

Planning

Growth & Development

Delegated officer report for planning application

Application no. 133008/FO/2022
Date registered valid: 28 February 2022
Proposal: Change of use from single dwellinghouse to four self-contained flats; erection of rear dormer extension, elevational alterations to rear elevation and creation of lightwells; provision of parking spaces.
Address: 545 Barlow Moor Road, Manchester, M21 8AN
Ward(s): Chorlton Park Ward

Applicant: Mr Wei Liu 545 Barlow Moor Road, Manchester, M21 8AN
Agent (if any): Mr Justin Keleghan JK Technical Services (NW) Ltd 21 Campbell Road, Manchester, M27 5QG
Case officer: Tracie Simpson
Tel: 0161 234 4537
Email: tracie.simpson@manchester.gov.uk

Recommendation: Approve
Date of recommendation: 27th July 2022



Application details

Type of application:	Full Application Consent	
Development type:	Minor Other	
Date of site visit:	19.04.2022	
Standard consultations:	Printed: 20 May 2022	Expired: 10 June 2022
Neighbour notifications	Printed: 20 May 2022	Expired: 10 June 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

The site relates to a 3 storey semi-detached property at the junction of Barlow Moor Road and Cranbourne Road in the Chorlton Park ward area of Manchester. The property has an elevated ground floor with a basement. The site features a two storey rear outrigger, 3 storey projecting gable to the side and a 3 storey gabled bay to the front. Hardstanding is to the front comprising an off road car parking space with access along the side and garden area to the rear with the provision of an additional off road car parking space accessed off Cranbourne Road. There is some soft landscaping along the boundary of a brick wall and railings to the front. A brick wall is to the side with coping stones and timber fencing along the shared boundary with the adjoining property no. 547 Barlow Moor Road.



Listed building:	Not applicable
Conservation area:	Not applicable
Tree Preservation Order:	Not applicable

Description of area

The site fronts Barlow Moor Road located within an active District Centre characterised by a mix of residential properties and commercial use.

Description of development

The applicant is seeking planning permission for the Change of use from single dwellinghouse to four self-contained flats; erection of rear dormer extension, elevational alterations to rear elevation and creation of lightwells; provision of parking spaces.

Consultations & Notification Responses

Local residents/public opinion - No comments, objections or representations in support of the application have been received.

Environmental Health - Should the proposal be approved, apply relevant conditions

Highway Services - Given its district centre location the site is considered to be suitably accessible by sustainable modes and is in close proximity to a range of public transport facilities including bus and tram. It is anticipated that the proposals are unlikely to generate a significant increase in the level of vehicular trips therefore they do not raise any network capacity concerns. The plan provided only shows an indicative parking arrangement and does not verify parking bay sizes (minimum 2.4 x 4.8m) nor does it show vehicle swept paths. This number of on-site parking spaces would be acceptable if the above can be verified.

It is required that a minimum of one electric vehicle charging space is provided (7kW minimum). Vehicle access is taken from both Barlow Moor Road and Cranbourne Road which is acceptable from a highway perspective. A secure cycle store is shown indicatively on the submitted plan, and it is recommended that this is sheltered and has capacity for one cycle per unit (5no). Pedestrian access arrangements are acceptable to Highways.

The waste management details provided are limited and we seek confirmation that the proposed storage area can accommodate all the required bins and request further details in relation to the transportation and collection of waste to ensure that bins will not obstruct the footway on waste collection days.

Should the planning application be approved it is required that a Construction Management Plan be conditioned which shall include, where appropriate the following details:

- o The routing of construction traffic;
- o Detail the vehicular activity associated with the construction including appropriate swept-path assessment;
- o Details of the location and arrangements for contractor parking;
- o The identification of the vehicular access points into the site;
- o Identify measures to control dust and mud including on the surrounding public highway including details of how the wheels of contractor's vehicles are to be cleaned during the construction period;
- o The details of an emergency telephone contact number for the site contractor to be displayed in a publicly accessible location;
- o For large schemes a highway dilapidation survey including photographs and commentary on the condition of carriageway/footways on construction vehicle routes surrounding the site.

The applicant is advised that any requirements for licensing, hoarding / scaffolding, building maintenance and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications

SUGGESTED PLANNING CONDITION(S): -

1. Construction Management Plan.

Further Highways response 20/06/2022:

The proposals have been amended to the provision of four self-contained flats.

Our original highway comments remain applicable.

The revised plans identify that a 7kW electric vehicle charge point is being provided and that each parking space is 2.4 x 4.8m which is acceptable to Highways.

The cycle store and bin store proposals are acceptable from a highway perspective.

Chorlton Voice – no comments have been received as a result of this proposal.

Policy and Issues

Manchester Core Strategy Development Plan Document (2012) - The Core Strategy was adopted on the 11th July 2012 and replaces a large number of policies in Manchester's Unitary Development Plan.

The Unitary Development Plan (UDP) for the City of Manchester (1995) - The Unitary Development Plan for the City of Manchester was adopted in 1995 and has largely been replaced with the policies contained within the Core Strategy. However, there are a number of policies that are extant.

The relevant Core Strategy policies for this application are as follows:

SP1 - Spatial Principles
DM1 - Development Management 1
T2 - 'Accessible area of opportunity and need'
EN19 - Waste management

The relevant UDP policies for this application are:

DC 5 - Flat Conversions
DC26 - Development and Noise

The Guide to Development in Manchester SPD

- o A high quality environment is created by buildings which reflect their purpose and respect the place in which they are located and new development should be designed having full regard to its context and the character of the area.
- o Preserve or enhance buildings and areas of architectural and historic importance together with their settings.
- o Buildings should present their main face and pedestrian entrance to the adjacent main street, to contribute to its vitality and interest
- o Buildings should relate well to each other. The scale, position and external appearance of new buildings should respect their setting and relationship to adjacent buildings, enhance the street scene and consider their impact on the roof line and skyline.
- o All residents should enjoy useable private amenity space wherever they choose to live in the City. All new developments should be designed to provide on-site amenity space which is fit for purpose and which is informed by, and relates to, the character of the area

Manchester Residential Quality Guidance 2016

Manchester Residential Quality guidance is a material planning consideration in the determination of planning applications and weight should be given to this document in decision making.

The purpose of the document is to outline the consideration, qualities and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester. Above all the guidance seeks to ensure that Manchester can become a City of high quality residential neighbourhoods and a place for everyone to live.

National Policy

National Planning Policy Framework (NPPF) - The NPPF sets out broad national policies on themes such as housing, historic environment, town centres, design, climate change and the Green Belt.

Central to the broad policy direction contained within the NPPF is the notion of sustainable development; development which effectively balances economic, social and environmental factors.

In particular NPPF states that in terms of design:

56. The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.

And,

57. It is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes.

History

There are two previous planning applications relating to the site as follows:

Planning reference number: 112172/FO/2016/S1 Application Approved - 29.07.2016 Change of use from dwelling house (Class C3) to 4no. two-bed flats, including construction of a rear dormer, elevated deck and installation of 1.1 metre high boundary wall with railings

Planning reference number: 064243/FO/SOUTH1/02 Application Withdrawn - 10.04.2002 Change of use of existing property to form 6 self-contained flats including two storey side extension and rear dormer with 6 car parking spaces in rear garden

Principle

The proposed conversion of a residential dwelling into flats is considered to be acceptable in principle and has previously considered to be acceptable. However, in order to assess the application consideration needs to be given to the provisions of policies outlined above.

Residential Amenity

The proposal would see the conversion of a large single residential property into four self-contained units which is considered to be acceptable in principle. The property is located on the

corner of Barlow Moor Road/ Cranbourne Road in the Chorlton Park ward area located on the edge of the Chorlton District Centre. The surrounding area comprises previously converted properties into flats, single residential properties and commercial uses along Barlow Moor Road. Chorlton Park is located within walking distance

Within this particular locality, there have been a number of properties namely along Cranbourne Street which have seen the conversion of single residential properties into a maximum of four flats. This is not uncommon within this particular area due to the size of the properties and further due to the size is not considered to be overdevelopment. Access to the proposed flats would be taken from the front elevation set back from the wall of the property which would allow for natural surveillance. Adequate amenity space would be retained to the rear. As part of the changes the applicant would introduce lightwells to the front and rear. These are not considered to provide any significant impact on the appearance of the building.

The City Council considers that this size of property would accommodate the conversion which would be spread across four floors. The adjoining property has previously seen the conversion of a residential dwelling into four flats, this proposal would mirror that approval. Although car parking would be to the rear, amenity space would still be retained and therefore considered to be acceptable.

The standard of accommodation for this scheme is considered to be acceptable. The proposal indicates 2 x 2 bed (4 person flats) and 2 x 2 bed (3 persons) flat. Given the annotated size of each unit, this would comply with saved policy DC5 and the Manchester Residential Quality Guidance.

The applicant proposes the installation of a rear dormer window which would extend across the roof of the rear outrigger set down from the ridge of the existing. Although the dormer would occupy a prominent location and would be highly visible from within the street scene heading towards Barlow Moor Road along Cranbourne Road, the construction of a dormer in this location would reintroduce the symmetry of the rear elevations of this pair of semi-detached properties.

The dormer would face the side elevation of no. 2 Cranbourne Road. Given the distance to rear boundaries it is not anticipated that there would be any further overlooking afforded by the windows in the rear dormer than already exist from the rear windows at first floor.

The City Council considers the change to the roof design as acceptable especially given that the ridge height is no higher than the existing and the dormer is set back from the eaves. This is considered to be an acceptable addition to the roof of the property and is therefore considered would not provide a detrimental outlook on the adjoining properties or the surrounding area and is considered acceptable in this location and is not believed to impact upon the visual amenity of the area.

Overall the City Council considers that the proposal would comply with City Councils policies DM1 and SP1 of the Manchester Core Strategy and saved UDP DC5

Car parking

The property is located within a sustainable location with access to public transport, however, car parking would be retained at the side of the property for one car with the remaining three car parking spaces located at the rear with access off Cranbourne Road. A condition has been attached to ensure that an EV charging point is installed prior to the use of the car parking area and that an that infrastructure is also in place for the remaining three car parking spaces to meet future demand. The proposal is considered to comply with policy DM1 of the Manchester Core Strategy.

Refuse Storage

The proposed location of the refuse bins are shown to be at the rear of the property and would accommodate all four units with a total of 16 bins located along the rear boundary of the site. Environmental Health are satisfied that the number of bins and location would be suitable. The proposal therefore complies with Core EN19 of the Manchester Core Strategy.

Noise

Environmental Health are satisfied that noise as a resultant of the increase in accommodation would be controlled as outlined in the Acoustic Report received 13th June, however a condition has been attached to ensure this is adhered to. In addition, a condition has been attached for the applicants to provide a Validation Report once this is completed. The City Council considers that an appropriate scheme of acoustic insulation may adequately mitigate noise from within the building and therefore complies the proposal complies with City Council policy DC26 of the Manchester Core Strategy.

Highways

A condition has been attached for a construction management plan to be undertaken to ensure pedestrian safety during construction.

On balance, the City Council considers that the proposal would comply with Policies SP 1 and DM 1 of the Core Strategy, and Policies DC5 and DC26 of the UDP, NPPF and Guide to development in Manchester.

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 application and the application has been determined in accordance with the policies within the Development Plan.

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:

Received on 17th May 2022 numbered 02 Rev B Proposed Basement, Ground Floor and First Floor Plans

Received on 17th May 2022 numbered 03 Rev B Proposed 2nd Floor and Section

Received on 17th May 2022 numbered 04 Rev B Proposed Elevations

Received on 17th May 2022 numbered 05 Rev B Proposed Site Plan

Acoustic Report dated 5th May 2022 received on 13th June 2022

Design and Access Statement received 13th June 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 hereby approved shall be constructed using the materials specified on the application forms and in the approved drawings.

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.

4) Prior to first occupation, the development hereby approved shall incorporate all of the measures identified in the Acoustic report by RF Acoustics Ltd reference: NA/1065/22/079/v1.0/545 Barlow Moor Road dated 5th May 2022 received on 13th June 2022, and the details of the Mechanical Ventilation System to be installed received on the 6th July 2022.

Reason: To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance and to reduce the potential for overheating. Pursuant to Core Strategy policy DM1 and saved policies DC5 and DC26 of the UDP.

5) Prior to first occupation, a validation report should be submitted to and approved in writing by the City Council in respect of the measures identified in the Acoustic report by RF Acoustics Ltd reference: NA/1065/22/079/v1.0/545 Barlow Moor Road dated 5th May 2022 received on 13th June 2022 and the details of the Mechanical Ventilation System to be installed received on the 6th July 2022, to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that the internal 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 internal noise criteria.

Reason: To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance and to reduce the potential for overheating. Pursuant to Core Strategy policy DM1 and saved policy DC26 of the UDP.

6) The details of the approved scheme for the storage of refuse as set out on the approved plans shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - To ensure that there are satisfactory arrangements for the storage of refuse pursuant to Core Strategy policy DM1.

7) Prior to the commencement of development a Construction Management Plan (CMP) shall be submitted to and agreed in writing by the City Council as local planning authority. The development shall be undertaken in accordance with the agreed details. The submitted CMP shall include the following details:

- Construction hours;
- The routing of construction traffic;
- Detail the vehicular activity associated with the construction including appropriate swept-path assessment;
- Details of the location and arrangements for contractor parking;
- The identification of the vehicular access points into the site;
- Identify measures to control dust and mud including on the surrounding public highway including details of how the wheels of contractor's vehicles are to be cleaned during the construction period;
- The details of an emergency telephone contact number for the site contractor to be displayed in a publicly accessible location.

Reason - To safeguard the amenities of the occupiers of nearby residential and commercial properties and in the interests of pedestrian and highway safety during the construction/demolition phase, pursuant to Policy DM1 in the Manchester Core Strategy (2012).

8) The communal EV charging point shown on the approved documents shall be installed and available for use prior to the first occupation.

Reason - To promote sustainable development and in the interests of residential amenity, pursuant to Policies DM1 and EN16 in the Manchester Core Strategy (2012).

9) The development hereby approved shall incorporate the necessary infrastructure to facilitate the installation of additional EV charging points to meet future demand.

Reason - To promote sustainable development and in the interests of residential amenity, pursuant to Policies DM1 and EN16 in the Manchester Core Strategy (2012).

10) No part of the development shall be occupied until the cycle storage provision shown on the approved drawings have been provided. The approved space and facilities shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with policies SP1, T1 and DM1 of the Core Strategy.

11) The car parking shown on the approved drawings shall be demarcated and made available before the use hereby approved commences.

Reason: To ensure that there are adequate facilities for the parking of cars pursuant to Core Strategy Policy DM1 and saved Unitary Development Plan policy DC5.

Informatives

1) The applicant is advised that any requirements for licensing, hoarding / scaffolding, building maintenance and any associated temporary traffic management arrangements will be dealt with by the Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).

Appendix 1 – List of consultees & neighbours notified

Environmental Health
Highway Services
Chorlton Voice
Highway Services
Environmental Health
Chorlton Voice

2 Cranbourne Road, Manchester, M21 8AP
Apartment 11, 5 Cranbourne Road, Manchester, M21 8GE
Apartment 13, 5 Cranbourne Road, Manchester, M21 8GE
Apartment 14, 5 Cranbourne Road, Manchester, M21 8GE
Apartment 16, 5 Cranbourne Road, Manchester, M21 8GE
Apartment 9, 5 Cranbourne Road, Manchester, M21 8GE
Apartment 12, 5 Cranbourne Road, Manchester, M21 8GE
Apartment 15, 5 Cranbourne Road, Manchester, M21 8GE
Apartment 10, 5 Cranbourne Road, Manchester, M21 8GE
Flat 2, 3 Cranbourne Road, Manchester, M21 8GE
Flat 1, 3 Cranbourne Road, Manchester, M21 8GE
Flat 5, 3 Cranbourne Road, Manchester, M21 8GE
Flat 6, 3 Cranbourne Road, Manchester, M21 8GE
Flat 8, 3 Cranbourne Road, Manchester, M21 8GE
Flat 7, 3 Cranbourne Road, Manchester, M21 8GE
Flat 3, 3 Cranbourne Road, Manchester, M21 8GE
Flat 4, 3 Cranbourne Road, Manchester, M21 8GE
Flat 4, 547 Barlow Moor Road, Manchester, M21 8AN
Flat 3, 547 Barlow Moor Road, Manchester, M21 8AN
Flat 2, 547 Barlow Moor Road, Manchester, M21 8AN
Flat 1, 547 Barlow Moor Road, Manchester, M21 8AN
Serenity Therapies, 386B Barlow Moor Road, Manchester, M21 8BH
Flat 4, 4 Cranbourne Road, Manchester, M21 8AP
Flat 5, 549 Barlow Moor Road, Manchester, M21 8AN
Flat 3, 549 Barlow Moor Road, Manchester, M21 8AN
Flat 5, 543 Barlow Moor Road, Manchester, M21 8AQ
Flat 2, 543 Barlow Moor Road, Manchester, M21 8AQ
First Floor Flat, 4 Cranbourne Road, Manchester, M21 8AP
386A Barlow Moor Road, Manchester, M21 8BH
Flat 4, 549 Barlow Moor Road, Manchester, M21 8AN
Flat 2, 549 Barlow Moor Road, Manchester, M21 8AN
Flat 1, 549 Barlow Moor Road, Manchester, M21 8AN
Flat 4, 543 Barlow Moor Road, Manchester, M21 8AQ
Flat 3, 543 Barlow Moor Road, Manchester, M21 8AQ
386 Barlow Moor Road, Manchester, M21 8BH
1 Oak Avenue, Manchester, M21 8BB
Flat 3, 4 Cranbourne Road, Manchester, M21 8AP
Flat 1, 4 Cranbourne Road, Manchester, M21 8AP

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