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APPEAL STATEMENT

SITE: 247A Barlow Moor Road, Manchester, M21 7GJ

APPEAL AGAINST REFUSAL OF: Erection of a part single/part two storey building (Class B8) to form warehouse with ancillary office accommodation

LOCAL AUTHORITY: Manchester City Council

PLANNING APPLICATION NUMBER: 133386/FO/2022

APPELLANT: Lock

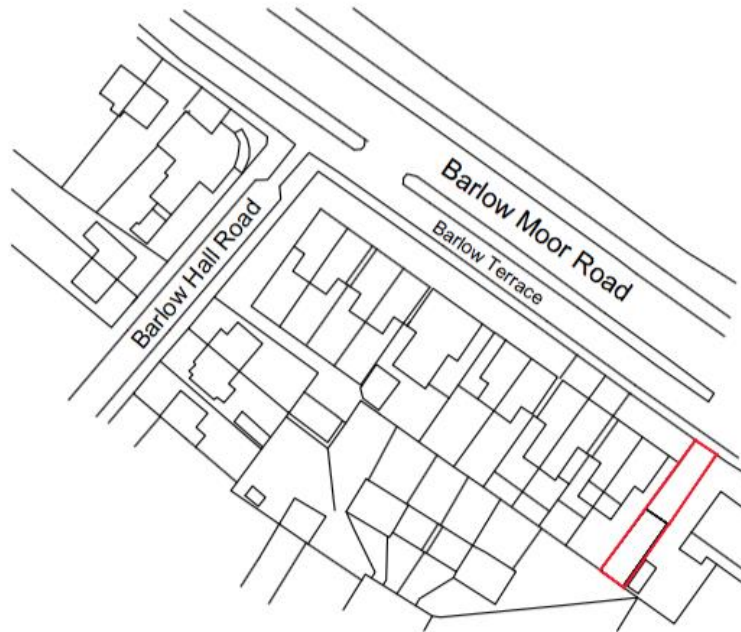
Introduction

The proposed new building would occupy the majority of the site with a small yard to the front and rear. The site is currently being used as open storage with a small storage building to the rear of the site.

This appeal is for the erection of a part single/part two storey building (Class B8) to form warehouse with ancillary office accommodation at No. 247a Barlow Moor Road, Manchester, M21 7GJ. The appeal property is a single-storey detached building set back 16m from the gated Barlow Moor Road frontage on a mixed residential/commercial terrace. The proposed extension to the building would offer vastly improved indoor space and make much better use of land, optimising the capacity of the site by providing a natural extension whilst protecting the character of the street scene.

The principle of developing an extended storage facility in this location is acceptable. This appeal statement demonstrates that the proposal would not cause material harm to the character and appearance of the existing building, or the area in general. Nor would it cause significant harm to the amenity of neighbouring properties. It follows that it does not conflict with the NPPF or the Manchester Local Plan which, amongst other things, seek to ensure that

the siting, layout, scale and design of development provides high levels of internal and external amenity space which complements the locality.



Refusal Reason

The Notice of refusal was dated 16th August 2022 and contained the following reason for refusal:

The proposed 2-storey extension, by reason of its siting and height in the gap between the end of the terrace and No.247 Barlow Moor Road, represents an isolated, incongruous, and obtrusive feature that is poorly related to the developments at either side, and is out of character with the pattern of development in the street scene. The prominent siting of the development on a narrow stretch of land does not enhance the social, economic, and environmental conditions of the site and wider street scene, leading to a loss of visual amenity in the area. The development is therefore not sustainable development, and so is 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 (2021). **Whilst the proposed extension would represent a more prominent built form at No.247a, it is considered that it would not harm the street scene given that it would respect the prominent building line of the terrace and match the eaves height of the neighbouring dwellings. As it is detached, it would not amount to an unacceptably harmful sense of enclosure or loss of openness when viewed from Barlow Moor Road and views through the**

terrace would remain. No significant overshadowing or overbearing to neighbouring properties would occur and accordingly no objections from neighbours have been raised.

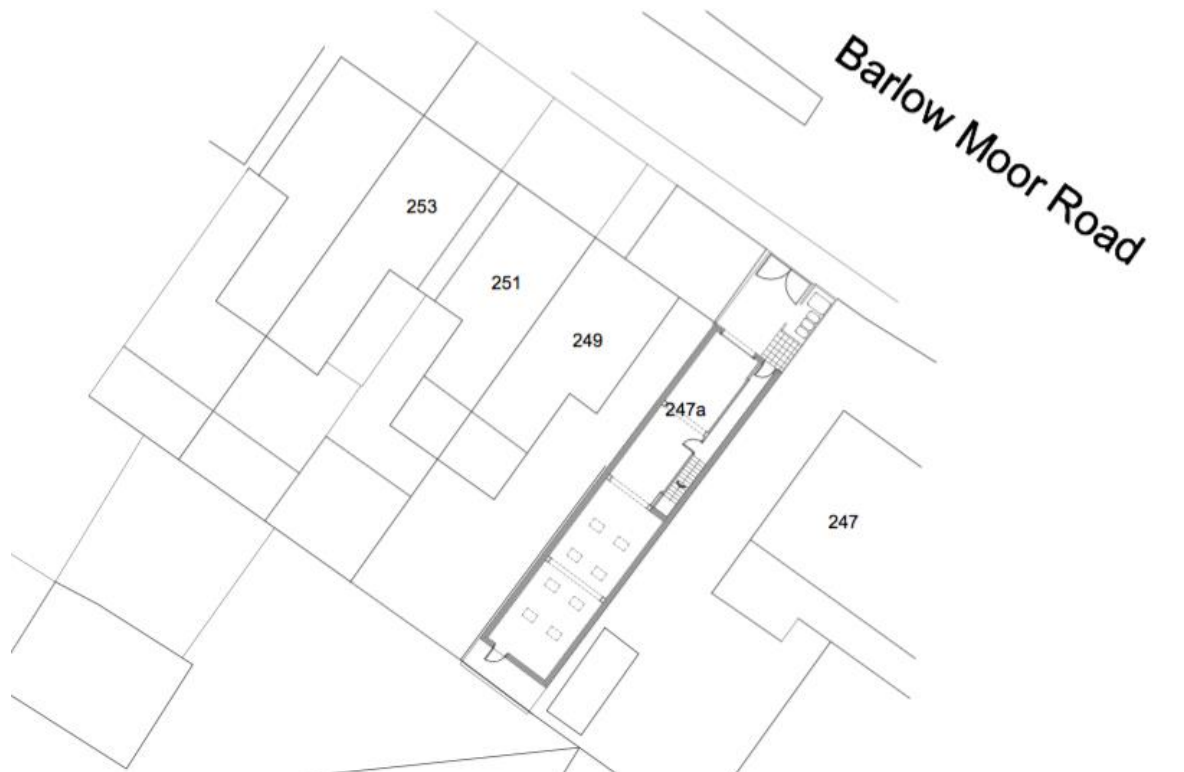
The design, layout and scale of the proposed development respects that of the surrounding dwellings and the architectural style is sympathetic to the surrounding area. It is also clearly in keeping in size with other properties, much more so than the building at present which is single-storey and setback more than 10m from the existing building line. The proposal will not therefore be out of character or have a detrimental impact upon the character and appearance, it will provide a clear enhancement to the commercial site, offering the appellant both warehouse and office space on what is a present unused and unattractive land, thereby vastly optimising the site's capacity:



The street scene contains two-storey residential/commercial dwellings of red brick construction which the proposed extension would uphold. A condition could be suggested to ensure that the materials of the proposed extension also match the existing dwelling. This condition, in the interests of the character and appearance of the host dwelling and the area, would help mitigate any doubt if indeed there is any that the proposed development would not be in keeping or would have any detrimental impact.

The LPA's statement that the proposal is poorly related to the developments at either side is not seen to be the case. On the contrary, it respects and responds to the

surrounding built environment and complies with Policies SP1, EN1 and DM1 of the Manchester Core Strategy and the National Planning Policy Framework (2021), which are fully reviewed below in the statement.



Planning Officer Report

To assist in the consideration of the Appeal, some of the paragraphs from the report from the Planning Officer are included below with appropriate commentary on the relevant parts:

Description of the site/building

The application site is a narrow (5-metre wide) strip of former driveway situated between a single storey extension on the gable of No.249 Barlow Moor Road to the west, and the driveway associated with No.247 Barlow Moor Road to the east.

There is a single storey building on the site that is set back 16 metres off the gated Barlow Moor Road frontage. It is of red brick construction with a dual-pitched roof and extends to the rear boundary. The front curtilage comprises of a tarmac forecourt that is gated at the back of pavement and was used for the storage of refrigeration equipment at the time of a site visit.

The site and buildings either side sit back off the Barlow Moor Road frontage behind a grass verge and access road which provides parking and servicing for the commercial units. Facing the site to the north is Southern Cemetery and to the south are the rear gardens of residential dwellings fronting onto Maitland Avenue. **See satellite image below:**

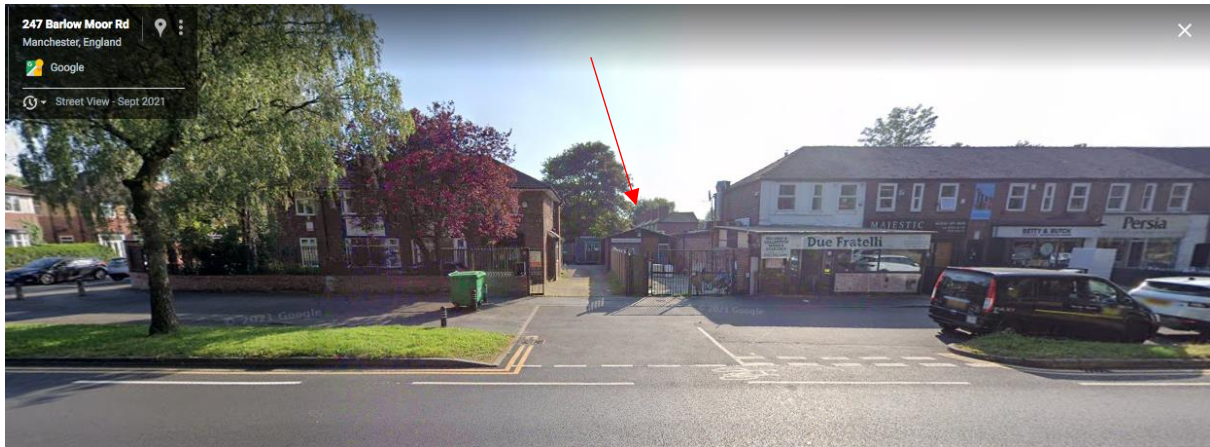


Description of area

No.249 Barlow Moor Road is the end of a commercial parade of 6no. terraced properties which have either commercial or living spaces above. There is another parade of 6no. commercial properties further west with each parade separated by 2no. driveways running along their gable ends. **See street view below:**



No.247 is a commercial property converted from a pair of semi-detached dwellings. **The appeal site, between the semi-detached dwellings and the terrace, can be seen below. It is clearly incongruent in terms of scale and massing:**



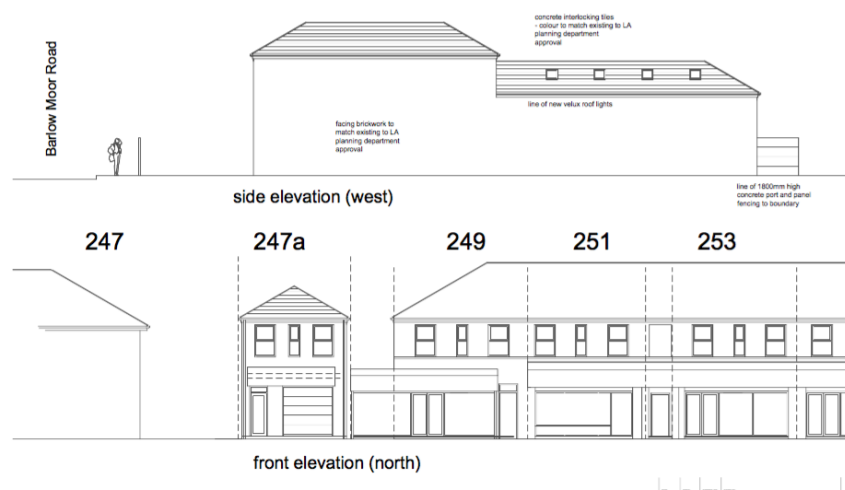
Description of development

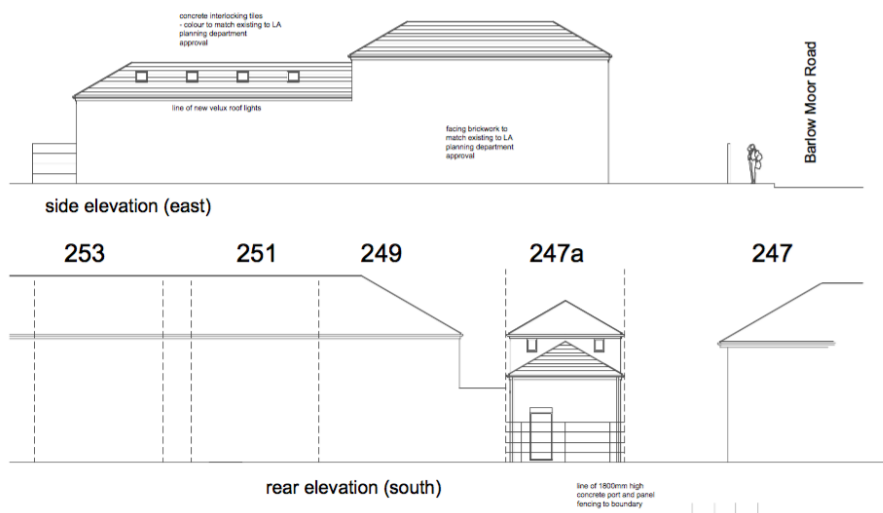
Erection of a part single/part two storey building (Class B8) to form warehouse with ancillary office accommodation.

The 2-storey element of development comes forward of the existing single storey building with a length of 11.6-metres leaving a 5.5-metre forecourt accommodating a bin store at the back of pavement. A vehicular roller-shutter front door is proposed to the ground floor storage facility with a large office space and 2no. WC's at first floor.

The roof plan shows new Velux windows to the existing single storey building.

Following negotiations with the applicant/agent, the application was amended to place the bin store at the rear, and to amend the roller shutter at the front to full height glazing. No amendment was made to the first floor which was raised as a primary area of concern with the applicant/agent. **See proposed elevations below:**





Consultations & Notification Responses

9no. neighbours were notified of the proposal; no comments were received.

Highway Services:

The proposed development extends only within the red-line boundary of the site and as such, does not impinge upon the adopted highway.

It is understood that the extension will provide additional storage space to the ground floor and office space to the first floor. It is accepted that no highway concerns in terms of safety or capacity are considered likely to arise.

There is no existing parking on-site and it is understood that business along Barlow Terrace park vehicles on-street. It is accepted that the development is unlikely to cause any increase in trips to/from the site and cause additional parking.

Given the minimal scale of construction works involved, the level of construction vehicles are unlikely to generate any significant on-street parking demands.

A bin store is noted at the front of the site. It is expected that refuse servicing will continue as present, bins will be stored within the sites curtilage and presented to the highway on waste collection days.

The applicant is advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).

It is confirmed that there have been no objections to this proposal.

Environmental Health

DEMOLITION/CONSTRUCTION HOURS

Construction/demolition 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 nearby residents pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy.

HOURS1

Premises opening hours

The applicant shall agree the opening hours of the premises in writing with the City Council as local planning authority

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation.

HOURS2

Deliveries to commercial premises

Deliveries, servicing and collections, including waste collections shall not take place outside the following hours: 07:30 to 20:00, Monday to Saturday, no deliveries/waste collections on Sundays/Bank Holidays.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation.

NSE6

External plant/equipment/servicing

a) Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. Prior to commencement of the use hereby approved the scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

b) Prior to the operation of the scheme a verification report shall be submitted to and approved in writing by the City Council as local planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post

completion testing to confirm that the noise criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site.

This includes the roller shutter door and any other plant / equipment.

REF*

a) Before the development commences a scheme for the storage and disposal of refuse shall be submitted to and approved in writing by the City Council as local planning authority.

New developments shall have refuse storage space for segregated waste collection and recycling. Internal and external storage areas are required.

b) The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of amenity and public health.

The external bins and storage area are acceptable. The applicant will need to indicate where the internal bin stores will be.

Information for Developers guidance documents can be downloaded using the following link: http://www.manchester.gov.uk/info/500207/planning_and_regeneration/1962/additional_planning_guidance/3

Site History

The application site has been subject to two recent applications as set out below:

119881/FO/2018 - Erection of a two-storey building to form a retail unit (Class A1) at ground floor with a self-contained, two-bedroom flat above (Class C3) following demolition of the existing building.

Withdrawn – 08.10.2018

123030/FO/2019 - Erection of a single storey building to form ground floor retail unit (Class A1). Approved – 18.12.2019

It is noted that the Council's advice to the applicant at the time of the 2019 application, was that a 2-storey extension could not be supported in this location. The applicant is the same as in the present proposal and sought clarification in 2019 with regards to the acceptability of a

2-storey extension. The Council confirmed that a 2-storey extension on this site was not acceptable.

Policy

National Planning Policy Framework National Planning Policy Framework (NPPF) - This Framework came into effect on 27th March 2012 and was amended and updated in July 2021.

It sets out the Government's planning policies for England and how these are expected to be applied. It defines the Government's requirements for the planning system 'only to the extent that it is relevant, proportionate and necessary to do so'. It provides a mechanism through 'which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities'. The Framework re-iterates that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.

The statutory status of the development plan remains as the starting point for decision making. 'At the heart of the Framework is a presumption in favour of sustainable development' and, in 'decision-taking', this means that development proposals should accord with the development plan should be approved without delay unless: any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole or specific policies in this Framework indicate development should be restricted.

The Development Plan

Manchester's Core Strategy Development Plan Document now forms part of the development plan for Manchester and its policies provide the basis for planning decisions in the City. The Core Strategy replaces a large number of policies in the Unitary Development Plan; however, some of the UDP policies will remain extant until they are superseded by policies in a future Development Plan Document.

Policy SP1 sets out the key spatial principles which will guide the strategic development of Manchester to 2027 and states that outside the City Centre and the Airport the emphasis is on the creation of neighbourhoods of choice. It also sets out the core development principles, including:

- creating well designed places,
- making a positive contribution to health, safety and well-being,
- considering the needs of all members of the community, and
- protecting and enhancing the built and natural environment.

Policy DM1 seeks to protect the amenity of an area from the adverse impact of development including road safety and traffic generation. Consideration will also be given to the appropriateness of the site layout, scale form, massing, and materials.

Policies SP1 and DM1 will be reviewed in the Local Planning Policy Context below. The relevant parts of the NPPF will also be addressed in the National Planning Policy Framework section of this statement. Given that the Core Strategy is notably out of date, the NPPF has most weight in the decision making process.

Issues

Principle

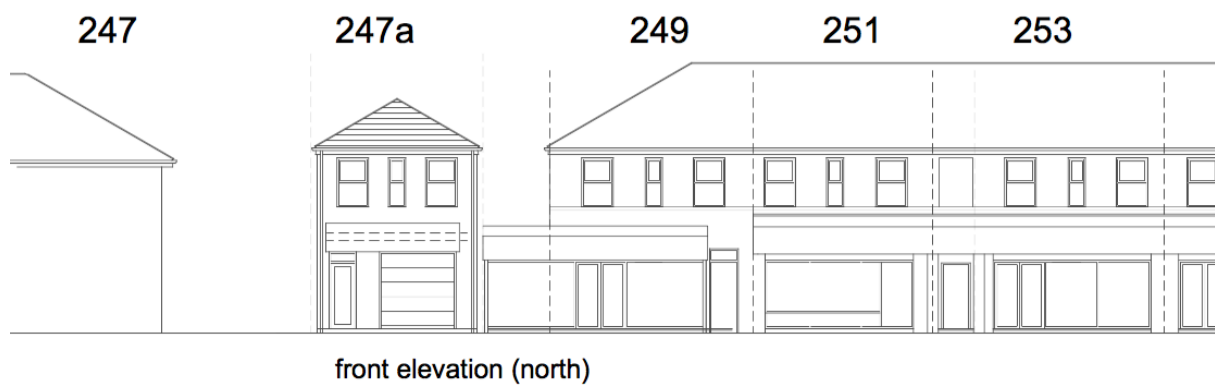
The principal of an extended storage facility is acceptable in this location. There are however concerns with the visual impact of the proposal arising from the 2-storey extension. Concerns were originally raised with regards to the front bin store and roller-shutter doors also at the front which have been amended in a revised drawing. Notwithstanding this, the proposal does not contribute positively to the character of the area but detracts from it leading to a loss of existing levels of visual amenity. Consequently, even with the amendments to the front elevation and curtilage, the application is recommended for refusal. **It is confirmed by the LPA that the principal of an extended storage facility is acceptable in this location and the location of the bin store and roller-shutter doors have been amended in response to feedback and are now deemed acceptable. The issue of the character and appearance of the area will be addressed below.**

Design and Appearance

The proposed extension to the existing building brings the development forwards by 11.6-metres to the original building line formed by the terrace of six properties to the west. It extends up to the height of the eaves of Nos.247 and 249 with a hipped roof. A 5.5-metre-deep forecourt would remain in front of the building to the gated frontage. A bin store has been relocated to the rear and a roller-shutter front door has been amended to glazing. The building provides a ground floor storage facility with a large office space and 2no. WC's at first floor. A separate pedestrian door is proposed alongside. **As noted, the proposal would match the existing building line along Barlow Terrace:**



It would match the eaves height of the neighbouring properties (see plans below) and retain an appropriate forecourt. As has already been confirmed, the proposal has no negative impact on highways and parking.



The 2-storey extension would sit adjacent to the single storey extension at the side of No.249 Barlow Moor Road and the driveway associated with the converted semi-detached property at No.247. This leaves a gap of 2.3-metres to No.249. As such, it would result in an isolated development that does not form a satisfactory relationship with either the parade to the west or the pair of semi's to the east. The building height, scale and massing would also be lower than development on either side which would emphasise its incongruity. **The design, layout and scale of the proposed development respects that of the existing and surrounding dwellings and the architectural style is sympathetic to the surrounding area. Whilst the ridge height would be lower, the eaves height and building line would be matched and the materials and design features would be in keeping. It is argued that this character would be upheld by this scheme. Although two storey front extensions are not that common, the layout of this plot is unusual in its built context and therefore a front extension such as the proposed makes the most of the physical constraints of the site.**

Overall, the development would harm the character of the street scene being development that cannot be described as sustainable which improves the social, environmental, and economic conditions of the area. **It is argued that this is simply not the case. All the proposed materials would match the surroundings, including the characteristic red brickwork. Moreover, a condition could be suggested to ensure that the materials of the proposed extension also match the existing dwelling. This condition, in the interests of the character and appearance of the host dwelling and the area, would help mitigate any doubt if indeed there is any that the proposed development would not be in keeping or would have any detrimental impact.**

The main issue is the effect of the proposed development on the character and appearance of the original building and the surrounding street scene. The NPPF requires that planning decisions should ensure that developments (amongst other matters) are sympathetic to local character, including the surrounding built environment, add to the overall quality of the area, and maintain a strong sense of place. It advises that development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents. The property is located on a terrace comprising commercial and residential, two-storey redbrick buildings. The appeal site does not adhere to the prevailing character at present and is underutilised space. Thus, under the proposed scheme, the original building would be more congruent with the collective character.

Car Parking / Servicing

The area forwards of the building could potentially provide off-road parking for 1no. vehicle. The storage unit would not be serviced, however access for the delivery and collection of stock could be taken from the frontage as other commercial units in the parade are serviced, subject to there being no conflict with passing vehicles and pedestrians.

Highway Services have assessed the application and have no objection to the proposal in this regard.

Cycle Parking

There is no provision in the application for cycle parking. The site is within a reasonably sustainable location that is served by a regular bus service between Stockport and the Trafford Centre. It is also conveniently located for access to the motorway network and key radial route into the city centre. Considering the scale of office space proposed at first floor, the absence of parking and the parking demand on the front service and access road, any revised scheme should incorporate cycle parking which would most likely be taken internally through the provision of cycle hooks. This would extend the range of sustainable travel options for the development options.

Conclusion

The proposed development will have a negative impact on the character and pattern of development in the street scene due to its poor relationship with adjacent buildings and the variable gaps at either side. The negative impact will be compounded by the height of the development which is unrelated to any existing buildings within the street scene. For the above reasons, the proposal does not result in development that is sustainable and therefore conflicts with the principles of Core Strategy (2012) policies SP1, EN1 and DM1, together with the Guide to Development in Manchester (2007) and the National Planning Policy Framework (2021). **This statement has argued to the contrary. The proposal respects and responds to the surrounding built environment and complies with Policies SP1, EN1 and DM1 of the Manchester Core Strategy and the National Planning Policy Framework (2021), which are fully reviewed below.**

Attention is draw here to a development at No.241 Barlow Moor Road for the erection of a two-storey rear extension following demolition of existing rear extension, elevational and roof alterations to existing building to two number self-contained apartments and three floors of commercial floorspace Classes A1, A2 and B1 with associated car parking, refuse storage, boundary treatment and landscaping (ref. 120217/FO/2018). This proposal was allowed at appeal, where the inspector concluded that it would rejuvenate the appeal site and visually tidy it up. This is seen to be the case for No.247a also.



National Planning Policy Framework

It is important to respectfully draw to the inspector's attention to relevant sections of the NPPF that have either been overlooked, misinterpreted or not given due weight and consideration within the decision-making process. The following sections in particular are highlighted as requiring attention.

Para 2. Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The National Planning Policy Framework must be taken into account in preparing the development plan and is a material consideration in planning decisions. Planning policies and decisions must also reflect relevant international obligations and statutory requirements. **This is confirmation that the NPPF is a material planning consideration and so the following sections are considered as presenting considerable material planning support to the application and should be acknowledged as such. Whilst local planning policies should present weight to the proposal, the Manchester Core Strategy and the Guide to Development in Manchester are out of date and the NPPF presents the Council with sufficient enough grounds to accept this appeal, in particular, the references made within the NPPF to achieving sustainable development and "meeting the needs of the present without compromising the ability of future generations to meet their own needs".**

Para 3. The Framework should be read as a whole (including its footnotes and annexes). General references to planning policies in the Framework should be applied in a way that is appropriate to the type of plan being produced, taking into account policy on plan-making in

chapter 3. **This demonstrates how the NPPF must be considered as a whole and equally by implication the same should apply to the application of individual policies contained within the LDP.**

7. The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs. At a similarly high level, members of the United Nations – including the United Kingdom – have agreed to pursue the 17 Global Goals for Sustainable Development in the period to 2030. These address social progress, economic well-being and environmental protection. **The proposed development is meeting the need for additional space for owners of the building, allowing them to adapt their premises to meet the requirements of the business rather than having to relocate. It does not compromise the ability of future generations to meet their own needs yet meets the needs of the present occupiers, making far better use of space, and therefore fully accords with this policy.**

8. Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure; **The very fact of the development costs associated with building development is sufficient to meet the economic objective test under the sustainability principle. The fact that the site is an site where employment takes place equally meets the economic objective.**

b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and **This proposed development meets the needs of the present owners by allowing them to expand their premises, creating usable space and improving the suitability of the property for its intended use. It is not so specific that it would not benefit any future owners of the property. It has been demonstrated that it causes no significant harm to the neighbouring properties and responds appropriately to the surrounding built context.**

c) an environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy. **This proposal is making an effective use of developed land on a plot that has ample room to accommodate it. It has been designed to protect the built environment and by utilising materials and design features that match in with the surroundings. The appellant has created a wholly appropriate development. There is no harm to any ecology as the land is already developed.**

This proposal is utilising land that is already developed and has ample room to accommodate the extensions, resulting in a building more functional and congruent with its surroundings, meeting the economic, social, and environmental requirements set out in the NPPF. There is no doubt therefore that the sustainability principles and objectives are fully met.

The presumption in favour of sustainable development

11. Plans and decisions should apply a presumption in favour of sustainable development. For plan-making this means that:

a) all plans should promote a sustainable pattern of development that seeks to: meet the development needs of their area; align growth and infrastructure; improve the environment; mitigate climate change (including by making effective use of land in urban areas) and adapt to its effects;

b) strategic policies should, as a minimum, provide for objectively assessed needs for housing and other uses, as well as any needs that cannot be met within neighbouring areas, unless:

i. the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for restricting the overall scale, type or distribution of development in the plan area⁶; or

ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

For decision-taking this means:

c) approving development proposals that accord with an up-to-date development plan without delay; or

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed⁶; or

ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

The proposal accords with the Council's LDP, providing extra space where the principle of such commercial development is acceptable, improving the suitability of the property for the intended use, increasing its value and promoting development in a sustainable location. This is therefore a sustainable development and a presumption of allowing the development therefore applies.

130. Planning policies and decisions should ensure that developments:

a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; **The proposed development meets the needs of the present and would also benefit any future occupants, adding value and function to the appeal site. A practical and comfortable space will be created, with a warehouse and office accommodation, making effective use of developed land where there is sufficient room to accommodate it.**

b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; **The materials utilised will complement the prevailing local vernacular and care will be taken to ensure that the construction is of good quality, completed efficiently and in line with building regulations. Care has clearly been taken to ensure that the proposal is not out of place and adheres to the street scene.**

c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities); **The proposed development has been designed to be in keeping with the surrounding built environment whilst meeting the need for additional space for the owners.**

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive

places to live, work and visit; **The proposal will take place on already developed land and the local vernacular will be retained.**

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and **Not relevant to this appeal.**

f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience. **Not relevant to this appeal.**

134. Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes. Conversely, significant weight should be given to:

a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or

b) outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

This scheme has been well designed around the physical constraints of the site. The extension will be using already developed land and therefore not be inappropriate. It makes efficient use of space, respects the surrounding character in terms of design, sitting and materials, and gives the owners room to accommodate their changing needs. Overall it is seen to be an enhancement. It accords with the NPPF and the following section of this statement will show that it accords with the relevant local planning policies also.

It is noted that Manchester Core Strategy was adopted in 2012 and has not been reviewed in the last five years. The NPPF clearly states: *where the development plan is out of date planning permission should be granted unless the application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole.* The local plan is out of date and a presumption in favour of sustainable development is therefore applied.

Local Planning Policy Context

The Core Strategy was adopted in 2012, prior to the two most recent publications of the NPPF in 2019 and 2021. As such, it cannot be considered to have been prepared in relation to the latest publication of the NPPF. However, the relevant parts with commentaries under each are set out below:

Policy SP 1

Spatial Principles

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.

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.

The emphasis of this policy is on meeting local need and making a positive contribution to local neighbourhoods. The proposed scheme is a high-quality design and it is argued that it will enhance the appearance of the appeal site and remain in keeping with other buildings in the surrounding area, many of which have been extended and adapted to meet the needs of the residents and business owners. Given that the site at present hosts an incongruent building and an untidy, underutilised yard space, the proposed scheme will rejuvenate this site and make it more visually in-keeping and functional for the appellant's business needs.

Policy DM 1

Development Management

All development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:-

- Appropriate siting, layout, scale, form, massing, materials and detail.
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.
- Effects on amenity, including privacy, light, noise, vibration, air quality, 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 as follows (In terms of energy targets this policy should be read alongside policy EN6 and the higher target will apply):-
 - a) For new residential development meet as a minimum the following Code for Sustainable Homes standards. This will apply until a higher national standard is required:
 - Year 2010 – Code Level 3;
 - Year 2013 - Code Level 4;
 - Year 2016 - Code Level 6; and
 - (b) For new commercial developments to demonstrate best practice which will include the application of the BREEAM (Building Research Establishment Environmental Assessment Method) standards. By 2019 provisions similar to the Code for Sustainable Homes will also apply to all new non-domestic buildings.

The street scene contains two-storey residential/commercial dwellings of red brick construction which the proposed extension would uphold. The design, layout and scale of the proposed development respects that of the existing and surrounding buildings and the architectural style is appropriate. Whilst the ridge height would be lower, the eaves height and building line would be matched and the materials and design features would be in keeping. It is argued that the proposal makes the most of the physical constraints of the site. There is no negative impact on parking and highways safety, as confirmed in the report, nor is there any impact on biodiversity as the site is already developed land. Adequate refuse storage is provided, as also confirmed. The proposal causes no negative impacts on neighbouring amenity and accordingly received no objections from neighbouring residents. This scheme is seen to be well designed, fit for purpose and responsive to the environment.

Conclusions

This proposal, for the erection of a part single/part two storey building (Class B8) to form warehouse with ancillary office accommodation at No. 247a Barlow Moor Road, Manchester, M21 7GJ, would it cause material harm to the amenity of neighbouring properties, nor would not cause material harm to the character and appearance of the existing building or the area in general. Indeed, it is seen to be a rejuvenation of the site and an overall enhancement, meeting local need.

The proposal is acceptable in principle, and in terms of design, size and bulk and would not adversely impact the street scene. It follows that it would not conflict with the NPPF (2021) or the Manchester Core Strategy (2012) which, amongst other things, seek to ensure that the siting, layout, scale and design of development provides high levels of internal and external amenity space and complements the locality. The proposal will be an enhancement to the site, both internally and externally, and accordingly it is asked that the appeal be considered favourably.

Recommendation

The Inspector is respectfully requested to allow this appeal.

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