

Planning

Growth & Development

Delegated officer report for planning application

Application no. 135230/FO/2022

Date registered valid: 19 October 2022

Proposal: Retention of a modular 24hr self-service launderette facility and associated works

Address: Silver Birch Hotel, Poundswick Lane, Manchester, M22 9PQ

Ward(s): Sharston Ward

Applicant: Mrs Jessica Jones, Photo-Me International Plc, Unit 3B, Blenheim Road, Epsom, KT19 9AP

Agent (if any): Plande - Planning Consultants, C/o Applicant, Photo-Me International Plc, Blenheim Road, Epsom, KT19 9AP

Case officer: Janine Renshaw-Livesey
Tel: 0161 234 4555
Email: janine.renshaw-livesey@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 29 November 2022

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 8 November 2022

Standard consultations:

Printed: 31 October 2022 Expired: 21 November 2022

Neighbour notifications

Printed: 31 October 2022 Expired: 21 November 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

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

The application seeks planning permission for the installation of a 24 hour self-service laundrette comprising of three machines for the washing and drying of clothing textiles, with two washing machines and a single drying machine within a single 3.15m wide by 2.3m deep by 2.21m high (3.05m to the top of the signage cube) unit. The laundrettes are illuminated to assist with the operation. The planning application is for the provision of a modular self-service laundrette facility within the existing curtilage of the business.

The equipment would be located within the curtilage of the existing car park of the Silver Birch Public House and would be positioned on the rear elevation of the building. The site is bound by Poundswick Road and Gladeside Road. The site is located adjacent to the Wythenshawe district centre and lies within the Sharston Ward of Manchester.

No amendments to the existing landscaping or boundary treatments are proposed as part of the application.

Site History

081092/FO/2006/S2 Erection of single storey rear extension to form external seating area with glazed canopy over Approved

050183/AO/SOUTH3/96 1 No illuminated double sided free standing 6 sheet advertising unit Approved

041760Re-roofing of garage/yard area and formation of a beer garden with 2m high fencing
Approved

Consultations & Notification Responses

The occupiers of the surrounding properties were consulted, and no representations were received.

The Highways Team were consulted raised no objection to the proposal.

Environmental Health were consulted requested an external plant and equipment condition to be added to the consent.

Greater Manchester Police were consulted and commented the coverage for any CCTV systems will need to be reviewed to the laundrette machines are covered and that the siting of them does not hinder any existing CCTV coverage, and a condition has been added to the consent.

Corporate Property were consulted, and no representation has been received.

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.

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 (2021)

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 a community facility is considered acceptable subject to further consideration of the impacts on visual and residential amenity together with highway implications.

Visual amenity - The proposed equipment in terms of its location within the existing car park is considered to be acceptable. The equipment in terms of its size, appearance and location behind the public house is not highly visible from within the street scene. The equipment can be viewed from certain vantage points from Gladeside Road. However, due to its size and appearance would not detract visually from within the street scene. Therefore, the equipment is not considered to give rise to an unacceptable impact on the visual amenity of the area.

Residential amenity - The immediate vicinity around the site is predominantly residential in nature. However, the equipment is located an acceptable distance away to be detrimental to the amenity levels currently enjoyed by the occupants of the surrounding properties. The existing pub car park 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. Environmental health has requested a noise condition be attached to the consent to ensure that any potential noise generated as a result of the operation of the equipment can be effectively attenuated to protect the amenity for the occupants of the surrounding properties. Furthermore, the equipment has elements that are illuminated, and a glare condition has been added to the consent. In this instance weight has been given that the proposal has been in operation and no objections have been received through the consultation stage regarding the proposal.

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.

Pedestrian and vehicle access is acceptable to Highways, and highways consider that there is a sufficient amount of car parking provision and general servicing requirements to the site are to remain as existing.

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:

Article 35 Declaration

The application has been determined in a positive and proactive manner. In this instance issues that have arisen have been discussed with the applicant and resolutions sought. The proposals are deemed to be acceptable, and 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 hereby approved shall be carried out in accordance with the following drawings and documents:

Sheet 1/1, Location Plan and the Planning Statement, stamped as received on the 19 October 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.

2) Within one month of the consent hereby granted externally mounted ancillary equipment, shall be acoustically insulated in accordance with a scheme 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 equipment. 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 consultant's 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 safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy.

3) If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy.

4) Within one month of the date of the planning permission hereby granted, a scheme shall be submitted to and approved in writing by the City Council as local planning authority to ensure the secure operation of the washing machine equipment, by the provision of CCTV cameras. The agreed arrangements shall be implemented to a timescale agreed with the City Council as local planning authority and maintained in situ at all times thereafter.

Reason - To reduce the risk of crime pursuant to policies SP1, EN1 and DM1 of the Core Strategy for the City of Manchester and to reflect the guidance contained in the National Planning Policy Framework.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Corporate Property
Greater Manchester Police

Public Convenience Outside Tram Station, The Birtles, Manchester, M22 5RF
117 Gladeside Road, Manchester, M22 9QS
162 Gladeside Road, Manchester, M22 9GS
36 Poundswick Lane, Manchester, M22 9PQ
Wythenshawe Interchange, 31 Poundswick Lane, Manchester, M22 9PQ
14 Etrop Way, Manchester, M22 5RE
First Floor And Second Floor, 14 Etrop Way, Manchester, M22 5RE
10 - 12 Etrop Way, Manchester, M22 5RE
8 Etrop Way, Manchester, M22 5RE
6 Etrop Way, Manchester, M22 5RE
4 Etrop Way, Manchester, M22 5RE
2 Etrop Way, Manchester, M22 5RE
11 Askern Avenue, Manchester, M22 9LG
15 Askern Avenue, Manchester, M22 9LG
9 Askern Avenue, Manchester, M22 9LG
7 Askern Avenue, Manchester, M22 9LG
5 Askern Avenue, Manchester, M22 9LG
14 Askern Avenue, Manchester, M22 9LG
12 Askern Avenue, Manchester, M22 9LG
10 Askern Avenue, Manchester, M22 9LG
8 Askern Avenue, Manchester, M22 9LG

6 Askern Avenue, Manchester, M22 9LG
Flat At, Silver Birch Hotel, Poundswick Lane, Manchester, M22 9PQ
111A Gladeside Road, Manchester, M22 9QS
9 Felton Avenue, Manchester, M22 9PR
22 Felton Avenue, Manchester, M22 9PR
19 Felton Avenue, Manchester, M22 9PR
13 Felton Avenue, Manchester, M22 9PR
42 Poundswick Lane, Manchester, M22 9PQ
198 Broadoak Road, Manchester, M22 9PG
174 Gladeside Road, Manchester, M22 9GS
168 Gladeside Road, Manchester, M22 9GS
4 Askern Avenue, Manchester, M22 9LG
2 Askern Avenue, Manchester, M22 9LG
3 Askern Avenue, Manchester, M22 9LG
1 Askern Avenue, Manchester, M22 9LG
123A Gladeside Road, Manchester, M22 9QS
125 Gladeside Road, Manchester, M22 9QS
123 Gladeside Road, Manchester, M22 9QS
121 Gladeside Road, Manchester, M22 9QS
119 Gladeside Road, Manchester, M22 9QS
115 Gladeside Road, Manchester, M22 9QS
113 Gladeside Road, Manchester, M22 9QS
111 Gladeside Road, Manchester, M22 9QS
109 Gladeside Road, Manchester, M22 9QS
24 Felton Avenue, Manchester, M22 9PR
23 Felton Avenue, Manchester, M22 9PR
21 Felton Avenue, Manchester, M22 9PR
17 Felton Avenue, Manchester, M22 9PR
15 Felton Avenue, Manchester, M22 9PR
11 Felton Avenue, Manchester, M22 9PR
44 Poundswick Lane, Manchester, M22 9PQ
40 Poundswick Lane, Manchester, M22 9PQ
38 Poundswick Lane, Manchester, M22 9PQ
204 Broadoak Road, Manchester, M22 9PG
202 Broadoak Road, Manchester, M22 9PG
200 Broadoak Road, Manchester, M22 9PG
196 Broadoak Road, Manchester, M22 9PG
194 Broadoak Road, Manchester, M22 9PG
176 Gladeside Road, Manchester, M22 9GS
172 Gladeside Road, Manchester, M22 9GS
170 Gladeside Road, Manchester, M22 9GS
166 Gladeside Road, Manchester, M22 9GS
164 Gladeside Road, Manchester, M22 9GS
160 Gladeside Road, Manchester, M22 9GS

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

