

Planning

Growth & Development

Delegated officer report for planning application

Application no. 134497/FO/2022

Date registered valid: 2 August 2022

Proposal: Erection of dormer roof extensions to the front and rear to provide additional office accommodation

Address: 263 Barlow Moor Road, Manchester, M21 7GJ

Ward(s): Chorlton Park Ward

Applicant: Mr & Mrs Loftus, P Loftus & Son Ltd, 263 Barlow Moor Road, Manchester, M21 7GJ

Agent (if any): Mr Ian Wareham, IW Design Services, 2 Fairfield Road, Timperley, WA15 7HB

Case officer: Robert Griffin
Tel: 0161 234 4527
Email: robert.griffin@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 27.09.2022

Application details

Type of application: Full Application Consent

Development type: Minor Retail

Date of site visit: 14.09.2022

Standard consultations:

Printed: 5 August 2022 Expired: 26 August 2022

Neighbour notifications

Printed: 5 August 2022 Expired: 26 August 2022

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

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of area

The application property is a mid-terraced two storey property in a commercial parade, the property is in use as a long-established funeral directors at ground and first floor with hardstanding area to the front used for associated vehicle parking which is reflected along the whole parade. The commercial units are accessed via a service road running parallel to Barlow Moor Road. The Southern Cemetery(Grade II registered park and garden) is located on the opposite side of the road and the grade II listed building at 214 Barlow Moor Road is approximately 120metres to the east. A majority of the properties in the parade extend over the full extent of the plots to the rear in a series of single storey rear extensions. A rear ginnel separates these built forms from residential properties and their associated rear gardens to the south.

Description of development

The application proposals are for the installation of front and rear dormers to the property to provide enlarged support space for the funeral directors who are experiencing an extended period of increased business. The rear dormer is reflective of similar dormers installed across the city and would have a box form finished in a zinc clad material set down from the main ridge of the property and set in from the eaves and side to provide a subservient appearance.

The front dormer has been designed to involve a small insertion into the roof plane and would have a 'curved eyebrow' contour to its roof. The dormer would be of a timber construction and finish.

Consultations & Notification Responses

Neighbouring properties were notified of the proposal, no responses were received.

MCC Highway Services - Highways accept that a marginal increase in trip levels can be absorbed on the existing network with no significant impact on traffic accumulation or highway safety.

It is understood that there is on-site car parking for two vehicles which will be used by vehicles associated with the business. It is accepted that all further parking demands associated with the retail unit will be accommodated on the surrounding highway given that these are likely to be short-stay. Highways recommends continual monitoring of parking demands that maybe generated on the highway network and continual monitoring and management of refuse demand which may increase..

Issues

Section 38 (6) of the Town and Country Planning Act 2004 states that applications for development should be determined in accordance with the adopted development plan unless material considerations indicate otherwise. The adopted development plan consists of the Core Strategy (adopted 2012) and the saved policies of the Unitary Development Plan. Due consideration in the determination of the application will also need to be afforded to national policies in the National Planning Policy Framework (NPPF) which represents a significant material consideration.

Manchester Core Strategy

The adopted Core Strategy contains a number of planning policies relevant to the consideration of the application proposals. These are set out below:

Policy EN1 - Design Principles and Strategic Character Areas

Developments in Manchester are expected to follow the seven principles of urban design and have regard to the strategic character area in which the development is located. The application site is located in the southern character area where development is expected to retain the identity and focus of activity associated with the historic district centres and along the radial routes should be commensurate in scale with the prominence of its location.

Policy DM1 - 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)

The National Planning Policy Framework (July 2021)

The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced. Planning law requires that applications for planning permission be determined in accordance with the development plan, i.e. the Core Strategy Development Plan Document and accompanying policies, unless material considerations indicate otherwise. The NPPF is a material consideration in planning decisions. The NPPF states that plans and decisions should apply a presumption in favour of sustainable development which for decision-taking this means:

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

Issues

Principle -The application site is in an existing commercial use, the applicant requires additional office space in order to allow and support the growth of a long established local business. The principle for its extension is considered acceptable subject to consideration of any impacts arising on residential and visual amenity of the proposed external changes together with any highways impacts from the additional floorspace to be provided.

Residential amenity - The front dormer would have views across the existing servicing layby and main road and would not give rise to any impacts on residential amenity.

The rear dormer has been sited wholly within the main rear roof and would not extend beyond the main roof onto the existing two storey rear outrigger. The dormer is sited in a logical position and would be approximately 30 metres from the closest residential properties to the south west and south east on Barlow Hall Road and Grindley Avenue. Given the distances involved it is not considered that the installation of the rear dormer would give rise to significant impacts on residential amenity.



View eastwards with application site edged red and residential properties to the right

Visual Amenity - The front dormer would be a new addition to the roof and would be visible within the street scene. There are no other similar structures in the vicinity of the application property and therefore this addition would be the first such structure to be installed. The design of the dormer is considered to be of a scale and location within the roof to rear as a subservient addition that would not create a feature that would be incongruous, overbearing or give rise to unacceptable visual impacts. The detailing of the windows and roof shape are considered to be positive addition giving visual interest to this commercial parade.



Front of the property – edged red

The materials to be used for the external finishes would be a zinc clad material to the rear dormer and a timber finish to the front dormer. These materials are considered to be acceptable and reflective of their designs and locations on the property.

Highways- Whilst the proposals would enable the increase of internal floor space, it is considered that this is a modest uplift to allow the business to remain at its existing location whilst supporting its growth. MCC Highway Services raise no objections to the proposals but do acknowledge the parade generates demand for short term parking in the vicinity. Barlow Moor Road is subject to double yellow line restrictions and all parking demand generated is restricted to the servicing layby to the front of the parade. Whilst the comments regarding ongoing monitoring of car parking and waste management this would be reasonable beyond controlling via this smallscale proposal.

It is considered that the proposal would not give rise to significant highway impacts on highway or pedestrian safety.

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

The development has been dealt with in a proactive and positive manner. In this instance the proposals were considered to be acceptable and appropriate conditions have been appended to the decision.

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 this permission.

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

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

Drawing reference 263BR/020a as received on the 2nd August 2022

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies SP1 and DM1 of the Core Strategy.

3) The development that is hereby approved shall be undertaken in accordance with the materials as set out on the submitted application forms and approved drawing referenced in condition 2 of this approval.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Core Strategy.

Appendix 1 – List of consultees & neighbours notified

Highway Services

265B Barlow Moor Road, Manchester, M21 9GJ
265A Barlow Moor Road, Manchester, M21 7GJ
261A Barlow Moor Road, Manchester, M21 7GJ
38 Grindley Avenue, Manchester, M21 7NF
36 Grindley Avenue, Manchester, M21 7NF
34 Grindley Avenue, Manchester, M21 7NF
261 Barlow Moor Road, Manchester, M21 7GJ

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