

Planning

Growth & Development

Delegated officer report for planning application

Application no. 130708/FO/2021

Date registered valid: 18 June 2021

Proposal: Refurbishment works and elevational alterations to existing KFC Drive-thru including the introduction of delivery drivers collection window and pedestrian railings, Signage to be upgraded to latest brand design including new 8m totem sign.

Address: KFC Ltd, Monarch Leisure Park, Lloyd Road, Manchester, M19 2RE

Ward(s): Levenshulme Ward

Applicant: Mark Heyes KFC UKI Orion Gate , Guildford Road, Woking, GU22 7NJ

Agent (if any): Mrs Rachel Skinner Pye Design Architects Ltd 29 Market Street, Hindley, Wigan, WN2 3AE

Case officer: Ian Jarvis
Tel: 0161 234 4079
Email: ian.jarvis@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 12 August 2021

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit:

Standard consultations:

Printed: 28 June 2021 Expired: 19 July 2021

Neighbour notifications

Printed: 28 June 2021 Expired: 19 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

Listed building: Not applicable

Conservation area:

Tree Preservation Order:

This application relates to KFC Drive Thru restaurant situated on the junction of Stockport Road and Lloyd Road. The building is accessed via Lloyd Road, within a residential and commercial mixed use area of Levenshulme. The site borders with Stockport MBC and is adjacent to the existing McDonalds Drive Thru.

It is proposed to carry out refurbishment works to the building including elevational alterations. These comprise:

- Cladding/spray painting of central tower element and other building elements
- A new window, in the side elevation, for the use of delivery drivers. with the installation of a small section of 1 metre high railings adjacent to the new window
- Relocation of an existing PDMO tank to a location closer to the building (this is a storage tank for cooking oil awaiting collection for re-use.
- One replacement door and bricking up of an existing opening
- Refurbishment of exiting height restrictor
- Other minor works including new dropped kerb, bins and line markings

The refurbishment of the premises also includes various signage upgrades and an accompanying application for advertisement consent has recently been approved (130709/AO/2021).

The site lies within Flood Zone 3.

Consultations & Notification Responses

Local residents/adjoining occupiers - No comments received.

Highway Services - Make the following comments:

ELEVATION ALTERATIONS

A new delivery driver door and window is proposed within the private boundary of the KFC car park. The new door and window will not impinge on the adopted highway and as such Highways has no concerns about the proposals.

Pedestrian railings are proposed on the existing area of paving to the south of the main entrance. The railings will act as a barrier between the new delivery window and the drivethru exit. The railings will be situated within the private boundary of the KFC car park and will not impinge on the adopted highway as such Highways have no concerns about the proposals.

DROPPED KERB

A dropped kerb is proposed to provide access for the new delivery access door. The dropped kerb will be situated within the private boundary of the KFC car park. Highways have no concerns about the proposed dropped kerb.

BINS

Several new bins are proposed within the private boundary of the KFC car park and as such will not impinge on the adopted highway. Highways have no concerns about the proposed bins.

NEW LINE MARKINGS

Highways have no concerns on the proposals of new line markings within the car park. It is understood that the proposals would not have an impact on the approved pedestrian/vehicular access, parking, circulation or the external highway network, this is acceptable to Highways.

Strategic Area and Citywide Support Manager - No objections.

Flood Risk Management Unit - Whilst the works are of a minor nature, as the site lies in Flood Zone 3, it is recommended that an informative is attached, to any permission, recommending the investigation of the implementation of flood risk prevention mechanisms, in accordance with current government guidance.

Greater Manchester Police - No objections.

Stockport MBC - No comments received.

Issues

National Planning Policy Framework (July 2021) - Sets out the Government's Planning Policies for England and how these should be applied. It states that the purpose of the planning system is to contribute to the achievement of sustainable development. It states that achieving sustainable development means that the planning system has 3 overarching objectives:

An economic objective - to help build a strong, responsive and competitive economy, by ensuring that sufficient land, of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

A social objective - to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

An environmental objective - to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change including moving to a low carbon economy

It states that 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 visibly 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.

Section 12 'Achieving Well Designed Places' states that 'the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. paragraph 127).

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

Policy SP1 identifies the City Council's Core Development Principles and states that development in all parts of the City should:-

Make a positive contribution to neighbourhoods of choice including:-

- Creating well designed places that enhance or create character
- Making a positive contribution to the health, safety and wellbeing of residents
- Considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income.
- Protect and enhance the built and natural environment

Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible.

Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

Policy EN1 relates to design principles and strategic character areas and states that all development in Manchester will be expected to follow the seven principles of urban design listed below:

- Character: a place with its own identity
- Continuity and enclosure: a place where public and private places are clearly distinguished
- Quality of the public realm: a place with attractive, and successful outdoor areas
- Ease of movement: a place that is easy to get to and move through
- Legibility: a place that has a clear image and is easy to understand
- Adaptability: a place that can change easily
- Diversity: a place with variety and choice

Policy T2 states that outside the City Centre all new development should provide appropriate car parking facilities, taking account of the guidance in Appendix B (of the Core Strategy). In all parts of the City proposals should have regard to the need for disabled and cycle parking, in line with appendix B (this indicates maximum car parking standards for various uses).

Notwithstanding the above, Policy T2 requires that consideration is given to the particular circumstances of each proposal to determine the appropriate levels of car parking that may be required. Policy T2 requires the provision of proportionate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues.

Policy DM 1 states that all development should have regard to the following specific issues for which more detailed

guidance may be given within a supplementary planning document:-

- Appropriate siting, layout, scale, form, massing, materials and detail.
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.
- Effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- Community safety and crime prevention.
- Design for health.
- Adequacy of internal accommodation and external amenity space.
- Refuse storage and collection.
- Vehicular access and car parking.

- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Green Infrastructure including open space, both public and private.
- Flood risk and drainage.
- Existing or proposed hazardous installations.

Unitary Development Plan - The site is unallocated in the plan.

Saved policy E3.3 states that the council will upgrade the appearance of the city's major radial and orbital roads and rail routes. This will include improvements to the appearance of adjacent premises; encouraging new development of the highest quality; and ensuring that landscape schemes are designed to minimise litter problems.

Impact of works - The proposed works are of a minor nature and are mainly cosmetic improvements to the building, which is centrally located in the site. The most significant changes are the introduction of a new delivery window and the installation of some railings adjacent to the window and there is no increase in the building footprint and no significant changes to the overall appearance of the building and site.

Signage - The main change in the overall appearance of the site is the introduction of new and replacement signage. This has been assessed and granted under application ref:130709/AO/2021.

Materials - some new cladding is proposed but mostly the proposal involves the spraying of the existing building and features (e.g. window frames). Details of the proposed colours have been provided and these are considered to be acceptable.

Flooding - Whilst the proposed changes are of a minor nature, with no change in building footprint or floor levels, as the site lies in Flood Zone 3, it is recommended that the applicant considers the issues of flooding and mechanisms that could be employed to reduce flooding risk. An informative has been accordingly attached .

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 agent in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the application. In this case the proposal was considered to be in accordance with City Council policy and no amendments were sought.

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 drawings numbered 5789/2021/A103(PD Ref:4032) rev B, 5789/2021/A105(PD Ref:4032) rev A and 5789/2021/A106(PD Ref:4032) rev D, stamped as received by the City Council, as Local Planning Authority, on 10 June 2021 and drawing numbered 5789/2021/A104(PD Ref:4032) rev G, stamped as received by the City Council, as Local Planning Authority, on 4 August 2021.

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies SP1 and DM1 of the Manchester Core Strategy and saved policy E3.3 of the Unitary Development Plan for the City of Manchester.

Informatives

1) In accordance with current government standing advice, it is recommended that an assessment is carried out to determine:

- Identification of any historic flood events on site or within close proximity to the site.
- The estimated flood level for your development compared to finished floor levels (the estimated flood level is a river flood level with a 1 in 100 or greater annual probability, plus an allowance for climate change). The estimated flood level may be obtained freely from the Environment Agency.
- Consideration of additional flood resilience and resistance measures in your design where practical. Use the following guidance: <https://www.gov.uk/guidance/flood-risk-assessment-standing-advice#extra-flood-resistance-and-resilience-measures>
- As the site is within a Flood Zone 3 a flood evacuation plan is recommended
- See <https://www.gov.uk/guidance/flood-risk-assessment-standing-advice> for further guidance on preparing your documents and obtaining the required data.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police
Stockport Metropolitan Borough Council

Flat 7, 2 Lloyd Road, Manchester, M19 2QB
Flat 15, 4 Lloyd Road, Manchester, M19 2QX
Flat 16, 4 Lloyd Road, Manchester, M19 2QX
Flat 17, 4 Lloyd Road, Manchester, M19 2QX
Flat 24, 4 Lloyd Road, Manchester, M19 2QX
Flat 25, 4 Lloyd Road, Manchester, M19 2QX
Flat 28, 4 Lloyd Road, Manchester, M19 2QX
Flat 29, 4 Lloyd Road, Manchester, M19 2QX
Flat 13, 4 Lloyd Road, Manchester, M19 2QX
Flat 9, 2 Lloyd Road, Manchester, M19 2QB
Flat 10, 2 Lloyd Road, Manchester, M19 2QB
Flat 12, 2 Lloyd Road, Manchester, M19 2QB
Flat 19, 4 Lloyd Road, Manchester, M19 2QX
Flat 21, 4 Lloyd Road, Manchester, M19 2QX
Flat 22, 4 Lloyd Road, Manchester, M19 2QX
Flat 8, 2 Lloyd Road, Manchester, M19 2QB
Flat 1, 2 Lloyd Road, Manchester, M19 2QB
9 Lloyd Road, Manchester, M19 2RF
1210 Stockport Road, Manchester, M19 2RA
Scout Hall, Lloyd Road, Manchester, M19 2RF
Monarch Leisure Park, Lloyd Road, Manchester, M19 2RE
1093 Stockport Road, Manchester, M19 2RE
Flat 26, 4 Lloyd Road, Manchester, M19 2QX
Flat Above, 1210 Stockport Road, Manchester, M19 2RA
Flat 1A, 1 Lloyd Road, Manchester, M19 2RF
Flat 1, 1 Lloyd Road, Manchester, M19 2RF
1 Lloyd Road, Manchester, M19 2RF
7 Kirk Road, Manchester, M19 2RH
Flat 18, 4 Lloyd Road, Manchester, M19 2QX
Flat 27, 4 Lloyd Road, Manchester, M19 2QX
Flat 30, 4 Lloyd Road, Manchester, M19 2QX
Flat 14, 4 Lloyd Road, Manchester, M19 2QX
Flat 11, 2 Lloyd Road, Manchester, M19 2QB
Flat 20, 4 Lloyd Road, Manchester, M19 2QX
Flat 23, 4 Lloyd Road, Manchester, M19 2QX
1089 Stockport Road, Manchester, M19 2RE
1212 Stockport Road, Manchester, M19 2RA
4 Lloyd Road, Manchester, M19 2QX
2 Lloyd Road, Manchester, M19 2QB
Flat 3, 2 Lloyd Road, Manchester, M19 2QB
Flat 6, 2 Lloyd Road, Manchester, M19 2QB
Flat 5, 2 Lloyd Road, Manchester, M19 2QB
Flat 4, 2 Lloyd Road, Manchester, M19 2QB
Flat 2, 2 Lloyd Road, Manchester, M19 2QB

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

Flood Zones Type 2 (low to medium risk) -

Flood Zones Type 3 (high risk) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Middle) -

Area Team Boundary - Name: NORTH2