

Planning

Growth & Development

Delegated officer report for planning application

Application no. 130783/FO/2021

Date registered valid: 30 June 2021

Proposal: Erection of a part-single and part two storey rear extension together with the installation of rear roof dormer, and including car parking, bins and bike storage areas

Address: 347 Barlow Moor Road, Manchester, M21 7QH

Ward(s): Chorlton Park Ward

Applicant: Barlow Moor Property Ltd 347 Barlow Moor Road, Manchester, M21 7QH

Agent (if any): Mr Saghir Hussain Create It Studio Architects Universal Square, Devonshire Street North, Manchester, M12 6JH

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

Recommendation: Approve

Date of recommendation: 23.09.2021

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 3rd August 2021

Standard consultations:

Printed: 9 July 2021 Expired: 30 July 2021

Neighbour notifications

Printed: 9 July 2021 Expired: 30 July 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 mid parade property on the southwest side of Barlow Moor Road close to its junction with Hardy Lane. The property is in commercial use with residential above. At the rear of the property is a part single part two storey outrigger shared with the adjoining property. There is a deep forecourt whilst at the rear is a large yard area adjoining a joint service area with other properties in the parade. The service area is accessed from Barlow Moor Road.



Listed building: Not applicable

Conservation area:

Tree Preservation Order:

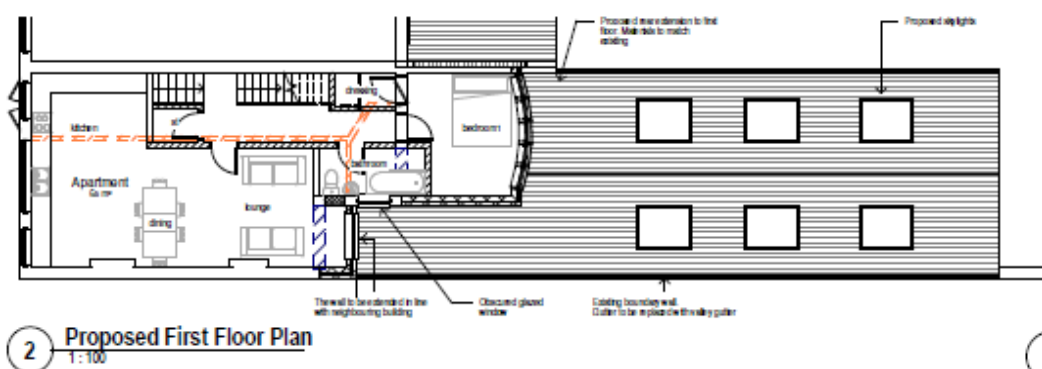
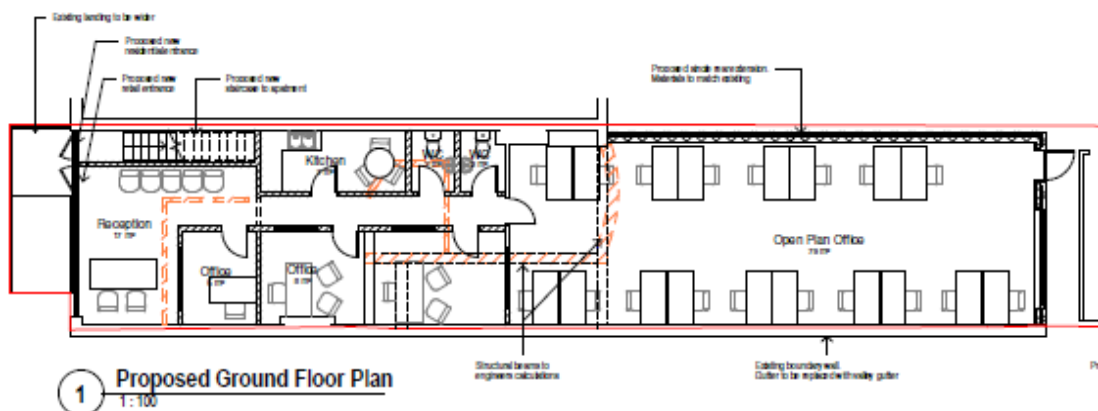
Description of area

The property is located within a small local Centre on Barlow Moor Road at the junction with Mauldeth Road West and Hardy Lane. Metrolink runs along Mauldeth Road West /Hardy Lane and there is a station at the junction.

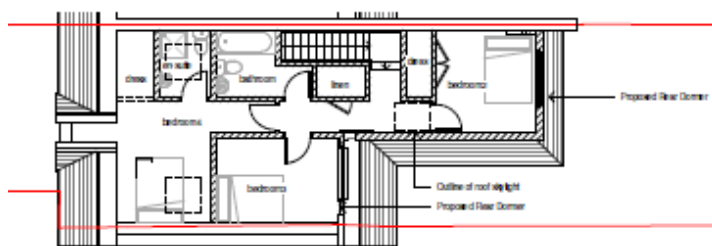
Adjoining the property to the Northwest is a large double unit that has a substantial single storey rear extension. Beyond which is a public car park. Adjoining to the southeast is another part commercial part residential unit, which shares its outriggers with the application property but has not been extended. Facing the site across Barlow Moor Road are more commercial properties, whilst to the rear beyond the service area is an area of unused land and beyond that residential properties.

Description of development

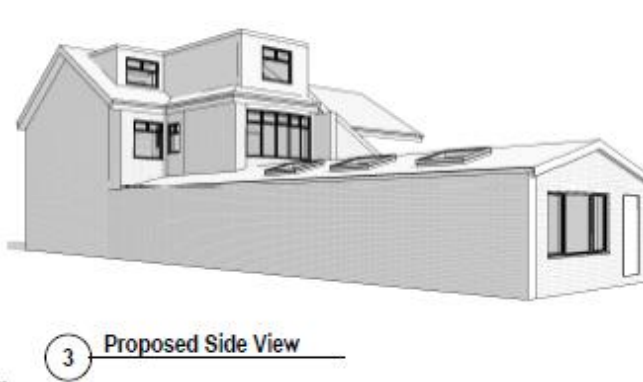
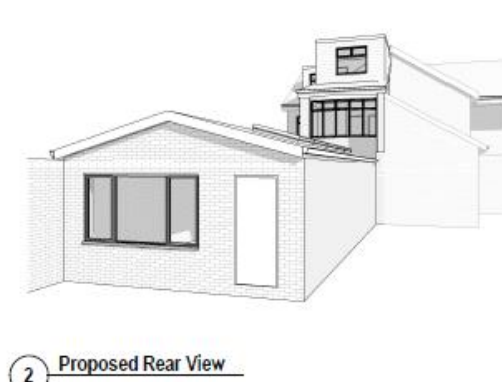
Consent is sought for the erection of a single storey rear, first floor rear and rear dormer extensions. The ground floor extension projects 12 metres beyond the rear face of the outrigger and 19 metres beyond the main rear elevation. It would be of brick construction with a dual pitch roof. There would be three roof lights on each of the roof slopes and a door and window in the rear elevation overlooking the parking spaces. The proposed extension would provide additional office space for the existing ground floor use



The first floor extensions would comprise a 3.3 metres extension on the rear of the two storey part of the existing outrigger and a 0.6 metre rear extension on the rear of the main body of the building. There would be a bay window in the rear of the larger extension and a single window in the rear of the smaller extension.



Finally there would be an L shaped dormer with a flat roof on the rear roof of the main building and the extended outrigger. The dormer would be lower than the ridge on the main building the same height as the ridge on the outrigger. The dormer would be set in from the eaves. There would be two windows in the rear elevation. The enlarged first and second floors would be used as a four bed apartment of approximately 115 square metres.



To access the flat a new door would be provided in the front elevation and the existing access ramp extended across the new door. At the rear of the property two parking spaces would be provided. A secure cycle store for four bikes and segregated waste storage areas for the flat and the commercial use.

Consultations & Notification Responses

Local residents/businesses.

No representations received.

Environmental Protection

The refuse storage for the development appears adequate, however, the commercial unit is provided with four bins in two sizes, all of which appear against pulpal waste on the pro forma.

An EV charging point should be provided.

Highways

- The development is unlikely to impact on traffic movements in the area.
- It is an accessible location for public transport.
- The parking is acceptable provided the bays are of an appropriate size.
- EV charging points should be provided.
- The cycle storage arrangements are acceptable
- The ramp should be DFA2 compliant

-Refuse storage is acceptable.

Policy

Core Strategy

The relevant Core Strategy policy is DM1 which seeks to protect the amenity of an area from the adverse impact of development.

Issues

Principle

The proposed development seeks to improve both the residential and commercial accommodation available to meet changing needs. The principle of the development is therefore considered acceptable.

Scale

These are undoubtably large extensions however, they sit alongside a larger single storey extension attached to the rear of the adjoining double unit. Both the first floor and dormer extensions have been reduced in scale. On balance therefore it is considered that the scale of the extensions is acceptable.

Design

The design of the extensions is simple and reflects the character of the host property. It is considered that there are no design issues with the development.

Standard of accommodation.

The proposed flat has four bedrooms across two floors. A floorspace of 115 square metres means that it could accommodate 7 persons. On balance the standard of accommodation is considered acceptable.

HMO

There is a possibility that such a large flat would become a HMO and whilst this would require planning permission it is considered prudent to attach a condition precluding the use as a HMO.

Parking

The residential accommodation would require a single parking space leaving one for the commercial units, which in this location, which is well served by public transport, is considered to be acceptable.

Cycles storage

The provision of cycle storage facilities is considered acceptable.

EV Charging points

A condition is proposed requiring the provision of EV charging points for the parking spaces.

Refuse

The proposed refuse storage arrangements are acceptable. The submitted scheme shows provision for four bins for the commercial unit which provide an adequate volume and can be used for refuse or recycling as appropriate.

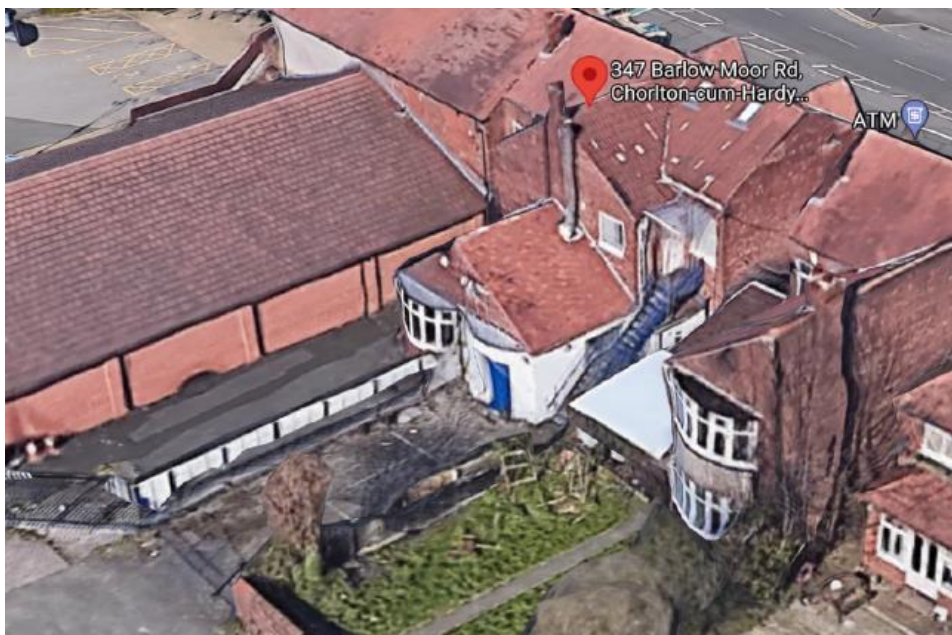
Elevational changes

The proposed changes to the frontage of the commercial unit are minimal involving the insertion of a door at the side of the frontage and extending the level platform to the access ramp across the front of the new door.



Impact on amenity

The residential properties to the rear are sufficiently far away not to be impacted upon by the proposed development either in terms of an overbearing impact or privacy and overlooking. The property most impacted upon is the adjoining one to the southeast, however the rearward projection of the first floor extension has been significantly reduced and at 3.3 metres it is not considered that it would have a significant impact on the first floor window in the adjoining outrigger. That the extension is the north west would serve to reduce the impact of overshadowing further. There are no privacy issues in respect of the adjoining property.



Source Google maps

In terms of the impact of the use of the enlarged premises, the application has been assessed on the indicated use as offices which is unlikely to impact on the amenity of residents. Concern is expressed that should the premises change to another use within Class E the scale of the proposed development, potentially involving later opening hours, greater numbers coming and going to the premises and increased noise possibly into the evening and additional demands on refuse storage could all impact on the amenity of residents. It is therefore considered prudent to restrict the use to Class E(g)(i) of the Use Classes Amendment Regulations. Such a condition it is considered would accord with the guidance on the use of conditions contain in Paragraph 56 of the NPPF 2021.

Conclusion

Whilst the ground floor extension is particularly large it is not as large as that on the adjoining property and it is considered that due to the particular circumstances of the site what could otherwise be considered to be an excessive proposal can be on this occasions accommodated .

Human Rights Act 1998 considerations

This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have a right to a fair hearing and to this end the local planning authority must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the recommendation given is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation: Approve Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to issues arising from the consideration of this application.

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

1) The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

2) The development hereby approved shall be carried out in accordance with the following drawings and documents:

A1340(02) 001 revision D received 9 September 2021
A1340(02) 002 revision D received 9 September 2021
A1340(02) 003 revision D received 9 September 2021
A1340(02) 004 revision D received 9 September 2021
A1340(02) 005 revision D received 9 September 2021
Waste Management Strategy received 30 June 2021

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.

3) The development hereby approved shall be constructed using materials that match those used in the original building in terms of size, texture and colour.

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 policies SP1 and DM1 of the Core Strategy.

4) Before first occupation the window in the north elevation shall be obscure glazed 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.

Reason - To protect the amenity and living conditions of adjacent residential property from overlooking or perceived overlooking and in accordance with policies SP1 and DM1 of the Core Strategy.

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

Reason - In the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

6) The car parking shown on the approved drawings shall be surfaced demarcated and available for use before the flats hereby approved are first occupied.

To ensure that there are satisfactory arrangements for the parking of cars as part of the development pursuant to Core Strategy policy DM1

7) The details of the approved scheme for the storage of refuse shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - To ensure that there are satisfactory arrangements for the storage of refuse pursuant to Core Strategy policy DM1.

8) No part of the development shall be occupied until space and facilities for bicycle parking have been provided in accordance with details shown on the approved drawings. The approved space and facilities shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with policies SP1, T1 and DM1 of the Core Strategy.

9) The parking spaces shown on the approved drawings shall be provided with an Electric Vehicle charging point before the development hereby approved is first occupied.

Reason - To secure a reduction in air pollution from traffic in order to protect existing and future residents from air pollution pursuant to core Strategy policies EN16, SP1 and DM1.

10) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification) no part of the premises shall be used otherwise for office purposes within Class E(g)(i) of the Schedule to the Town and Country Planning (Use Classes) (Amendment)(England) Regulations 2020

Reason - In order that the Council and Local Planning Authority can assess the impact of the use of the enlarged property on the amenity of adjoining and nearby residential accommodation pursuant to Core Strategy policy DM1 and Saved Unitary Development Plan policy DC26.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health

Flat At, Hardy Lane Post Office, 343 Barlow Moor Road, Manchester, M21 7QH
Flat 1, 290 Barlow Moor Road, Manchester, M21 8HA
294A Barlow Moor Road, Manchester, M21 8HA
First Floor, 349 Barlow Moor Road, Manchester, M21 7QH
290 Barlow Moor Road, Manchester, M21 8HA
Hardy Lane Post Office, 343 Barlow Moor Road, Manchester, M21 7QH
Ground Floor, 349 Barlow Moor Road, Manchester, M21 7QH
294 Barlow Moor Road, Manchester, M21 8HA
296 - 298 Barlow Moor Road, Manchester, M21 8HA
345 Barlow Moor Road, Manchester, M21 7QH
292 Barlow Moor Road, Manchester, M21 8HA

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