

Planning

Growth & Development

Delegated officer report for planning application

Application no. 128531/FO/2020
Date registered valid: 1 December 2020
Proposal: Creation of 12 no. car park spaces to the rear of 26-30 Central Road accessed via the driveway between No.26-28 Central Road.
Address: 26-30 Central Road, Manchester, M20 4ZD
Ward(s): Old Moat Ward

Applicant: Mrs Lucy Dehghan 2 Park Lane, Altrincham, WA15 9JS
Agent (if any): Mr Ian Grainger Blu Room Architecture 7 Riverton Road, Manchester, M20 5QH
Case officer: David Lawless
Tel: 0161 234 4543
Email: david.lawless@manchester.gov.uk

Recommendation: Approve
Date of recommendation: 26 January 2021



Application details

Type of application: Full Application Consent

Development type: Minor Other

Standard consultations:

Printed: 3 December 2020 Expired: 24 December 2020

Neighbour notifications

Printed: 3 December 2020 Expired: 24 December 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/area

3 x 3 storey residential properties currently in use as flats, situated on Central Road, a road where many properties have been converted into flats. To the rear of the site lies the Metrolink line.

Listed building: no

Conservation area: no

Tree Preservation Order: no

Description of development

Creation of 12 no. car park spaces to the rear of 26-30 Central Road accessed via the driveway between No.26-28 Central Road. The application is retrospective as the car parking has already been provided.

The two trees located at the rear are to be retained.

The applicant has already received planning permission for the works (119329/FO/2019) in November 2019 but as the application address only referred to no. 26 Central Road they have applied again to aid with the sale of the premises.

Consultations & Notification Responses

Local Residents – No comments received.

West Didsbury Residents Association – Had this been a new proposal WDRA would very probably have objected. The disposition of cars in the former rear gardens leaves little space forgetting in or out of a vehicle or for turning to avoid having to reverse out. However it appears from the documentation that what is happening here is a regularisation of an existing situation. Accordingly we have no grounds for objection.

Transport For Greater Manchester (TfGM) – Though no comments from TfGM have been received in this instance, they did suggest previously that a condition to protect the Metrolink line should be attached to any approval granted.

Policies

Core Strategy Development Plan Document – The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11 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. Relevant policies in the Core Strategy are detailed below

Policy SP1, *Spatial Principles*, - 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 and protect and enhance the built and natural environment. This is discussed below.

Policy DM1, *Development Management* – This policy states that all development should have regard to a number of specific issues, the most relevant of which are detailed below:-

- 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.

Issues

Principle of the Proposal – The principle of the development is considered acceptable given that many of the apartment buildings have car parking facilities at the rear. Notwithstanding this, consideration must be given to the potential impact upon existing levels of residential and visual amenity.

Residential and Visual Amenity – It is considered that the proposal will not have a detrimental impact upon the existing levels of residential and visual amenity enjoyed by the occupants of the adjoining residential accommodation.

Amenity Space – The area at the rear of the site has been used for the parking of vehicles for a number of years, this application seeks to regularise the matter. In this instance is it considered that the loss of the rear gardens area and its use as a communal parking facility for the residents of the apartments is acceptable and will assist in easing the parking problems on Central Road.

Pedestrian and Highway Safety – It is recognised that providing this level of off-street parking provision will go some way to ease the parking problems that currently exist along Central Road. Given this it is not considered that the proposal will have a detrimental impact upon the levels of pedestrian and highway safety enjoyed along Central Road.

Metrolink Safety – The condition previously requested by TfGM would be attached to any approval granted.

Trees – Retention of the two trees is welcomed.

Drainage – As the existing gravel surface is to be retained and this is welcomed.

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 to resolve any problems arising in relation to the planning application.

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:

- a) Drawing nos. 01 to 03, stamped as received on 9 November 2020
- b) Tree Survey, stamped as received on 25 November 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) Within one month of the date of this planning permission, a timetable for the implementation of the Vehicle Incursion Protection measures, previously approved under application CDN/20/0148 (approved 25.03.2020), shall be submitted to and be approved by the City Council as local planning authority. The development shall be carried out and thereafter maintained in accordance with the agreed timetable.

Reason - In order to protect Metrolink infrastructure and in the interests of highway safety, pursuant to Policy DM1 in the Core Strategy Development Plan Document.

Appendix 1 – List of consultees & neighbours notified

Transport For Greater Manchester
West Didsbury Residents Association

First Floor, 24 Central Road, Manchester, M20 4ZD
Ground Floor, 24 Central Road, Manchester, M20 4ZD
Flat 4, 21 Central Road, Manchester, M20 4YE
Flat 1, 30 Central Road, Manchester, M20 4ZD
Flat 2, 30 Central Road, Manchester, M20 4ZD
Flat 4, 30 Central Road, Manchester, M20 4ZD
Flat 3, 30 Central Road, Manchester, M20 4ZD
Flat 4, 28 Central Road, Manchester, M20 4ZD
Flat 4, 22 Central Road, Manchester, M20 4ZD
Flat 3, 22 Central Road, Manchester, M20 4ZD
Flat 2, 22 Central Road, Manchester, M20 4ZD
Flat 1, 22 Central Road, Manchester, M20 4ZD
Flat 3, 28 Central Road, Manchester, M20 4ZD
Flat 2, 28 Central Road, Manchester, M20 4ZD
Flat 1, 28 Central Road, Manchester, M20 4ZD
Flat 4, 36 Central Road, Manchester, M20 4ZD
Flat 3, 36 Central Road, Manchester, M20 4ZD
Flat 2, 36 Central Road, Manchester, M20 4ZD
25 - 27 Central Road, Manchester, M20 4YE
35 Central Road, Manchester, M20 4YE
33 Central Road, Manchester, M20 4YE
21 Central Road, Manchester, M20 4YE
Flat 8, 25 - 27 Central Road, Manchester, M20 4YE
Flat 7, 25 - 27 Central Road, Manchester, M20 4YE
Flat 6, 25 - 27 Central Road, Manchester, M20 4YE
Flat 5, 25 - 27 Central Road, Manchester, M20 4YE
Flat 4, 25 - 27 Central Road, Manchester, M20 4YE
Flat 3, 25 - 27 Central Road, Manchester, M20 4YE

Flat 2, 25 - 27 Central Road, Manchester, M20 4YE
Flat 9, 29 - 31 Central Road, Manchester, M20 4YE
29 - 31 Central Road, Manchester, M20 4YE
Flat 15, 29 - 31 Central Road, Manchester, M20 4YE
Flat 12, 29 - 31 Central Road, Manchester, M20 4YE
Flat 3, 35 Central Road, Manchester, M20 4YE
Flat 2, 34 Central Road, Manchester, M20 4ZD
Flat 2, 21 Central Road, Manchester, M20 4YE
Flat 1, 36 Central Road, Manchester, M20 4ZD
Flat 3, 34 Central Road, Manchester, M20 4ZD
Flat 1, 25 - 27 Central Road, Manchester, M20 4YE
23 Central Road, Manchester, M20 4YE
Flat 10, 29 - 31 Central Road, Manchester, M20 4YE
Flat 16, 29 - 31 Central Road, Manchester, M20 4YE
Flat 14, 29 - 31 Central Road, Manchester, M20 4YE
Flat 13, 29 - 31 Central Road, Manchester, M20 4YE
Flat 11, 29 - 31 Central Road, Manchester, M20 4YE
Flat 5, 35 Central Road, Manchester, M20 4YE
Flat 4, 35 Central Road, Manchester, M20 4YE
Flat 2, 35 Central Road, Manchester, M20 4YE
Flat 1, 35 Central Road, Manchester, M20 4YE
Flat 1, 34 Central Road, Manchester, M20 4ZD
Flat 20, 33 Central Road, Manchester, M20 4YE
Flat 19, 33 Central Road, Manchester, M20 4YE
Flat 18, 33 Central Road, Manchester, M20 4YE
Flat 17, 33 Central Road, Manchester, M20 4YE
Flat 3, 32 Central Road, Manchester, M20 4ZD
Flat 2, 32 Central Road, Manchester, M20 4ZD
Flat 1, 32 Central Road, Manchester, M20 4ZD
Flat 3, 26 Central Road, Manchester, M20 4ZD
Flat 2, 26 Central Road, Manchester, M20 4ZD
Flat 1, 26 Central Road, Manchester, M20 4ZD
24 Central Road, Manchester, M20 4ZD
Flat 3, 23 Central Road, Manchester, M20 4YE
Flat 2, 23 Central Road, Manchester, M20 4YE
Flat 1, 23 Central Road, Manchester, M20 4YE
Flat 3, 21 Central Road, Manchester, M20 4YE
Flat 1, 21 Central Road, Manchester, M20 4YE

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