

Planning

Growth & Development

Delegated officer report for planning application

Application no. 135763/FO/2022

Date registered valid: 3 January 2023

Proposal: Alterations to the internal layout of the site to create nine additional car parking spaces and associated works.

Address: Enterprise Point, Altrincham Road, Wythenshawe, Sharston, M22 9AF

Ward(s): Northenden Ward

Applicant: c/o agent Orbit Investments (Properties) Limited

Agent (if any): Mr Peter Hilldrup, The Emerson Group

Case officer: Holly Wright
Tel: 0161 219 6381
Email: holly.wright@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 23 February 2023

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 25 January 2023

Standard consultations: Printed: 19 January 2023 Expired: 9 February 2023

Neighbour notifications: Printed: 19 January 2023 Expired: 9 February 2023

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

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

The application relates to a business park with associated office buildings and car parking facilities situated within the Northenden ward of Manchester. It is bound to the north by the railway line whilst the North Cheshire motorway (M56) and Altrincham Road (A560) are located at its southwest border. The area is predominantly characterised by business and commercial facilities, though a residential neighbourhood also exists on the opposing side of the M56.

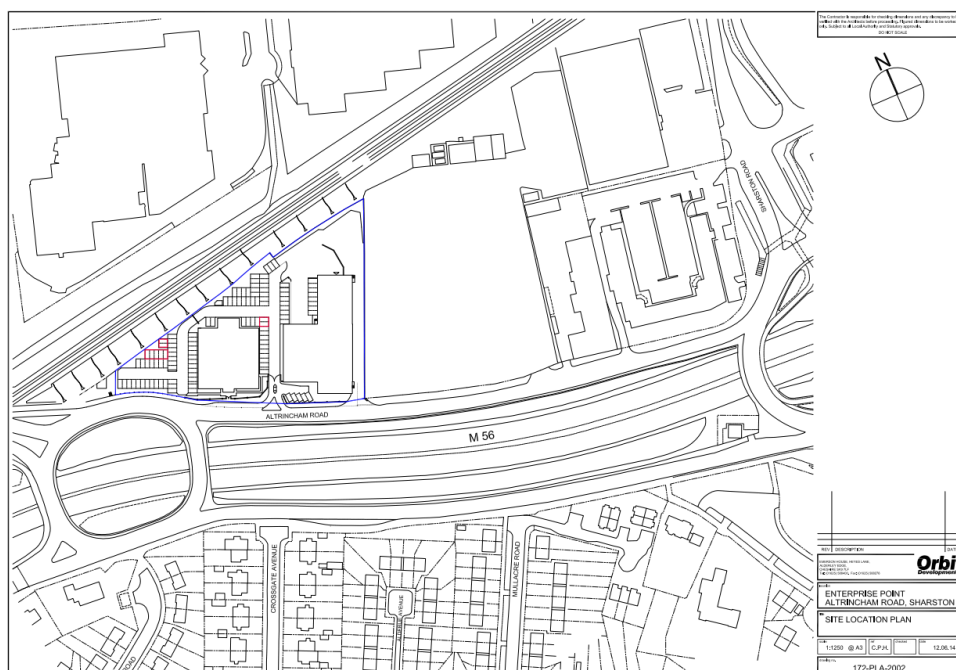


Figure 1. Site location plan, as submitted by the applicant's agent.

Description of development

The applicant is seeking permission for alterations to the internal layout of the site to create nine additional car parking spaces and associated works.

Relevant Planning History

135104/AO/2022 - Erection of one internally illuminated totem sign – **APPROVED** (04.11.2022)

117017/FO/2017 - Reconfiguration of car parking area to provide an additional nine car parking spaces – **APPROVED** (05.09.2017)

106017/FO/2014/S2 - Reconfiguration of car parking area to provide an additional nine car parking spaces – **APPROVED** (06.08.2014)

Consultations & Notification Responses

Local residents, as per appendix 1 – no comments or objections received.

Highways made the following comments:

- It is proposed that the number of internal car parking spaces is increased from 88 to 97.
- Although some of the proposed spaces are to be double spaces, it is assumed that the car park will be managed effectively to prevent any operational issues from occurring.
- The car park space dimensions and layout are in accordance with MCC standards.
- Therefore, there are no highways concerns relating to this application.

Electricity Northwest made the following comments:

- We have considered the above planning application and find it could have an impact on our infrastructure.
- The development is shown to be adjacent to or affect Electricity North West's operational land or electricity distribution assets. Where the development is adjacent to operational land the applicant must ensure that the development does not encroach over either the land or any ancillary rights of access or cable easements. If planning permission is granted the applicant should verify such details by contacting Electricity North West, Land Rights & Consents, Frederick Road, Salford, Manchester M6 6QH.

Further advice, guidance and contact details were provided in their response, all of which were passed onto the applicant's agent.

Network Rail had no objections to the proposal in principle, however indicated that an interface was required between the applicant and themselves. Further advice, guidance and contact details were provided in their response, all of which were passed onto the applicant's agent.

Cadent Gas had no objections to the proposal, however requested that an informative note be attached to the decision notice of the application.

Policies

The following policies are considered relevant in the consideration of this application.

The Manchester Core Strategy – Development Plan Document 2012-2027 (“the Core Strategy”) was adopted by the City Council on the 11th of July 2012:

- Policy DM1 – Development Management
- Policy SP1 – Spatial Principles
- Policy EC10 – Wythenshawe

The National Planning Policy Framework (NPPF, 2021)

- Chapter 12 – Achieving Well-Designed Places

For reasons to be outlined below, it is considered that the proposal accords with the principles of these policy documents.

Issues

Principle – The principle of altering the internal layout of the site in order to create nine additional car parking spaces is acceptable, especially when considering that this proposal represents a resubmission of two previously approved schemes (117017/FO/2017 and 106017/FO/2014/S2), however consideration must be given to the proposal’s impact upon existing levels of visual and residential amenity.

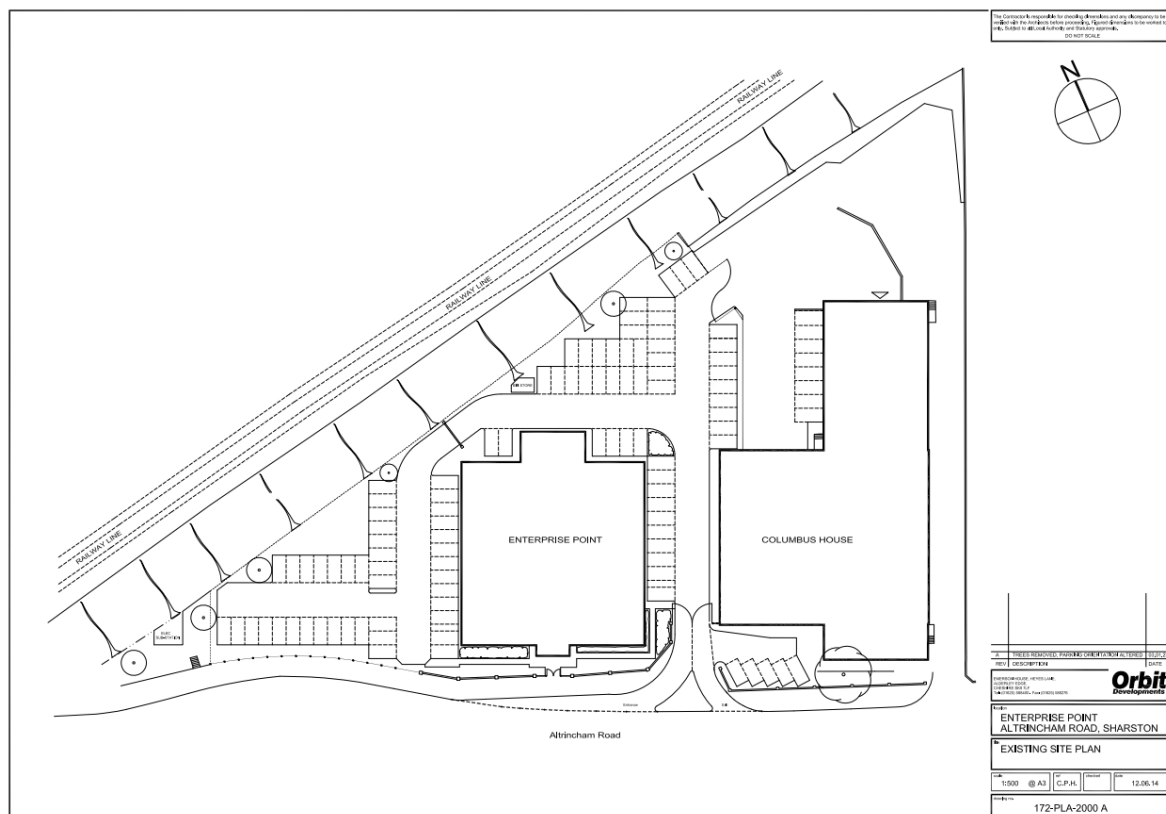


Figure 2. Existing site plan, as submitted by the applicant’s agent.

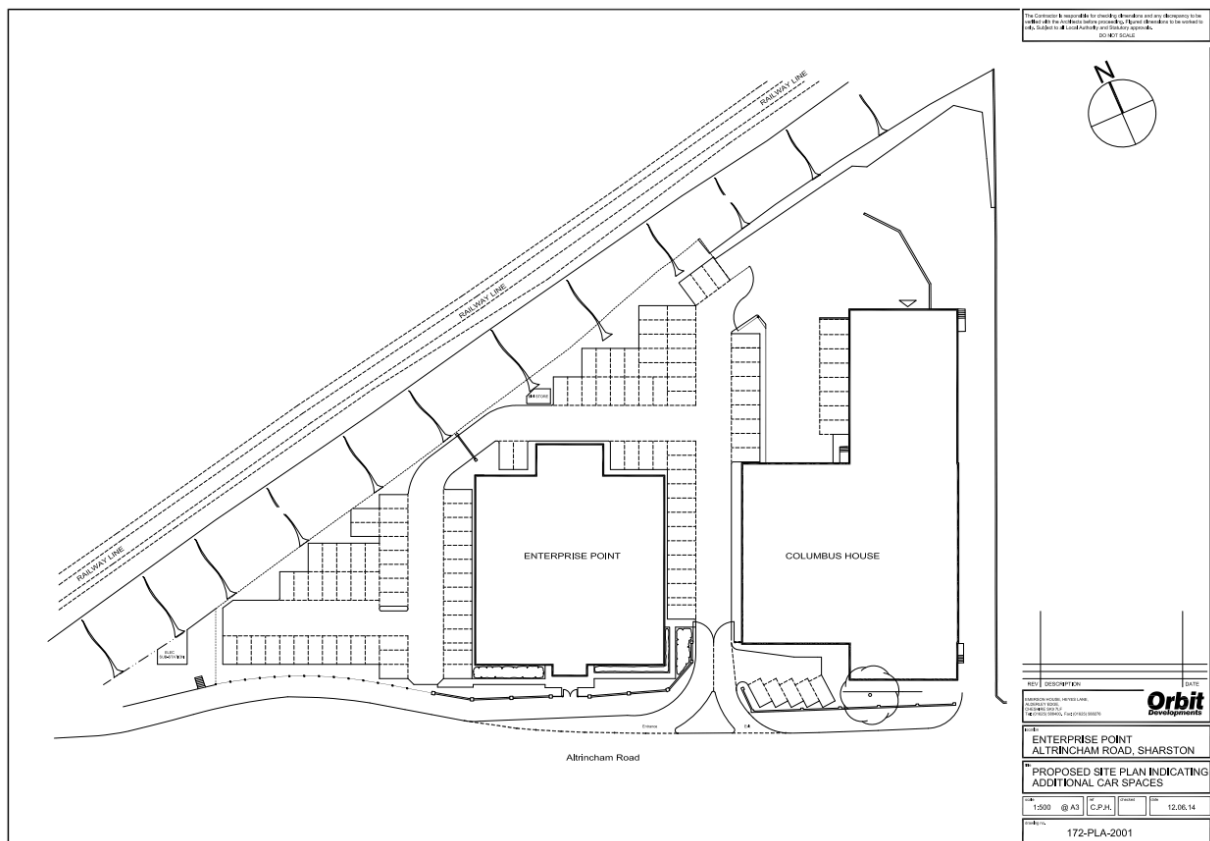


Figure 3. Proposed site plan, as submitted by the applicant's agent.

Appearance and visual amenity – The proposed car parking spaces will be constructed of tarmac and would occupy areas that are currently dominated by what the applicant describes as 'incidental landscaping'. Sited within the confines of the existing car park, away from the site's principal elevation, the proposal would not be visible from the public realm and, as such, would have minimal impact upon the visual amenity of the area.

Considering the proposal's characteristics, the proposed car parking spaces are not considered to harm the visual amenity of the area as they are relatively standard in terms of their design and scale, would be sited away from the public realm and represent a very minor alteration to the internal layout of the current car park. The proposed development is therefore considered to be well-designed and will not be detrimental to the appearance of the street scene or the visual amenity of this locale, thereby according with policies DM1 and SP1 of the Core Strategy and chapter 12 of the NPPF.



Figure 4. Photograph of the proposed site of development.



Figure 5. Photograph of the proposed site of development.

Residential amenity – As previously mentioned, the proposal would not be visible from the public realm and would have little to no impact upon neighbouring properties due to its small-scale nature and siting within a commercial site.

The proposal therefore accords with policies DM1 and SP1 of the Core Strategy as it would have minimal impact upon the current levels of residential amenity enjoyed by neighbouring properties.

Parking – As vehicles will be located within existing and additional parking bays, it is considered that parking will be improved as a result of this proposal.

Conclusion – Given the above issues, it is considered that the proposal is acceptable in terms of its principle and impact upon visual amenity, residential amenity and parking in accordance with policies SP1, DM1 and EC10 of the Core Strategy and chapter 12 of the NPPF

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 problems arising in relation to dealing with the planning application. No significant problems have arisen during the consideration of this application and the application has been determined in a timely manner, in accordance with the policies with the Development Plan.

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 permission.

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Act Planning Act 1990.

2) The development hereby approved shall be carried out in accordance with the drawings labelled:

- 'Proposed site plan indicating additional car spaces', stamped as received by the City Council as Local Planning Authority on the 15th December 2022.

- 'Site location plan', stamped as received by the City Council as Local Planning Authority on the 15th December 2022.

Reason - To ensure the development is carried out in accordance with the approved plans, pursuant to Policies SP1 and DM1 of the Core Strategy.

3) The materials to be used on the external surfaces of the development hereby permitted shall match those specified on the submitted application form.

Reason - To ensure the appearance of the site to be developed is not adversely affected by the materials to be used in the construction of the development, pursuant to saved policies DC1.1, DC1.2 and DC1.4 of the Unitary Development Plan for the City of Manchester and policy DM1 of the Manchester Core Strategy.

Informatives

1) Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. Prior to carrying out works, please register on www.linesearchbeforeudig.co.uk to submit details of the planned works for review, ensuring requirements are adhered to.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Electricity Northwest
Network Rail

244 Altrincham Road, Manchester, M22 9SB
First Floor, Enterprise Point, Altrincham Road, Manchester, M22 4NY
Ground Floor, Enterprise Point, Altrincham Road, Manchester, M22 4NY

Appendix 2 – Planning constraints

Article 4 Direction - Wythenshawe PD Restriction - Class B1(a) To C3
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
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 45M
Area Team Boundary - Name: SOUTH AREA