

Planning

Growth & Development

Delegated officer report for planning application

Application no. 133021/FO/2022

Date registered valid: 22 February 2022

Proposal: Use of 2 existing car parking spaces, as rapid electric vehicle charging stations with the installation of associated equipment.

Address: McDonalds Debdale Park , 21 Wall Way, Manchester, M18 7WY

Ward(s): Gorton & Abbey Hey Ward

Applicant: Miss Rachael Kendrew InstaVolt Ltd 6 Cedarwood, Crockford Lane, RG24 8WD

Agent (if any):

Case officer: Ian Jarvis
Tel: 0161 234 4079
Email: ian.jarvis@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 22 April 2022

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit:

Standard consultations:

Printed: 28 February 2022 Expired: 21 March 2022

Neighbour notifications

Printed: 28 February 2022 Expired: 21 March 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:

Tree Preservation Order:

This application relates to an existing McDonalds drive-thru restaurant, off Wall Way and opposite Debdale Park in Gorton. The site lies in a small commercial/leisure complex and other uses in the complex include an Express Holiday Inn and a Pure Gym

The premises are long established and includes an ancillary car parking area. It is proposed to utilise 2 existing car parking spaces as rapid vehicle charging stations. This involves demarcating the spaces as such and installing a 2 metre high charging unit at the end of each bay. In addition, a 2.3 metre high feeder pillar unit is proposed (coloured green), at the end of the adjoining bay and 3 low level wheel stops are proposed at the end of these 3 units and in front of the 3 items of equipment proposed.

Consultations & Notification Responses

Local residents - One response has been received, from a local resident. They do not object to the application, but make the following comments:

I am in support of the principle of installing rapid vehicle chargers but they must comply with the best practices of disabled inclusive design.

The property in question already complies with laws pertaining to disability access including providing two disabled parking bays. As uptake of electric vehicles grows, rapid chargers installed must be usable by people with disabilities.

Specifically at least one of the chargers should be of a design and type with cables and associated controls at standard wheelchair height (c 100 cm). Furthermore, kerb-free access should be possible from the vehicle to the rapid charger.

Highway Services - Makes the following comments:

The proposed development extends only within the red-line boundary of the site and as such, does not impinge upon the adopted highway.

The existing car park arrangement and numbers are to be retained. Two of the existing car parking spaces will be converted to rapid electric vehicle charging stations. This arrangement is welcomed by Highways.

The bay dimensions will not be impacted and will remain 2.4m x 4.8m which is within MCC minimum parking standards. This is acceptable to Highways.

An existing lamppost will be relocated within the private boundary of the site. It is recommended that the applicant liaises with MCCs Street Lighting Team if the street light is to be relocated on or adjacent to the adopted highway. The applicant is to be advised of this point by way of an informative.

Given the minimal scale of construction works involved, the level of construction vehicles are unlikely to generate any significant on-street parking demands

Strategic Area and Citywide Support Manager - Recommends that an informative is provided on construction hours.

Issues

National Planning Policy Framework (July 2021) - Sets out the Government's Planning Policies for England and how these should be applied. It states that the purpose of the planning system is to contribute to the achievement of sustainable development. It states that achieving sustainable development means that the planning system has 3 overarching objectives:

An economic objective - to help build a strong, responsive and competitive economy, by ensuring that sufficient land, of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

A social objective - to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

An environmental objective - to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change including moving to a low carbon economy

It states that planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term, but over the lifetime of the development;
- b) are visibly attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are 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);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible, and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Section 12 'Achieving Well Designed Places' states that 'the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. paragraph 126).

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) as the document that 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.

Policy SP1 identifies the City Council's Core Development Principles and states that development in all parts of the City should:-

Make a positive contribution to neighbourhoods of choice including:-

- Creating well designed places that enhance or create character
- Making a positive contribution to the health, safety and wellbeing of residents
- Considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income.
- Protect and enhance the built and natural environment

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 EN1 relates to design principles and strategic character areas and states that all development in Manchester will be expected to follow the seven principles of urban design listed below:

- Character: a place with its own identity
- Continuity and enclosure: a place where public and private places are clearly distinguished
- Quality of the public realm: a place with attractive, and successful outdoor areas
- Ease of movement: a place that is easy to get to and move through
- Legibility: a place that has a clear image and is easy to understand
- Adaptability: a place that can change easily
- Diversity: a place with variety and choice

Policy T1 relates to sustainable development and states that 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 DM 1 states that all development should have regard to the following specific issues for which more detailed

guidance may be given within a supplementary planning document:-

- 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 and 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.
- Flood risk and drainage.
- Existing or proposed hazardous installations.

Unitary Development Plan - The site lies in the Gore Brook Valley, as identified in the Unitary Development Plan, which is covered by Saved Policy GO12. This states that the Council will permit proposals in line with the Gore Brook Valley Park Strategy to create an informal open space linking Sunny Brow Park and Debdale Park, and will refuse Planning Permission for proposals which conflict with that objective. The reason for this policy is to improve the local environment and provide a comprehensive network of linked open spaces and varied recreational uses. The Gore Brook Valley park strategy has been pursued by the Council for many years and has the Strategic objective of improving access to areas of open land from the surrounding residential areas.

Saved policy E3.3 in Part 1 of the UDP states that the City Council will seek to upgrade the appearance of the City's major radial and orbital roads, which includes Hyde Road. This

involves improvements to the appearance of adjacent premises and encouraging new development of the highest quality.

Principle - The provision of improved services at an existing drive-thru restaurant are considered to be acceptable subject to further consideration of the impacts on visual and residential amenity together with highway implications.

Visual amenity/impact upon Gore Brook Valley - It is considered that the demarcation of the bays, and the installation of associated equipment, would have a minimal visual impact. The features would be centrally located in the site and would be seen as a common element of car parking areas that would not impact upon the openness of the Gore Brook Valley and would not have any adverse implications for the aims of saved policy GO12, of the Manchester UDP. Also, the site is elevated from Hyde Road, so it would be difficult to view the proposed new works from that radial route.

Residential amenity - The proposals are located away from residential properties, and it is not considered that the proposal would lead to any significant change in comings and goings associated with the existing use of the site.

Highways - It is not considered that the proposal would lead to any detrimental impact upon existing highways arrangements, and the proposal is supported by Highways Services.

Disabled persons access to facility - The comments received from a local resident, that at least one of the chargers should be of a design and type with cables and associated controls at standard wheelchair height, were brought to the attention of the applicants. They stated that, as part of the design process, disabled bays were considered, however, there is insufficient space either side of the spaces to enable them to be widened without losing existing spaces. There is also limited availability to create additional spaces around the site. In addition, they stated that, unlike a new build car park they are retrofitting these chargers into the existing parking spaces and they therefore have more constraints to deal with which limits them providing disabled spaces.

Whilst a change, to address the concerns of the local resident, would have been desirable, the constraints in making this change are accepted. In addition, it is considered that the proposal would nevertheless have positive impacts for many customers, using this car park, and would have air quality benefits. On this basis the proposed development is considered to be 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

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. In this case, discussions have taken place with the applicant, particularly in respect of the potential for making a change to address concerns expressed by a local resident.

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 drawings numbered 10376-0385_01-PL Rev A, 10376-0385_02 Rev A, 10376-0385_03 Rev A, 001_12 Rev F and 001_19 Rev B, and the BYD 120KW DC Charger Technical Specification document (ref: EVD120KU/C01), all stamped as received by the City Council, as Local Planning Authority, on 22 February 2022.

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies SP1 and DM1 of the Manchester Core Strategy and saved policies E3.3 and GO12 of the Unitary Development Plan for the City of Manchester.

3) 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 policies SP1 and DM1 of the Manchester Core Strategy and saved policies E3.3 and GO12 of the Unitary Development Plan for the City of Manchester.

Informatives

1) An existing lamppost will be relocated within the private boundary of the site. It is recommended that the applicant liaises with MCCs Street Lighting Team if the street light is to be relocated on or adjacent to the adopted highway.

2) Construction/demolition works shall be confined to the following hours:

Monday - Friday: 7.30am - 6pm

Saturday: 8.30am - 2pm

Sunday / Bank holidays: No work

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health

PureGym, Wall Way, Manchester, M18 7LN
2A Friendship Avenue, Manchester, M18 7HH
6 Woodland Avenue, Manchester, M18 7HF
2 Woodland Avenue, Manchester, M18 7HF
4 Woodland Avenue, Manchester, M18 7HF
794 Hyde Road, Manchester, M18 7JD
790 Hyde Road, Manchester, M18 7JD
Flat Above , Hyde Road, Manchester, M18 7JD
Debdale Outdoor Centre, Debdale Park, 1073 Hyde Road, Manchester, M18 7LJ
Debdale Park, 1073 Hyde Road, Manchester, M18 7LJ
Trafalgar Sea Cadets, Debdale Park, 1073 Hyde Road, Manchester, M18 7LJ
Holiday Inn Express, Hyde Road, Manchester, M18 7LJ
802 Hyde Road, Manchester, M18 7JD
774 Hyde Road, Manchester, M18 7JD
Ground Floor Flat, 798 Hyde Road, Manchester, M18 7JD
Top Flat, 798A Hyde Road, Manchester, M18 7JD
Flat, 824A Hyde Road, Manchester, M18 7JD
808 Hyde Road, Manchester, M18 7JD
Flat At, Friendship Tavern, 786 - 788 Hyde Road, Manchester, M18 7JD
Top Flat, 810 Hyde Road, Manchester, M18 7JD
800A Hyde Road, Manchester, M18 7JD
782 Hyde Road, Manchester, M18 7JD
Flat Above, 822 Hyde Road, Manchester, M18 7JD
Flat Above, 820 Hyde Road, Manchester, M18 7JD
First Floor Flat, 778 Hyde Road, Manchester, M18 7JD
Ground Floor Flat, 778 Hyde Road, Manchester, M18 7JD
774A Hyde Road, Manchester, M18 7JD
796A Hyde Road, Manchester, M18 7JD
778 Hyde Road, Manchester, M18 7JD
806 Hyde Road, Manchester, M18 7JD
818 Hyde Road, Manchester, M18 7JD
792 Hyde Road, Manchester, M18 7JD
814 Hyde Road, Manchester, M18 7JD
Pleasant Places, 804 Hyde Road, Manchester, M18 7JD
812 Hyde Road, Manchester, M18 7JD
Flat Above, 802 Hyde Road, Manchester, M18 7JD
First Floor, 782 Hyde Road, Manchester, M18 7JD
Ground Floor, 782 Hyde Road, Manchester, M18 7JD
Flat 3, 776 Hyde Road, Manchester, M18 7JD
Flat 2, 776 Hyde Road, Manchester, M18 7JD
Flat 1, 776 Hyde Road, Manchester, M18 7JD
Friendship Tavern, 786 - 788 Hyde Road, Manchester, M18 7JD
826 Hyde Road, Manchester, M18 7JD
822 Hyde Road, Manchester, M18 7JD
816 Hyde Road, Manchester, M18 7JD
810 Hyde Road, Manchester, M18 7JD
796 Hyde Road, Manchester, M18 7JD
784 Hyde Road, Manchester, M18 7JD
776 Hyde Road, Manchester, M18 7JD

824 Hyde Road, Manchester, M18 7JD
820 Hyde Road, Manchester, M18 7JD
800 Hyde Road, Manchester, M18 7JD
Curry Pot, 780 Hyde Road, Manchester, M18 7JD

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
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Historic Landfill Site 250m Buffer -
Area Team Boundary - Name: NORTH2