

Planning

Growth & Development

Delegated officer report for planning application

Application no.	134759/FO/2022
Date registered valid:	14 September 2022
Proposal:	Formation of a 19 no. space car park together with the creation of two no. vehicular access points from Chalford Road and installation of 1.8m high fencing
Address:	St Francis Church , Chalford Road, Manchester, M23 2RU
Ward(s):	Baguley Ward
Applicant:	Rev Gideon Ilechukwu Anglican Missionary Congregations St Francis Church , Chalford Road, Manchester, M23 2RU
Agent (if any):	Mr Peter Hewitt Peter N Hewitt Associates Ltd 3 Wadebridge Avenue, Baguley, 3 Wadebridge Avenue, Manchester, M23 9LS
Case officer:	David Lawless Tel: 0161 234 4543 Email: david.lawless@manchester.gov.uk
Recommendation:	Approve
Date of recommendation:	7 November 2022



Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 2 November 2022

Standard consultations:

Printed: 21 September 2022 Expired: 12 October 2022

Neighbour notifications

Printed: 21 September 2022 Expired: 12 October 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/area

St Francis Church is located at the corner of Greenbrow Road and Chalford Road in grounds approximately 0.18 hectares in size. The church building is located towards the rear of the site and to the front of it there is a gravelled area used for informal car parking. Vehicular access to the site is gained via Chalford Road.

To the north of the site lies an area of public open space, while to the south and east are the 2 storey dwellings on Chalford Road. To the west, on the opposite side of Greenbrow Road, there is a site being redeveloped for residential purposes.

Listed building: Not applicable

Conservation area:

Tree Preservation Order:

Description of development

The applicant is applying to use the gravelled area as a formal car park. This would involve its hardsurfacing and installation of appropriate drainage scheme. The application is also proposing to erect 1.8 metre high weld mesh fencing around the perimeter of the site and provide two new vehicular entrance points off Chalford Road.

Originally the entrance points were too narrow, at 3 metres but following receipt of comments from Highway Services they were widened to 4.5 metres.

Consultations & Notification Responses

Local Residents – No comments received.

Highway Services – Have made the following comments:

- With regard to the proposed vehicle access to the main car park, given its proximity to Greenbrow Road and the proposed entrance width of three metres, there is concerns that vehicles may have difficulty entering or exiting the car park especially if there are parked cars on the opposite side of Chalford Road. To address this, it is suggested that either double yellow lines are provided on Chalford Road (requiring a traffic regulation order), or the access is widened to make manoeuvres easier. The submission of vehicle swept path information would help to verify this.
- In principle the other vehicle access for staff parking and servicing is acceptable.
- Pedestrian access arrangements are acceptable from a highway perspective.
- The provision of four secure cycle spaces is supported.
- It would appear from the drainage and fencing drawing that inward opening gates are to be provided at the two new access points and in the absence of further information we assume that these operate manually and would remain open during service times so that car park access is not impeded.

MCC Flood Risk Management – Suggests the imposition of a drainage condition.

High Speed Two (HS2) Limited – No objection to the proposal.

Policies

The National Planning Policy Framework July 2021 (NPPF) – The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced. Planning law requires that applications for planning permission be determined in accordance with the development plan, i.e. the Core Strategy Development Plan Document and accompanying policies, unless material considerations indicate otherwise. The National Planning Policy Framework is a material consideration in planning decisions.

Paragraph 11 states that plans and decisions should apply a presumption in favour of sustainable development, which for decision-taking means:

- approving development proposals that accord with an up-to-date development plan without delay; or
- where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or

any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

Core Strategy Development Plan Document – 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. 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.

Policy DM1, Development Management - This policy states that all development should have regard to a number of specific issues, the most relevant of which in this instance are:

- 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.
- Community safety and crime prevention.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Flood risk and drainage.

Issues

Principle of the Proposal – There is no objection in principle to the proposal as it would ensure that the majority of cars associated with the congregation would not park on-street. Notwithstanding this, this impact on residential and visual amenity must be assessed.

Vehicular Access – Following the widening of the access points from 3 to 4.5 metres the vehicular access into the car park is considered acceptable.

Pedestrian and Highway Safety – As the access points have been widened and the car park would help reduce the on-street impact of the church, it is not considered that the proposal would have a detrimental impact upon the existing levels of pedestrian and highway safety enjoyed within the vicinity of the site.

Residential Amenity – It is not considered that the traffic movements associated with the proposed car park would be of such a level so as to prove detrimental to the existing levels of residential amenity enjoyed along Chalford Road.

Design – Originally the applicant proposed to install palisade fencing along three sides of the site (the fourth side already has weld-mesh fencing). However, given concerns about its industrial appearance the applicant amended the scheme and is now proposing to use a weld-mesh system. This is considered acceptable.

Visual Amenity – As the proposed fencing has been amended to match that already in existence along the rear boundary with the park, it is not considered that the proposed fencing would have an unduly detrimental impact upon the levels of visual amenity enjoyed within the vicinity of the site.

Trees – There are no trees within the site that would be felled to facilitate the proposal.

Cycle Storage – The proposed cycle storage is welcomed, its retention would be subject to a planning condition.

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 dealing with 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:

- a) Drawing nos. 10 and SK10, stamped as received on 22 August 2022
- b) Drawing nos. 11B, 12A and 13A, stamped as received on 4 November 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.

3) Prior to the commencement of above ground works, a surface water drainage layout for the site, based on sustainable drainage principles, shall be submitted to and be approved in writing by the local planning authority. The development shall be constructed and completed in accordance with the approved details and details provided of how the scheme shall be maintained and managed after completion.

Reason - 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 Manchester Core Strategy.

4) Prior to the use of the car park hereby approved, the cycle storage facilities, as shown on drawing no. 11B (stamped as received on 4 November 2022), shall be installed and thereafter maintained so long as the development is in situ.

Reason - To assist promoting the use of sustainable forms of travel, pursuant to policies SP1, T2 and DM1 of the Manchester Core Strategy and the Guide to Development in Manchester SPD (2007).

Informatives

1) Vehicle Crossovers – The installation of both vehicle crossovers should be undertaken through a Section 184 agreement with Manchester City Council's Highway Authority.

Appendix 1 – List of consultees & neighbours notified

Highway Services
MCC Flood Risk Management
High Speed Two (HS2) Limited

117 Greenbrow Road, Manchester, M23 2BA
119 Greenbrow Road, Manchester, M23 2BA
55 Chalford Road, Manchester, M23 2SG
127 Greenbrow Road, Manchester, M23 2BA
64 Chalford Road, Manchester, M23 2SG
125 Greenbrow Road, Manchester, M23 2BA
62 Chalford Road, Manchester, M23 2SG
60 Chalford Road, Manchester, M23 2SG
58 Chalford Road, Manchester, M23 2SG
52 Chalford Road, Manchester, M23 2SG
50 Chalford Road, Manchester, M23 2SG
123 Greenbrow Road, Manchester, M23 2BA
121 Greenbrow Road, Manchester, M23 2BA
67 Chalford Road, Manchester, M23 2SG
65 Chalford Road, Manchester, M23 2SG
63 Chalford Road, Manchester, M23 2SG
61 Chalford Road, Manchester, M23 2SG
59 Chalford Road, Manchester, M23 2SG
57 Chalford Road, Manchester, M23 2SG
53 Chalford Road, Manchester, M23 2SG
51 Chalford Road, Manchester, M23 2SG
49 Chalford Road, Manchester, M23 2SG
68 Chalford Road, Manchester, M23 2SG
132 Greenbrow Road, Manchester, M23 2ET
2 Wastdale Road, Manchester, M23 2RF
130 Greenbrow Road, Manchester, M23 2ET
66 Chalford Road, Manchester, M23 2SG
56 Chalford Road, Manchester, M23 2SG
54 Chalford Road, Manchester, M23 2SG

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 45M
Area Team Boundary - Name: SOUTH AREA

