

Planning

Growth & Development

Delegated officer report for planning application

Application no. 130642/FO/2021

Date registered valid: 23 July 2021

Proposal: Erection of a 3 storey side extension together with a rear flat roof dormer to form 4 no. residential apartments (2no. x 1-bedroom apartments and 2no. 2-bedroom apartments) with associated elevations alterations and car parking

Address: 535 Barlow Moor Road, Manchester, M21 8AQ

Ward(s): Chorlton Park Ward

Applicant: Mr Reza Hussain, Prime Properties MISC LLP 5 Stanton Avenue, Manchester, M20 2PG

Agent (if any): Mr Barry Tang, Tang and Associates Ltd - Chartered Architects Entrance W1 First Floor, Westwood House, Greenwood Business Centre, Manchester, M5 4QH

Case officer: Dave Morris
Tel: 0161 600 7924
Email: dave.morris@manchester.gov.uk

Recommendation: Refuse

Date of recommendation: 17.09.2021

Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Standard consultations:

Printed: 27 July 2021 Expired: 17 August 2021

Neighbour notifications

Printed: 27 July 2021 Expired: 17 August 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

This application relates to a two storey semi detached villa on the west side of Barlow Moor Road. The property has a two storey outrigger to the rear shared the other half of the semi. There is a two storey bay on the front elevation and an elevated ground floor with a basement. There are two windows in the side gable which serve the roof space. The entrance to the property is at the front. What was the front garden is now open and used for parking. At the rear is a 16.5 metre long rear garden and there is a narrow passage at the side of the property, 2 metres wide. The existing use is described as shared residential housing.



Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of area

The site lies within Chorlton District Centre close to the junction of Barlow Moor Road and High Lane. There are residential properties to either side, facing across Barlow Moor Road and to the rear separated by a narrow alley.

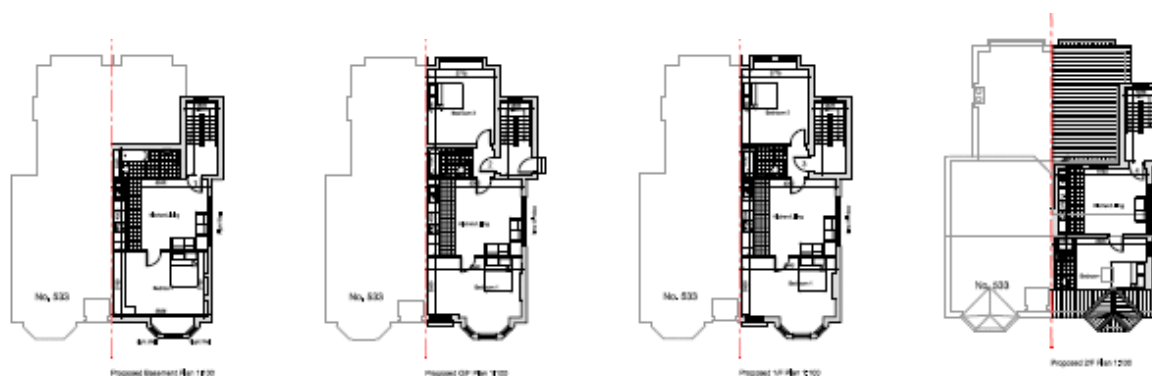
Description of development

Consent is sought to erect an four storey extension comprising Ground, first, second and basement levels at the side of the existing outrigger and a second floor extension across the width of the property. The extensions would have a flat roof and be of brick construction.



Windows would be in the rear elevation although the submitted drawing show two rear windows at second floor level these are not on the elevations. A new entrance with be provided in the side of the extension and the existing front door replaced with a window. Four large rectangular windows would be installed in the side elevation, one per floor. The window at second floor level will replace one of the two existing windows.

The enlarged property would be converted into two one bed flats and two, two bed flats. The one bed floats would be in the basement. The basement flat is approximately 52 metres square, the ground and first floor flats approximately 69 metres square and the second floor flat approximately 37 metres square.



Three parking spaces would be provided at the front of the property accessed from Barlow Moor Road. A further four spaces would be provided in the rear garden accessed from the rear alley. Refuse storage would be in the rear garden.



Consultations & Notification Responses

Local Residents

Ten letters have been received objection to the proposed development. The issues raised are summarised below.

- Chorlton has a shortage of family housing.
 - The parking has been designed with no thought for pedestrians
 - Access to the car parking has not been thought out and there are too many cars in the rear garden.
 - Properties in the area have gone to great lengths to green their gardens to help improve air quality. This proposal will go against this.
 - The side extension is too large.
- The hidden main entrance will be vulnerable to crime as it is hidden at the side of the property.

Environmental Protection

The proposed development is low rise and therefore each flat should have its own set of bins. To improve air quality it is recommended that the developer provided EV charging points.

Highways

- The property is in a sustainable location with good access to public transport.
- The development is unlikely to result in a significant increase in traffic movements.
- There is no clear public right of way to the rear of the property.
- The spaces at the front of the property need to be a standard size.
- Three spaces is too wide for pedestrians to be able to cross safely.
- It is not clear where waste will be collected from.
- The 8 cycle storage spaces referred to in the forms are not shown on the drawings.
- A construction Management Plan is required.
- Concern is expressed about the impact of the development on visual amenity.
- Accessing the site from Cranbourne Road will exacerbate traffic issues on that road.
- The car park will increase noise levels and detract from residents enjoyment of their gardens.
- Concern is expressed that the development will reduce security of the surrounding properties.

Policy

Core Strategy

The relevant Core Strategy policies are SP1, H1, H6, DM1

Policy SP1 sets down the spatial principles that will guide development in the City. This includes the creation of neighbourhoods of choice.

Policy H1 identifies a shortage family housing in the south of the City.

Policy H6 says that high density development will only be acceptable as mixed schemes within district centres.

Policy DM1 seeks to protect the amenity of an area from the adverse impact of development.

Unitary Development Plan.

The relevant saved Unitary Development Plan policies are DC1 and DC5

Policy DC1 sets down the criteria to be considered in determining applications for residential extensions. The policy seeks to protect the character of an area and the amenity of adjacent residents.

Policy DC5 sets down the criteria to be considered in determining applications for flat conversions. Issues include the standard of accommodation, adequacy of refuse storage and parking and the availability of private amenity space.

Issues

Principle

The property the subject of this application could be used as a single family dwelling. As such the proposal to convert it into flats is contrary to policy H1.

Loss of a family dwelling

The proposed development would result in the loss of a property suitable for use by a family and replace it with four small flats in a part of the city identified in the Core Strategy as having a shortage of family accommodation. As such the loss of the property to flats would be contrary to City council Policy.

Standard of accommodation

Of the four flats proposed one, the second floor flat is substandard in terms of space, whilst not significantly below the prescribed size, these are minimum standards and therefore developments should be seeking to exceed, rather than meet and fall below them. Further the principle living area is located centrally on each floor and is dependant for daylight of the large windows proposed for the side elevation. The windows are in close proximity to a blank gable, approximately 4 metres. It is considered that this would create a poor living environment for the residents of the proposed flats.



On balance it is considered that the proposed development would create poor living conditions for the future tenants.

Scale of extension

The footprint of the proposed extension is quite small and considered acceptable , however it extends there storeys above ground level and finishes with a flat roof at approximately ridge level. The second floor then extend across what was the rear roof slope. It is considered that the scale of the extension is excessive and not subservient to the host property. Then impact of this excessive size is emphasised by the extension projecting beyond the side elevation.

On balance it is considered that the scale of the proposed extension is excessive and will have a detrimental impact on the character of the building and the wider area.

Design

The proposed extension is utilitarian and seek to provide an alternative access to the flats from the existing front access. The large size extension and the flats roof it is considered would make the extension appear incongruous.

The proposed windows in the side elevation are of a size, proportion and orientation that is alien to the host property and therefore appear as incongruous features on the side of the property.

On balance it is considered that the design of the proposed development is unacceptable.

Crime and Disorder

It is proposed to relocated the entrance to the building to the side elevation in the new extension. The existing front door would be replaced with a window. Concern is expressed that the new entrance would be less clearly visible from the public domain and that the door and people using it would therefore be more vulnerable to criminal or antisocial behaviour.

Parking

The proposed development provides two parking areas. One for three cars on the forecourt and accessed off Barlow Moor Road and four in the rear garden accessed from a alley off

Cranbourne Road. In terms of the amount of parking proposed, 7 spaces exceeds the Council's current requirement for one space per dwelling.

The provision of a bank of three spaces is considered unacceptable in highway terms as this is considered too wide for pedestrians to cross safely.

The car parking spaces at the rear are accessed off an alley, with no room to overtake thus there are issues with access. Further there is no space should for cars to manoeuvre into and out of the parking bays, normally 6 metres, not is there room to provide such space.

On balance it is considered that the proposed parking arrangements are inadequate.

Cycle Storage

The application forms refer to there being 8 cycle spaces, however, there is nothing shown on the drawings and no reference to them in the D and A statement. The garden is however, sufficiently large to accommodate secure cycle storage which could be conditioned.

Refuse

The refuse shown is inadequate for the development. There is however, space within the site to accommodate additional bins.

Amenity Space

There is ample amenity space for a development of the scale proposed.

Residential amenity

The scale of the proposed extension is such that it would have an overbearing impact on the adjacent property, which is only separated by a narrow 4 metres passage.

The proposed windows in the side elevation whilst facing a largely blank gable could give a perception of being overlooked and there being a loss of privacy.

Air quality

The development includes no measure to improve air quality, however, if the scheme was approvable measures such as EV charging points could be incorporated into the development.

Conclusion.

The proposed development conflicts with Council policy and there are no mitigating circumstances to support the application.

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

The proposal would not improve the social and environmental conditions of the area nor does it comply with the development plan and therefore does not comprise sustainable development. There are no conditions which could reasonably have been imposed, which would have made the development acceptable and it is therefore not possible to approve the application.

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

- 1) The proposed change of use to a house in multiple occupation would lead to the loss of a family dwellinghouse and negatively impact on the supply of family accommodation in the area, which would in turn undermine the aim of achieving an appropriate balance of housing provision in the locality. The proposal is therefore contrary to the provisions of policies H1, H6, DM1 and SP1 of the Core Strategy.
- 2) There is insufficient space for vehicles to access the proposed parking in the rear garden. The proposed development therefore fails to make adequate provision for off street parking, contrary to the provisions of Core Strategy policy DM1 and saved Unitary Development Plan policy DC5.
- 3) The relocation of the entrance to the side of the property will leave the entrance and people using it vulnerable to anti social and criminal behaviours due to a lack of natural surveillance from the public domain. The proposed development is therefore contrary to the provisions of Core Strategy policy DM1.
- 4) The proposed extension by reason of its scale and design would have an overbearing impact to the detriment of the amenity of the area. The proposed development is therefore contrary to the provisions of Core Strategy policies SP1 and DM1.
- 5) The proposed windows in the side elevation of the property are of a scale and proportion that is out of character with the architecture of the original building. The proposed windows would therefore adversely impact on the buildings appearance contrary to the provisions of Core Strategy policy DM1.
- 6) The proposed development will result in a poor standard of accommodation in the top floor flat fails to meet minimum space standards and the windows to the proposed open plan living areas overlook the narrow passage between the application site and the adjacent property. The proposed development is therefore contrary to the provisions of Core Strategy policy DM1 and Saved Unitary Development Plan policy DC5.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health

384C Barlow Moor Road, Manchester, M21 8BF
541 Barlow Moor Road, Manchester, M21 8AQ
2 Cranbourne Road, Manchester, M21 8AP
Apartment 18, 7 Cranbourne Road, Manchester, M21 8GE
Apartment 21, 7 Cranbourne Road, Manchester, M21 8GE
Apartment 22, 7 Cranbourne Road, Manchester, M21 8GE
Apartment 24, 7 Cranbourne Road, Manchester, M21 8GE
7 Cranbourne Road, Manchester, M21 8AP
Apartment 17, 7 Cranbourne Road, Manchester, M21 8GE
Apartment 19, 7 Cranbourne Road, Manchester, M21 8GE
Apartment 23, 7 Cranbourne Road, Manchester, M21 8GE
Apartment 20, 7 Cranbourne Road, Manchester, M21 8GE
Apartment 11, 5 Cranbourne Road, Manchester, M21 8GE
Apartment 13, 5 Cranbourne Road, Manchester, M21 8GE
Apartment 14, 5 Cranbourne Road, Manchester, M21 8GE
Apartment 16, 5 Cranbourne Road, Manchester, M21 8GE
Apartment 9, 5 Cranbourne Road, Manchester, M21 8GE
Apartment 12, 5 Cranbourne Road, Manchester, M21 8GE
Apartment 15, 5 Cranbourne Road, Manchester, M21 8GE
Apartment 10, 5 Cranbourne Road, Manchester, M21 8GE
Flat 2, 3 Cranbourne Road, Manchester, M21 8GE
Flat 1, 3 Cranbourne Road, Manchester, M21 8GE
Flat 5, 3 Cranbourne Road, Manchester, M21 8GE
Flat 6, 3 Cranbourne Road, Manchester, M21 8GE
Flat 8, 3 Cranbourne Road, Manchester, M21 8GE
Flat 7, 3 Cranbourne Road, Manchester, M21 8GE
Flat 3, 3 Cranbourne Road, Manchester, M21 8GE
Flat 4, 3 Cranbourne Road, Manchester, M21 8GE
Flat 4, 547 Barlow Moor Road, Manchester, M21 8AN
Flat 3, 547 Barlow Moor Road, Manchester, M21 8AN
Flat 2, 547 Barlow Moor Road, Manchester, M21 8AN
Flat 1, 547 Barlow Moor Road, Manchester, M21 8AN
Basement Flat, 1 Chestnut Avenue, Manchester, M21 8BE
Flat 5, 539 Barlow Moor Road, Manchester, M21 8AQ
Flat 4, 539 Barlow Moor Road, Manchester, M21 8AQ
Flat 3, 539 Barlow Moor Road, Manchester, M21 8AQ
Flat 2, 539 Barlow Moor Road, Manchester, M21 8AQ
Flat 1, 539 Barlow Moor Road, Manchester, M21 8AQ
384B Barlow Moor Road, Manchester, M21 8BF
Flat 5, 543 Barlow Moor Road, Manchester, M21 8AQ
Flat 2, 543 Barlow Moor Road, Manchester, M21 8AQ
2 Oak Avenue, Manchester, M21 8BB
539 Barlow Moor Road, Manchester, M21 8AQ
Flat 4, 543 Barlow Moor Road, Manchester, M21 8AQ
Flat 3, 543 Barlow Moor Road, Manchester, M21 8AQ
16 High Lane, Manchester, M21 9DF
1 Chestnut Avenue, Manchester, M21 8BE
537 Barlow Moor Road, Manchester, M21 8AQ
533 Barlow Moor Road, Manchester, M21 8AQ

545 Barlow Moor Road, Manchester, M21 8AN

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4

Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M

Area Team Boundary - Name: SOUTH