

Planning

Growth & Development

Delegated officer report for planning application

Application no. 135755/P7CPA/2022
Date registered valid: 14 December 2022
Proposal: Installation of InPost Parcel Locker
Address: 349 Barlow Moor Road, Manchester, M21 7QH
Ward(s): Chorlton Park Ward

Applicant: InPost UK
Agent (if any): Mr Neil Jones, NL Jones Planning
Case officer: Holly Wright
Tel: 0161 219 6381
Email: holly.wright@manchester.gov.uk

Recommendation: Approve
Date of recommendation: 06 February 2023

Application details

Type of application: Prior approval - Click & Collect

Development type: Minor Other

Date of site visit: 16 January 2023

Standard consultations: Printed: 13 January 2023 Expired: 3 February 2023

Neighbour notifications

Printed: 13 January 2023 Expired: 3 February 2023

Site notice: Posted: 16 January 2023 Expired: 06 February 2023

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 a portion of the private forecourt situated within the curtilage of the Co-Operative supermarket located at No.349 Barlow Moor Road in the Chorlton Park ward of Manchester. The site sits on the corner of a busy high street located at the southeast end of Chorlton and is in close proximity to Barlow Moor Road Metrolink tram stop, Riverbank Community Garden, and a variety of commercial facilities as well as residential properties.



Figure 1. Photograph of the proposed location of the InPost Parcel Locker.

Description of development

The applicant is seeking permission for the installation of an InPost Parcel Locker.

Consultations & Notification Responses

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

Highways made the following comments:

- “The proposed locker will sit adjacent to the Co-op building to the south-eastern elevation of the car park upon a section footway running along the building's frontage.”
- “As the proposed locker is located in very close proximity to a fire exit and would result in significant narrowing of the existing footway, it is recommended that the locker is relocated slightly to the north-east where a wider footway is currently provided.”
- “Submitted application documents make reference to the implementation of bollards although details/the location of which do not appear to have been provided. Highways therefore require further information on the placement of bollards.”
- “The application documents state that parcels will be collected on a daily basis by use of a transit style van and such operations are expected to take no longer than 15 minutes.”
- “This is considered acceptable by Highways as the existing car park and adjacent servicing area could accommodate such vehicles without any detrimental impact on car park access/operations.”
- “It is also accepted that the number of customers utilising the facility would not give rise to an excessive increase in car parking demand. The site is also considered well located to cater for customers accessing the facility by foot/cycle or as part of a linked trip associated with the convenience store.”

Policies

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

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 DM1: Development management
- Policy SP1: Spatial principles
- Policy EN1: Design principles and strategic character areas

The General Permitted Development Order (GPDO, 2015)

- Schedule 2: Permitted development rights (part 7, class C)

The National Planning Policy Framework (NPPF, 2021)

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

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

Issues

Siting – The proposed parcel locker would be situated within the curtilage of the Co-operative supermarket, on its private forecourt, adjacent to the store’s northwest elevation, facing towards its car park. A minimum gap of approximately 0.8m would be maintained between the edge of the locker and the edge of the car park / edge of the pavement and a gap of approximately 1.15m would be maintained between the locker and the Co-operative’s fire exit.

Implementation of the proposal would not result in more than one collection facility being present within the curtilage of the shop. The proposal would also not be sited within 2m of the curtilage boundary and would not be sited on article 2(3) land, in a site of special scientific interest or within the curtilage of a listed building or scheduled monument. Moreover, the proposal would be located in an area where a commercial precedent already exists.

With this in mind, the siting of the proposal is considered to be acceptable as it accords with the regulations specified under Schedule 2 of the GPDO, policies DM1 and SP1 of the Core Strategy and would be in-keeping with the commercial precedent already existing in this area

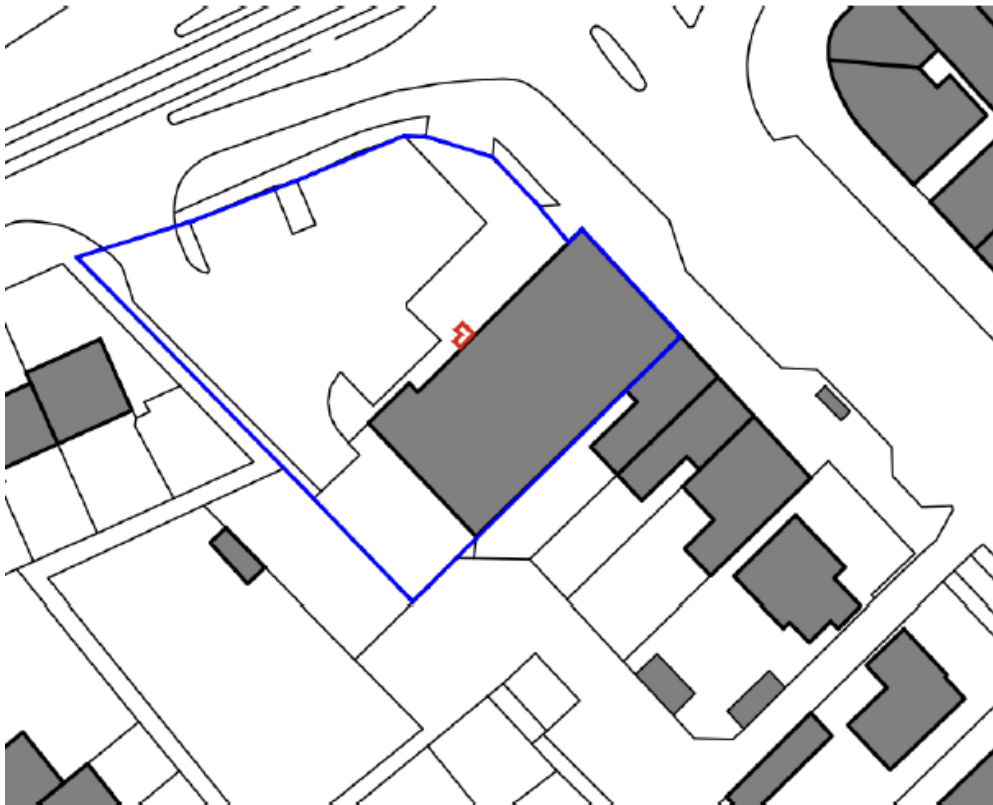


Figure 2. Site location plan, as submitted by the applicant's agent.

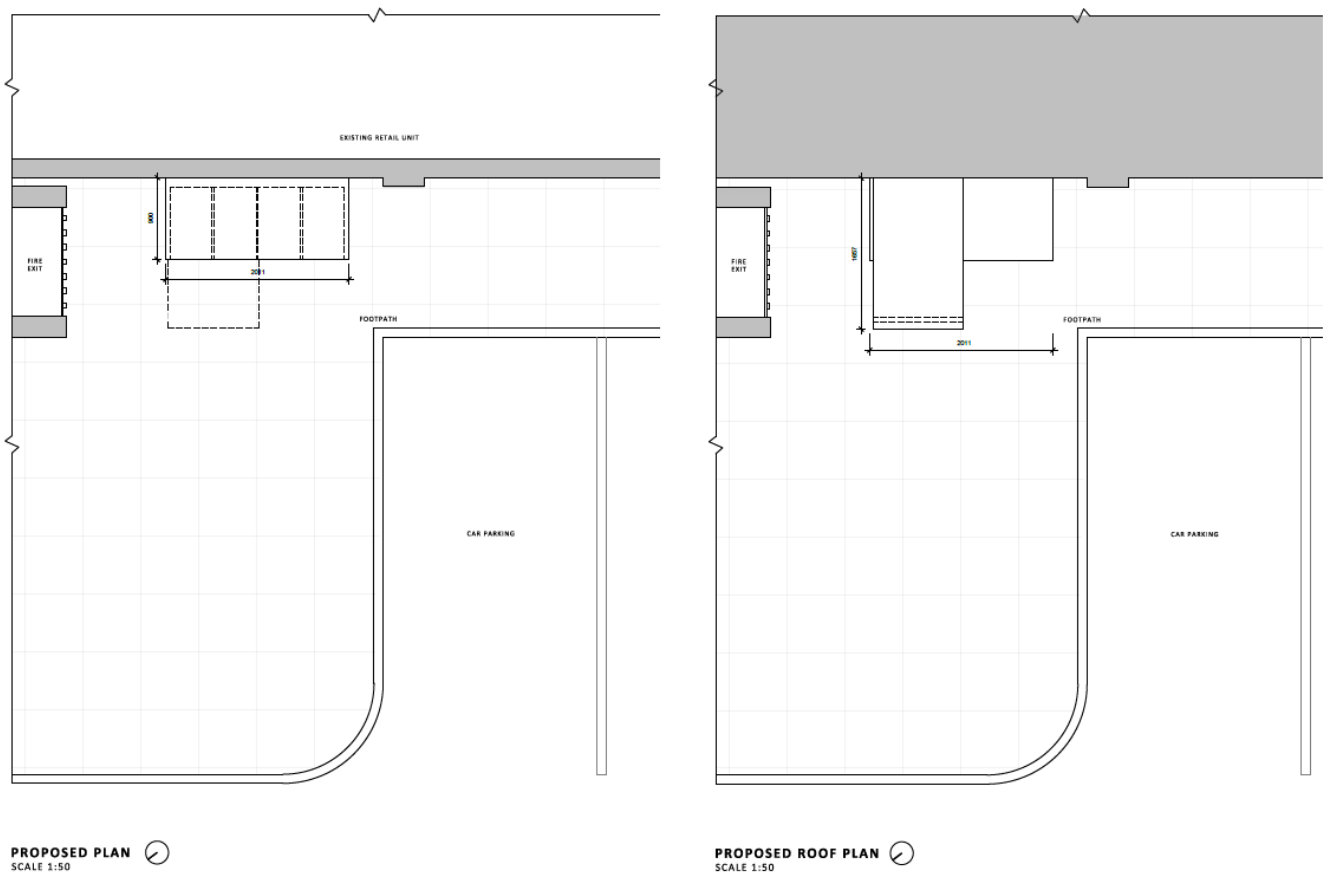


Figure 3. Proposed plans of the InPost Parcel Locker, as submitted by the applicant's agent.

Design and External Appearance – The dimensions of the locker will be 2.424m in height, 2.011m in width and 0.919m in depth with an overhead covering / shelter that would project outwards by 1.657m. The materials used would be as follows:

Base	Steel zinc-coating, painting, concrete B20
Lockers	Magnelis / stainless steel
Roof	Metal sheet roof, zinc-coating
Locker doors	Magnelis / stainless steel
Shelves	Stainless steel without coating / magnelis
External panels	Magnelis / stainless steel with vinyl wrap
Main door	Galvanised steel



Figure 4. Proposed appearance and design of the unit.

Considering the characteristics of the locker, the proposal is not considered to cause unnecessary visual harm to the amenity of the area as it would be situated in an area where a commercial precedent already exists (I.e., along a high street in Chorlton). Moreover, the gross floor space of the locker would not exceed 20 square metres and its height would not exceed 4m, thereby according with the regulations specified under Schedule 2 of the GPDO and Core Strategy policies DM1 and SP1. The proposal is therefore considered to be acceptable in this regard.

Highways' comments – In their consultation response, Highways raised concerns regarding the proposed locker's close proximity to a fire exit, its potential to narrow the existing footway

and the lack of detail provided regarding the associated bollard installation. These concerns were relayed to the applicant and their agent, who provided the following response:

- "In terms of the bollards, I believe that is an error on the covering letter, and having checked I don't consider there is any requirement for bollards in this location, so the plans should not need amending in that regards"
- "In terms of the proximity to the fire exit, there is a separation distance of circa 1.15 m between the proposed locker and the existing fire exit, which should be sufficient to ensure there are no issues in terms of access. The locker only projects 0.9 from the wall (it is only the canopy that projects beyond this, above head height) so there is plenty of room left on the footpath."
- "It will be challenging to relocate to the suggested location to the northeast given the issues of connecting power supply."

It is believed that this feedback mitigates Highways' concerns regarding the installation of bollards as the agent clarified that bollards would not be installed as part of this proposal. Moreover, the proposed locker would be sited along the private forecourt of the Co-operative supermarket and would therefore have a minimal impact upon the availability of the public pavement that borders the edge of the store's curtilage, as seen in figure 2, thus avoiding the narrowing of footways in the public realm, as suggested by Highways. Lastly, the applicant will need to satisfy themselves that the proposal's impact upon the accessibility of the existing fire exit accords with building regulations. As such, the proposal is considered to be acceptable from a planning perspective.

Conclusion – Given the above issues, it is considered that the proposal is acceptable in terms of its siting, design, and external appearance as it broadly complies with schedule 2 of the GPDO, policies DM1, SP1 and EN1 of the Core Strategy 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

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

1) The City Council is satisfied that this development has been sited and designed to minimise the impact upon residential amenity and the visual amenity of the surrounding area. Accordingly, the proposal complies with Schedule 2 of the General Permitted Development Order, policies DM1, SP1 and EN1 of the Manchester Core Strategy and chapters 7 and 12 of the National Planning Policy Framework.

Therefore, consent is hereby granted in accordance with information accompanying the application received on the 14th December 2022:

- Application for prior notification forms;
- Drawings reference: L(01) 101 P1, L(02) 101 P1, and L(00)001 P1;
- Supplementary Information including: cover letter;

Reason - To ensure that development is carried out in accordance with the approved plans, pursuant to Schedule 2 of the General Permitted Development Order, policies DM1, SP1 and EN1 of the Manchester Core Strategy and the National Planning Policy Framework.

Appendix 1 – List of consultees & neighbours notified

Highway Services

5 Hardy Lane, Manchester, M21 7JY
7 Hardy Lane, Manchester, M21 7JY
651A Mauldeth Road West, Manchester, M21 7SA
355A Barlow Moor Road, Manchester, M21 7FZ
First Floor, 349 Barlow Moor Road, Manchester, M21 7QH
355 Barlow Moor Road, Manchester, M21 7FZ
Ground Floor, 349 Barlow Moor Road, Manchester, M21 7QH
296 - 298 Barlow Moor Road, Manchester, M21 8HA
651 Mauldeth Road West, Manchester, M21 7SA

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M
Area Team Boundary - Name: SOUTH AREA