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7 May 2008

Head of Planning
Manchester City Council
Town Hall
Albert Square
MANCHESTER
M60 2LA

PLANNING
ACKID
REPLIED
RECD - 8 MAY 2008

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Our ref KF/0013

Dear Sir

Re: Planning Application for Change of Use from Use Class B1 to Use Class D1 at Global House Bailey Lane Manchester

We act on behalf of Willan Investments Limited and are instructed to submit an application for change of use at Global House Bailey Lane Manchester to allow the change of use from Use Class B1 to Use Class D1 Non Residential Institution.

Accordingly please see enclosed the following documents to support the planning application:

- 4 x copies of redline plan
- 4 x copies of the Existing Ground Floor Plan – Ref 8116/001 (not changing as part of the application)
- 4 x copies of the Existing First Floor Plan – Ref 8116/001 (not changing as part of the application)
- 4 x copies of the existing elevations – Ref 1546/06 (not changing as part of the application)
- A cheque for the sum of £335.00 to cover the planning application fee.
- The 1App form has been completed on line and sent via the planning portal.

In addition we request that the content of this letter be considered as part of the application submission.

The Site

Global House is located on Bailey Lane, off Thorley Lane which is approximately 0.5 miles from Manchester Airport. The premises were built in 1998 and comprise of 584 sqm of floorspace. The building is of attractive external appearance with brick stone elevations under a pitched roof. The premises stand in their own secure landscaped grounds, with on site parking for 17 vehicles.

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Global Property Alliance

INVESTOR IN PEOPLE

Neighbouring uses along Bailey Lane include a Hotel/Public House and modern office buildings to the south and residential uses to the north.

The site is well served by public transport with 4 bus services along Bailey Lane at frequent intervals, calling at Manchester Airport, Wythenshawe Centre, Didsbury, Manchester Piccadilly, Altrincham, Sale, Stretford and the Trafford Centre. In addition junction 5 of the M56 motorway is less than a minute's drive from the building giving immediate access to the regional motorway network.

Relevant Local Policy

The Planning and Compulsory Purchase Act 2004 requires the determination of planning applications to be made in accordance with the development plan, unless material considerations indicate otherwise.

The development plan for Manchester comprises the Regional Spatial Strategy for the North West (RSS13) and the Manchester Unitary Development Plan (UDP) adopted 1995. Although the Council are in the process of producing a Local Development Framework no documents have yet been adopted which replace the UDP. Accordingly, the Secretary of State has confirmed by a direction under paragraph 1 (3) of Schedule 8 to the Planning and Compulsory Purchase Act 2004 the polices of the UDP which are 'saved' until the LDF is published. On this basis only 'saved' polices are referred to below.

As the Regional Spatial Strategy deals with strategic matters, it is not considered to contain policy of relevance in considering the prospect of a change of use at the subject premises.

Manchester UDP

The site falls within the 'East Wythenshawe' sub area. The text introducing this sub area states that the area contains a mix of land uses, including residential, retail and employment use.

The General Policy for the area EW1, states that in deciding its attitude to proposals in East Wythenshawe the Council will have regard to the general polices of Part 1 of the Plan in order to, inter alia:

- Achieve the right balance between protecting its character as an attractive area in which to live and realising its potential in terms of its location for commercial development.
- Protect the quality of the built environment.

- Promote the development of Manchester Airport in a manner which is consistent with the achievement of high environmental standards, to enable the Airport to continue to play its full role in the economy.

The City Wide Development Control Polices deal with a wide range of issues, in relation to a change of use of this premises the following is considered relevant:

Policy DC9 seeks to ensure high standards of accessibility for disabled people. This requirement will also apply to development which involves the adaptation of existing buildings.

Proposal

The premises were developed by Willan Investments in 1996, and since this time have been in office use. The deed of Surrender under which Willan took the property back from the previous tenants is dated the 29 February 2008. The property has not been occupied for approximately two years prior to this date. The tenants had been trying to market the property by way of an assignment during this period (to another office user), but they totally failed to find an interested party. The marketing of the property by Willan commenced in December 2007.

During the marketing period the agents have received interest from potential tenants seeking premises for uses falling within the D1 Use Class. In the knowledge that a demand exists in this location our client is keen to secure a change of use to allow D1 uses to operate form the site. This will assist in bringing this property back into beneficial use, and meet the current known demand for D1 space in this area.

No alterations to the existing elevations or internal layout are proposed as part of this application.

Pre Application Advice

An informal discussion was held with the planning officer for East Wythenshawe area. The officer advised that there was no concern over the loss of a B1 Office unit given the adequate supply of floorspace which exists in the surrounding area of South Manchester. It was considered that if adequate parking was provided to serve the facility no greater impact would be had to the surrounding area than the current use of the premises for office use.

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Conclusion

This proposal, to allow a change of use from Use Class B1 to Use Class D1, is considered to be wholly in accordance with the relevant polices of the development plan for Manchester. Polices seek to ensure that the commercial attractiveness of the East Wythenshawe sub area is protected, and this proposal provides for this policy aspiration to be met. There is a plentiful supply of B1 office space within the South Manchester area, and given the lack of interest which has been shown during the marketing of this property it is evident that preferable alternative sites are available for B1 use. Given that there is an adequate supply of B1 office space in the surrounding area this proposal ensures that a site which is currently vacant is bought back into beneficial use to the benefit of the commercial attractiveness of the East Wythenshawe area.

The premises are of modern build requirements and as such meet the requirements of access for all which benefit both future occupiers and visitors to the site. Safe and secure parking is provided to the front of the premises, disabled toilet facilities are provided on the ground floor and entrance and egress is provided at ground floor level. The premises are also safe and secure being fully fenced and accessed via automatic gates with intercom access system and also benefit from a CCTV security system.

The site is highly accessible and is well served by public transport with 4 bus services along Bailey Lane at frequent intervals, calling at Manchester Airport, Wythenshawe Centre, Didsbury, Manchester Piccadilly, Altrincham, Sale, Stretford and the Trafford Centre. In addition junction 5 of the M56 motorway is less than a minute's drive from the building giving immediate access to the regional motorway network. The premises are also accessible to both pedestrians and cyclists with a safe and convenient public footpath running to the front of the premises.

The parking provision of 17 spaces at the premises meets the requirements set out in the Greater Manchester Maximum Parking Standards for D1 use and no greater impact on the surrounding highway network will be created through D1 use of the premises.

It is therefore considered that the change of use to allow uses falling under Use Class D1 to operate from the site is entirely appropriate and as such we respectfully request that planning permission be granted.

We trust the above and attached meets your requirements and we look forward to receiving receipt of the applications successful registration. In the meantime should you require any further information please do not hesitate to contact me.

Lambert Smith Hampton

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Yours sincerely

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Associate
Urban Regeneration & Planning

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