

Planning

Growth & Development

Delegated officer report for planning application

Application no. 128059/FO/2020

Date registered valid: 21 September 2020

Proposal: Erection of a single storey extension to existing sales building together with installation of 6no. electric vehicle charging points and associated infrastructure including canopy and electric substation

Address: Civic Centre Service Station, Rowlandsway, Manchester, M22 5RG

Ward(s): Woodhouse Park Ward

Applicant: Motor Fuel Group Ltd, Gladstone Place, 36-38 Upper Marlborough Road, St Albans, Hertfordshire, AL1 3UU

Agent (if any): MBH Design Studio Ltd, Rosemount House, Rosemount Avenue , West Byfleet , KT14 6LB

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

Recommendation: APPROVE

Date of recommendation: 05.11.2020

Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit: None undertaken due to Covid Pandemic. Google streetview utilised

Standard consultations:

Printed: 24 September 2020 Expired: 15 October 2020

Neighbour notifications

Printed: 24 September 2020 Expired: 15 October 2020

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 petrol filling site with canopy and single storey sales building associated with the use. The site is located within the Wythenshawe District Centre with the main commercial buildings located to the west of the site. To the north are further more modern two storey commercial buildings together with the access road to the Centres multi-storey car park.

To the south of the site is a landscaped buffer with trees and amenity grassland. The site is separated from the nearest residential properties by Simonsway and the Metrolink track to the south. To the immediate east on the other side of Rowlandsway is a cleared site.



Application site



View north west towards existing Service Station

Description of development

The proposals relate to the extension of the existing single storey sales building together utilising the same materials as existing in a grey finish together with the installation of six high power electric vehicle charging bays and associated substation and equipment. The EV charging points would be covered by a single storey canopy structure which would be a simple

steel structure powder coated with a glazed canopy roof. Additional parking and accessible space is provided adjacent the sales building.

Consultations & Notification Responses

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

Environmental Health - Recommend conditions be attached in respect of the acoustic performance of externally mounted equipment and ensuring gas membrane designs are approved to alleviate hydrocarbon gases ingress into the proposed extension.

Highway Services - Raised concerns with the orientation of car parking spaces on the original layout and possible conflict with vehicle movements on the site. They have confirmed that they are satisfied with the amended layout.

Issues

Policies

Manchester Core Strategy

'The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012 and is the key Development Plan Document in the Local Development Framework (LDF). The Core Strategy is to be used as the framework that planning applications will be assessed against.

There are a number of relevant policies within the adopted Core Strategy relevant to the consideration of the current application in summary these are set out below with reference where applicable to why they are relevant in this instance.

Policy SP1 (Spatial Principles) - This policy sets out the key spatial principles which will guide the strategic development of Manchester to 2027 and states that outside the City Centre and the Airport the emphasis is on the creation of neighbourhoods of choice. All development should have regard to the character, issues and strategy for each regeneration area as described in the North, East, Central and South Manchester and Wythenshawe Strategic Regeneration Frameworks and the Manchester City Centre Strategic Plan.

It also sets out the core development principles, including:

- Make a positive contribution to neighbourhoods of choice.
- Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible.
- Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

Policy C2 'District Centres' Development will support thriving district centres, with distinct local character, providing a good range of accessible key services, including retail, health facilities, public services, leisure activities and financial and legal services.

Policy C7 'Wythenshawe District Centre' - Further retail and commercial development will be supported in Wythenshawe Town Centre, particularly comparison retail. Additional food retail should meet local needs and minimise leakage. The Council also supports the development of non-food retail and other commercial

uses in Wythenshawe, including hotels and uses which maintain vitality beyond normal trading hours.

Policy T1 Sustainable Development - To deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport, the Council will support proposals that amongst other things Facilitate modes of transport that reduce carbon emissions e.g by incorporating charging points for electric vehicles, subject to their appropriate design and location.

Policy DM1 (Development Management) this policy states all development should have regard to 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.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- Community safety and crime prevention.
- Design for health.
- Adequacy of internal accommodation and external amenity space.
- Refuse storage and collection.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Green Infrastructure including open space, both public and private.
- The use of alternatives to peat-based products in landscaping/gardens within development schemes.
- Flood risk and drainage.
- Existing or proposed hazardous installations.
- Subject to scheme viability, developers will be required to demonstrate that new development incorporates sustainable construction techniques.

As set out within the issues section of this report below, the application proposals are considered to be in general accordance with policy DM1 of the Core Strategy.

Unitary Development Plan (1995)

The majority of the previous UDP policies have been replaced by the Core Strategy, however there are still saved policies that remain extant. The relevant policies for this application are set out below.

DC23.1 In determining planning applications for developments involving petrol filling stations, the Council will have regard to:

- a. the general location of the proposed development;
- b. the effect on the amenities of neighbouring occupiers;
- c. the need for safe and convenient arrangements for access, circulation, and egress;
- d. road safety and the safety of pedestrians;
- e. the adequacy of the local traffic circulation system and prevailing local traffic conditions;
- f. ease of use for all, including disabled people;
- g. the need to achieve a design which results in a satisfactory relationship with the streetscene;

h. quality of materials, including hard and soft landscaping, and the amount and prominence of advertisements and signs.

DC23.2 The Council will normally accept the principle of developments of this kind in:

- a. industrial and commercial areas;
- b. in residential areas as part of a larger redevelopment scheme;
- c. along major traffic routes.

Policy DC26.1 indicates that the Council will use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider the implications of new development being exposed to existing noise sources which are effectively outside planning control.

The National Planning Policy Framework (2019)

There are three dimensions to sustainable development: economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles:

- An economic role, contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;
- A social role, supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the communities needs and support its health, social and cultural well-being; and
- An environmental role, contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate The NPPF states that where proposed development accords with an up-to-date Local Plan it should be approved.

Issues

Principle - The provision of improved services at an existing service station located within a District Centre are considered acceptable subject to further consideration of the impacts on visual and residential amenity together with highway implications.

Additional retail floorspace- The proposals would result in the enlargement of the existing retail sales area associated with the existing facility from 76 sqm to 151 sqm. It is not considered that given the relatively small amount of additional floorspace to be provided that the proposals within a commercial district centre would give rise to unacceptable impacts on the vitality and viability.

Visual amenity - The provision of canopies to the electric vehicle charging points, associated substation buildings or extension to sales building would not give rise to unacceptable impacts on the visual amenity of this part of the District Centre.

Residential amenity - The proposals are located away from residential properties separated by Simonsway and Metrolink, the existing service station would generate comings and goings associated with its general activity. This level of activity is not considered to greatly increase as a result of the proposal to give rise to significant changes in the amount or level of associated activity. A condition is proposed to ensure that externally mounted equipment does not give rise to an increase in noise.

Conclusion - The provision of electric vehicle charging points in close proximity to the centre of the District Centre and within an existing service station is considered acceptable.

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 dealt with in a positive and proactive manner. Issues have been raised with the applicant and amended site layout plans were provided. The proposals have been determined 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:

13664-P06-648 Sales building Elevations

13664-P07-648 EV Canopy Detail

13664-P08- 648 Substation Elevations

13664-P09- 648 LV Enclosure Elevations

All as received by the City Council as local planning authority on the 21st September 2020

13664-P04- 648 Proposed site Elevations

13664-P03- 648 Proposed site layout

Both as received by the City Council as local planning authority on the 13th October 2020

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) Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. The scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site. The approved scheme shall be completed before the premises is occupied.

Upon completion of the development a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the noise criteria has 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 agreed noise criteria.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site pursuant to policy DM1 of the Core Strategy and saved UDP policy DC26.

4) Prior to the commencement of development appropriate and comprehensive construction designs for the installation of a proprietary hydrocarbon membrane, in order to alleviate any possibility of vapour ingress to the building, shall be submitted for approval to the City Council, as Local Planning Authority. The approved details shall then be implemented as part of the development.

Reason - the development site lies on a potential source of hydrocarbon vapour and pursuant to policy EN18 of the Manchester Core Strategy (2012).

5) The materials to be used in the construction of the development shall match those as set out within the approved drawings and submitted application forms.

Reason – In the interests of the visual amenity of the area in which the site is located pursuant to policy DM1 of the Core Strategy.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Corporate Property

2 Swan Walk, Wythenshawe Civic Centre, Simonsway, Manchester, M22 5HZ
1 Swan Walk, Wythenshawe Civic Centre, Simonsway, Manchester, M22 5HZ
1E Hale Top, Manchester, M22 5RN
1C Hale Top, Manchester, M22 5RN
Civic Centre, Rowlandsway, Manchester, M22 5RG
Unit 4, Co-Operative House, The Birtles, Manchester, M22 5RE
Gala Leisure Ltd, Rowlandsway, Manchester, M22 5RS
Unit 5, Hale Top, Manchester, M22 5RP
Unit 3, Hale Top, Manchester, M22 5RF
Securapark, Rowlandsway, Manchester, M22 5RG
Swan Walk, Wythenshawe Civic Centre, Simonsway, Manchester, M22 5HZ
1D Hale Top, Manchester, M22 5RN
1B Hale Top, Manchester, M22 5RN
1A Hale Top, Manchester, M22 5RN
Unit 1, 17 Rowlandsway, Manchester, M22 5RG
Unit 1, Hale Top, Manchester, M22 5RN

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 15M
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: SOUTH