

Planning

Growth & Development

Delegated officer report for planning application

Application no. 131595/FO/2021

Date registered valid: 17 September 2021

Proposal: Erection of three storey rear extension and creation of raised roof area to form 3 additional flats to create 4 flats in total (Class C3) above existing retail shop.

Address: 341 Barlow Road, Manchester, M19 3JF

Ward(s): Levenshulme Ward

Applicant: Malik Hanif, 15 Hawthorn Street, Wilmslow, SK9 5EH

Agent (if any): Mr David Phillips, FOB Design UK Limited, 72A Water Lane, Wilmslow, SK9 5BB

Case officer: Steven McCoombe
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Recommendation: Refuse

Date of recommendation: 26 October 2021

Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit: 30 September 2021

Standard consultations:

Printed: 21 September 2021 Expired: 12 October 2021

Neighbour notifications

Printed: 21 September 2021 Expired: 12 October 2021

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 application site relates to a detached, two storey building, situated at the corner of Barlow Road and Peter Moss Way.

The property comprises a ground floor retail unit, with a three bedroom flat to the first floor. The lower half of the side wall fronting Peter Moss Way is covered by a painted mural.



The host building appears to have been subject to various, historic, unauthorised work which has resulted in an irregular roof profile.

To the rear, the building includes a large two storey outrigger, which incorporate steep sided, mono roofs, juxtaposed to form a central valley.

To the side, fronting Peter Moss Way is a single storey side extension and attached to the rear wall is a further, single storey, lean-to extension, incorporating a roller shutter door. Access to the first floor flat is achieved by an entrance door within the rear elevation.



The site also includes a dilapidated, single storey garage/shed structure to the rear, beyond which, but outside of the site, is an enclosed sub-station.

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of area

With the exception of a number of small-scale commercial uses located sporadically along Barlow Road, the immediate area is predominantly residential in character, mainly comprising two storey dwellinghouses of various architectural styles. Immediately to the west, the application site is adjoined by a detached, three storey, house in multiple occupation.

Levenshulme district centre is situated a short distance to the west, which runs north to south along Stockport Road.

Description of development

Planning permission is sought for the erection of a three storey rear extension and the creation of raised roof area to form 3 additional flats, thereby creating 4 flats in total above the existing retail shop.

The proposed accommodation comprises 2 x 1 bedroom flats to the first floor and 2 x 1 bedroom flats to the second floor.

It is proposed to create a three storey rear extension in place of the existing shed and yard area. It is also proposed to construct a new roof along the entire roof line of the building to tie in with the proposed rear extension. This comprises an increase in the overall roof height of between 700mm and 1000mm (approx.) and the creation of a mansard style roof. The proposed roof fills in the existing voids created by the gaps of the differing roof profiles. The new roof in

effects creates a new second storey and is punctuated by a series of dormer side windows to the front, side and rear elevations.

Consultations & Notification Responses

Local Residents/Occupiers – 3 representations have been received from neighbouring occupiers. Comments are summarised below:

- The appearance of the building would be too high and the proposed windows would lead to overlooking opposite.
- The proposed development would increase existing parking and traffic problems.
- It is queried where prospective occupiers will park.
- The three storey building would lead to the loss of light to neighbouring buildings and hinder the function of nearby solar panels.

Environmental Health - The waste strategy provided is inadequate as each residential unit should have its own set of bins for general waste, pulvable waste and mixed recycling as well as a food caddy.

The proforma/ Waste Management Strategy must include the following information:

- Estimated volumes and types of waste produced by the development;
- Details of internal and external stores for both waste and recycling, including any plans and designs.
- Location of the proposed collection point and details of the route the collection vehicle will take.
- Details of how waste will be transferred between stores and to the collection location; and
- Details of number and capacity of bins proposed and collection frequency.

In addition, conditions are advised with respect to construction management, the installation of a gas membrane and acoustic insulation. This acoustic assessment should assess noise from the commercial unit below.

Flood Risk Management – it is suggested that the applicant should design and construct a drainage system to prevent the increased risk of flooding.

Highway Services – The following comments are made:

Trip Generation and Junction Capacity

The site currently houses a 3-bedroom dwelling and the development will create 4 1- bedroom dwellings. The number of vehicular trips associated with site is expected to be minimal. It is therefore accepted that the adjacent highway network can facilitate such additional demands with no highway safety or capacity concerns.

Accessibility

Regular bus services are routed along Barlow Road and provides connections to Newton Heath, Crowcroft Park, Gorton, Chorlton, Levenshulme and Oldfield Brow.

The closest railway facility is Reddish North and provides regular connections to New Mills Central, Manchester Piccadilly and Sheffield.

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.

Off Site Highway Works

The cycle store will be built on an area of land that is currently used as storage and accommodates a shed/garage. Dropped kerbs are in place at this location and are redundant. The redundant dropped kerb should be reinstated, along Peter Moss Way where the proposed cycle store will be built.

Should the planning application be approved, the applicant will be required to enter into a Section 278/184 agreements for the alterations to the existing highways, and for the dropped kerbs to be reinstated on Peter Moss Way.

Cycle Parking

In line with MCC Residential Guidelines, secure and sheltered cycle parking provision should be made, within the curtilage of the site, at a provision of one-per-unit. A bike store with inward opening doors is in place at the rear of the site. This arrangement is acceptable to Highways.

Boundary Treatment

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.

Refuse and Servicing

Designated refuse storage has been accommodated at the rear of the property. Bins will be taken to/from the bin store by residents to the collection point on Peter Moss Way.

Highways consider this to be acceptable in order to prevent any obstruction to passing pedestrians on the adjacent footway.

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.

Policy

Local Development Framework

The principal document within the framework is the Manchester Core Strategy which sets out the spatial vision for the City and includes strategic policies for development during the period 2012 – 2027.

'The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary

Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development.

A number of UDP policies have also been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must therefore be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.'

The following policies within the Core Strategy are considered relevant:

Policy DM1 states that new development should have regard to more specific issues for which more detailed guidance may be given within supplementary planning documents. Issues include: the appropriate siting and appearance of development, the impact upon the surrounding area, the effects on amenity, accessibility, community safety and crime prevention, health, the adequacy of internal accommodation and amenity space and refuse storage/collection.

Policy SP1 refers to the key spatial principles which will guide the strategic development of Manchester together with core development principles. It is stated that developments in all parts of the city should create well designed places which enhance or create character, make a positive contribution to the health, safety and well-being of residents, consider the needs of all members of the community and protect and enhance the built environment. Further, development should seek to minimise emissions, ensure the efficient use of natural resources, reuse previously developed land wherever possible, improve access to jobs, services and open space and provide good access to sustainable transport provision.

The Guide to Development in Manchester (SPD) (2007)

The Guide to Development in Manchester is a supplementary planning document which contains core principles to guide developers. The document offers design advice and sets out the City Council's aspirations and vision for future development and contains core principles to guide developers to produce high quality and inclusive design. The principles that development should seek to achieve, include, character and context, continuity, and enclosure, ease of movement, quality of the public realm, diversity, legibility and adaptability.

Paragraph 2.13 states

The scale, position and external appearance of new buildings should respect their setting and relationship to adjacent buildings, enhance the street scene and consider their impact on the roof line and skyline.

National Planning Policy Framework

The central theme to the revised NPPF is to achieve sustainable development. The Government states that there are three dimensions to sustainable development: an economic role, a social role and an environmental role.

The Framework underlines a "presumption in favour of sustainable development". This means approving development, without delay, where it accords with the development plan and where the development is absent or relevant policies are out-of-date, to grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF.

Relevant to this application, Section 12 provides design guidance – 'Achieving Well-Designed Places'.

Paragraph 130 states:

Planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;*
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and*
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.*

Paragraph 134 goes on to state that:

Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes. Conversely, significant weight should be given to:

- a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or
- b) outstanding or innovative designs which promote high levels of sustainability or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

Procedural

The application is recommended for refusal based on the following drawings:

14519-PL01, 1459-PL05/B, 14519-PL06/B, 14519-PL07/C, 14519-PL08/B, 14519-PL09/B and 14519-PL10/B

Planning History

No history.

Issues

Principle

Section 38(6) Planning and Compulsory Purchase Act 2004 requires that decisions be made in accordance with the development plan, unless material considerations indicate otherwise.

In the case of this application, the principle of the proposed development is not considered acceptable and is in conflict with development plan policy and associated guidance. There are no material considerations to indicate otherwise.

It is maintained that the proposed development would result in overdevelopment of the site. This is principally as a consequence of the proposed roof alterations, which are considered to have a harmful impact to the visual amenity of nearby residential occupiers, as well as the character and appearance of the street-scene.

Visual Amenity

Policies SP1 and DM1 of the Core Strategy, as well as the Guide to Development (SPD) underline the importance attached to protecting the character and appearance of an area and the need to adhere to the Council's design principles. The aims are broadly consistent with the National Planning Policy Framework (NPPF).

In this case, it is considered that the proposed increase in roof height, coupled with the change in roof profile, including the additional of dormer style windows, would result in an over-dominant and visually intrusive feature in the street scene, to the detriment of visual amenity.

Whilst it is acknowledged that the design has attempted to mirror the roof design of the neighbouring building at 335 Barlow Road, the increase in roof height in this case would be greater.

The host building also has a different relationship in the street-scene. It occupies a corner plot in a relatively dominant position. To the rear, the spacing between the roofs of the various additions and the gap formed by the space between the garage and neighbouring sub-station affords a feeling of openness. The infilling of the gaps between the roofs, together with the overall increase in roof height and the addition of the extension, would create an excessively large and imposing structure, which would be out of scale, visually intrusive and over-dominant, when compared to the properties of a lesser scale along Peter Moss Way.

Development plan policy is clear that new development should consider the impact upon the surrounding area and the effects on amenity. The Council's supplementary design guidance contained within the Guide to Development in Manchester (SPD) further underlines that the scale of scale, position and external appearance of new buildings should respect their setting and relationship to adjacent buildings. Whilst the proposed development is not technically a new building, the proposal includes a large extension and the change in roof design and the addition of a further storey in effect creates a new structure. It is therefore maintained that proposed development fails to relate well to its immediate surrounding and would result in harmful effects to visual amenity in terms of outlook, a feeling of openness in the street and the general character and appearance of the street-scene. On this basis, the proposed is considered unacceptable.

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: Refuse

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Officers have communicated their concerns about this proposal to the applicant during the course of the planning application, but these concerns have not been overcome. The proposal is considered to be contrary to the development plan and therefore refused in a timely manner.

Condition(s) to be attached to decision for approval OR Reasons for recommendation to refuse

1) The proposed extension, coupled with the proposed roof design, including the increase in roof height, change in roof profile and the addition of dormer style windows, would result in an out of scale structure, which would form an over-dominant and visually intrusive feature in the street scene, to the detriment of visual amenity. The proposed development is therefore contrary to policies DM1 and SP1 of the Manchester Core Strategy, The Guide to Development in Manchester (SPD) and the National Planning Policy Framework (NPPF).

Appendix 1 – List of consultees & neighbours notified

Highway Services
MCC Flood Risk Management
Environmental Health
Greater Manchester Police
United Utilities Water PLC
Greater Manchester Ecology Unit

1 Peter Moss Way, Manchester, M19 3JS
3 Peter Moss Way, Manchester, M19 3JS
5 Peter Moss Way, Manchester, M19 3JS
7 Peter Moss Way, Manchester, M19 3JS
2 Southwold Close, Manchester, M19 3JT
4 Southwold Close, Manchester, M19 3JT
6 Southwold Close, Manchester, M19 3JT
8 Southwold Close, Manchester, M19 3JT
338 Barlow Road, Manchester, M19 3JJ
342 Barlow Road, Manchester, M19 3JJ
340 Barlow Road, Manchester, M19 3JJ
336 Barlow Road, Manchester, M19 3JB
332 Barlow Road, Manchester, M19 3JB
334 Barlow Road, Manchester, M19 3JB
328 Barlow Road, Manchester, M19 3JB
330 Barlow Road, Manchester, M19 3JB
326 Barlow Road, Manchester, M19 3JB
19 Peter Moss Way, Manchester, M19 3JS
17 Peter Moss Way, Manchester, M19 3JS
10 Peter Moss Way, Manchester, M19 3JS
8 Peter Moss Way, Manchester, M19 3JS
4 Peter Moss Way, Manchester, M19 3JS
Room 15, 335 Barlow Road, Manchester, M19 3JF
Room 14, 335 Barlow Road, Manchester, M19 3JF
Room 13, 335 Barlow Road, Manchester, M19 3JF
Room 12, 335 Barlow Road, Manchester, M19 3JF
Room 11, 335 Barlow Road, Manchester, M19 3JF
Room 10, 335 Barlow Road, Manchester, M19 3JF
Room 9, 335 Barlow Road, Manchester, M19 3JF
Room 8, 335 Barlow Road, Manchester, M19 3JF
Room 7, 335 Barlow Road, Manchester, M19 3JF
Room 6, 335 Barlow Road, Manchester, M19 3JF
Room 5, 335 Barlow Road, Manchester, M19 3JF
Room 4, 335 Barlow Road, Manchester, M19 3JF
Room 3, 335 Barlow Road, Manchester, M19 3JF
Room 2, 335 Barlow Road, Manchester, M19 3JF
Room 1, 335 Barlow Road, Manchester, M19 3JF
341A Barlow Road, Manchester, M19 3JF
1 Elsa Road, Manchester, M19 3JG
353 Barlow Road, Manchester, M19 3JF
351 Barlow Road, Manchester, M19 3JF
349 Barlow Road, Manchester, M19 3JF
347 Barlow Road, Manchester, M19 3JF
345 Barlow Road, Manchester, M19 3JF
343 Barlow Road, Manchester, M19 3JF

335 Barlow Road, Manchester, M19 3JF
321 Barlow Road, Manchester, M19 3JF
6 Peter Moss Way, Manchester, M19 3JS
2 Peter Moss Way, Manchester, M19 3JS
3 Elsa Road, Manchester, M19 3JG

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
Historic Landfill Site 250m Buffer -
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: NORTH2