

Planning, Design and Heritage Statement

784-B031753

Levenshulme Service Station, Stockport Road,
Manchester M19 2RE

Client: MFG

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David Butcher	Andy Stallan	Andy Stallan	
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1.0 INTRODUCTION

- 1.1 This Planning, Design and Heritage Statement is submitted to accompany a planning application for the redevelopment of the existing petrol filling station to an electric vehicle and petrol service station. The application includes removal of the existing LPG compound, installation of new substation, new ev canopy, new ev chargers and associated infrastructure. Installation of 3no. new jet wash bays and plant room.
- 1.2 The report assesses the impact of the proposed changes in planning and design terms and upon the identified heritage assets in the locality which may have the potential to be affected by the proposed scheme. Only consideration of impact on setting is relevant as there are no heritage assets within the site.
- 1.3 There is one heritage asset identified in the area, which is a single Listed building. The site does not lie within a Conservation Area.
- 1.4 As such a Heritage Statement is also required to accompany the planning application.

Planning History

- 1.5 The Councils online history shows a number of recent applications on the site, including:
- Installation of 2 no. internally illuminated fascia signs, 1 no. non-illuminated fascia sign, window graphics, totem vinyl's (replacing existing) and various poster frames (110161/AO/2015.N2)
 - Retention of ATM and associated Anti-Ram Bollards (113503/FO/2016)
 - Retention of internally illuminated ATM fascia signage and LED halo sign (113504/AO/2016)
 - Installation of new jet wash to forecourt (125753/FO/2019)
 - Discharge of conditions 4 (drainage), 9 (management plan) attached to planning permission referenced 125753/FO/2019 AMENDED DRAWING 19839/52 - PA06A refers.

2.0 PLANNING POLICY

2.1 The national level of policy is contained within the National Planning Policy Framework (NPPF 2021). The most relevant paragraphs from the NPPF are:

- 8 Achieving sustainable development – Environmental objective
- 10/11 Presumption in favour of sustainable development. ‘Approving development proposals that accord with an up-to-date development plan without delay.’
- 38 Encourages Local Planning Authorities to approach decisions in ‘a positive and creative way’. ‘Decision-makers at every level should seek to approve applications for sustainable development where possible.’
- 81 Policies and decisions “should help create the conditions in which businesses can invest, expand and adapt”
- 104 Promotes sustainable transport
- 107 ‘need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.’
- 112 ‘applications should be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.’
- 130 Policies should ensure that development design is “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”.
- 152-158 Planning for climate change

Government Announcement

2.2 In addition to the above national policy support for the proposal, the provision of green infrastructure is now being actively encouraged by the Government, who made an ‘announcement’ on 18th November 2020, including a ten-point plan for a green industrial revolution which will create and support up to 250,000 jobs. This Government initiative will help the UK to achieve its ambition of becoming net zero by 2050. The plan is being supported by £12 billion of government investment and aims to spur over three times as much private sector investment by 2030. The UK’s industrial heartlands, including the North East, Yorkshire and the Humber, West Midlands, Scotland and Wales, are described as being at the “centre of the blueprint.”

2.3 The ten-point plan includes the following;

‘

Electric vehicles: Backing our world-leading car manufacturing bases including in the West Midlands, North East and North Wales to accelerate the transition to electric vehicles, and transforming our national infrastructure to better support electric vehicles.'

The Prime Minister has confirmed that the UK will end the sale of new petrol and diesel cars and vans by 2030, ten years earlier than planned. However, it will allow the sale of hybrid cars and vans that can drive a significant distance with no carbon coming out of the tailpipe until 2035.

'Carbon capture: Becoming a world-leader in technology to capture and store harmful emissions away from the atmosphere, with a target to remove 10MT of carbon dioxide by 2030, equivalent to all emissions of the industrial Humber today.'

To support this acceleration, the Prime Minister announced:

- **'£1.3 billion to accelerate the rollout of charge points for electric vehicles** in homes, streets and on motorways across England, so people can more easily and conveniently charge their cars.
- **£582 million in grants for those buying zero or ultra-low emission vehicles** to make them cheaper to buy and incentivise more people to make the transition.
- **Nearly £500 million to be spent in the next four years for the development and mass-scale production of electric vehicle batteries**, as part of our commitment to provide up to £1 billion, boosting international investment into our strong manufacturing bases including in the Midlands and North East.
- **A consultation will be launched on the phase out of new diesel HGVs'**

- 2.4 The Government has confirmed that the ten-point plan "marks the beginning of the UK's path to net zero, with further plans to reduce emissions whilst creating jobs to follow over the next year in the run up to the international COP26 climate summit in Glasgow next year."

Heritage

- 2.5 Turning to Heritage Assets, the applicable heritage legislative framework is: The Planning (Listed Buildings and Conservation Areas) Act, 1990.
- 2.6 Section 66(i) of the Planning (Listed Building and Conservation Areas) Act 1990 imposes a duty to pay special regard to the desirability of preserving or enhancing the area's character or appearance.
- 2.7 The key legal principles applicable to this application, as established in case law, are:

○

- The proposals are outside of the conservation Area and the statutory duty at s.72 duty of the Planning (Listed Buildings and Conservation Areas) Act 1990 does not apply in this case.
 - ‘Preserving’ for the purposes of the s.66(1) duty in the Planning (Listed Buildings and Conservation Areas) Act 1990 means ‘to do no harm’.
 - The desirability of preserving the setting of a listed building must be given ‘considerable importance and weight’.
- 2.8 The effect of NPPF is to impose, by policy, a duty regarding the setting of a listed building that is materially identical to the statutory duty pursuant to s.66(1) regarding the setting of a listed building.
- 2.9 If harm would be caused, then the case must be made for permitting the development in question, and the sequential test in paragraphs 199-208 sets out how that is to be done. If that is done with clarity, then approval following paragraph 202 is justified. No further step or process of justification is necessary.
- 2.10 The National Planning Policy Framework (NPPF) provides guidance on the Government’s approach to heritage assets, which is expanded upon in the National Planning Policy Guidance (NPPG) stating that Heritage Assets should be, “...*conserved in a manner appropriate to their significance.*” (para 189).
- 2.11 It also states that in determining planning applications Local Planning Authorities (LPA) should require an applicant to consider the significance of any heritage assets affected, noting that, “...*the level of detail should be proportionate to the asset’s importance and no more than is sufficient to understand the potential impact of the proposal on their significance.*” (para 194).
- 2.12 The NPPF sets out criteria in Chapter 16 to guide assessment of both heritage assets and the impact of proposed development on them, stating at para. 199 “*When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation (and the more important the asset, the greater the weight should be).*”
- 2.13 The test of whether a development is acceptable is set out in paragraphs 201 to 204, based on whether substantial or less than substantial harm is identified arising from the development. Where there is substantial harm identified the NPPF states,
- “local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss...”*

where less than substantial harm is identified the public benefits of the development should be weighed against the harm it might cause to the heritage asset involved. Noting that these benefits do not need to be substantial.

Local Planning Policies

- 2.14 The site lies within the Manchester City Council administrative area.
- 2.15 The Development Plan for the area is made up of the Core Strategy DPD 2012-2017 (adopted July 2012) and 'Saved' policies from the more historic Unitary Development Plan.
- 2.16 The adopted Proposals Map confirms the site does not lie within a Conservation Area. Therefore, the most relevant local policies to the planning, heritage and design considerations for this application are:
- Core Strategy
 - CC9: Design and Heritage
 - EN1: Design Principles and Strategic Character Areas
 - EN3: Heritage
 - UDP
 - DC19.1: Listed Buildings
 - DC23.1: Petrol Filling Stations
- 2.17 Given the age of the heritage policies and the fact they do not reference the NPPF and the assessment and tests within them, policies CC9, EN3 and DC19.1 are considered out of date. Therefore, no weight should be ascribed to them under the assessment process. This statement will therefore consider the heritage assets in relation to the guidance within the NPPF.
- 2.18 The scheme will also be considered against EN1 and DC23.1 where they are consistent with the NPPF as recently issued.
- 2.19 The site does not lie within a Neighbourhood Plan area.

3.0 IDENTIFIED HERITAGE ASSETS

Site Description

- 3.1 The site is an existing and operational petrol filling station in Manchester.
- 3.2 The filling station is located on the A6 route into the centre of the City within the Levenshulme part of the Greater Manchester area. The filling station has been in this location and operating for at least 36 years looking at aerial photography.
- 3.3 The site lies at the junction of Cringle Road and Stockport Road in an area of mixed uses, including other commercial operations, gym, garden furniture store, convenience stores, hot food takeaways, and legal and conveyancing firms. There are houses in terraces, flats and detached houses to the west, north and east of the property.
- 3.4 Hardicker Street runs towards the Petrol Station at a 90 degree angle and the Church of St Andrew sits on the corner of the junction opposite.
- 3.5 The main site is accessed from Stockport Street, with separate entry points. It contains a large canopy and sales buildings, as well as pumps and a number of other standard paraphernalia that can be found in any petrol filling station.

Listed Buildings

- 3.6 There is only one heritage asset identified within the vicinity of the site which is the Church of St Andrew. The Church is listed at Grade II.
- 3.7 Historic England notes that there are approximately 400,000 listed buildings within England and over 90% of them are listed at grade II. Grade II buildings are described as being “of special interest warranting every effort to preserve them.”
- 3.8 The listing description can be found at Appendix A. The Church was built at the beginning of the 20th Century in 1907-8. It was designed by a local ecclesiastical architect called Richard Bassnett Preston, who is described as one of the noted architects of Greater Manchester. R B Preston had the title Architect and Diocesan Surveyor to the archdeaconry of Manchester from c1908 to 1920. He was involved in the design of some 28 churches, buildings and structures.



- 3.9 The Church of St Andrew is one of the Churches designed by him but is not listed as one of his main works on the Manchester Victorian Architect website. Whilst of pleasing symmetrical design the Church does not present itself as being of notable architectural quality or innovation. It is in many ways a pastiche of earlier Church design utilising the modern brick materials of the time.
- 3.10 This view is corroborated by the listing description which does not highlight anything in the external description as being of particular architectural merit. It can therefore be said to be typical of the era and was likely listed in part because of the association and its relative age in comparison to what is around it bar the terraced housing along this and adjoining roads.
- 3.11 The wider area has in the main been redeveloped during the 20th Century and the Church is hemmed in by roads, pavements, and new residential development in the last 20-30 years.
- 3.12 It is noted that the last directly associated external space with the Church adjoining to the south-west was replaced by three modern town houses some time between 2005-2009. The Church was listed in 1974, so it is clear that even in that short space of time the setting of the Church has been altered considerably.
- 3.13 **Archaeological Impacts**
- 3.14 The site does not lie within an archaeological priority area, which given the development that has occurred is to be expected.

4.0 DESIGN STATEMENT

- 4.1 Set out below are the main design principles which shaped the creation of the proposed development.

Context

- 4.2 The site is an existing petrol station on a busy main route with recent planning permission for a jet wash facility.
- 4.3 It has a large canopy and standard fuel pumping facilities, as well as shop and other normal external paraphernalia associated with a working station.
- 4.4 The overall site area is approximately 0.33ha.

Design Principles and Concepts

- 4.5 The main design principle has been how to utilize the site to update the fuel offer from it, bringing it in line with Government thinking and the future needs of the motor industry.
- 4.6 A logical layout needed to be provided that enabled the existing fuel service to continue, whilst facilitating the ability to provide electric charging points in larger numbers.
- 4.7 This required the provision of covered charging points and the relocation of the approved jet wash facility for health & safety reasons.
- 4.8 A new sub-station was also required to increase the electricity output from the national grid at this point
- 4.9 The listed building opposite the site was also required to be considered, albeit whilst acknowledging that the site was already in use as a working fuel station.

Use

- 4.10 Provision of electric vehicle charging points, including relocation and expansion of the jetwash facility.

Layout

- 4.11 The existing main fuel and station layout has been retained.
- 4.12 The new charging points, associated infrastructure and jet wash bays are proposed to the north-west end of the site on what was underused grassland.

- 4.13 The grass is proposed to be removed along with a number of small trees of low quality (see accompanying arboricultural report).
- 4.14 The development is considered to create a safe and comfortable environment which is accessible to vehicles entering the site from Stockport Road only.
- 4.15 There are no areas within the site that do not have passive surveillance from the existing shop and fuel/EV areas.
- 4.16 The removed grassland is proposed to be replaced with a high-quality native planting scheme which will enhance biodiversity in the area. Replacement trees of good quality are also proposed, which include Silver Birch and Whitebeam.

Scale

- 4.17 The main canopy, shop and fuel pumps are being retained. The proposed EV canopy and sub-station are single-storey structures, so will be subservient in height to the main canopy.
- 4.18 The houses are all set back from the boundaries so no sense of overlooking or massing/shadowing issues are anticipated.

Landscaping

- 4.19 As indicated above the impact of the proposal in terms of landscaping has been considered. A scheme has been drawn up by Ground Control professional services which will provide a greater variety and enhanced biodiversity than the existing limited palette of trees/grass.

Appearance

- 4.20 The overall appearance of the fuel filling station will remain the same, albeit expanded into an area currently under-utilised.
- 4.21 The introduction of the EV protective canopy and the jet wash bays are things that customers would expect to see in a filling station. As such they are appropriate additions and fit in with the character of the site.

Access

- 4.22 The main access into the Fuel Station remains unchanged. The proposed new charging and jet wash area will be accessed internally from the main forecourt.

5.0 PLANNING & HERITAGE ASSESSMENT

Principle of Development

- 5.1 The site is an existing operational petrol filling station on a main road network. The proposed scheme provides additional facilities designed to meet the climate challenge facing the Country and facilitate the changeover in vehicles from fossil fuel based to electric power.
- 5.2 As such there is a significant presumption in favour of approving the application in line with Government environmental targets and the drive to change to all new cars being electric by 2030 with a short period of hybrid options.
- 5.3 The Development Plan consists of a Core Strategy adopted in 2012 and 'saved' policies from the Unitary Development Plan adopted considerably earlier.
- 5.4 In addition to the above there are no recent Supplementary Planning Guidance or Documents that address the issues found within this application which post date the recent announcements. The emerging Local Plan under the Greater Manchester Combined Authority is currently consulting on the Regulation 19 version of the draft plan. Adoption is timetabled at some point within 2023. As such no or very limited weight can be attached to the policies within it to determining planning applications.
- 5.5 The Government position on sustainable transport development expressed within the NPPF and announcements on policy provide the proper framework in which to assess this proposal. The Development Plan policies on this are out of date.
- 5.6 That said the Joint Development Plan Document 'Places for Everyone' states under Policy JP-S 2 Carbon and Energy states that new development will *"...incorporate adequate vehicle charging points to future proof the likely long-term demand, taking account of the potential maximum energy demand for the site."*
- 5.7 The Plan also states under Policy JP-S 6 Clean Air that a comprehensive range of measures will be taken to support improvements in air quality including, *"5. Significantly expanding the network of electric vehicle charging points, both for public and private use, including as part of new developments"*
- 5.8 Whilst little weight can be ascribed to the above policies currently they do show the direction in travel which local policy is taking. The Plan seeks to provide links between the allocated sites and housing provision and access to electric vehicle charging infrastructure.

- 5.9 Although this will help deal with the demand of new housing and vehicles in the area, it is not going to provide the wider solution to vehicle charging on its own that will be required to facilitate the major changeover that is coming. Hence the requirement to convert existing fuel stations to be able to fill the gap.
- 5.10 Petrol stations have historically grown up and been located based on coverage, number of potential customers with a vehicle catchment area of 2 to 5 miles as an industry standard. It is logical to convert existing petrol stations on the highway network to meet the future electric demand, as they are currently located in the right places to meet the petrol/diesel demand.
- 5.11 This needs to occur side by side with the running down of the fossil fuel delivery systems, but they will still need to be dual purpose for many years to come.
- 5.12 The proposal is designed to provide the coverage in this part of Manchester to meet the growing demand for EV which is very poor/non-existent at the moment, with nothing comparable nearby to this filling station, which is on a major route into the City.
- 5.13 Whilst people will be charging their vehicles at home and at work, there is still a requirement to top up or refuel electrically during a journey or at beginning/end. A location such as this will facilitate such a demand given its position in relation to the City Centre and local residents.
- 5.14 It should also be noted that not every car owner has access to a private electricity supply to their car in a position that does not impact on the public realm, cross pavements to on-street parking, or be too far away such as parking courts away from their properties etc. Current technology also does not enable electric vehicles to make long journeys without refuelling along the way, which would be a problem, particularly for holiday makers.
- 5.15 There is therefore a pressing need for facilities such as this to come forward as early as possible both to encourage and support the change that is coming.
- 5.16 As noted, the adopted Development Plan Policies on this are running far behind current national policy. As such they can be considered out of date. The NPPF states that for applications:
- “where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date⁸, 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 proposed⁷; 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.”

- 5.17 In our view the above presumption in favour applies in this case. The assessment of whether protect policies provide a clear reason to deviate from the presumption is, however, assessed further below.

Heritage Assessment

- 5.18 Paragraph 11 of the NPPF sets down in footnote 7 those policies which need to be considered when assessing whether there is a clear reason to not apply the presumption in favour. The only policy from that footnote which applies in this case is that related to designated heritage assets.
- 5.19 As identified earlier there is one designated heritage asset in the area which is the Grade II listed Church of St Andrew. No physical changes are proposed to the Church in relation to this application as it does not form part of the application site. Its position opposite the filling station does, however, mean an assessment of the impacts of the proposed development on the setting of the Church needs to be considered.
- 5.20 As indicated earlier the setting of the Church is created by the fact it lies within a mixed use area. It does not have any external space associated with it that is not already built upon. Two of its boundaries are formed by the road frontage of Stockport Road and Hardicker Street, where the main entrance is situated. The remaining two frontages are formed by adjoining residential development. It was also noted that the last directly associated external space with the Church adjoining to the south-west was replaced by three modern town houses some time between 2005-2009. The Church was listed in 1974, so it is clear that even in that short space of time the setting of the Church has been altered considerably.
- 5.21 The main entrance fronts on to the A6 which is a very busy main road into the City. The long publicly accessible side elevation and frontage faces on to Hardicker Street. This street provides both residential and commercial access to the houses along it, and commercial properties including the Hani Wells Business Park.
- 5.22 The general experience of the listed building is therefore one of a Church in an urban, noisy setting. There will be ongoing pedestrians and vehicle noise around it at all times, as well as urban street lighting and the existing illuminated signs of the petrol station.
- 5.23 Planning permission has also already been granted for a jet wash facility on site.
- 5.24 The expansion of the fuel filling station to incorporate an additional electricity fuelling facility and jet washing facility will not impact on this aspect of the setting of the listed building. Therefore, no harm is identified in relation to the noise or lighting aspects of its setting.

5.25

- 5.26 Also as noted the Church does not appear designed with specific views in mind that the architectural structure specifically responds to. Nor did its erection create external space, sacred or otherwise which was permanently associated with the Church.
- 5.27 Looking at historic maps the Church replaced a school, but at the same time housing was being built in the area along with the current road system, such that it always appeared to be an urban Church.
- 5.28 The image below is taken from the old Victorian Ordnance Survey of 1888-1913, courtesy of the archiuk website. It shows the former school, the large Alma Engineering Works, the road network and the houses in place along Cringle Road and Stockport Road, Hardicker Street as well as the road junction open space north of what would later become the Shell filling station.



- 5.29 The Church was erected in 1907-08. Its setting was therefore at the time one of urban mixed use.
- 5.30 In my view the Church was not designed to respond to any specific views because the opportunity for them was very limited in this area. It was built facing the street where the parishioners would

- 5.31 be expected to gather to enter it. The small area of open space opposite was incidental and likely in private ownership even then.
- 5.32 There are no medium to long distance views of the Church of St Andrew from most directions. Hardicker Street is closed off at the end by industrial buildings. There are no real views of the Church other than short distance when travelling along Stockport Road in either direction until it appears in view. The proposed development will not affect these views and no harm is identified arising from it to the heritage asset.
- 5.33 There is a visual relationship between the Church and Cringle Road, with the houses along it having private views towards the Church. Pedestrians also enjoy short distance views towards the frontage of the Church when walking along the road from this direction. Over time this view has been compromised and truncated by the additional built development that has occurred in the immediate area, including the Petrol Station and canopy.
- 5.34 This experience of the Church from this view is at an oblique angle and is also arguably not of the main façade given the entrance is in Hardicker Street. Nevertheless, it is still a view of the Church experienced by public and private users of the area.
- 5.35 The application proposes to utilize this part of the site through the introduction of EV charging points, canopies, and substation infrastructure. Whilst these are single storey structures they will appear within the view of the Church from this point at the ground level. This change will alter the experience of the setting of the Church of St Andrew in this location and therefore cause harm in heritage terms.
- 5.36 Whilst this relationship is historic, the harm identified to its setting is determined to be less than substantial because:
- The erection of the Church came after the development of the houses and road system;
 - the open space is considered incidental to the architectural design of the listed building;
 - the fact the Church was not oriented or designed to take account of or maximise this open space e.g. the entrance is in Hardicker Street or views from the Church towards this area;
 - there is no mention of external relationship or group value with any other land or structure in the listing description;
 - No harm is identified to any other views or aspect of its setting;
 -

- There will still be views through the development to the Church possible after the development is complete; and
- because the modern built development in this position has already compromised the relationship of the views between the Church and Cringle Road.

5.37 The NPPF states at paragraph 202 that where less than substantial harm to the significance of a heritage asset is identified this harm should be weighed against the public benefits of the proposal. This assessment is undertaken within the planning balance.

5.38 The fact that an assessment can be undertaken indicates that there may not be a “clear reason” for refusing the development proposed and therefore the presumption in favour can be applied within the planning balance as one of the material considerations in support of approving the application.

Ecology & Trees

5.39 The application removes an area of poor quality grassland and low grade trees/shrubs, as assessed within the Arboricultural Statement.

5.40 To compensate for this loss the scheme is accompanied by a detailed landscaping proposal. The design incorporates native planting and replacement trees, including shrubs and retained areas of grassland, which will be improved/made good.

5.41 As such no harm is identified arising from the proposed development and it is considered in accordance with the policies within the NPPF.

Highways

5.42 The proposed scheme does not change the existing entrance and exit points within the site. Cars utilizing the electric charging points or jet wash will be able to move away from the entrance in the same manner as those currently accessing the petrol pumps.

5.43 Therefore, no additional waiting is identified or harm arising from the development.

5.44 Paragraph 111 of the NPPF notes that planning permission should only be refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. No harm has been identified to that level in relationship to this application and it is therefore considered to accord with the transport policies within the NPPF.

Drainage

5.45

- 5.46 The scheme builds on the drainage principles associated with the previous permission for a jet washing facility on site. Separate silt traps are shown on the application drawings to control and separate fluids.
- 5.47 Surface water from the new hard surfacing will be funneled towards the existing main drains.

Design/Amenity

- 5.48 The proposed expansion of the fuel offer of the service station does not create any overlooking issues into private amenity areas.
- 5.49 The proposed canopies are within the development site and are not accessible beyond the ground floor. They are also single storey in height, so there is no anticipated overshadowing issues. The canopies are also far enough away from the neighbouring houses that there would also be no impression of harm arising from the new structures. There will still be views through the development to the Church possible after the development is complete.
- 5.50 The jet wash facility has been placed within the site on the side of Stockport Road near the entrance, which keeps it within the busiest area of the site.

Planning Balance

- 5.51 There is a presumption in favour of sustainable development where the relevant policies are considered out of date. In this case the Manchester City Development Plan was adopted in 2012 based on a much earlier policy evidence base and the extant Unitary Development Plan policies even earlier than that.
- 5.52 They do not reflect the latest Government policy in the NPPF or the recent Policy promises and markers related to the seismic change in vehicle power sources that will soon be upon us. The adopted policies relevant for determining this application are therefore considered out of date.
- 5.53 The emerging draft Local Plan does better reflect the Government's aspirations and legal position but is not sufficiently advance to be afforded much weight in the decision making process.
- 5.54 Given the above, the NPPF policy advice is considered to carry the greatest weight. Paragraph 11 states that where the relevant policies are out of date or 'silent' applications should be granted unless protection policies provide a clear reason not to.
- 5.55 In this case the only potential clear reason would have been in relation to heritage policy. However, the heritage assessment has determined less than substantial harm to the setting of the listed Church.

5.56 The public benefits of the proposal are as follows that it:

- Facilitates the delivery of the Government's requirement to achieve carbon neutrality within the road network,
- Provides sustainably located EV fuel sources on a major road network into the center of Manchester,
- The proposed development is part of a national programme by MFG Motor Fuel Group to provide more electric vehicle charging sites and points to encourage more electric vehicle use,
- This proposal aligns fully with the very recent Government announcement of a ten-point plan for a green industrial revolution, including the rapid expansion of green infrastructure and electric vehicle charging sites/points. This proposal will contribute positively to that provision,
- Will provide additional fuel sources ahead of the those required within the allocations in the emerging Local Plan, and
- The above therefore meets the three overarching objectives of sustainable development within the NPPF, Social, economic and environmental.

5.57 It is considered that significant weight should be given to the above public benefits.

5.58 As such the identified harm can be considered against the public benefits of the scheme noting this is a lesser test than the substantial public benefits that would be required if substantial harm had been identified. These benefits are therefore considered to be greater than the harm identified to the heritage asset and therefore planning permission can be granted on heritage terms. No 'clear reason' exists for why the presumption cannot be applied.

5.59 Finally, it is noted that there are no technical reasons identified against why planning permission cannot be granted in this case.

6.0 CONCLUSION

- 6.1 There is a National need to improve the availability of alternative options to reduce the carbon footprint, including electric vehicle charging points.
- 6.2 Whilst new housing and commercial allocations coming through the system will attempt to 'wipe their face' in terms of providing charging solutions, this on its own will not provide the countrywide infrastructure required to support the seismic shift from fossil fuel to electric cars on the road network.
- 6.3 Whilst many people will seek to charge their vehicles at home or at work (if supported by their employers to be able to do so), not everyone will have access to these facilities. Holiday makers or anyone living in a home that does not allow private on plot parking, will need alternative sources of fuel.
- 6.4 It is logical that the existing fuel operations on the road network will be part of the solution to provide these facilities for a demand that will increase exponentially as we reach the Governments 2030 target.
- 6.5 The proposal is part of a national programme by MFG Motor Fuel Group to provide more electric vehicle charging sites and points to encourage more electric vehicle use.
- 6.6 The application scheme is proposed within an existing commercial site. It is on a major busy road network. It does not increase the height of built form or introduce anything not already experienced in the area. Planning permission also exists for a jet wash facility on the site. It is therefore an ideal location for a new facility of this type.
- 6.7 The Development Plan policies are now old and do not reflect the wording within the NPPF or latest Government advice and aspirations. As such they are considered out of date. The emerging Local Plan is not at a stage where the policies can be given weight. The NPPF is therefore considered to carry the most weight in the determination of the scheme.
- 6.8 Where Local Plan policies are out of date planning permission should be granted unless protection policies provide a 'clear reason' why the presumption cannot be applied. In this case the only qualifying policy relates to the Church of St Andrew listed building heritage asset.
- 6.9 The impact of the proposed development has been assessed against this heritage asset and it has been determined that less than substantial harm will arise to the setting of the Church as a result of the scheme.
- 6.10 The NPPF notes that less than substantial harm can be balanced against the public benefit of the scheme. In this case there are benefits arising from the development to which significant weight can be given, not least the sustainable nature of the EV charging points.

- 6.11 The significant benefits are considered to outweigh the harm to the setting of the Church. As such there is no 'clear reason' as to why the presumption in favour of sustainable development cannot be applied and the application should be permitted accordingly.
- 6.12 The application is accompanied by a detailed soft landscaping scheme which addresses the loss of poor quality trees from the site and their replacement with good quality specimens.
- 6.13 There are no technical reasons identified as to why the scheme should not come forward. The impacts related to design, arboriculture, drainage, ecology and highways are considered acceptable.
- 6.14 This proposal aligns fully with the very recent Government announcement of a ten-point plan for a green industrial revolution, including the rapid expansion of green infrastructure and electric vehicle charging sites/points. This proposal will contribute positively to that provision.
- 6.15 The existing site is underutilised and currently comprises an inefficient use of land.
- 6.16 The proposals will, for all the above reasons, have no materially adverse policy or actual impacts in terms of visual amenity, access and parking and should be supported for the positive reasons referred to in this Planning, Design and Heritage Statement.

Appendix A – Church of St Andrew Listing Description



CHURCH OF ST ANDREW

Overview

Heritage Category:

Listed Building

Grade:

II

List Entry Number:

1270665

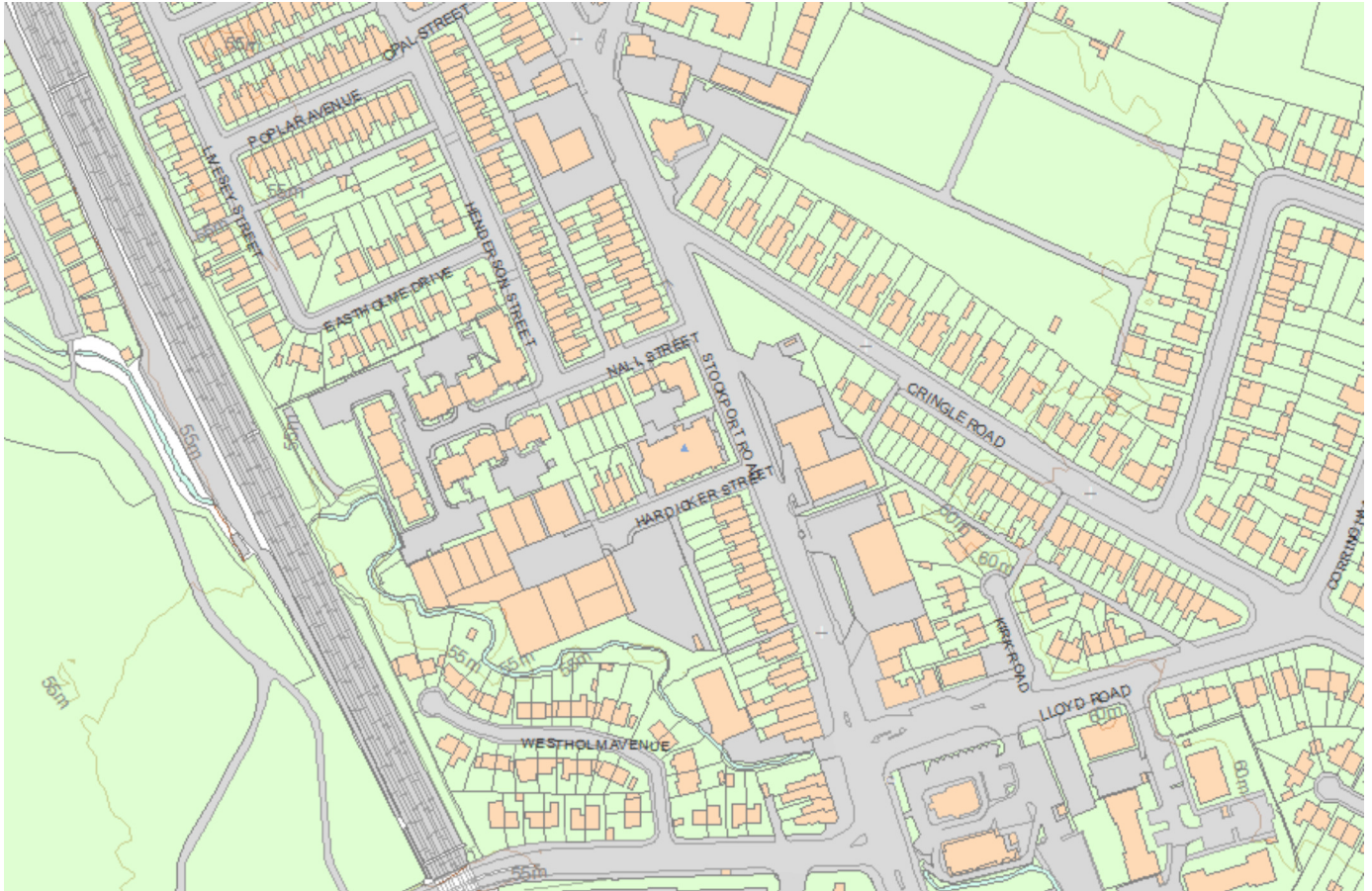
Date first listed:

03-Oct-1974

Statutory Address:

CHURCH OF ST ANDREW, STOCKPORT ROAD

Map



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(<https://historicengland.org.uk/terms/website-terms-conditions/>).

The above map is for quick reference purposes only and may not be to scale. For a copy of the full scale map, please see the attached PDF - **1270665.pdf**

(https://mapservices.HistoricEngland.org.uk/printwebservicehle/StatutoryPrint.svc/247177/HLE_A4L_Grade|HLE_A3

The PDF will be generated from our live systems and may take a few minutes to download depending on how busy our servers are. We apologise for this delay.

This copy shows the entry on 03-Sep-2021 at 16:01:37.

Location

Statutory Address:

CHURCH OF ST ANDREW, STOCKPORT ROAD

The building or site itself may lie within the boundary of more than one authority.

District:

Manchester (Metropolitan Authority)

Parish:

Non Civil Parish

National Grid Reference:

SJ 87773 93356

Details

MANCHESTER

SJ89SE STOCKPORT ROAD, Levenshulme 698-1/9/725 (West side) 03/10/74 Church of St Andrew

II

Church. 1907-8, by R.B.Preston. Speckled whitened and red brick in header bond, with dressings of red brick and red terracotta, green slate roof. Free Perpendicular style. Aisled nave and chancel in one vessel, with small tower to north side and shallow canted apse to west end. The 8-bay south side has buttresses with swept pitched tops, that between the 5th and 6th bays much larger and breaking through the parapet; 2-centred arched windows of 3 lights in the 2nd and 4th bays and 2 lights in the others, with terracotta mullions and Perpendicular tracery including simplified mouchettes and cusps terminating in small circles like full-stops (giving a dotted texture), and hoodmoulds; and a gabled porch to the 1st bay with terracotta enrichment. The east gable (to the street), 3 bays with buttresses, has windows of 3, 5 and 3 lights with similar but more elaborate tracery, and a foundation stone dated September 1907; the apse at the west end has windows of 1, 3 and 1 lights, and a parapet. The north side has windows of 4, 3 and 3 lights; a small square tower in the centre with a 2-centred arched doorway, segmental-pointed belfry windows, embattled parapet and pyramidal roof; and a gabled porch at the west end with a doorway in its east side. Interior not inspected.

Listing NGR: SJ8777393356

Legacy

The contents of this record have been generated from a legacy data system.

Legacy System number:

457759

Legacy System:

LBS

Legal

This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.

End of official listing

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