.75 metres in height. It is considered that these are appropriate for the setting of the building.

The panel also commented on design discrepancies and the need for the front door to be recessed slightly. These amendments have now be made to the proposal and are considered to be satisfactory.

Impact on the Conservation Area/Archaeology – The Boat House falls within the Northenden Conservation Area. The description of the building within the Conservation Area description is as follows

“…on Boat Lane stands [a] two-storey coach house, now used as a theatre, with two oriel windows at ground floor level and a considerable amount of horizontal brick patterning a significant architectural feature”

The minor amendments to the front façade of the building means that the appearance of the building remain virtually unchanged. This means the appearance of the Conservation Area will be maintained. At the rear, the changes will be more significant. However, as previously discussed, it is considered that the proposal enhances the appearance of the building and does not impact adversely on the appearance of the Conservation Area.

A condition relating to archeological investigation will also be attached to any approval to ensure that any historical remains are properly investigated.

Landscaping and Trees – Concern has been raised by MEDC Landscape Practice regarding existing trees on the site and the lack of detail relating to landscaping. Due to the absence of a tree survey and adequate landscaping proposals the applicants were requested to re-address these elements of the proposal to the satisfaction of MEDC Landscape Practice. This is of particular importance due to the Green Belt and Conservation Area setting of the application and the need to provide additional screening to the site for privacy and setting.

The applicants have submitted landscaping proposals and a tree survey in order to address the concerns. These are currently being examined by MEDC.
The application is therefore *minded to approve* subject to the satisfactory resolution of these issues.

**Car parking/highways** – The car parking and access arrangements for the proposal are to the satisfaction of the Head of Engineering. Several objections have, however, been received from local residents who are concerned about the loss of the car parking at the front of the premises and traffic congestion along Mill Lane/Boat Lane.

There will be three car parking associated with the development which is adequate for the proposal. The informal car parking area at the front of the building will be removed and chain linked bollards installed. This will assist in improving the appearance of the building and the street scene. It does appear that the residents currently use this area for parking and this is the basis of some of the objections. The owner of the property has the right to use the land for whatever purposes they wish to do so provided this is acceptable in planning terms.

The Head of Engineering also considers that the proposal will not put undue pressure on the highway network.

**Residential amenity** – It is not considered that the proposal will be detrimental to the surrounding residential amenity. There is a row of terraces directly opposite the site and Ollerton Road which is a residential cul-de-sac. As such, the area is already characterised by the comings and goings associated with a residential area.

At the rear of the application building, three balconies will be erected in association with the each dwelling. These balconies will allow a certain element of over looking into each dwellings garden. In order to reduce this impact, it is recommended that permission states that the balustrades are obscurely glazed and the boundary treatment between the gardens is approved by the City Council.

An objection has also been received regarding overlooking from the Boat House into number 13 Boat Lane. The objector has raised concern that due to the unusual layout of the dwellings, with the living accommodation on the first floor and bedrooms on the ground floor, this will result in direct overlooking of habitable rooms. The objector also states that a privacy distance of 21 metres is the only satisfactory distance between such rooms.

Policy H2.2 and DC1 requires the City Council to take into account whether development proposal will impact on surrounding residential amenity. These policies, however, do not specify a specific privacy distance between residential properties.

The City Council acknowledges that the proposed layout of the Boat House is a little unconventional. However, the distance between the proposed rooms and those at number 13 Boat Lane is over 13 metres which is considered to be adequate particularly given that the buildings are separated by an adopted road which means that there is public space between the buildings rather than private gardens.
A further point to note is that due to the retention of the original windows, which are intended to be kitchen areas, the windows are small. As such, direct overlooking coupled with a 13 metre distance may prove difficult unless making a conscious effort to stare across the road.

A further point was raised about the loss of value of the property. Unfortunately, the planning system cannot take into account perceived loss to the value of surrounding residents homes as a result of a new development.

**Disabled access** – The house has been adapted to accommodate a disabled occupant. There is level access into the front door with all internal doorways being wide enough to satisfy Design For Access 2 requirements. In addition, the principle bathroom and bedrooms are large enough for the disabled user.

**Section 106** – Members requested at the last committee for officers to investigate the possibility of mitigating the loss of building as a community facility through a form of Section 106 contribution for community facilities.

The applicants felt that a contribution would be unnecessary and ask that the application be determined without a Section 106 contribution.

The Head of Planning advises that, on this occasion, a Section 106 contribution is difficult to justify. The Boat House was not in public community use and thus its loss has not resulted in a net loss of provision within the local community. The theatre has now relocated to new premises and thus if an alternative use for the building is not found the building will fall into disrepair and could be lost, an important consideration in the context of a Conservation Area.

**Conclusion** – The Head of Planning therefore believes the proposal will result in the re-use of an important building within the Northenden Conservation Area. The building is of a sound and permanent construction and the internal and external alterations to the building, to accommodate the residential use, have been achieved to the satisfaction of the policies and guidance associated with Green Belts and the Mersey Valley. There are outstanding matters relating to the trees and proposed landscaping at the application site which need to be satisfactorily resolved to ensure that the building and the extension is appropriately set within the context of the Green Belt.

**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 Unitary Development Plan, the Head of Planning 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. He believes that any restriction on these rights posed by the approval of the application is proportionate to the wider benefits of
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Approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and country Planning Acts.

Recommendation MINDED TO APPROVE subject to the receipt of a satisfactory tree survey, tree protection plan and hard and soft landscaping.

The application is for the conversion of the existing building into three residential dwellings with a two storey rear extension and associated car parking. The alterations and extensions to the building have designed in a sympathetic and sensitive manner in order to blend in with the Green Belt, Mersey Valley and the Conservation Area. The associated car parking and close proximity to Northenden District Centre means that the location for the new dwellings is sustainable and provides dwellings that has been designed with disabled access in mind.

The proposal accords with the Council’s UDP in particular policies E2.1, H1.2, H2.1, H2.2, H2.7, E3.5, CB28, DC1.1, DC1.2, DC1.3 and DC18, the Guide to Development in Manchester (SPD), Regional Spatial Strategy for the North West in particular DP2 and DP3, Wythenshawe Strategic Regeneration Framework policies H2 and H4, PPS1, PPG2, PPS3, PPG15 and there are no material considerations of sufficient weight to indicate otherwise.

Conditions and/or Reasons

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 unless otherwise agreed in writing by the City Council as Local Planning Authority:

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policy H2.2 of the Manchester Unitary Development Plan.

3) No development that is hereby approved 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. The development shall be constructed only using the approved materials unless otherwise agreed 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 policy H2.2 of the Unitary Development Plan for the City of Manchester.

4) No development shall commence until a hard and soft landscaping treatment scheme has been submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place, unless otherwise agree in writing by the City Council as local planning authority.

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 policy H2.2 of the Unitary Development Plan for the City of Manchester.

5) No development shall take place until there has been submitted to and approved in writing by the local planning authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed before the occupation of the building. Development shall be carried out in accordance with the approved details and shall thereafter be retained.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located in order to comply with Policies H2.2, E3.3 and E3.5 of the Unitary Development Plan for the City of Manchester.

6) The car parking indicated on the approved plans shall be surfaced, demarcated and made available for use prior to the building hereby approved being occupied. The car park shall then be available at all times whilst the site is occupied.

Reason - To ensure that there is adequate parking for the development proposed when the building is occupied in order to comply with Policies H2.2 and T2.6 of the Unitary Development Plan for the City of Manchester.

7) The details of an emergency telephone contact number for developer/contractor shall be displayed in a publicly accessible location on the site from the commencement of development until construction works are complete unless otherwise agreed in writing by the City Council as local planning authority.

Reason - To prevent detrimental impact on the amenity of nearby residents and in the interests of local amenity in order to comply with Policy H2.2 of the Unitary Development Plan for the City of Manchester.

8) The development hereby approved shall include a building lighting scheme and a scheme for the illumination of external areas during the period between
dusk and dawn, or as may be otherwise agreed in writing by the City Council as local planning authority. Full details of such a scheme shall be submitted to and approved in writing by the local planning authority before the development commences. The approved scheme shall be implemented in full before the development is first occupied unless otherwise agreed in writing by the local planning authority and shall remain in operation for so long as the development is occupied.

Reason - In the interests of amenity, crime reduction and the personal safety of those using the proposed development in order to comply with the requirements of government guidance in Planning Policy Statement 1 and Policies H2.2, E3.3 and E3.5 of the Unitary Development Plan for the City of Manchester.

9) Before the development commences a scheme for acoustically insulating the residential accommodation against noise from the Boat Lane; shall be submitted to and approved in writing by the City Council as local planning authority. The approved noise insulation scheme shall be completed before of the dwelling is occupied.

Reason - To secure a reduction in noise from H2.2; in order to protect future residents from noise nuisance, pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester.

10) Notwithstanding the provisions of Article 3 of, and Classes (A-H) of Part 1 of Schedule 2 of the Town and Country Planning (General Development Order) 1995 (or any order revoking and re-enacting that Order with or without modification), no garages, extensions (including enlargement and alteration to the roof) shall be erected at any of the three dwellings hereby approved other than those expressly authorised by this permission.

Reason - In the interests of residential amenity pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester (Adopted 1995).

11) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification) no fences, gates or walls shall be erected within the curtilage of the dwellings hereby approved or forward of any wall of that dwelling which fronts onto a road, unless expressly authorised by this permission.

Reason - In the interests of residential amenity pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester (Adopted 1995) and PPG2.

12) The development shall not be occupied unless accreditation, confirming achievement of the Secured by Design standards in respect of the development has been issued by Greater Manchester Police, unless otherwise agreed in writing by City Council as local planning authority.

Reason - To reduce the risk of crime pursuant to Policy E3.5 of the Unitary Development Plan of the City of Manchester and to reflect the guidance contained in Planning Policy Statement "Delivering Sustainable Development".
13) No development shall commence until a scheme for the storage (including segregated waste recycling) and disposal of refuse shall be submitted to and approved in writing by the City Council as local planning authority. 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 interest of residential amenity pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester (Adopted 1995).

14) 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 2.4 and 2.6 of the Unitary Development Plan for the City of Manchester.

15) All tree work should be carried out by a competent contractor in accordance with British Standard BS 3998 "Recommendations for Tree Work".

16) The wheels of contractors vehicles leaving the site shall be cleaned and the access roads leading to the site swept daily in accordance with a management scheme submitted to and approved in writing by the City Council as local planning authority prior to any works commencing on site.

Reason - In the interest of pedestrian and highway safety, as specified in policy H2.2 of the Unitary Development Plan for the City of Manchester.

17) The balustrades hereby approved on drawing number 201-41-05-P, stamped as received by the City Council as Local Planning Authority on the 14th December 2007, shall be fitted with obscure glazing to a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent and shall remain so in perpetuity.
Manchester City Council
Wythenshawe Area Committee

List No 3
24th July 2008

Reason - To protect the amenity and living conditions of adjacent residential property from overlooking or perceived overlooking and in accordance with Policy H2.2 of the Unitary Development Plan for the City of Manchester.

18) No development shall take place within the proposal area until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the City Council as Local Planning Authority.

Reason - To ensure a record of archaeological remains is made and achieved for research purposes, pursuant to policy DC 18 of the Unitary Development Plan for the City of Manchester (Adopted 1995) and PPG16.

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: 085343/FU/2007/S2 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:

Chief Executive’s Landscape Practice Group
Engineering Services
Wythenshawe Regeneration Team
Greater Manchester Police
Environmental Health
Northenden Civic Society
Mersey Valley Warden Service
1 Mill Lane, Manchester, M22 4HJ
3 Mill Lane, Manchester, M22 4HJ
5 Mill Lane, Manchester, M22 4HJ
3 Govan Street, Manchester, M22 4HA
1 Govan Street, Manchester, M22 4HA
Churchgate, Ford Lane, Manchester, M22 4NQ
Church Villa, Ford Lane, Manchester, M22 4NQ
Northenden House, Ford Lane, Manchester, M22 4NQ
1a, Mill Lane, Manchester, M22 4HJ
3a, Mill Lane, Manchester, M22 4HJ
5a, Mill Lane, Manchester, M22 4HJ
1 Ollerton Close, Manchester, M22 4HG
2 Ollerton Close, Manchester, M22 4HG
3 Ollerton Close, Manchester, M22 4HG
4 Ollerton Close, Manchester, M22 4HG
5 Ollerton Close, Manchester, M22 4HG
Flat 1, Boat Lane Court, 34 Brett Street, Manchester, M22 4EZ
Flat 2, Boat Lane Court, 34 Brett Street, Manchester, M22 4EZ
Flat 3, Boat Lane Court, 34 Brett Street, Manchester, M22 4EZ
Flat 4, Boat Lane Court, 34 Brett Street, Manchester, M22 4EZ
Flat 5, Boat Lane Court, 34 Brett Street, Manchester, M22 4EZ
Flat 6, Boat Lane Court, 34 Brett Street, Manchester, M22 4EZ
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Wythenshawe Area Committee
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Flat 7, Boat Lane Court, 34 Brett Street, Manchester, M22 4EZ
Flat 8, Boat Lane Court, 34 Brett Street, Manchester, M22 4EZ
Flat 9, Boat Lane Court, 34 Brett Street, Manchester, M22 4EZ
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Flat 51, Boat Lane Court, 34 Brett Street, Manchester, M22 4EZ
Flat 52, Boat Lane Court, 34 Brett Street, Manchester, M22 4EZ
Flat 53, Boat Lane Court, 34 Brett Street, Manchester, M22 4EZ
Flat 54, Boat Lane Court, 34 Brett Street, Manchester, M22 4EZ
Norwood, Ford Lane, Manchester, M22 4NQ
D Race & Sons, 7a, Boat Lane, Manchester, M22 4HR
9 Boat Lane, Manchester, M22 4HR
11 Boat Lane, Manchester, M22 4HR
13 Boat Lane, Manchester, M22 4HR
15 Boat Lane, Manchester, M22 4HR
17 Boat Lane, Manchester, M22 4HR
Representations were received from the following third parties:

Mrs Lynne Oldfield, 19 Boat Lane, Manchester, M22 4HR
Greg Forster, Northenden Rectory, Ford Lane, Manchester
Karen Nuttall, 15 Boat Lane, Northenden, Manchester
Dave Wilson, 21a Boat Lane, Northenden, Manchester

Relevant Contact Officer: Jennifer Atkinson
Telephone number: 0161 234 4517
Email: j.atkinson@manchester.gov.uk