46-52 BLACKCARR ROAD, WYTHENSHAWE, MANCHESTER. M23 1PX

PLANNING APPLICATION FOR THE FORMATION OF NEW PARKING BAYS

SUPPORTING PLANNING STATEMENT ON BEHALF OF M20 PROPERTY GROUP

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INTRODUCTION

This Statement has been prepared on behalf of M20 Property Group in support of an application submitted to Manchester City Council for full planning permission for the formation of new parking bays on land at 46-52 Blackcarr Road, Wythenshawe.

The application is accompanied by the following:
Completed application form with certificate A
Requisite fee of £195
Site Location Plan
Site Plan as Existing – 714-03-101P
Site Plan as Proposed – 714-03-201P

SITE DESCRIPTION

46-52 Blackcarr Road is a 3 storey building comprising retail units on the ground floor with residential accommodation above. There are 3 retail units in total, one of which is a double unit.

To the front of the shops, but within the application site, is a partly grassed forecourt area beyond which is the footpath which is separated from the road by a grass verge. To the right hand side of the building a service road provides access to the rear of the building.

The surrounding area is residential.

PROPOSAL

The proposal is for the formation of 6 new parking bays to the front of the property where the existing grass verge currently lies. The spaces would be at right angles to Blackcarr Road and accessed directly from the road. The existing footpath would be re-aligned slightly but would still run between the new spaces and the shops. A new paved forecourt in front of the retail premises would also be created.

PLANNING HISTORY

A small number of minor applications related to the various retail units:-

F/AD04030N – Illuminated fascia sign. Approved 1983. (No.52)
053895/FO/SOUTH3/98 – New shopfront. Approved 1998. (Nos50-52)
057355/FO/SOUTH2/99 – Enlargement of existing retail shop into vacant premises. Approved 1999. (No.48)
054443/FU/SOUTH3/98 – Change of use of vacant shop to hot food shop. Refused in 1998 and appeal dismissed. (No.46).

PLANNING POLICY CONTEXT

Manchester's Local Development Framework Core Strategy Development Plan Document (Adopted 11 July 2012)

Of particular relevance are Policies:-
CC2 - Retail
EC10 – Wythenshawe
T1 – Sustainable Transport
EN1 – Design Principles and Strategic Character Areas
DM1 – Development Management

Manchester Unitary Development Plan (UDP)

Citywide Development Control Policies
Development Control Policies – General Statement

Guide to Development in Manchester Supplementary Planning Document and Planning Guidance Adopted April 2007

National Planning Policy Framework (NPPF)

PRINCIPLE OF DEVELOPMENT

The proposal will provide not only improved car parking provision for visitors to the ground floor retail units at the property but also better accessibility around the frontage and improved legibility of the units. This will help to ensure their on-going viability and the continued occupation of the units which provide both services and job opportunities for local people. As such the proposal is in line with the general aims of Core Strategies CC2 and EC10.

AMENITY

Whilst reasonably well maintained, the grassed forecourt area appears dated, whilst the verge is showing signs of wear, particularly next to the kerbside. The proposed new paved retail forecourt will refresh the frontage of the site and allow an improved setting for the retail units which will enhance the visual amenity of the area. There would be no harm to the existing low rise suburban character set within soft landscape of the wider Wythenshawe area. In this regard the proposal will be in accordance with Policies EN1 and DM1 as well as NPPF which seeks high quality design and good standards of amenity in all development proposals.

HIGHWAYS

There are no on street parking restrictions in the immediate vicinity of the site and kerbside parking is freely available. The development will result in the

loss of some kerbside parking but result in a small net gain in parking provision overall. The level of parking available for the shops will nevertheless remain well below the number of spaces for such units as assessed against the Councils maximum parking standards set out in the Core Strategy (1 space/14 sq.m for shops outside the City and District centres). There would be no harm to the Council's overall sustainable transport objectives.

The dimensions of the proposed spaces would meet the normal standard of 2.4m x 5m and the design would be sufficient to unsure that parked cars need not project into the highway. Blackcarr Road is a local estate road and, notwithstanding that vehicles parked in these spaces would have to reverse into the carriageway, the width of the road together with the relatively low level of traffic will ensure that the proposal would not give rise to any significant issues of highways concern. The existing footpath would be slightly re-aligned to ensure continued pedestrian safety. Together with the new paved forecourt, the development would represent an improvement to the pedestrian environment in accordance with Policy T1.

CONCLUSION

The proposed development will improve the viability of existing retail units. There will be improvements to the amenity of the area and the pedestrian environment adjacent to the shops. There would be no significant highways concerns arising from the development and no other material considerations that weigh against the benefits.

The proposal is in accordance with the Council's development plan policies and is supported by policies in NPPF. As such we would request that planning permission be granted.