

Planning

Growth & Development

Delegated officer report for planning application

Application no.	132944/FO/2022
Date registered valid:	15 February 2022
Proposal:	Erection of replacement bin and cycle stores.
Address:	Sir William Siemens House , Princess Road, Manchester, M20 2UR
Ward(s):	Didsbury West Ward
Applicant:	Mr Mike Boswell Siemens Real Estate Pinehurst II, Pinehurst Road, Farnborough, GU14 7BF
Agent (if any):	Mr Jonathan Boal Lambert Smith Hampton Suite One, Second Floor, St Anns Quay, Newcastle Upon Tyne, NE1 3BD
Case officer:	David Lawless Tel: 0161 234 4543 Email: david.lawless@manchester.gov.uk
Recommendation:	Approve
Date of recommendation:	7 April 2022

Application details

Type of application: Full Application Consent

Development type: Minor Other

Standard consultations:

Printed: 18 February 2022 Expired: 11 March 2022

Neighbour notifications

Printed: 18 February 2022 Expired: 11 March 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/area

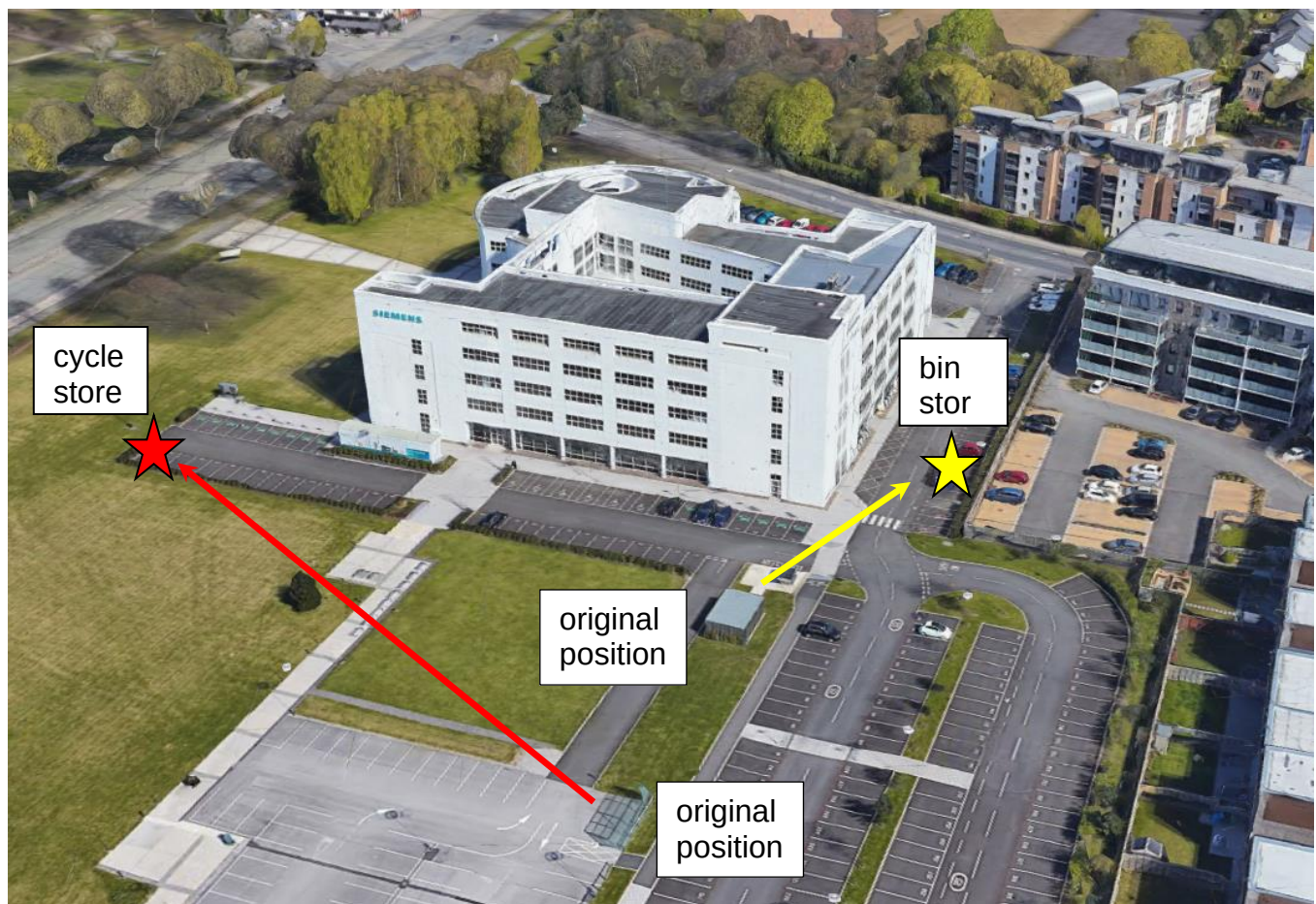
Siemens office complex, located at the junction of Nell Lane and Princess Road. The site is accessed via Nell Lane and Barlow Moor Road. The office accommodation is situated to the north of the site, while parking, a large lawned area and a smaller office building occupies the remainder. Residential accommodation in the form of detached houses and an apartment block are located to the east of the site, while a private hospital is located to the south.

Listed building: no
Conservation area: no
Tree Preservation Order: no

Description of development

The applicant is proposing to erect a new bike and bin store, replacing existing facilities located elsewhere within their campus.

The existing cycle store is located to the south of the building, it is proposed to relocate it closer to the office building (★). The bin store, also located to the south of the building, would be relocated to the east (★), along the boundary with the adjoining car park used by residents of the apartment building. In both instances three car parking spaces would be lost to accommodate the stores.



Consultations & Notification Responses

Local Residents – Two letters of objection have been received, the comments are summarised below:

- This is too close to the apartment buildings. I paid £550k for a property and do not wish to view a bin store.
- The structure poses a security risk due to the flat roof being next to the fence which could aid unauthorised access to the carpark for thieves.
- Unacceptable smells which could be made worse in Summer.
- The noise already created by delivery drivers and refuse collectors early on a morning which is often before 7am is already loud, unneighbourly and antisocial to the residents of the apartments. Locating the bin store closer will only exasperate this.
- The area is already known to attract hedgehogs (hence holes in the fences between the Siemens campus and Quantum House) which would be threatened by other animals - such as foxes - which would be increasingly interested by the bins as they fill up. These foxes and other animals already frequent the area around the fence. It is, therefore, a danger to smaller animals to have them present around larger predators.
- I am concerned by the location of the bins from the perspective of malodours being present in Quantum House. Being closer to the fence between Quantum House and the Siemens campus increases the likelihood of malodour, and related small pests, being obvious to residents. The current bin location does not pose these problems. The benefit of moving the bins is not at all obvious to me - especially because car parking is removed from the Siemens campus in order to facilitate it.

West Didsbury Residents Association – No objections.

Highway Services – Have commented as follows:

- The stores are both located on private land, and off the adopted highway.
- Relocation of the cycle store is acceptable in principle.
- The bin store appears to be moved to an area of carriageway - where it narrows. Limited information is provided with the application. Subject to confirmation of the following, MCC Highways have no objection to the relocation of the bin store:
 - Vehicles can adequately pass the bin store
 - The bin store will not impact existing car parking arrangements
 - The bin store does not impact vehicle sight lines.

Environmental Health – No objections.

Issues

Core Strategy Development Plan Document – The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development. A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents. Relevant policies in the Core Strategy are detailed below

Policy DM1, *Development Management* – This policy states that all development should have regard to a number of specific issues, the most relevant of which are listed below:

- 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.
- Community safety and crime prevention.
- Refuse storage and collection.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.

Issues

Principle of the Proposal – The principle of the proposal is considered acceptable. Notwithstanding this, the potential impact upon pedestrian/highway safety and residential/visual amenity must be assessed.

Design – The design of the proposed bin and cycle stores is considered acceptable.

The bike store would consist of a green painted steel frame infilled with glazing panels and open on one side:



While the bin store would be a fully enclosed timber structure:



Residential Amenity – Given its location, the bike store would not have a detrimental impact upon the levels of residential amenity enjoyed by the occupants of the residential accommodation to the east of the Siemens campus.

The bin store would be closer and would be located adjacent to the boundary with the residents parking area, its approximate location is shown below and would involve the loss of three parking spaces:



While it is closer, most of the bin store would be screened from the adjoining accommodation by the retained hedging and fencing and be roofed with ventilation through the slotted finish to its elevations, the nearest residential accommodation is approximately 40m to the east and north east. In addition, as the elevation facing the accommodation would be 2.25 metres in height it is not considered that it would be prominent. Given this and that Environmental Health have not raised any concerns with the proposal, it is not considered that the proposed bin store would have an unduly detrimental impact upon existing levels of residential amenity so as to warrant refusal of the proposal.

Visual Amenity – Due to their siting, design and scale, it is not considered that the proposed stores would have a detrimental impact upon the current levels of visual amenity enjoyed within the vicinity of the site.

Car Parking Levels – The proposal would result in a reduction in car parking numbers by five spaces, given the number of parking spaces that would be retained it is not considered that the proposal would lead to an upsurge in on-street parking within the vicinity of the site.

Overall, the number of car parking spaces would remain at acceptable levels.

Pedestrian and Highway Safety – The proposed stores would not be impact upon the flow of traffic throughout the site, as such it is not considered that the proposal would have a detrimental impact on the current levels of pedestrian and highway safety enjoyed within the campus.

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 to resolve any problems arising in relation to dealing with the planning application.

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:

- a) Drawing nos. 001a and 002a, stamped as received on 22 March 2022
- b) Drawing nos. 003 and 004, stamped as received on 15 February 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.

Appendix 1 – List of consultees & neighbours notified

West Didsbury Residents Association
Highway Services
Environmental Health
24 Kensal Drive, Manchester, M20 2NE
26 Kensal Drive, Manchester, M20 2NE
28 Kensal Drive, Manchester, M20 2NE
22 Kensal Drive, Manchester, M20 2NE
20 Kensal Drive, Manchester, M20 2NE
4 Kensal Drive, Manchester, M20 2NE
6 Kensal Drive, Manchester, M20 2NE
8 Kensal Drive, Manchester, M20 2NE
10 Kensal Drive, Manchester, M20 2NE
12 Kensal Drive, Manchester, M20 2NE
14 Kensal Drive, Manchester, M20 2NE
16 Kensal Drive, Manchester, M20 2NE
18 Kensal Drive, Manchester, M20 2NE

Flat 402, Quantum House, 2 Kensal Drive, Manchester, M20 2NE
Flat 401, Quantum House, 2 Kensal Drive, Manchester, M20 2NE
Flat 312, Quantum House, 2 Kensal Drive, Manchester, M20 2NE
Flat 311, Quantum House, 2 Kensal Drive, Manchester, M20 2NE
Flat 310, Quantum House, 2 Kensal Drive, Manchester, M20 2NE
Flat 309, Quantum House, 2 Kensal Drive, Manchester, M20 2NE
Flat 308, Quantum House, 2 Kensal Drive, Manchester, M20 2NE
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Flat 302, Quantum House, 2 Kensal Drive, Manchester, M20 2NE
Flat 301, Quantum House, 2 Kensal Drive, Manchester, M20 2NE
Flat 212, Quantum House, 2 Kensal Drive, Manchester, M20 2NE
Flat 211, Quantum House, 2 Kensal Drive, Manchester, M20 2NE
Flat 210, Quantum House, 2 Kensal Drive, Manchester, M20 2NE
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Flat 101, Quantum House, 2 Kensal Drive, Manchester, M20 2NE
Flat 12, Quantum House, 2 Kensal Drive, Manchester, M20 2NE
Flat 11, Quantum House, 2 Kensal Drive, Manchester, M20 2NE
Flat 10, Quantum House, 2 Kensal Drive, Manchester, M20 2NE
Flat 9, Quantum House, 2 Kensal Drive, Manchester, M20 2NE
Flat 8, Quantum House, 2 Kensal Drive, Manchester, M20 2NE
Flat 7, Quantum House, 2 Kensal Drive, Manchester, M20 2NE
Flat 6, Quantum House, 2 Kensal Drive, Manchester, M20 2NE
Flat 5, Quantum House, 2 Kensal Drive, Manchester, M20 2NE
Flat 4, Quantum House, 2 Kensal Drive, Manchester, M20 2NE
Flat 3, Quantum House, 2 Kensal Drive, Manchester, M20 2NE
Flat 2, Quantum House, 2 Kensal Drive, Manchester, M20 2NE
Flat 1, Quantum House, 2 Kensal Drive, Manchester, M20 2NE

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4

Article 4 Direction - South Manchester PD Restriction - Class B1(a) To C3

Article 4 Direction - South Manchester PD Restriction - Class B1(c) To C3

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