

Planning

Growth & Development

Delegated officer report for planning application

Application no. 135548/FO/2022

Date registered valid: 18 December 2022

Proposal: Erection of a single storey rear extension and installation of new shopfront

Address: 211 Wilmslow Road, Manchester, M14 5AG

Ward(s): Rusholme Ward

Applicant: The World of Islam

Agent (if any): Mr. Niamat Ali, NA Design

Case officer: Holly Wright
Tel: 0161 219 6381
Email: holly.wright@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 08 February 2023

Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit: 13 January 2023

Standard consultations: Printed: 20 December 2022 Expired: 10 January 2023

Neighbour notifications: Printed: 20 December 2022 Expired: 10 January 2023

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/area

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

The application relates to “The World of Islam” a small-scale store selling an extensive range of goods including ‘dresses, scarves, ornaments, gifts, videotapes, books, perfumes’ etc, located within the Rusholme ward of Manchester. It is bound to the southwest by Wilmslow Road and is situated along a busy high street characterised by a wide variety of bars, restaurants, takeaways and shops. It is also situated in close proximity to Antwerp Mansion and Victoria Park Crescent.



Figure 1. Photograph of the principal elevation of No.211 Wilmslow Road.

Description of development

The applicant is seeking permission for the erection of a single storey rear extension and installation of a new shopfront.

Planning History

048175/FO/CENTL2/95 - Rear extension at ground floor to form additional retail area and formation of stairs to first floor flat – **APPROVED** (26.10.1995)

062625/FO/NORTH2/01 - Single storey extension to rear of building – **APPROVED** (21.09.2009)

F03614 - Use of shop as a Bank – **APPROVED**

F05036 - New shop front for proposed bank. (Change of use to bank already granted) – **APPROVED**

F/AD01123 - Non-illuminated single sided fascia name sign on front elevation of bank – **DEEMED APPROVAL / CONSENT**

F13105 - Installation of new shop front – **APPROVED**

049041/FO/CENTL2/95 - Elevational alterations to shop front including roller shutter – **APPROVED** (12.01.1996)

Consultations & Notification Responses

Local residents, as per appendix 1 – no comments or objections received.

Environmental health recommended conditions regarding the hours of operation for construction activities relating to the proposal.

Highways made the following comments:

- “The site is well accessed by sustainable modes. Given the minor increase in floor area, the development proposals are not expected to give rise to significant increase in trip generation or associated parking demand.”
- “The applicant should be advised that the proposed new shopfront will need to provide inward opening doors to ensure they do not impact on the adopted footway or highway. New doors should also be in alignment with MCC Design for Access 2 standard dimensions.” *[The applicant’s agent confirmed that the front doorway will be inward opening and will accord with the dimensions specified under the Design for Access 2].*
- “Refuse bins will continue to be stored within the curtilage of the site within a new sheltered yard, with on-street servicing in alignment with existing operations. This is considered acceptable by Highways.”
- “Given the busy nature of Wilmslow Road, associated waiting restrictions and access limitations to/from the rear of the property, it is recommended that the applicant provides a brief Construction Management Plan prior to any construction works beginning.”
- “The Construction Management Plan should include commentary on types and frequency of vehicular demands, unloading operations and contractor parking. It is recommended that this is conditioned and attached to any planning permission that may be granted.”

[The applicant's agent was contacted regarding this and submitted a Construction Management Plan in response. Highways deemed the submitted plan as acceptable].

- "The applicant should be advised that any requirements for licensing, hoarding / scaffolding, skips and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highway Applications and Network Resilience teams via Email - highwaylicences@manchester.gov.uk."

Policies

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

Unitary Development Plan (UDP) – The UDP has been superseded by the Core Strategy Development Plan, but certain policies are still considered of relevance:

- Policy DC14 – Shop fronts and related signs

The Manchester Core Strategy – Development Plan Document 2012-2027 (“the Core Strategy”) was adopted by the City Council on the 11th of July 2012:

- Policy SP1 – Spatial principles
- Policy EN1 – Design principles and strategic character areas
- Policy EN19 – Waste
- Policy DM1 – Development management

The National Planning Policy Framework (NPPF, 2021)

- Chapter 7 – Ensuring the vitality of town centres
- Chapter 12 – Achieving well-designed places

Design for Access 2 (Dec 2003)

- Chapter 10 – Doors

For reasons to be outlined below, it is considered that the proposal accords with the principles of these policy documents.

Issues

Principle – The principle of erecting a single storey rear extension together with the installation of a new shopfront to provide additional space for a business as well as updating its external appearance is acceptable, however consideration must be given to the proposal’s siting, scale and massing, design and appearance, impact upon existing levels of visual and residential amenity as well as waste management.

Siting, scale and massing – The extension would be sited at the rear of the shop, occupying the remainder of the plot boundary and resulting in the creation of a covered yard and bin store. As such, the proposal would adjoin the existing single storey extensions already present at the rear of the property.



Figure 2. Photograph depicting the existing single storey rear extensions at the property.

PURPOSE OF ISSUE		BUILDING CONTROL
Do not scale from this drawing. All dimensions should be checked by the contractor on site before commencing work. Any discrepancy should be reported to the architect immediately. All lifts are marked and are not to be removed. Care should be taken of the existing and not to be removed.		DATE: _____ REVISION: _____
EXISTING GROUND FLOOR PLAN	EXISTING SIDE ELEVATION EXISTING SIDE ELEVATION	LOCATION PLAN 1:1250
EXISTING REAR ELEVATION	EXISTING FRONT ELEVATION	

Do not scale from this drawing. All information should be checked by the contractor on the before commencing any work. Any discrepancies should be reported to the architect immediately. All drawings are measured as are not guaranteed. Computerised reproductions of this drawing are not permitted.

ALLEYWAY

BINS STORE

UP

SHOP

UP

PROPOSED GROUND FLOOR PLAN

PROPOSED REAR ELEVATION

PROPOSED FRONT ELEVATION

PROPOSED SIDE ELEVATION

PROPOSED SIDE ELEVATION

ROLLER SHUTTER DETAIL, scale 1:25

Shutter box, 100mm steel
240x240mm glass with
240x240mm glass panel

75mm steel roller sections
or traditional pattern,
galvanneal and steel side
steel sections to ensure the
system does not move from
side to side.

Grey color powder coated
paint performed security
shutter system.

PROJECT
211 Wilmslow Road
Rusholme
Client
World of Islam
Proposed Plan

DATE
10/10/16

SCALE
1:500
1:1000
1:2000
1:5000
1:10000
1:20000
1:50000
1:100000
1:200000
1:500000
1:1000000
1:2000000
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Figure 4. Proposed plans and elevations of No.211 Wilmslow Road, as submitted by the applicant's agent.

The new shopfront, situated on the principal elevation of the building, would include the installation of an internally mounted shutter-box, which would be mounted 2.7m above ground level with a height of 0.301m and a width of 3.348m. New frameless safety glazing would also be installed which would measure to: 2.698m in height and 3.052m in width. The dimensions of the fascia signage would remain the same.

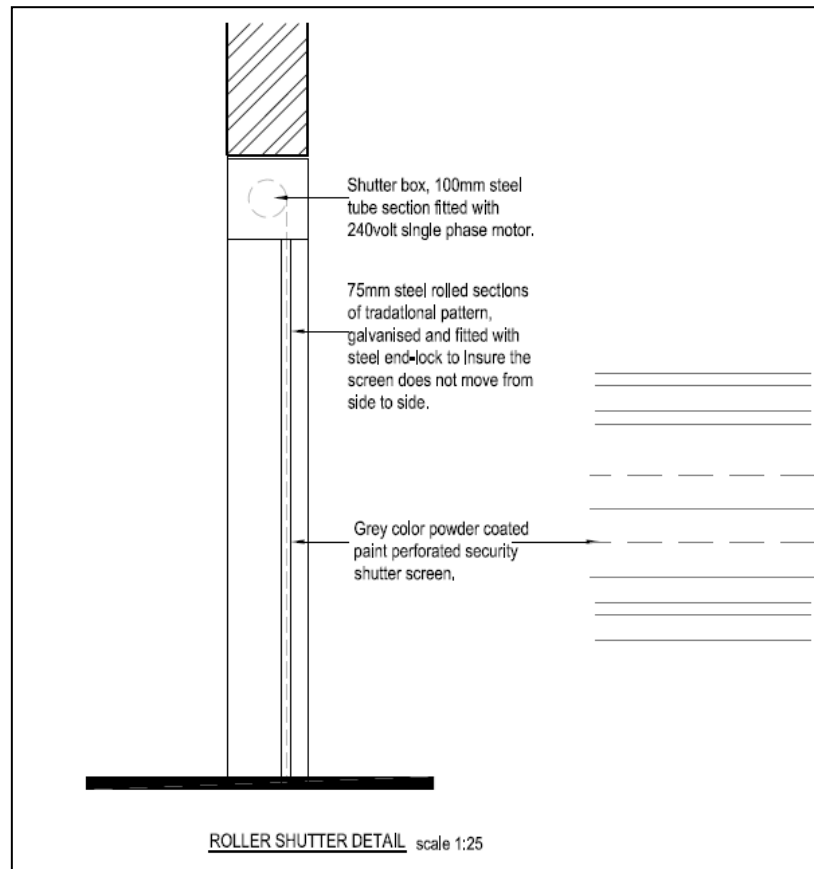


Figure.5 Roller shutter detail, as submitted by the applicant's agent.

The proposal's siting, scale and massing is therefore considered to be subservient to the original building, is not believed to result in an 'excessively large or bulky' addition to the property and would be in-keeping with the existing precedent of rear extensions associated with the commercial facilities bordering this stretch of Wilmslow Road. As such, the proposed developments are considered to be acceptable as they accord with policies DM1 and SP1 of the Core Strategy.



Figure 6. Photograph of existing rear extensions present along Wilmslow Road.



Figure 7. Photograph of existing rear extensions present along Wilmslow Road.

Appearance and visual amenity – The rear extension would be built of red brickwork to match the existing and would feature a flat roof. The side elevations of the extension would be blank whilst the rear elevation would feature one door, which would enable access into the rear alleyway.

The proposed shopfront would include the installation of new signage panels mounted onto the existing frame, a new safety glazing frameless shopfront and an internally mounted shutter-box (which will comprise of a 100mm tube section fitted with a 240volt single phase motor, a 75mm steel rolled section of a traditional pattern, galvanised and fitted with a steel end-lock and a grey powder coated paint perforated security shutter screen). These details comply with the regulations specified under DC14 of the UDP which states that shopfront security grilles and shutters should be located behind the shop fascia and security grilles and shutters should not be of solid construction.

The proposal is understood as being relatively standard in terms of its design and appearance. Sited at the rear of the property, the extension would not be visible from a public highway and

therefore would not feature within the street scene, thus having a minimal impact on the visual amenity of the area. Moreover, the installation of a new shopfront would arguably improve the appearance of the street scene as it would enhance the building's façade by replacing the current one, which is tired and neglected. Thus, the design and appearance of the proposed developments accord with Core Strategy policies DM1 and EN1, UDP policy DC14 and chapter 12 of the NPPF.

Residential amenity – The proposed single storey extension would have a minimal impact upon the residential amenity of the area as it would be sited at the rear of the building, between two properties that already possess existing high-rise / first-floor additions. The extension should therefore not result in any significant loss of sunlight or daylight for neighbouring properties, nor should the privacy of neighbouring occupants be compromised.

The proposed new shopfront would replace the existing and would also have a minimal impact on the residential amenity of the area. The shopfront would include an inward opening door, as requested by Highways, which would have a width of 1m, thereby according with the dimensions specified under chapter 10 of the Design for Access 2 (2003).

The proposed developments are therefore considered acceptable in regard to their effect upon residential amenity as they would not reduce the availability of pedestrianised footways, would not result in an undue loss of sunlight, daylight or privacy for neighbouring properties and would cater to disabled access needs. The proposals therefore accord with Core Strategy policies DM1 and SP1, saved policy DC14, chapter 10 of the Design for Access 2 (2003) and chapter 7 of the NPPF.

Waste management – Refuse bins will continue to be stored within the curtilage of the site within the confines of the new sheltered yard, with on-street servicing in alignment with existing operations, as highlighted by Highways, thus complying with policy EN19 of the Core Strategy.

Conclusion – Given the above issues, it is considered that the proposal is acceptable in terms of its principle, design and appearance, impact upon visual and residential amenity as well as waste management, thereby according with policies SP1, DM1, EN1 and EN19 of the Core Strategy, policy DC14 of the UDP, chapter 10 of the Design for Access 2 (2003) and chapters 7 and 12 of the NPPF.

Other Legislative Requirements

Equality Act 2010

Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

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 problems arising in relation to dealing with the planning application. Minor issues have arisen during the consideration of this application and the officer negotiated with the agent to reach a satisfactory resolution.

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 permission.

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

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

- Revised drawing labelled 'NA-P02', stamped as received by the City Council as Local Planning Authority on the 18th January 2023;

- Construction Environmental Management Plan, stamped as received by the City Council as Local Planning Authority on the 12th January 2023;
- Waste Management Strategy, stamped as received by the City Council as Local Planning Authority on the 18th December 2022;

Reason - To ensure the development is carried out in accordance with the approved plans and supporting documents, pursuant to Policies SP1 and DM1 of the Core Strategy.

3) The materials to be used on the external surfaces of the development hereby permitted shall match those specified on the submitted application form and revised plan.

Reason - To ensure the appearance of the building to be developed not adversely affected by the materials to be used in the construction of the development, pursuant to saved policies DC1.1, DC1.2 and DC1.4 of the Unitary Development Plan for the City of Manchester and policy DM1 of the Manchester Core Strategy.

4) The development hereby approved shall be carried out in accordance with the details specified within the document labelled: 'Construction Environmental Management Plan', stamped as received by the City Council as Local Planning Authority on the 12th January 2023.

Reason - In the interests of residential amenity, highway safety pursuant to policy DM1 of the Core Strategy and saved Unitary Development Plan policy DC26.

5) The development hereby approved shall be carried out in accordance with the agreed Waste Management Strategy, stamped as received by the City Council as Local Planning Authority on the 18th December 2022.

Reason - In the interests of amenity and public health pursuant to policy DM1 of the Core Strategy and to ensure that there are adequate waste storage receptacles for occupiers of the development.

Informatives

1) CONSTRUCTION HOURS

Construction works shall be confined to the following hours unless otherwise agreed in writing by the City Council as Local Planning Authority:

- Monday - Friday: 7:30am - 6pm
- Saturday: 8:30am - 2pm
- Sunday / Bank Holidays: No work

Reason - To safeguard the amenities of the occupiers of nearby residential and commercial properties during the construction/demolition phase pursuant to policy DM1 of the Core Strategy.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health

126 - 128 Wilmslow Road, Manchester, M14 5AH
Flat At, Huntsman Inn, 130 Wilmslow Road, Manchester, M14 5AH
Flat At, Antwerp House, Kent Road West, Manchester, M14 5RF
209 Wilmslow Road, Manchester, M14 5AG
209A Wilmslow Road, Manchester, M14 5AG
Antwerp House, Kent Road West, Manchester, M14 5RF
Huntsman Inn, 130 Wilmslow Road, Manchester, M14 5AH
213 Wilmslow Road, Manchester, M14 5AG

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
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Area Team Boundary - Name: SOUTH AREA