

Planning

Growth & Development

Delegated officer report for planning application

Application no.	139829/FO/2024
Date registered valid:	19 April 2024
Proposal:	Conversion of undercroft parking area to office space including single storey side and front extensions and associated external works
Address:	First Floor, Phoenix House, Bradnor Road, Manchester, M22 4TE
Ward(s):	Northenden Ward
Applicant:	Mr John Egerton, Egertons Recovery Group
Agent (if any):	Jamie Davenport, Davenport Architecture Ltd
Case officer:	David Lawless Tel: 0161 234 4543 Email: david.lawless@manchester.gov.uk
Recommendation:	Approve
Date of recommendation:	12 June 2024



Application details

Type of application: Full Application Consent

Development type: Minor Office

Date of site visit: 5 June 2024

Standard consultations:

Printed: 29 April 2024 Expired: 21 May 2024

Neighbour notifications

Printed: 29 April 2024 Expired: 21 May 2024

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

Phoenix House is a 3 storey office building, with associated car parking located, on Bradnor Road, within the Sharston Industrial Estate. The building is owned and occupied by Egertons Recovery Group. Commercial uses adjoin the site, while an off-airport car park operation is sited on the opposite side of Bradnor Road.



Listed building: No
Conservation area: No
Tree Preservation Order: No

Description of development

The applicant is proposing to convert the undercroft parking area into additional office space and erect associated extensions to the front (northern elevation) and side (western elevation), with an extension to the entrance on the eastern elevation. In addition, the existing car parking is to be reorganised, which includes the provision of electric vehicle charging points.

Consultations & Notification Responses

Local Residents/Businesses – No comments received.

Highway Services – Have made the following comments:

- The existing access arrangement, for both vehicles and pedestrians, from Bradnor Road is to remain unchanged, this is acceptable to Highways.
- There is a proposed decrease of 9 spaces, totalling 36 spaces across the site to cater for the additional staff members. This includes the provision of 3 disabled bays. Clarification is required regarding how the car park spaces will be allocated.
- Five Electric Vehicle charging points are noted on submitted plans, this is acceptable.
- Ten secure cycle parking spaces will be available in the secure car park. Whilst this meets minimum guidelines, Highways would recommend increasing this level. The uptake of these facilities should be monitored as part of the Travel Plan, with a commitment to providing further cycle storage at a later date.
- Given the number of staff associated with the site, it is recommended that a Travel Plan is provided and conditioned to any approval of the scheme in order to highlight and promote the use of sustainable modes in conjunction with the site for both staff and visitors.

Environmental Health – Suggested the imposition of a refuse storage condition and acoustic insulation condition (if any AC units are proposed).

Policies

The National Planning Policy Framework (December 2023) – 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:

- c) approving development proposals that accord with an up-to-date development plan without delay; or
- d) 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

- ii. 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.

Paragraph 12 states that the presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision-making. Where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.

The Places for Everyone Plan – This plan was adopted on 21 March 2024, as such the Plan and its policies are now a material planning consideration in the determination of planning applications. The Plan and its policies must therefore be given significant weight in the planning balance. The relevant policy is set out below:

Policy JP-Strat9 (Southern Areas) – This policy states that the economic competitiveness, distinctive local neighbourhood character and environmental attractiveness of the southern areas will be protected and enhanced. There will be a strong emphasis on making as much use as possible of suitable previously developed (brownfield) land and promoting the roles of the areas' town centres and its other key assets.

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, of which the following are of most relevance 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, 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.
- Design for health.
- 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.

The Manchester Green and Blue Infrastructure Strategy (G&BIS) – The G&BIS sets out objectives for environmental improvements within the City in relation to key objectives for growth and development.

Building on the investment to date in the city's green infrastructure and the understanding of its importance in helping to create a successful city, the vision for green and blue infrastructure in Manchester over the next 10 years is:

By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

Four objectives have been established to enable the vision to be achieved:

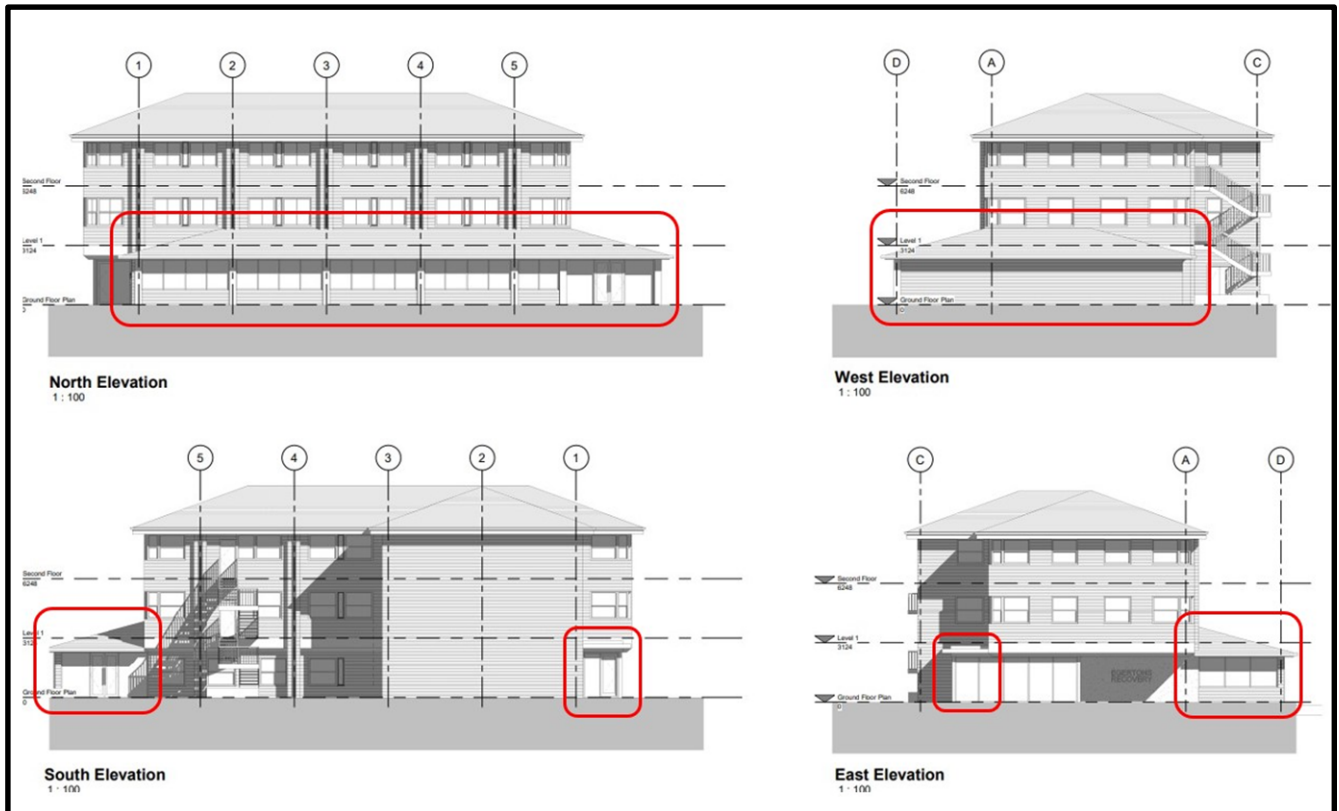
1. Improve the quality and function of existing green and blue infrastructure, to maximise the benefits it delivers
2. Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth
3. Improve connectivity and accessibility to green and blue infrastructure within the city and beyond
4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.

Issues

Principle of the Proposal – The principle of extending the offices, in order to accommodate additional staff as a result of expected growth in the company, is acceptable in principle. Notwithstanding this, concerns about parking, impact on pedestrian safety and residential amenity must be assessed.

Design – The single storey extension would be constructed from matching brick and tile with large areas of glazing to the northern and eastern elevations. The roof profile would match that of the existing office block. The entrance extension would consist of matching glazing.

Overall, the design of the proposed extensions, which can be seen below, is considered acceptable.



Siting – There is no established building lines on this side of Bradnor Road, as a result the siting of the extension at the front of the building is considered acceptable. Given this and the fact the siting of the extensions do not raise any highway sightline issues, the siting of the proposal is considered acceptable.

Residential Amenity – Given the distances between the application site and the nearest residential accommodation, it is not considered that the proposal would have a detrimental impact on the existing levels of residential amenity enjoyed by the occupants of those dwellings. In addition, the erection of the single storey extension does not raise any concerns in respect of loss of privacy.

Visual Amenity – Given the design and siting of the proposed extension, it is not considered that the proposal would have a detrimental impact upon the levels of visual amenity enjoyed within the vicinity of the site.

Car Parking – The proposed extension will reduce the number of parking spaces within the site from 45 to 39. However, given the provision of cycle storage facilities within the site and the proximity of bus routes adjacent and through the industrial estate, this reduction is considered acceptable.

Following the reorganisation of the car parking facilities, the applicant is now proposing to provide three disabled parking spaces and five vehicle charging bays. This provision, which can be seen below, is welcomed.



Electric Vehicle Charge Points – Five electric vehicle charging point are to be provided and this is welcomed. A condition is suggested which will require details of the charging unit to be submitted to ensure that it has the correct charging capacity, i.e. a minimum of 7kw.

Travel Plan – A Travel Plan condition, as requested by Highway Services, will be attached to any approval granted.

Pedestrian and Highway Safety – The proposal would not have a detrimental impact upon the existing levels of pedestrian and highway safety enjoyed throughout the industrial estate.

Cycle Storage – A condition requiring the submission of details of the cycle storage facility is recommended in this instance.

Air Quality – During the construction phase of the development there is the potential for air quality impacts. However, assuming dust control measures are implemented as part of the proposed works, the significance of potential air quality impacts from dust generated by earthworks, construction and trackout activities is predicted to be negligible. It is considered that the imposition of a Construction Management Condition would ensure that appropriate measures are implemented during the construction phase.

It is recognised that during the operational phase of the development there is the potential for air quality impacts as a result of vehicle exhaust emissions associated with traffic generated by the proposal, i.e. the comings and goings of employees and visitors to the site. However, given the modest size of the proposal (329m² of additional floorspace), the overall significance of potential impacts is considered to be low.

As a result of the above and given the provision of vehicle charging points, it is considered that the proposal would not have a detrimental impact upon the air quality levels experienced within the vicinity of the site.

Refuse Storage – As the existing refuse storage and collection arrangements will remain in place it is not considered necessary to impose the standard waste management condition.

Other Legislative Requirements

Equality Act 2010 – Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

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 issues arising from the consideration of this 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 received on 19 April 2024:

- a) Location Plan
- b) Site Plan
- c) 2022-02301 PL002
- d) 2022-02301 PL005
- e) 2022-02301 PL006
- f) 2022-02301 PL007

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) No above ground works shall commence unless and until samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as local planning authority.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Manchester Core Strategy.

4) Prior to the occupation of the development hereby approved, details of the cycle storage facilities, referenced on drawing no. 2022-02301 PL005, received on 19 April 2024, along with a timetable for their installation, shall be submitted to and approved in writing by the City Council. Following their installation the cycle storage facilities shall be retained in perpetuity.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with Policies SP1, T1 and DM1 of the Manchester Core Strategy.

5) Above ground construction works shall not commence until details of the vehicle charging unit shown on drawing no. 2022-02301 PL005, received on 19 April 2024, have been submitted to and approved by the City Council as Local Planning Authority. The approved charging unit shall be provided prior to first occupation and retained thereafter.

Reason - To promote sustainable development and in the interests of residential amenity, pursuant to Policies DM1 and EN16 in the Manchester Core Strategy.

6) The car parking facilities shown on drawing no. 2022-02301 PL005, received on 19 April 2024, shall be laid out, demarcated and made available prior to the occupation of the development hereby approved.

Reason - In the interests of pedestrian and highways safety and to ensure the satisfactory development of the site, pursuant to Policy DM1 in the Manchester Core Strategy.

7) Before the development hereby approved is first occupied a Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Plan means a document which includes:

i) the measures proposed to be taken to reduce dependency on the private car by those residing at the development,

- ii) a commitment to surveying the travel patterns of staff during the first three months of use of the development and thereafter from time to time,
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car,
- iv) measures for the delivery of specified travel plan services,
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car.

Within six months of the first use of the development, a Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved in writing by the City Council as local planning authority. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

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

Informatives

1) Contaminated Land - In the event that ground and/or groundwater contamination and/or ground gas are encountered on the site before the development is occupied, the developer is advised to cease works and call Contact Manchester on 0161 234 5004 or email contact@manchester.gov.uk for advice on how to proceed.

Appendix 1 – List of consultees & neighbours notified

Highway Services

Environmental Health

Second Floor, Phoenix House, Bradnor Road, Manchester, M22 4TF

Phoenix House, Bradnor Road, Manchester, M22 4TE

5 Crombie Avenue, Manchester, M22 4SG

1 Crombie Avenue, Manchester, M22 4SG

9 Banstead Avenue, Manchester, M22 4AQ

5 Banstead Avenue, Manchester, M22 4AQ

Sharston Bus Depot, Paston Road, Manchester, M22 4TF

11 Banstead Avenue, Manchester, M22 4AQ

Michael J Wall, Paston Road, Manchester, M22 4TF

Bradnor Point, Paston Road, Manchester, M22 4TF

AIRPORT PARKING AND HOTELS(MCR), Security Park Manchester Ltd, Bradnor Road, Manchester, M22 4TE

EGERTONS RECOVERY GROUP LTD, Walls Coaches, Paston Road, Manchester, M22 4TF

7 Banstead Avenue, Manchester, M22 4AQ

3 Crombie Avenue, Manchester, M22 4SG

10 Crombie Avenue, Manchester, M22 4SG

3 Banstead Avenue, Manchester, M22 4AQ

51 Penarth Road, Manchester, M22 4AG

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4

Article 4 Direction - Wythenshawe PD Restriction - Class B1(c) To C3

Article 4 Direction - Wythenshawe PD Restriction - Class B1(a) To C3

Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 45M

Susceptible to Surf Water Flood (Less) -

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