

Planning

Growth & Development

Delegated officer report for planning application

Application no. 130945/FO/2021

Date registered valid: 14 July 2021

Proposal: Installation of cycle store and amendments to existing bin store together with hard and soft landscaping

Address: 209-211 Withington Road, Manchester, M16 8NB

Ward(s): Whalley Range Ward

Applicant: Lisa Jowrey, Arawak Walton Housing Association, Margaret House, 23 Manor St, Manchester, M12 6HE

Agent (if any): Mr Andrew Tyczynski, Storm Tempest Ltd, 3 Apollo Court, Koppers Way, Monkton Business Park, Hebburn, NE31 2ES

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

Recommendation: Approve

Date of recommendation: 08.09.2021

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 27.08.2021

Standard consultations:

No consultations have been printed and sent.

Neighbour notifications

Printed: 20 July 2021 Expired: 10 August 2021

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 site is a housing association development located on Withington Road. Residential properties are arranged around a communal area which contains car parking, bin storage area and other hardstanding with front doors to properties facing inwards. An amenity area is located to the front of the site set behind a low boundary wall.

Description of development

The proposals seek consent for the installation of fencing around a bin storage area to a height of 1.8m and a timber cycle store 2.1m in height, 2.1m in depth and 4.1m in width on an area of hardstanding adjacent a boundary wall and the car parking area.

Consultations & Notification Responses

Neighbouring properties were notified of the proposals, two responses were received, one in support of the additional bike storage and one objecting a summary of the concerns raised is set out below:

The bin store is already located in front of my property, the cycle store should be located elsewhere to the front of flats 6 and 7.

Cadent Gas - Have identified the presence of possible infrastructure on the site. An informative is proposed to deal with this matter.

Policy

The Development Plan

The Development Plan consists of:

The Manchester Core Strategy (2012); and

Saved policies of the Unitary Development Plan for the City of Manchester (1995)

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) and 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 as directed by the National Planning Policy Framework (NPPF).

Manchester Core Strategy Development Plan Document (July 2012)

The relevant policies within the Core Strategy are as follows:

Policy SP1 'Spatial Principles' states that one of the key spatial principles is the emphasis on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs, all in a distinct environment.

All development should have regard to the character, issues and strategy for each regeneration area.

Policy DM1 'Development Management' all development should have regard the following specific issues:-

- 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;
- Design for health;
- Adequacy of internal accommodation and external amenity space;
- Refuse storage and collection;
- Vehicular access and car parking;
- Effect on biodiversity, archaeological or built heritage;
- Green infrastructure;
- Flood risk and drainage.

The National Planning Policy Framework

The NPPF was initially published on the 27th March 2012 (although subsequently amended) and replaces and revokes a number of Planning Policy Guidance (PPGs) and Planning Policy Statements (PPSs) previously produced by Central Government. The NPPF constitutes guidance for local planning authorities and decision-makers both in drawing up plans and as a material consideration in determining planning applications. It does not change the statutory status of the development plan, i.e. the Core Strategy, as the starting point for decision making and it states further that development that accords with an up-to-date local plan, such as the Core Strategy, should be approved unless other material considerations indicate otherwise. The NPPF states that the planning system must contribute to the achievement of sustainable development.

Issues

Principle - The principle of the provision of secure cycle parking to serve existing residential properties is generally considered to be acceptable as is the installation of additional fencing around an existing bin store area. The issues that require further consideration relate to the design of the proposed structure, impacts on residential amenity and the layout of the external areas of the site.

Design - The proposed design and finishes to the cycle store are of a type to be expected within a residential setting and comprise timber panel finished. It is considered such a structure would successfully assimilate into the setting and area given the overall context. The structure has been set within the site and would only be viewed from the residential properties that it will provided spaces for. The siting would mean the removal of an area of shrub and low level planting, this is an incidental area and improvements are indicate to be made to existing areas of soft landscaping.

The introduction of additional fencing to the existing bin store area is considered to enhance the overall visual amenity experienced in the area and limit the views of the bins to be stored within it.



Existing bin store area

Residential Amenity -The external area in which the cycle structure is to be located is currently an area of hardstanding and low level shrub planting around an existing car parking area.

Pedestrian access would be retained to the residential properties. It is envisaged that there would have been activity associated with the use of this area for car parking and it is not anticipated that the provision of the cycle store would give rise to comings and goings in this area that would give rise to significant impacts on the amenity of nearby occupiers that would warrant refusal of the proposals.



View across car park towards proposed location of cycle store

The provision of dedicated cycle store is considered to extend the range and choice of access to sustainable transport to residents in a convenient location that is subject to natural surveillance. Whilst some low level shrub and planting is required to be removed from the area of the cycle store this is not considered to be so significant as to warrant refusal of the application proposals. The application documents indicate that other soft landscaping enhancements are proposed to retained areas, this is considered to be an acceptable approach.

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 application has been determined in a positive and proactive manner. A decision has been issued within statutory timescales.

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:
references 5/5 Rev A cycle store elevations as received on the 26th August 2021; 3/4 schedule of works and 4/4 bin store elevations as received on the 5th July 2021

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.

Informatives

1) Considerations in relation to gas pipeline/s identified on site:

Cadent have identified operational gas apparatus within the application site boundary. This may include a legal interest (easements or wayleaves) in the land which restricts activity in proximity to Cadent assets in private land. The Applicant must ensure that proposed works do not infringe on Cadent's legal rights and any details of such restrictions should be obtained from the landowner in the first instance.

If buildings or structures are proposed directly above the gas apparatus then development should only take place following a diversion of this apparatus. The Applicant should contact Cadent's Plant Protection Team at the earliest opportunity to discuss proposed diversions of apparatus to avoid any unnecessary delays.

If any construction traffic is likely to cross a Cadent pipeline then the Applicant must contact Cadent's Plant Protection Team to see if any protection measures are required.

All developers are required to contact Cadent's Plant Protection Team for approval before carrying out any works on site and ensuring requirements are adhered to.

Email: plantprotection@cadentgas.com Tel: 0800 688 588

Appendix 1 – List of consultees & neighbours notified

53A Manley Road, Manchester, M16 8HP
55 Manley Road, Manchester, M16 8HP
Flat 14, 209 - 211 Withington Road, Manchester, M16 8NB
Flat 13, 209 - 211 Withington Road, Manchester, M16 8NB
Flat 12, 209 - 211 Withington Road, Manchester, M16 8NB
Flat 10, 209 - 211 Withington Road, Manchester, M16 8NB
Flat 9, 209 - 211 Withington Road, Manchester, M16 8NB
Flat 8, 209 - 211 Withington Road, Manchester, M16 8NB
Flat 7, 209 - 211 Withington Road, Manchester, M16 8NB
Flat 6, 209 - 211 Withington Road, Manchester, M16 8NB
Flat 5, 209 - 211 Withington Road, Manchester, M16 8NB
Flat 10, 53 Manley Road, Manchester, M16 8HP
Flat 8, 53 Manley Road, Manchester, M16 8HP
Flat 5, 53 Manley Road, Manchester, M16 8HP
Flat 2, 53 Manley Road, Manchester, M16 8HP
Flat 11, 209 - 211 Withington Road, Manchester, M16 8NB
Flat 11, 53 Manley Road, Manchester, M16 8HP
Flat 9, 53 Manley Road, Manchester, M16 8HP
Flat 7, 53 Manley Road, Manchester, M16 8HP
Flat 6, 53 Manley Road, Manchester, M16 8HP
Flat 4, 53 Manley Road, Manchester, M16 8HP
Flat 3, 53 Manley Road, Manchester, M16 8HP
Flat 1, 53 Manley Road, Manchester, M16 8HP
55B Manley Road, Manchester, M16 8HP
55A Manley Road, Manchester, M16 8HP
53C Manley Road, Manchester, M16 8HP
53B Manley Road, Manchester, M16 8HP
213 Withington Road, Manchester, M16 8NB
94 Brantingham Road, Manchester, M16 8LZ
92 Brantingham Road, Manchester, M16 8LZ
Flat 4, 209 - 211 Withington Road, Manchester, M16 8NB
Flat 3, 209 - 211 Withington Road, Manchester, M16 8NB
Flat 2, 209 - 211 Withington Road, Manchester, M16 8NB
Flat 1, 209 - 211 Withington Road, Manchester, M16 8NB

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
Flood Zones Type 2 (low to medium risk) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Area Team Boundary - Name: SOUTH