

Planning

Growth & Development

Delegated officer report for planning application

Application no. 127658/FO/2020
Date registered valid: 10 November 2020
Proposal: Erection of a single storey building to form café (Use Class A3)
Address: Sqs Super Quick Shine, 302 Barlow Moor Road, Manchester, M21 8AY
Ward(s): Chorlton Park Ward

Applicant: Mr Ali Noman, Karak Chaai, 302 Barlow Moor Road, Manchester, M21 8AY
Agent (if any): Mr Keith Hilton, Hilton Architecture & Surveying Ltd, 12 Carr House Road, Springhead, Oldham, OL4 4PA
Case officer: Tracie Simpson
Tel: 0161 234 4537
Email: tracie.simpson@manchester.gov.uk

Recommendation: Refuse
Date of recommendation: 4th January 2021



Application details

Type of application:	Full Application Consent
Development type:	Minor Other
Standard consultations:	Printed: 11 November 2020 Expired: 2 December 2020
Neighbour notifications	Printed: 11 November 2020 Expired: 2 December 2020
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 is presently occupied by SQS car washTexaco petrol filling station and MOT bay (Chorlton Service Station). The site incorporates a hard surfaced forecourt covered by a large canopy. Access/Egress to the left hand side of the frontage is shared with egress from the adjoining McDonald's restaurant.



Listed building:	Not applicable
Conservation area:	Not applicable
Tree Preservation Order:	Not applicable

Description of area

The application site is located along a secondary frontage at the edge of Chorlton district centre. The immediate area is predominantly commercial in character containing a variety of small-scale retail and food/drink type uses, including a McDonald's restaurant which adjoins the site immediate to the north.

Description of development

The proposed development would involve the erection of a single storey detached building to form café (Use Class A3)

Consultations & Notification Responses

Local residents, as per Appendix 1 - one letter of objection has been received in respect of this application, summary of comments as follows:

Chorlton Voice – summary of comments as follows:

- would be an incongruous and obtrusive feature in the street scene.
- The container is of rudimentary design and, with the addition of the rooftop extractor, is ugly.
- the prominent location of the proposed structure, well in advance of the building line of neighbouring properties.
- moreover, no evidence is provided that the container can or will be modified to provide acceptable levels of insulation, contrary to the City's objectives for reducing its carbon footprint.

Members (Chorlton Park Councillors) Summary of comments as follows:

- A container on the forecourt of the car wash to act as a small café/takeaway metal clad painted cream is completely out of character for the local area.
- There is nothing like this anywhere along Barlow Moor Rd, it has no architectural merit
- There are no details about how the structure will meet obligations to reduce carbon emissions. The loss of heat from buildings is a major contributor to total emissions in the city
- The container/cafe is to be sited at the front of the forecourt parallel to the pavement which will create a new building line for this stretch of Barlow Moor Rd. All the neighbouring buildings are set back from the pavement, which creates an open feel to this area. The photographs submitted by the applicant show how the current buildings are arranged.
- The proposed siting will change this feeling of openness and create a sense of overcrowding and enclosure for pedestrians.
- Reference is made to road safety, claiming that driver views will not be obstructed as vehicles exit the service road next to the car wash. We would dispute this as we know from our local knowledge that cars often attempt to drive straight out of the service road and so the siting of the container at the front of the forecourt will block driver views to the left of exiting.

Flood Risk – should the application be approved attach informative

Environmental Health – Attach conditions should the application be approved

Policy and issues

The following policies are considered relevant in the consideration of this application.

- o The Manchester Core Strategy Development Plan Document 2012-2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012.
- o Policy DM 1 - Development Management
- o Policy SP1 - Spatial Principles
- o Policy EN1 – Design Principles
- o Policy EN19 Waste
- o The National Planning Policy Framework (NPPF)

For reasons to be outlined below, it is considered the proposal does not accord with the principles of this policy document.

Proposed Use

The proposed development would involve the erection of a single storey detached building to form café (Use Class A3).

Principle

Policies SP1 and DM1 of the Manchester Core Strategy 2012 (Core Strategy) seek to ensure that new development enhances or creates character, protects and enhances the built environment; and that the design, scale and appearance of the proposed development is appropriate to its context. Policy EN1 sets out that opportunities for good design to enhance the overall image of the City should be fully realised. The policies are consistent with the guidance in the National Planning Policy Framework (NPPF) which seeks a high standard of design in new developments which provides a good standard of amenity of all existing and future occupiers.

In this instance the principle of the proposal is considered unacceptable and it is believed that there are factors of sufficient weight in amenity terms that would warrant refusal of the application.

On balance, the proposal is deemed not to accord with policies DM1, SP1 or EN1 of the Manchester Core Strategy.

Plans considered

The plans considered as part of this proposal are as follows:

EXISTING AND PROPOSED

Received 10th November 2020 numbered 02B Proposed Site Plan

Received 10th November 2020 numbered 03A Proposed Plans and Elevations

Received 10th November 2020 numbered 05A Proposed Elevations

Received 10th November 2020 numbered 08A Proposed Site Plan with vehicle access details

Received 10th November 2020 numbered 7203-1 Proposed Extract Scheme

History

There have been twelve applications relating to this site as follows:

F00213 - Application Approved - 07.03.1974 Redevelopment of existing petrol filling station, including the erection of an accessories shop, car wash bay, and canopy and repositioning of pump islands.

F01952 - Application Approved - 05.02.1975 Re-organization of petrol filling station to form a self service petrol filling station including a canopy, new petrol pump islands, a car wash, alterations to the existing T.B.A., shop and installation of 12000 gallon underground petrol storage tank.

F/AD01741 - Application Temporarily Approved - 24.07.1978 Illuminated poster display unit mounted on poles on forecourt of Petrol Filling Station.

063191/FO/SOUTH1/01 - Application Approved - 09.11.2001 Installation of new underground storage tanks and pipework

068225/AOH/2003/S1 - Application Refused - 02.07.2003 Erection of a double sided pole mounted 6 sheet advertisement, 4.2 metres high,

068911/AO/2003/S1 - Application Refused - 17.09.2003 Erection of internally illuminated double sided 6 sheet advertisement display unit

072201/AO/2004/S1 - Application Approved - 19.07.2004 Installation of new internally illuminated fascia sign to automatic telling machine and projecting box sign

084887/AO/2007/S1 - Application Returned - Erection of a double sided free standing 48 sheet advertising board

100465/FO/2012/S1 - Application Approved - 14.11.2012 Change of use from petrol filling station to hand car wash (sui generis)

100466/AO/2012/S1 - Application Approved - 14.11.2012 Installation of three non-illuminated fascia signs to canopy and one 5.5 metre high flag

111035/FO/2016 - Application Returned - Erection of first-floor extension and associated elevational / internal alterations

127659/AO/2020 - Application Approved - 25.11.2020 Installation of internally illuminated fascia sign to proposed cafe building and relocation of existing 5.5 metre high internally illuminated totem sign

Visual amenity

The application site is presently occupied by SQS car wash Texaco petrol filling station and MOT bay (Chorlton Service Station). The site incorporates a hard surfaced forecourt covered by a large canopy. Access/Egress to the left hand side of the frontage is shared with egress from the adjoining McDonald's restaurant.

Concerns have been raised by Chorlton Voice and Local Members with regards to the building being obtrusive in the street scene, unsightly, prominent location of the proposed structure, does not contribute to reducing its carbon footprint, out of character for the local area, of no architectural merit, reducing openness.

The proposed development would involve the erection of a single storey detached building to form café. The siting of the coffee shop would result in the loss of space to the front of the forecourt as you enter the site within an area to the back of footpath. The building with a flat roof would comprise of profiled metal cladding, painted cream. It is considered that the location would provide a prominent structure which would be out of character with the area particularly with the addition of the extract fan to the roof. The erection of a building in this location would result in the loss of 2 of the existing car parking spaces within the wider car park which has currently a total of 10 spaces.

The proposed building would be located at the back of footpath close to the edge of the forecourt along the Barlow Moor Road elevation measuring 6.1 metres long, c. 2.24 metres wide to a height of 2.59 metres with the addition of an extract system measuring a further 1.8 metres above roof line. There are commercial properties opposite the site with residential properties north west of the site opposite and commercial either side comprising McDonald's and Tesco supermarket.

The general positions of buildings along this side of the road are setback considerably, this particular site offering open views from the within the street with no boundary screening although there is a canopy attached to the main building and projecting forward towards the road. The proposal would have a detrimental impact on the visual amenity of neighbouring properties, since the front of the site has open views and although there is a canopy to the front of the site, it is considered the introduction a solid structure within this location would impact on the current levels of visual amenity to the properties opposite and surrounding the site. Given the siting of the proposed building, it is considered that this would lead to an unacceptable visual appearance within the street scene significantly affecting views from adjacent and surrounding properties.

In terms of visual amenity, it is considered that the proposed development would provide a negative impact upon the visual amenity of the adjoining occupiers and surrounding properties in the area and therefore is considered does not accord with Core Strategy Policies DM1, SP1 and EN1.

Siting, scale and massing

The size and footprint of the proposed single storey building is believed to provide a detrimental impact upon the visual amenities of the adjacent and surrounding properties and is therefore considered that the proposal would be out of character with the existing and surrounding properties in the area. The proposal not satisfactory and is considered not to accord with the principles policies DM, SP1 and EN1 of the Core Strategy.

Design

The design of the proposal is considered to be unacceptable with regards to the context of the existing and surrounding properties in the area. It would not be high quality and would be prominent in the street scene.

It is considered that the design and appearance of the proposed development does not accord with Core Strategy Policies DM1, EN1 and SP1.

Highways

In terms of highway issues, although It is acknowledged that the proposed café will predominantly target existing users of the car wash forming linked trips, it has the potential to generate additional vehicles accessing the site. Should this be the case, Highways accept that a marginal increase in trip numbers can be absorbed on the network with no significant impact.

Access and Parking

Access to the site is taken from the existing vehicular crossing from Barlow Moor Road, which is acceptable to Highways. There will be no additional on-site parking associated with the café. However, there was no information is regarding the existing car wash car parking provision and how will this be managed in conjunction with the proposed café. Barlow Moor Road is a highly trafficked route with no on-street parking available. As such, all vehicles associated with the site must be accommodated within the site boundary, with no requirement for vehicles to park on-street. In addition, comments are outlined by highways for sheltered cycle storage and its availability for staff in line with MCC Core Strategy retail use.

Waste

Although it is noted that the waste management contract will continue as existing, there have been no details provided how waste will be managed with the addition of the on-site café, likewise with deliveries to the proposed café to prevent disruption to traffic flows along Barlow Moor Road.

Drainage

In accordance with the National Planning Policy Framework (NPPF) and the National Planning Practice Guidance (NPPG), the site should be drained on a separate system with foul water draining to the public sewer and surface water draining in the most sustainable way.

Conclusion

It is considered that the proposal would provide a detrimental impact to the occupiers of the surrounding area and if approved would lead to a loss of visual amenity currently enjoyed by neighbouring property impacting on the character of the area and therefore does not comply with Council saved policies DM1, SP1 and EN1 of the Manchester Core Strategy and the principles contained within the National Planning Policy Framework.

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

Positive and proactive working - 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 proposal would by reason of its position, size, scale and design form an incongruous and obtrusive feature within the street scene. The prominent location of the proposed structure interferes with the building line of neighbouring properties by way of its location at the back of footpath along Barlow Moor Road. The development is therefore contrary to the provisions of

policies SP1, EN1 and DM1 of the Manchester Core Strategy, the Guide to Development in Manchester (2007) and the National Planning Policy Framework.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Chorlton Voice

441A Barlow Moor Road, Manchester, M21 8AU
Offices Rear Of 437, Barlow Moor Road, Manchester, M21 2AN
439A Barlow Moor Road, Manchester, M21 8AU
437A Barlow Moor Road, Manchester, M21 8AU
Mcdonalds, 312 - 316 Barlow Moor Road, Manchester, M21 8AY
Flat 5, 447 Barlow Moor Road, Manchester, M21 8AU
Flat 2, 447 Barlow Moor Road, Manchester, M21 8AU
Flat 4, 445 Barlow Moor Road, Manchester, M21 8AU
Flat 2, 445 Barlow Moor Road, Manchester, M21 8AU
Flat 4, 447 Barlow Moor Road, Manchester, M21 8AU
Flat 3, 447 Barlow Moor Road, Manchester, M21 8AU
Flat 1, 447 Barlow Moor Road, Manchester, M21 8AU
Flat 5, 445 Barlow Moor Road, Manchester, M21 8AU
Flat 3, 445 Barlow Moor Road, Manchester, M21 8AU
Flat 1, 445 Barlow Moor Road, Manchester, M21 8AU
Tesco Express, 300 Barlow Moor Road, Manchester, M21 8AY
443 Barlow Moor Road, Manchester, M21 8AU
441 Barlow Moor Road, Manchester, M21 8AU
439 Barlow Moor Road, Manchester, M21 8AU
437 Barlow Moor Road, Manchester, M21 8AU
Costa Drive Thru, 2A Sunbank Lane, Manchester, WA15 0AF
BP Airport City SF Connect, 2B Sunbank Lane, Manchester, WA15 0AF

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) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: SOUTH