

Planning

Growth & Development

Delegated officer report for planning application

Application no. 134346/FO/2022

Date registered valid: 12 July 2022

Proposal: Erection of banking pod within existing car park (Use Class E)

Address: WM Morrisons Supermarkets Plc, Wilbraham Road, Manchester, M21 0SD

Ward(s): Chorlton Ward

Applicant: Wm Morrison Supermarkets Ltd, Hilmore House, Gain Lane, Bradford, BD3 7DL

Agent (if any): Ms Carolyn Attwood-Parry, Peacock + Smith, 53 King Street, Manchester, M2 4LQ

Case officer: Constance Phillips
Tel: 0161 234 5792
Email: constance.phillips@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 2 September 2022



Application details

Type of application: Full Application Consent

Development type: Minor Retail

Date of site visit: 11 August 2022

Standard consultations: Printed: 20 July 2022 Expired: 10 August 2022

Neighbour notifications: Printed: 20 July 2022 Expired: 10 August 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: Not applicable

Tree Preservation Order: Not applicable

The application relates to a large part single, part two storey redbrick supermarket surrounded by car parking. The location of the pod is between the main entrance and the existing parcel lockers.

Description of area

The Morrisons is located at the crossroads between Wilbraham Road, Albany Road and Corkland Road within Chorlton District Centre. To the east lies the Metrolink line and station, with residential dwellings and commercial/service uses surrounding the site.

Description of development

The applicant is seeking advertising consent for several non-illuminated fascia and window signs for a new Barclays banking pod, being applied for under reference 134346/FO/2022.

Consultations & Notification Responses

Local residents and businesses, as per appendix 1 – No comments received.

Highway Services – *The proposed banking pod extends only within the red-line boundary of the site and as such, does not impinge upon the adopted highway. The banking pod will be located adjacent to the building and the taxi pick up.*

The aim of the new pod is to reduce journeys and increase convenience for the public. The proposed trips to the banking pod are likely to coincide with existing travel and parking

patterns. The pod will offer both 'walk in' and bookable appointments. It is accepted that no highway concerns in terms of safety or capacity are considered likely to arise. The current on-site parking offering is to be retained and there will be no loss in parking spaces and as such, Highways have no concerns regarding vehicular build up on- street. Given the minimal scale of construction works involved, the level of construction vehicles are unlikely to generate any significant on-street parking demands.

Environmental Health – No objection to the proposal, but requested pre-use noise conditions for the externally mounted plant (aircon unit on roof) and an hours condition, which are all attached below.

MCC Flood Risk Management – *Based on the provided evidence, we recommend no drainage condition for this application. The drainage of the site can be approved and we suggest the following informative to be included within the Decision Notice: The applicant should design and construct drainage system to prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system pursuant to policy EN17 of the Core Strategy.*

Chorlton Voice – No comments received.

Policies

The following policies are considered relevant in the consideration of this application.

The Manchester Core Strategy Development Plan Document 2012-2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. Policies of relevance include:

- Policy DM1 - Development Management
- Policy SP1 - Spatial Principles
- Policy C2 – District Centres

The National Planning Policy Framework (NPPF 2012, amended in 2021):

- Chapter 6 – Building a strong competitive economy
- Chapter 12 – Achieving well-designed places

For reasons to be outlined below, it is considered the proposal accords with the principles of these policy documents.



Blue shape to show approximate location of pod

Issues

Principle – Installing a single storey ancillary pod within the curtilage of an existing supermarket is acceptable in principle. Notwithstanding this, consideration must be given to the proposed developments siting, scale and massing, design and appearance, and to the proposal's impact upon existing levels of amenity.

Use – The banking pod would be operated by Barclays and would offer various advice-based banking services to shoppers. Two members of staff would occupy the desks inside and no money would be stored within the pod. The use class falls within Class E which is appropriate given the location outside of a Class E supermarket.

Siting, scale and massing – The pod would be sited on the south side of the main supermarket building, facing Wilbraham Road, to the right of the main entrance. It would measure 4.26m in width, 2.54m in depth and 2.87m in height, with a footprint of 10.82m² and a volume of 31m³. It would not be on the main footpath to the entrance nor on the carpark itself and currently this space is used for a parcel locker. Hence a 2.87m high pod in this location is considered acceptable and should not interfere with the use of the shop and carpark. Given its distance from a boundary of the site and its relatively small, the location and massing of the proposal is considered acceptable, pursuant to policies contained within the Core Strategy.



Design and visual amenity – The pod would be constructed of cyan blue and grey painted metal, with grey aluminium framed glazing and door, steel feet and white vinyl graphics. An air-handling unit would sit on the flat roof to provide heating and cooling for staff and customers. There are already existing structures within the site curtilage, such as parcel lockers, trolley shelters and bottle banks, therefore the addition of another should not cause significant harm to the visual amenity of the site. The significant setback from the public highway (20m) ensures the structure would not form a prominent feature within the street scene of this portion of Wilbraham Road.

Residential amenity and parking – The pod would be sited approximately 100m from the nearest residential dwellings, hence it is not considered that the structure would affect nearby occupiers' outlook, light or privacy. The air-handling equipment on the roof will emit some noise, therefore Environmental Health have requested a noise condition be attached which requires an acoustic report to be submitted for their chosen apparatus, showing that it will not raise the background noise level (should be 5dB lower) prior to the pod's first use. A second condition requires a verification report to show this has been achieved in reality. Although the pod is sited adjacent to the car park, it does not affect any parking spaces and should not lead to a significant increase in foot or vehicular traffic in this location.

Conclusion – The proposal complies with policies DM1, SP1 and C2 of the Core Strategy and accords with the principles contained within the National Planning Policy Framework, as it is not considered to negatively impact the visual amenity of the host site or wider area, nor significantly impact upon the existing residential amenity enjoyed by surrounding occupiers, hence, the development may commence in accordance with the submitted plans and the following conditions.



Human Rights Act 1998 considerations

This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have a right to a fair hearing and to this end the local planning authority must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the recommendation given is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation: Approve

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. No significant problems have arisen during the consideration of this application and the application has been determined in a timely manner, in accordance with the policies with the Development Plan.

Condition(s) to be attached to decision for approval

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 drawings and documents;

- Application form
- Design and Access Statement
- BB_PL_01 Rev A - elevations and plan
- 383_PL02 Rev A - site plan

All stamped as received by the City Council as Local Planning Authority on the 12th July 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.

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. Prior to commencement of the use hereby approved 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 scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

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 in the Manchester Core Strategy and saved UDP Policy DC26.

4) Prior to the operation of the scheme a verification report shall be submitted to and approved in writing by the City Council as local planning authority 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 have 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 in the Manchester Core Strategy and saved UDP Policy DC26.

5) The premises shall not be open outside the following hours unless otherwise agreed in writing by the City Council as local planning authority:

Monday - Saturday: 7:00am - 23:00pm
Sundays: 11:00am - 17:00pm

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

Informatives

1) The applicant is advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).

2) The applicant should design and construct drainage system to prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system pursuant to policy EN17 of the Core Strategy.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management
Chorlton Voice

Morrisons Food Stores, Wilbraham Road, Manchester, M21 0SD
Cartmel, 529 - 531 Wilbraham Road, Manchester, M21 0UE
Rydal, 529 - 531 Wilbraham Road, Manchester, M21 0UE
Kendal, 529 - 531 Wilbraham Road, Manchester, M21 0UE
Grasmere, 529 - 531 Wilbraham Road, Manchester, M21 0UE
Flat Above, 533 Wilbraham Road, Manchester, M21 0UE
Brewski, 537 - 539 Wilbraham Road, Manchester, M21 0UE
Flat 2, 537 - 539 Wilbraham Road, Manchester, M21 0UE
Flat 3, 537 - 539 Wilbraham Road, Manchester, M21 0UE
Flat 4, 537 - 539 Wilbraham Road, Manchester, M21 0UE
Flat 1, 537 - 539 Wilbraham Road, Manchester, M21 0UE
2 Cavendish Terrace, Wilbraham Road, Manchester, M21 0UA
Chemist, 420 Wilbraham Road, Manchester, M21 0AS
Flat Above, 535 Wilbraham Road, Manchester, M21 0UE
529 Wilbraham Road, Manchester, M21 0UE
The Bar, 531 - 533 Wilbraham Road, Manchester, M21 0UE
E G Cadman, 420A Wilbraham Road, Manchester, M21 0AS
3 Cavendish Terrace, Wilbraham Road, Manchester, M21 0UA
Flat 3, 1 Albany Road, Manchester, M21 0AY
1 Cavendish Terrace, Wilbraham Road, Manchester, M21 0UA
Flat Above, 420 Wilbraham Road, Manchester, M21 0AS
Flat 4, 1 Albany Road, Manchester, M21 0AY
Flat 2, 1 Albany Road, Manchester, M21 0AY
Flat 1, 1 Albany Road, Manchester, M21 0AY
422 Wilbraham Road, Manchester, M21 0AS
3 Albany Road, Manchester, M21 0AY
541 Wilbraham Road, Manchester, M21 0AH
539A Wilbraham Road, Manchester, M21 0UE

535 Wilbraham Road, Manchester, M21 0UE

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 AREA