



Planning Statement

Sky Lounge Mcr

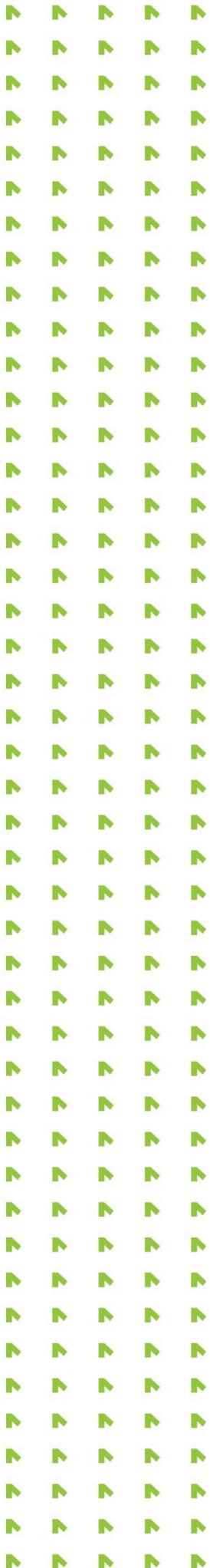
No 241 Barlow Moor Road

Manchester M21 7QL

Regulated by RTPI

March
2025

M1 MIALEX



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1 INTRODUCTION

1.1 This Planning and Design Statement has been prepared on behalf of Sky Lounge Mcr in support of a full planning application for the (part retrospective) construction of a single storey retractable glazed front extension with retractable roof at No 241 Barlow Moor Road, Chorlton M21 7QL (operating as Sky Lounge restaurant).

1.2 The Statement addresses the following matters:

- A description of the site and surroundings;
- A review of the background and history of the site;
- A summary of the development proposal;
- An assessment of relevant planning policy;
- An appraisal of the relevant planning and design issues; and
- Conclusions.

1.3 This Statement should also be read in conjunction with the following documents submitted in support of the application:

- Drawings Package (prepared by BARCX);
- Design & Access Statement (prepared by BARCX), and
- Transport Technical Note (prepared by SCP).

1.4 The submissions conclude that the development proposal is acceptable and supportable in planning terms.

2 SITE AND SURROUNDINGS

- 2.1 The site is located at the end of a parade of commercial units with residential accommodation above. It is positioned at the corner of Barlow Moor Road and Aldermary Road, with its main frontage facing the former.
- 2.2 The parade (of which the site forms part) is well set back from the roadside by a distance of over 11 metres, which reflects the general visual character of the southern side of Barlow Moor Road.
- 2.3 The surrounding area is predominantly residential in nature, although there are numerous retail and commercial premises situated to the north on the same side of Barlow Moor Road. The Southern Cemetery is positioned on the opposite side of Barlow Moor Road to the north.
- 2.4 The area is highly accessible, with excellent access to public transport including being positioned on a busy bus route and within 0.5km or a 10 minute walk of Barlow Moor Road Metrolink (GMAL rating 6).
- 2.5 It is important to note that several neighbouring commercial premises (most notably Damascus cuisine at No 249 Barlow Moor Road) benefit from extensions to the front elevation which project the commercial floorspace closer to the roadside.
- 2.6 The site does not form part of a Conservation Area. Please refer to the extract of the site location plan and images of the site below and overleaf.

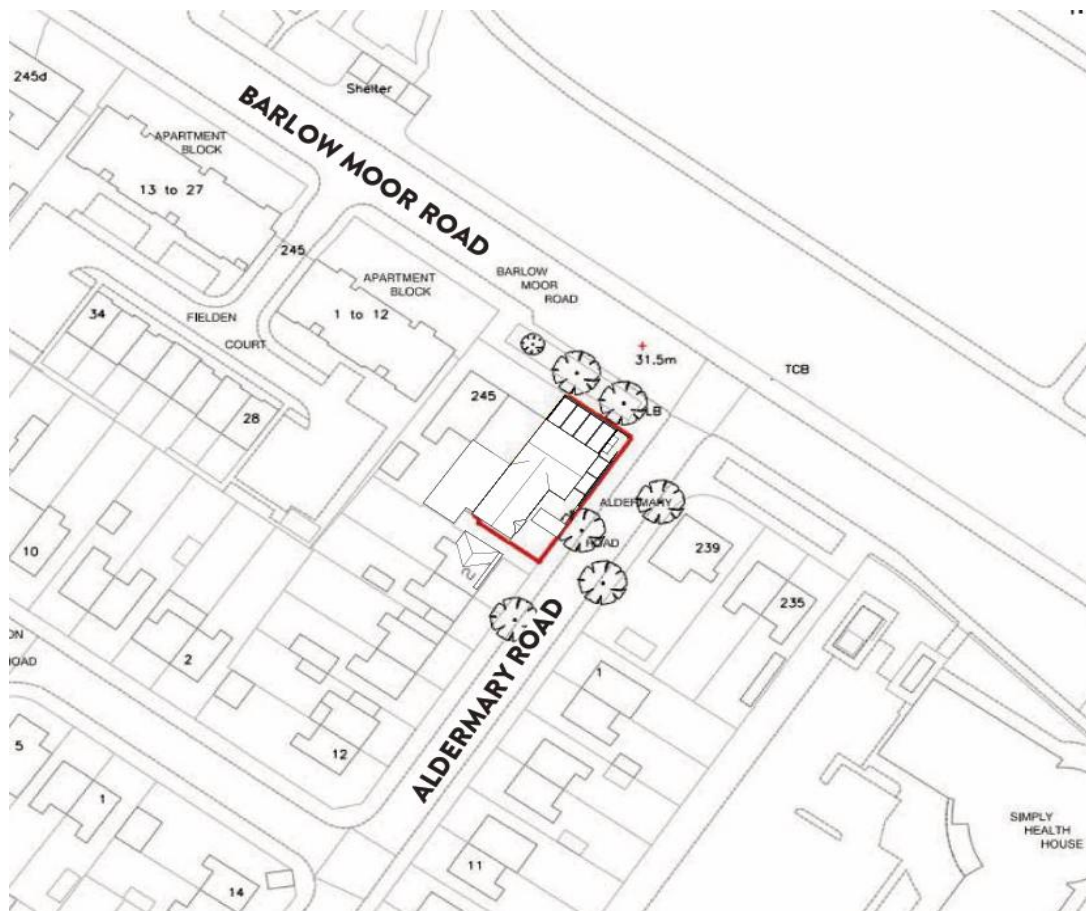


Image 1 – Extract of Site Location Plan



Image 2 – Photograph of the site from Barlow Moor Road taken February 2025



Image 3 – Photograph of front elevation from Barlow Moor Road taken February 2025



Image 4 – Photograph of side elevation from Aldermary Road taken February 2025



Image 5 – Photograph of Damascus Cuisine (no 249 Barlow Moor Road) with its front extension permitted in accordance with application Ref 108698/FO/2015/S1)



Image 6 – Photograph of Amma's Canteen (No 285 Barlow Moor Road) that has extended into the forecourt space to the front elevation of the property

3 PLANNING HISTORY

The Site

- 3.1 The most recent planning application relating to the site is **Ref 136970/FO/2023**, which sought retrospective planning consent for the unauthorised extensions at the site (as shown on the photographs at Section 2).
- 3.2 The application was validated by the Council on 14th August 2023 and subsequently refused under delegated powers on 9th October (four days after an Enforcement Notice was served).
- 3.3 The application was refused for the following reasons (as worded on the Decision Notice):
1. The retention of the developments, by virtue of their siting, design, massing, and scale, has a detrimental impact on the streetscene and the character and appearance of the surrounding area. The front extension is excessively bulky and an incongruous feature, that is out of keeping with the main building and at odds with the small parade comprising of three mixed-use units. When viewed from Barlow Moor Road, the glazed front extension unbalances the parade, whose features include open forecourt areas, and obscures the attractive design features at first floor level. The retention of the development would therefore be contrary to policy SP1, DM1 and EN1 in the Core Strategy Development Plan Document for Manchester.
 2. The development removes any on site car parking, covering the entirety of the front forecourt area, and it is therefore likely that this will give rise to an unacceptable increase of parking and traffic on Aldermay Road, to the detriment of residential amenity and highway safety. As such, retention of the development would be contrary to policy SP1 and DM1 in the Core Strategy Development Plan Document for Manchester
- 3.4 An appeal was lodged against the Enforcement Notice but subsequently withdrawn by the applicant prior to determination with a view to submitting a revised development scheme of reduced scale for the Council's review/agreement.
- 3.5 Prior to this, planning application **Ref 120217/FO/2018** (which proposed the construction of a two-storey rear extension following demolition of existing rear extension, elevational and roof alterations to existing building to provide two self-contained apartments, and three floors of commercial floorspace with associated car parking, refuse storage, boundary treatment and landscaping) was granted at appeal on 17th June 2019.
- 3.6 A subsequent application (**Ref CDN/19/0953**) to discharge relevant pre-commencement conditions relating to external materials, car parking, noise, glazing and landscaping was approved by the Council on 21st January 2020.
- 3.7 This planning permission has subsequently been implemented.

Surroundings

- 3.8 As mentioned above, there are examples of neighbouring commercial premises that benefit from extensions which project commercial floorspace closer to Barlow Moor Road.

Of key relevance to the development proposal is the following application:

- **Ref 108698/FO/2015/S1** - Installation of canopy and fencing to front elevation to form covered external dining area at 249 Barlow Moor Road – Approved 20th October 2015

3.9 There are also examples of other commercial premises utilising the large forecourt space between the front elevation of the premises and Barlow Moor Road, including James Hilton Monumental Masons (for the display of headstones) at No 245 Barlow Moor Road and Amma's Canteen (for additional covered seating) at No 285 Barlow Moor Road.

4 THE PROPOSAL

4.1 The development proposal relates to external works to the existing property to support the use of the ground floor as a café/restaurant (Use Class E).

4.2 Specifically, this entails the (part retrospective) construction of a single storey retractable glazed front extension with retractable roof and associated external works which have been carefully designed to respond to the Council's reasons for refusing application Ref 136970/FO/2023, as summarised below.

- **Removal of existing side awning** – This will help to enhance the visibility and openness along the eastern side elevation of the property. The reduction in massing will also improve the transparency of the retained front extension;
- **Removal of framed glazing** – The removal of the existing framed glazing from the front extension helps to reduce visual clutter and enhance the overall external appearance;
- **Removal of pitched roof** - The removal of the pitched roof of the front extension helps to reduce the overall bulk and massing of the structure, resulting in a more streamlined and less intrusive form;
- **Structural frame wrapped in mirror-finished stainless steel** – This change in external material responds more positively to the visual character/appearance of the streetscene. It also helps to minimise the perception of mass and ensure that the structure integrates more effectively with its context;
- **Retractable roof fabric replaced with lighter colour** – The alteration in colour helps to create a more subtle and cohesive external appearance;
- **Addition of ramp for improved accessibility** - This ensures compliance with inclusive design principles and enhances ease of access for all visitors.
- **Planting at front elevation** – The addition of soft landscaping to the front elevation helps to soften the appearance of the extension and assimilate within the streetscene.

4.3 Please refer to the drawings package and Design and Access Statement enclosed with the application submission for full details of the revised development proposal.

4.4 Please refer to the model images overleaf.



Image 7 – Model image of proposed extension from Aldermary Road facing west



Image 8 – Model image of proposed extension from Barlow Moor Road facing south

5 PLANNING POLICY

5.1 This section provides a review of relevant national and local planning policy and guidance.

NATIONAL POLICY

5.2 The National Planning Policy Framework (NPPF) was revised in December 2024 and sets out the Government's objectives for achieving sustainable development. At the heart of the NPPF is a presumption in favour of sustainable development.

5.3 Development proposals that accord with an up-to-date Development Plan should be approved without delay. Where there are no relevant development plan policies, or the policies which are most important for determining the application are out of date, permission should be granted unless:

- The application of policies in the Framework that protect areas or assets of particular importance provides a strong reason for refusing the proposed development; or
- Any adverse impact of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.

5.4 Paragraph 8 confirms that there are three dimensions to sustainable development; economic, social and environmental. To achieve sustainable development, economic, social and environmental net gains should be pursued in mutually supportive ways through the planning system.

5.5 The NPPF explains that the purpose of the planning system is to contribute to the achievement of sustainable development. Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area. These sustainable objectives should be delivered through the preparation and implementation of plans and the application of the policies in the framework.

Building a Strong and Competitive Economy

5.6 Chapter 6 of the NPPF emphasises that the government is committed to ensuring that the planning system should help create conditions in which businesses can invest, expand and adapt. Significant weight is afforded to the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. Furthermore, it is confirmed that planning policies and decisions should recognise and address the specific locational requirements of different sectors.

Decision Taking

5.7 Guidance in paragraph 39 states that local planning authorities should approach decision-taking in a positive and creative way. They should work proactively with planners to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.

DEVELOPMENT PLAN

5.8 The Development Framework currently consists of the Manchester Core Strategy (2012) and the Places for Everyone Joint Development Plan (2022 to 2039).

5.9 Accordingly, the Core Strategy and Places for Everyone set out the detailed policies for consideration of planning applications within the City and Greater Manchester. The policies relevant to the assessment of the development proposal are summarised below.

Core Strategy

5.10 **Policy SP1 (Spatial Principles)** advises that the key spatial principles which will guide the strategic development of Manchester to 2027 are:

- The Regional Centre will be the focus for economic and commercial development, retail, leisure and cultural activity, alongside high quality city living.
- The growth of Manchester Airport will act as a catalyst for the regional economy, and will also provide the impetus for a second hub of economic activity in this part of the City.
- Beyond these areas, the emphasis is on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs, all in a distinct environment. The majority of new residential development in these neighbourhoods will be in the Inner Areas, defined by the North Manchester, East Manchester and Central Manchester Regeneration Areas.
- The City is covered by regeneration areas including the City Centre. All development should have regard to the character, issues and strategy for each regeneration area as described in the North, East, Central and South Manchester and Wythenshawe Strategic Regeneration Frameworks and the Manchester City Centre Strategic Plan.
- The City's network of open spaces will provide all residents with good access to recreation opportunities. The River Valleys (the Irk, Medlock and Mersey) and City Parks are particularly important, and access to these resources will be improved.
- New development will maximise the potential of the City's transport infrastructure, in particular promoting walking, cycling and use of the public transport. The extension to the Metrolink network through the Oldham and Ashton lines will create key corridors for new development.

5.11 **Core Development Principles**

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.

5.12 **DM1 (Development Management)** states that development management should have regard to the following specific issues

- 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, odours, litter, vermin, birds, 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;
- The use of alternatives to peat-based products in landscaping/gardens within development schemes;
- Flood risk and drainage;
- Existing or proposed hazardous installations;
- Subject to scheme viability, developers will be required to demonstrate that new development incorporates sustainable construction techniques.

Places for Everyone Joint Development Plan

5.13 **Policy JP-P1 Sustainable Places** states the aim of becoming one of the most liveable city regions in the world, consisting of a series of beautiful, healthy and varied places, each having the following key attributes that all development, wherever appropriate should be consistent with:

- Distinctive, with a clear identity that:
 - Conserves and enhances the natural environment, landscape features, historic environment and local history and culture;
 - Enables a clear understanding of how the place has developed; and
 - Respects and acknowledges the character and identity of the locality in terms of design, siting, size, scale and materials used
- Visually stimulating, creating interesting and imaginative environments which raise human spirit through the use of green space, public art and quality design
- Socially inclusive:
 - Responding to the needs of all parts of society;
 - Enabling everyone to participate equally and independently;
 - Providing opportunities for social contact and support; and
 - Promoting a sense of community
- Resilient, capable of dealing with major environmental events
- Adaptable, able to respond easily to varied and changing needs and technologies
- Durable, being built to last and using robust materials that reflect local character, weather well and are easily maintained
- Resource efficient with:
 - A low carbon footprint;
 - Efficient use of land;
 - Minimised use of new materials;
 - High levels of recycling
- Safe, including by designing out crime and terrorism, reducing opportunities for anti-social behaviour and by ensuring that developments make appropriate provision for response and evacuation in the case of an emergency disaster

- Supported by critical infrastructure, such as energy, water and drainage and green spaces
- Functional and convenient, enabling people and uses to act efficiently with minimal effort, and responding to needs relating to servicing, recycling facilities, refuse collection and storage
- Incorporating inclusive design within all spaces with support for tackling inequality and poverty to form part of creating sustainable places
- Legible, being easy to understand and navigate, with the protection and enhancement of key views and new development well-integrated into the place
- Easy to move around for those of all mobility levels, particularly by walking and cycling, with enjoyable routes free from obstacles and disorienting stimuli, and with places to rest
- Well-connected to other places, particularly by public transport and digital infrastructure enabling everyone to take advantage of the employment, cultural and leisure opportunities across Greater Manchester and beyond
- Comfortable and inviting, with indoor and outdoor environments:
 - Offering a high level of amenity that minimises exposure to pollution; and
 - Addressing microclimate issues such as sunlight, indoor air quality, overheating, shade, wind and shelter
- Incorporating high quality and well managed green infrastructure and quality public realm, with:
 - Opportunities for recreation and outdoor play for children, and interaction between generations;
 - Public and private spaces clearly distinguished;
 - Development clearly defining, and promoting activity within, public spaces;
 - High quality landscaping with schemes
- Well-served by local shops, services and amenities, including education and health facilities

6 PLANNING CONSIDERATIONS

- 6.1 The planning issues relevant to the determination of the development proposal are assessed in detail below.

Principle of development

- 6.2 As summarised above, the NPPF advocates that the planning system should help create conditions in which businesses can invest, expand and adapt. Significant weight is afforded to the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.
- 6.3 The proposed single storey retractable glazed front extension will support the use of the ground floor of the premises as a café/restaurant (Use Class E) by providing additional floorspace and an enhanced layout/offer for customers. This accords with the scope of commercial uses granted for the site in accordance with planning permission Ref 120217/FO/2018.
- 6.4 Accordingly, the principle of development is considered acceptable subject to ensuring that design and impact upon amenity (as well as other issues associated with the planning permission including parking and refuse/cycle storage details) are not compromised.
- 6.5 These matters are considered in turn below.

Design

- 6.6 As demonstrated on the submitted drawings package and Design & Access Statement, the proposed structure is single storey in nature which will help ensure that it will remain subservient to the host property in visual terms.
- 6.7 The proposed structure incorporates external materials that will complement the contemporary external appearance of the building as a whole. Furthermore, the largely glazed and retractable nature of the proposed front structure helps to minimise its visual impact within the street scene.
- 6.8 During Spring/Summer, the roof of the proposed front structure can be retracted to further reduce its visual impact and to help engender a café style culture that will benefit the local community and the vitality/vibrancy of neighbouring businesses within the wider area.
- 6.9 In wider views from Barlow Moor Road, the site is partly screened by mature trees to the front of the site. This (coupled with the significant setback for the premises from the roadside) helps to further reduce its visual impact.
- 6.10 As summarised at Section 4 of this Statement, the proposed scheme has been carefully designed to respond to the Council's reasons for refusing application Ref 136970/FO/2023.
- 6.11 The key elements are summarised below.
- **Removal of existing side awning** – This will help to enhance the visibility and openness along the eastern side elevation of the property. The reduction in massing will also improve the transparency of the retained front extension;

- **Removal of framed glazing** – The removal of the existing framed glazing from the front extension helps to reduce visual clutter and enhance the overall external appearance;
- **Removal of pitched roof** - The removal of the pitched roof of the front extension helps to reduce the overall bulk and massing of the structure, resulting in a more streamlined and less intrusive form;
- **Structural frame wrapped in mirror-finished stainless steel** – This change in external material responds more positively to the visual character/appearance of the streetscene. It also helps to minimise the perception of mass and ensure that the structure integrates more effectively with its context;
- **Retractable roof fabric replaced with lighter colour** – The alteration in colour helps to create a more subtle and cohesive external appearance;
- **Addition of ramp for improved accessibility** - This ensures compliance with inclusive design principles and enhances ease of access for all visitors.
- **Planting at front elevation** – The addition of soft landscaping to the front elevation helps to soften the appearance of the extension and assimilate within the streetscene.

6.12 It should also be noted that the space to the front of the site (to be occupied by the proposed frontage structure) was historically occupied for many years for the display of headstones in association with the previous occupier McGarry Memorials (please refer to the Streetview image below) as opposed to being open in nature



Image 9 – Streetview image of site showing historical occupation by McGarry's Memorials with permanent open storage of headstones within front forecourt area.

- 6.13 It can therefore be reasonably argued that the proposed structure results in less of an impact (in visual terms) than the long-term historical use of the site and relates in a more harmonious manner to the host property.
- 6.14 As cross referred to above, it is also important to acknowledge that the Council have previously approved similar forms of development under the same local policy framework within the immediate local area, most notably at Damascus Cuisine at No 249 Barlow Moor Road (Ref 108698/FO/2015/S1) which was approved on 20th October 2015. Please refer to **Image 5**.
- 6.15 Furthermore, there is another example of restaurant premises (Amma's Canteen) which has extended to within the large front courtyard further to the northwest on the same side of Barlow Moor Road (No 285). Please refer to **Image 6**.
- 6.16 Accordingly, our view is that the proposed scheme will successfully respect the visual character and appearance of the host property, whilst successfully assimilating into the wider street scene which already accommodates examples of similar forms of development.
- 6.17 On the basis of this assessment, the proposed scheme will comply with Policy SP1, DM1 and EN1 of the Core Strategy.

Impact upon Neighbours

- 6.18 The carefully considered approach to the modest external works outlined above (including a general reduction in massing from what has currently been constructed at the site) will ensure that there will be no unacceptable adverse impact upon the amenity of occupiers of any neighbouring properties in line with Policy DM1.
- 6.19 The adjoining neighbouring property is commercial in nature, meaning that the projecting frontage structure will not give rise to any harmful impact in terms of residential outlook.
- 6.20 In approving application Ref 108698/FO/2015/S1, the Council sought to impose a limit upon when the external structure could be used/occupied to ensure that residential amenity was not impacted.
- 6.21 The applicant is happy to discuss a similar arrangement (as necessary) with the Council should Officers be willing to support the application.

Parking

- 6.22 The site layout approved in association with the previous approval at the site (Ref 108698/FO/2015/S1) included two parking spaces that were proposed to serve the commercial element of the approved scheme. These spaces have been removed to accommodate (in part) the front structure.
- 6.23 The removal of these parking spaces is considered acceptable given the accessible nature of site. As outlined above, the site is highly accessible (being positioned on a busy bus route and within 0.5km (10 minute walk) of Barlow Moor Road Metrolink. This is reflected by its excellent Greater Manchester Accessibility Level (GMAL) rating of 6.

- 6.24 Furthermore, in determining application Ref 120217/FO/2018 for approval at appeal, the Inspector confirmed (at Paragraph 10) that:

“Concern about the proposal’s effect on parking is noted. However, the site has existing commercial use. Moreover, it is accessible to regular bus services in the area. These factors, in combination, weigh against the likelihood of harm in terms of parking stress.”

- 6.25 Accordingly, the removal of the two approved car parking spaces satisfies the test set out within the NPPF (Paragraph 116) which confirms that development should only be refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

- 6.26 The applicant has instructed a bespoke Transport Technical Note prepared by SCP that was prepared in support of the previous appeal scheme (please see **Appendix 1**).

- 6.27 Its conclusions remain wholly relevant to the revised development proposal and provide clear reassurance the proposed development will not give rise to any unacceptable increase in parking and traffic on Aldermay Road that would in turn result in an unacceptable impact upon residential amenity or highway safety.

- 6.28 The proposed extension is therefore in accordance with Policy SP1 and DM1 of the Core Strategy.

Refuse/Cycle Storage

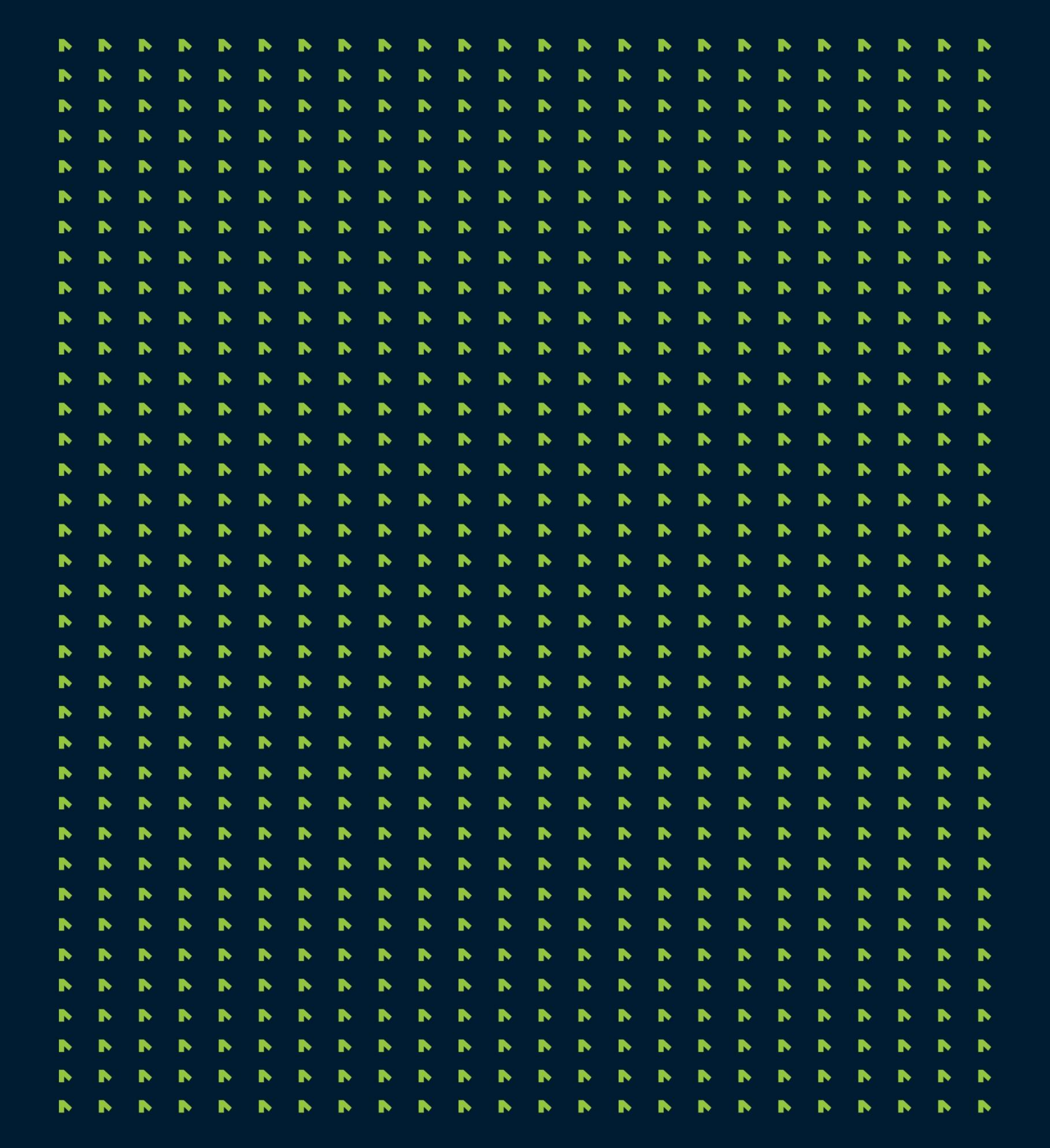
- 6.29 As demonstrated on the submitted drawings package, the approved refuse and cycle stores remain unaffected by the proposed development.

7 CONCLUSIONS

7.1 It is concluded that the revised development proposal is in accordance with the NPPF and the Council's adopted Development Plan. It therefore constitutes appropriate development and should be supported for the following reasons:

- The NPPF advocates that the planning system should help create conditions in which businesses can invest, expand and adapt. Significant weight is afforded to the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development;
- The proposed single storey retractable glazed front extension will support the use of the ground floor of the premises as a café/restaurant (Use Class E) by providing additional floorspace and an enhanced layout/offer for customers. This accords with the scope of commercial uses granted for the site in accordance with planning permission Ref 120217/FO/2018;
- The proposed extension has been designed to respect the visual character and appearance of the host property, whilst successfully assimilating into the wider street scene (which includes other existing examples of similar forms of development that form part of its visual character). It has also been carefully revised to positively address the concerns raised by the Council in assessing the previous application at the site, and
- To facilitate the proposed front structure, two parking spaces that were originally proposed to serve the commercial element of the previously approved scheme would be removed. The removal of these parking spaces is considered acceptable given the accessible nature of site and explained within the accompanying statement prepared by SCP. Accordingly, the proposed development will not give rise to any unacceptable increase in parking and traffic on Aldermay Road that would result in an unacceptable impact upon residential amenity or highway safety. The retention of the extension would therefore be in accordance with Policy SP1 and DM1 of the Core Strategy.

7.2 In light of the above, the revised scheme has been demonstrated to comply with all relevant planning policies (most notably Policies SP1, DM1 and EN1 of the Core Strategy) and should be considered acceptable.



Appendix 1



Appeal Statement Dealing with Highways Matters

**Proposed Single Storey Extension
241 Barlow Moor Road, Manchester, M21 7QL**

Appellant: Mr Salar Henareh

November 2023

Doc Ref: JH/230901/AS/00

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1.0 INTRODUCTION

1.1 This Statement has been prepared to address the highways matters associated with the refusal of planning permission for the erection of a single storey extension at 241 Barlow Moor Road, Manchester. A planning application was submitted to Manchester City Council in August 2023 (Planning Reference: 136970/FO/2023).

1.2 The application was in-part refused on highway and traffic matters, as referenced below:

The development removes any on site car parking, covering the entirety of the front forecourt area, and it is therefore likely that this will give rise to an unacceptable increase of parking and traffic on Aldermay Road, to the detriment of residential amenity and highway safety. As such, retention of the development would be contrary to policy SP1 and DM1 in the Core Strategy Development Plan Document for Manchester.

1.1 This Appeal Statement addresses the above reason for refusal and demonstrates that the appeal proposals would not result in an unacceptable impact on highway safety, or a traffic impact on the local road network that could be considered severe. The structure of this statement is provided below:-

- Chapter 2 – provides a description of the existing site and local highway conditions;
- Chapter 3 – provides a description of the Appeal proposals; and
- Chapter 4 – sets out the case for the Appellant.

2.0 SITE LOCATION AND EXISTING CONDITIONS

2.1 The location of the site in relation to the local highway network is illustrated at **Figure 2.1** below.

Figure 2.1 – Site Location Plan



Site Overview

2.2 The site is situated at the end of a row of commercial units, some with residential accommodations above them. It is located at the intersection of Barlow Moor Road and Aldermar Road, with its primary frontage facing Barlow Moor Road. The immediate vicinity is primarily residential, but there are several retail and commercial uses located to the north on the same side of Barlow Moor Road.

Description of Local Highway Network

Barlow Moor Road

- 2.3 Barlow Moor Road bounds the site to the north-east and is a single carriageway two-way local distributor road which extends over approximately 5km in a north-west / south-east alignment. At its southern extent, Barlow Moor Road forms a four arm signalised junction with Wilmslow Road and School Lane. At its northern end, it again forms a four arm signalised junction, this time with Willbraham Road. Generous footways are provided on both sides of the carriageway along with dropped kerbs and tactile paving at crossing points. Street lighting is also provided on both sides of the carriageway.

Aldermary Road

- 2.4 Aldermary Road bounds the site to the south-east and is a single carriageway two-way residential street which extends over approximately 300 in a north-east / south-west alignment. At its southern extent, Aldermary Road forms a simple priority T-junction with Darley Avenue. At its northern end, it again forms simple priority T-junction, this time with Barlow Moor Road. Generous footways are provided on both sides of the street along with dropped kerbs at crossing points. Street lighting is also provided on both sides of the street.

Accessibility Appraisal

Walking

- 2.5 Manual for Streets states that walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot.
- 2.6 Given the site's suburban location, there are an extensive number of residential dwellings within a 10 minute walk. Accessing the site on foot is therefore a realistic mode choice for many site visitors.
- 2.7 As demonstrated in the description of the highway network, the two roads which bound the site both have suitable footways to help encourage walking as the primary mode to reach the development. These footways connect to the existing, extensive network in the surrounding area.

Bus

- 2.8 The Chartered Institution of Highways & Transportation's (CIHT's) "Guidelines for Planning for Public Transport in Developments" document identifies, at section 6.20, that 'Bus stops are located to minimise passengers' walking distance to their final destination. The maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m'.
- 2.9 The closest bus stops to the site are located on Barlow Moor Road circa. 50m from the site. The key service available from these bus stops is the No. 23 bus service. The details of this service are summarised in **Table 2.1** below.

Table 2.1 – Local Bus Frequencies

Service No.	Route	Monday to Friday
23	Stockport Bus Station to The Trafford Centre Bus Station via: - <ul style="list-style-type: none"> • Didsbury • Chorlton • Stretford • Urmston 	Every 20 to 60 minutes between 05:53 and 23:32
	The Trafford Centre Bus Station to Stockport Bus Station via: - <ul style="list-style-type: none"> • Urmston • Stretford • Chorlton • Didsbury 	Every 20 to 60 minutes between 05:21 and 23:40

- 2.10 The above bus service is the main route which is accessible within a short walking distance of the site. The service operates from the early morning through to the late evening. This service provides a well-connected and frequent travel pattern for visitors and staff to utilise.

Metrolink

- 2.11 The Barlow Moor Road tram stop is located a short walking distance from the site. From this location, there are frequent services running between Manchester Airport and Manchester City Centre.

Greater Manchester Accessibility Level (GMAL)

- 2.12 It is evident from the information provided above that the site benefits from being a location that is well connected to various non-car methods of travel. This is reflected in the site's very high GMAL rating of 6 out of 8, which evidences the high accessibility of the site by all of the key public transport services Greater Manchester has to offer.

Road Safety Appraisal

- 2.13 Personal injury collision data obtained from the Department for Transport's (DfT) Crash Map online mapping software, identifies the historic safety of the highway network within the development site's vicinity for the last 5 years from 2018 to 2022 (inclusive). During this 5-year period, no accidents have occurred in the vicinity of the site.
- 2.14 SCP therefore consider that the accident analysis in this section presents no consistent pattern of collisions and raises no concerns regarding any concentration of accidents at a particular part of the network. There is therefore no evidence to suggest any existing road safety concern that may be exacerbated by the appeal proposals.

3.0 APPEAL PROPOSALS

- 3.1 The proposals include the erection of a single-storey front and side extension to support the permitted use of the ground floor as a café/restaurant (Use Class E).
- 3.2 There are two car parking spaces on-site which are associated with the permitted use. The proposals would result in the loss of these spaces to make way for the extension.

4.0 ASSESSMENT OF REASON FOR REFUSAL

4.1 As detailed earlier, the application was in-part refused for the following reason:

The development removes any on site car parking, covering the entirety of the front forecourt area, and it is therefore likely that this will give rise to an unacceptable increase of parking and traffic on Aldermay Road, to the detriment of residential amenity and highway safety. As such, retention of the development would be contrary to policy SP1 and DM1 in the Core Strategy Development Plan Document for Manchester.

4.2 For the benefit of this Appeal Statement, the reason for refusal can be divided into the following sections: -

- Increase in off-site car parking demand.
- Increase in traffic movements on the local road network.
- Obstruction of neighbouring properties.
- Impact on highway safety.

4.3 This chapter provides a detailed assessment of the key areas listed above, in the context of the proposed development.

Section 1 – Increase in off-site car parking demand

4.4 Whilst SCP acknowledge that the removal of two on-site car parking spaces may result in an increase in off-site car parking demand, the actual increase in traffic demand must first be quantified to demonstrate whether the level of impact would be detrimental to the operation and safety of the local road network.

4.5 As a worst case scenario, the loss of the two spaces could result in a total increase of 2 no. vehicles slightly extending their trip in order to seek a place to park. Note that these would not be additional trips for the majority of their journey. Should this arise, there is on-street car parking available within a short walking distance of the site. The closest being on Aldermay Road, which aside from being subject to TRO's for a short section at the northern and southern end, provides a large volume of unrestricted on-street car parking opportunities on both sides of the road. Based on SCP's observations, on-street parking already takes place on Aldermay Road, but not to the extent where there is no availability for additional users. For this reason, it is SCP's position that two additional parked vehicles (as a worst case) would have a negligible impact on residential

amenity i.e., on-street parking is already taking place, there remains capacity for further parking, and the addition of two further parked vehicles would not be noticeable by local residents.

- 4.6 It is important to remember that the above is a worst case scenario and in reality, the loss of two on-site car parking spaces doesn't necessarily shift the associated demand off-site. Even though the permitted commercial use on site offered car parking, the provision was still very low at only two spaces in the context of the use and how many visitors this could attract during peak operation. Therefore, the assumed perception of existing visitors is that being able to park on-site is unlikely and that use of an alternative method of travel may be more appropriate.

Section 2 – Increase in traffic movements on the local road network

- 4.7 With regards to the point about an increase in traffic, SCP are unclear as to how the LPA will have reached this conclusion. The two parking spaces which are lost may result in up to two additional vehicles parking off site as described above. However, the vast majority of their journey will already have taken place, and the "additional" element will be in the 10s of metres, likely along Aldermay Road, when seeking to find a parking space from the ample on street availability.
- 4.8 If it is the view of the LPA that the additional covers provided for the Café within the extended ground floor would result in an impact of traffic, then SCP would entirely disagree with that conclusion. The simple fact of the matter is, that were this extension to come forward as an application it simply would not be of such a scale as to warrant either provision of a Transport Statement or Transport Assessment. Indeed, if the entire café were to come forward as a new development it wouldn't warrant production of such either.
- 4.9 For context, the last document which provided thresholds for transport assessment was the Guidance on Transport Assessment (GTA), this identified that a Transport Statement (TS) would typically be required in support of a café in the region of 300sqm to 2,500sqm, whilst a full Transport Assessment (TA) would be required for Cafes upwards of approximately 2,500sqm. SCP appreciate that the GTA has long since been archived and instead such requirements are to be agreed between stakeholders throughout the planning process, but the fact remains that the extension in question is far below these usefully indicative thresholds. Furthermore, the content of a TS would go no further than to state the level of trips to be generated, the premise being that a development of a scale to warrant a TS will not have an impact on traffic and therefore would not warrant the traffic surveys and capacity testing associated with a detailed TA.
- 4.10 For the reasons set out above, SCP reach a strong conclusion that the development which is subject to this appeal would have no discernible impact on traffic.

- 4.11 Furthermore, as detailed in the *Accessibility Appraisal* section of this statement, the site is highly accessible by all non-car modes of travel, scoring a GMAL rating of 6. Based on this, SCP consider a realistic scenario to be that the proposals will actually not result in a noticeable increase in traffic, on the basis that the level of limited accessibility by car remains the same.

Section 2 – Obstruction of neighbouring properties

- 4.12 As described in the previous section, the loss of on-site car parking will likely result in no noticeable change in the operation of the local highway network, namely on Aldermay Road. Even in a worst case scenario where trips made by car which would otherwise have utilised the on-site car parking are displaced to on-street car parking, this minimal level of additional car parking demand could be safely accommodated without detriment to the operation of the neighbouring properties.

Section 3 – Impact on highway safety

- 4.13 As detailed in the *Road Safety Appraisal* section of this statement, there have been no road traffic collisions in the vicinity of the site in the last 5 years. This alone presents no concern with regard to the safety of the local roads at present. As set out already, the additional traffic demand associated with the appeal proposals and loss of on-site car parking would be minimal, and therefore would result in a negligible impact on highway safety.

Considerations Relative to Manchester City Council's Core Strategy Development Plan Document (2012)

- 4.14 Policy SP 1 (Spatial Principles) is cited within the reason for refusal. SCP consider the citing of this policy as a reason for refusal to be inaccurate. SCP find that the site complies with the highways and transport section of this policy through its highly accessible location and lack of unsustainable provision. This in turn "will maximise the potential of the City's transport infrastructure, in particular promoting walking, cycling and use of the public transport" as required by the policy.
- 4.15 Additionally, Policy DM 1 (Development Management) is also cited within the reason for refusal. SCP again consider the citing of this policy as a reason for refusal to be inaccurate and in this case also unrelated to the highways and transport concerns raised. The policy states that all development should consider "access....by sustainable transport modes". This statement has evidenced that the site is highly accessible by sustainable transport modes, which are likely to be well utilised when accessing the site.

Considerations Relative to National Planning Policy Framework (NPPF)

- 4.16 Paragraph 111 of the NPPF states that *'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'*. As stated above, the extremely low number of additional trips (if any) associated with the appeal proposals would be negligible on the surrounding highway network.
- 4.17 With regards to highway safety, SCP have demonstrated that there have been no accidents whatsoever in the vicinity over the most recent five year period. This includes a time when two parking spaces were accommodated on site, which arguably could be considered to have the potential for greater highway safety implications. This time period also allows for existing on street parking taking place on Aldermay Road, and surrounds, which may be increased by a further two vehicles in a worst case scenario. Given the existing accident record and negligible increase in both traffic movements and off-site parking demand arising from these proposals, SCP see no reason to refuse planning permission on highway safety grounds.
- 4.18 Furthermore, the NPPF sets a very high bar of a "severe" impact before development should be refused on grounds of an impact on the road network. SCP find that the negligible level of additional traffic falls a very long way short of resulting in a severe impact, such that planning permission cannot reasonably be refused on the grounds of the residual cumulative impacts being severe.

5.0 CONCLUSIONS

- 5.1 In assessing the reason for refusal, it is the Appellant's case that there are no matters arising from the development that would constitute an unacceptable highway safety impact arising from the proposal to implement a single-storey extension which would result in the loss of two on-site car parking spaces.
- 5.2 The appeal site is situated in a highly accessible suburban location. The area benefits from a generous level of pedestrian infrastructure, with both bus and tram services available within a short walking distance of the appeal site. The site is therefore not contrary to the local policies cited in the reason for refusal, rather the site and proposals actually contribute to the aims of those policies.
- 5.3 This Appeal Statement has addressed the below issues based upon the reason for refusal:
- Increase in off-site car parking demand.
 - Increase in traffic movements on the local road network.
 - Obstruction of neighbouring properties.
 - Impact on highway safety.

Conclusion

- 5.4 The investigations undertaken as part of this appeal have revealed that the appeal proposals can be implemented without resulting in an unacceptable impact on highway safety, or a traffic impact on the local road network that could be considered severe. For the reasons set out, SCP firmly believe, and respectfully request that the appeal should be allowed.