

<b>Application Number</b>	<b>Date of Appln</b>	<b>Committee Date</b>	<b>Ward</b>
124820/FO/2019	23rd Sep 2019	16 <sup>th</sup> January 2020	Woodhouse Park Ward

**Proposal** Construction of a temporary 729 space car park, with associated access arrangements onto Enterprise Way, for a temporary period of five years.

**Location** Land to the North East of Enterprise Way bounded by Roxholme Walk & Dentdale Walk and The Rear of Lincombe Road and Felskirk Road to the North, Manchester, M22 1PU

**Applicant** THG Group, C/o Agent,

**Agent** Mr Paul White, RoC Consulting, 1st Floor Commercial Wharf, 6 Commercial Street, Manchester, M15 4PZ

## **Background**

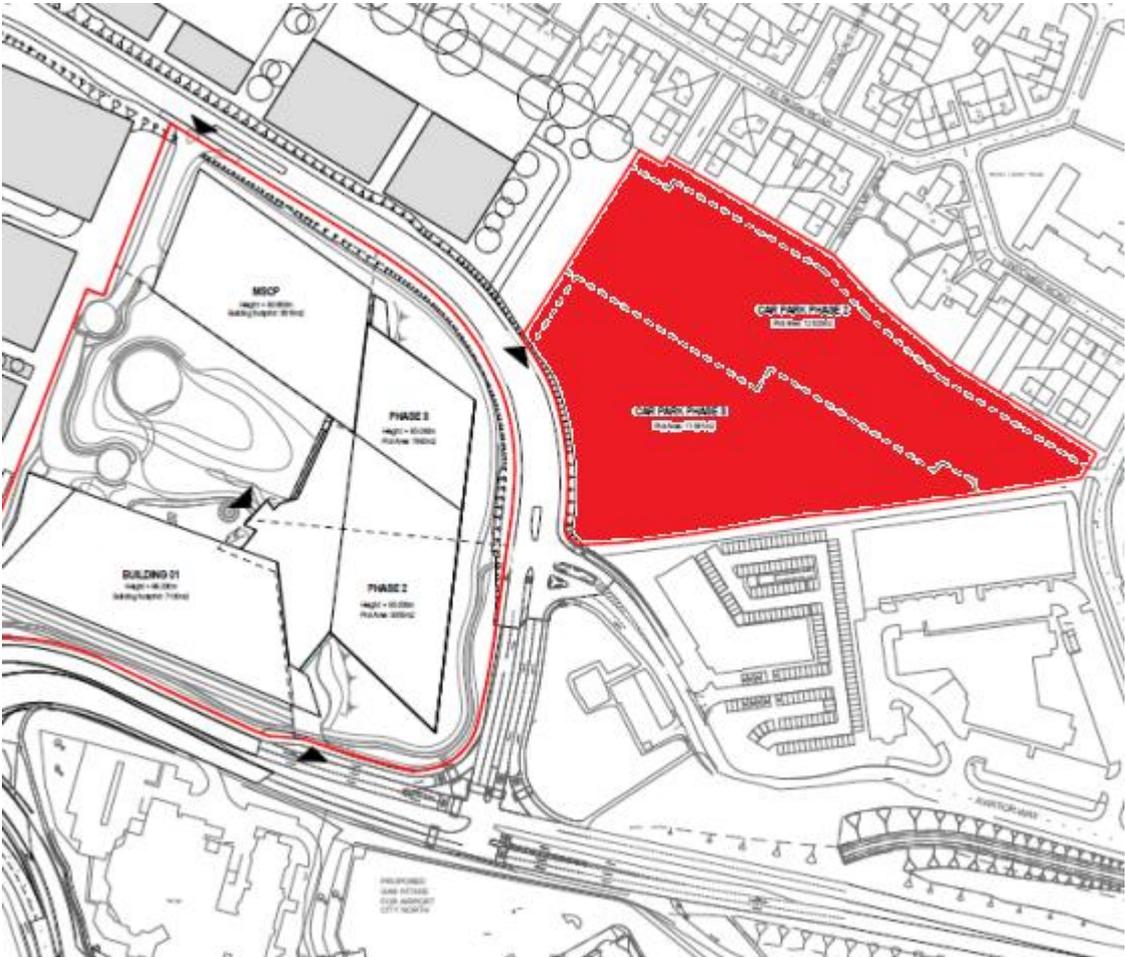
Following the designation of the Airport City Enterprise Zone (EZ) in March 2011, an Enterprise Zone Framework Plan was adopted to provide a clear vision for development across the EZ. This Framework was approved by the Council's Executive on 24<sup>th</sup> October 2012 and forms a material consideration in decisions the Council makes as local planning authority within the EZ.

The EZ sites provide some 116 hectares of developable or re-developable land that offer the scale and significance to become a principal strategic economic and employment driver for the wider Greater Manchester area. The EZ consists of a series of linked sites focussed around Manchester Airport, University Hospital of South Manchester (UHSM) and Wythenshawe Town Centre. These sites were chosen on the basis that they aligned with existing planning and regeneration frameworks, they would deliver a significant number of jobs and they provided unique propositions that would exploit the economic potential of the location.

The EZ is intentionally restricted to employment areas. However, all of the sites are located within a broader residential and mixed-use area that contains much of the potential workforce for EZ businesses. The framework therefore anticipated the effect of these sites would be the revitalisation of Wythenshawe with the accompanying broad socio-economic regeneration benefits.

Following on from the EZ designation and the production of the framework an outline planning permission was granted in February 2013 for the wider Airport City North area for the development of office space, light and general industrial space, hotels and ancillary retail and other commercial accommodation, associated parking and public realm works (planning ref.100831/OO/2012/S2). Whilst this permission lapsed in February 2018 it firmly established the principle of developing high quality office uses and associated infrastructure on the current application site and surrounding sites.

At its meeting held on 13th December 2018 the Planning and Highways Committee approved a planning application for the phased redevelopment of two parcels of land to the north east and south west of Enterprise Way within Airport City North to comprise the Head Quarters for The Hut Group including a 6 storey office building, a 6 storey multi-storey car park to provide 1,147 parking spaces, landscaping and public realm, with vehicular access onto Enterprise Way and associated works (Phase 1); and, an outline application for a further 39,673 sq. m of office space and associated car parking (maximum 832 spaces) (Phases 2 and 3) – planning application reference 121270/OO/2018. The site subject to the current planning application relates to the area of surface car parking identified within the outline element of this planning approval and is to form surface level car parking for phases 2 and 3 of the Head Quarters development. The applicant has indicated that works to commence delivery of phase 1 of this development are due to commence in the early part of this year.



**Illustrative Masterplan of planning approval 121270/OO/2018** - the area filled in is the surface car parking area for phases 2 and 3 and reflects the extent of the current application boundary; the area to the south and west is to form the office buildings and multi-storey car park phase of the Head Quarters development for The Hut Group the plan shows the indicative layout of those phases of development

The applicant (The Hut Group) are a significant existing and future occupier at and around the airport with 1,230 existing employees in occupation on the airport estate.

This is anticipated to grow to 5,000 on the opening of the Head Quarters development together with the applicant's development at Airport City South (World Logistics Hub) it is anticipated that the applicants Airport City operations would ultimately support up to 10,000 employees. The applicant has reiterated its commitment to local labour across their operations in Manchester and they are currently working alongside the Council to maximise the anticipated employment growth for local residents.

### **Description of site**

The application site is located in Woodhouse Park on land to the north of Manchester Airport and Ringway Road West and to the south of the residential areas of Wythenshawe. The topography across the site is generally level, Enterprise Way (a new link road opened in November 2017) forms the western boundary of the site, with residential properties along Roxholme Walk, Lincombe Road, Dentdale Walk, and Gorston Walk border the site to the north and east with commercial office buildings to the south. A footpath lies beyond the southern boundary of the application site that runs between Enterprise Way and Woodhouse Lane which itself is bounded by mature trees, shrubs and hedges. There are other trees located to the northern boundary of the site, with the majority of the site being scrub and grassland.



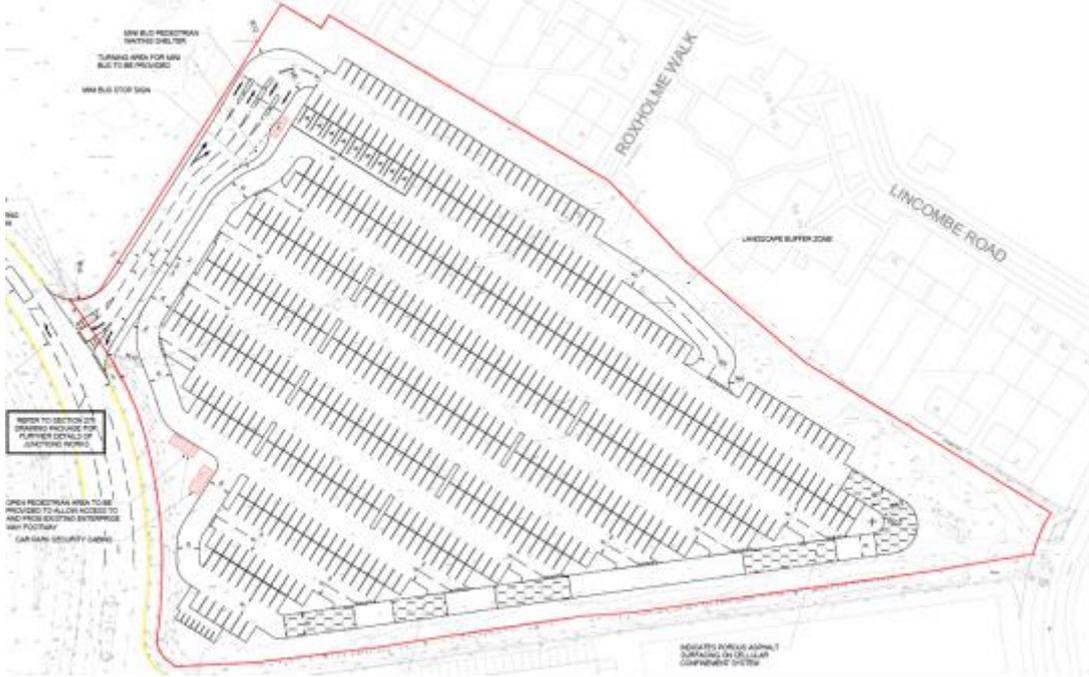
**View eastward across the site, with residential properties to the north and east of the site beyond the boundary trees**

### **Application proposals**

The application proposals have been amended since first submission following receipt of comments to reduce the number of proposed car parking spaces from 832 to 729, to retain a larger number of higher quality mature trees within the site, improvements to include more landscaping within the car park, and amendments to the type of fencing to better reflect its location adjacent Enterprise Way. As such the proposals are for the provision of a car park with 729 spaces for a temporary period

of 5 years together with a new vehicular access from Enterprise Way, boundary treatments and landscaping.

The car park is required for the applicant who, as already noted, currently operate from two office buildings located within the main Airport estate and prior to the delivery of the early phases of their Head Quarters office scheme approved in December 2018. As set out later in this report, the applicant due to rapid expansion of employee numbers at the airport together with a loss of existing car parking provision due to on-going construction works at the Airport, requires provision of car parking for their employees working at the airport. The proposals are for a temporary period of 5 years on a site which has consent for a permanent car park to provide longer term support the future development of phases 2 and 3 of the Head Quarters scheme.



**Proposed car parking layout**

**Other Matters**

Landownership

Members of the Committee are advised that the City Council has an interest in this application as land owner. However, the Committee must disregard these interests and exercise its duty as local planning authority only.

**Consultations**

The proposal, by virtue of the size of the site has been classified as a major development. As such, the proposal has been advertised in the local press (Manchester Evening News) as a major development a site notice was displayed at the application site. In addition, notification letters have been sent to local residents and businesses.

Ward Members - Councillor E. Newman has written in with a number of questions and concerns relating to the application.

The only reason given for the need is that the existing THG car park arrangements are being ended by the Airport due to its Transformation Programme. Why is this suddenly the case, as the Transformation Programme has been on-going for over two years and was planned well before.

How many car spaces are used in their current car park?

Why are 'opening hours 'not relevant' according to the application form.

Why will there be no staff on site.

There seem to be no active security arrangements other than monitored CCTV and ANPR of the vehicles. How would intruders be detected. How would CCTV monitoring staff know when car alarms had gone off, and how would this loud noise be stopped.

Lighting and noise pollution would disturb nearby residents, creating serious disamenity.

Why is 24 hour operation needed with the consequent disturbance to nearby residents. If only up to 50 employees might need to use cars during evenings and weekends, why can't they park at the current office buildings or elsewhere?

Five years use, to be possibly extended to ten years, is not genuinely temporary when referring to a car park, as opposed to a building.

The Outline Permission granted last December did not specify that this particular site would be used for car parking in the first phase of the overall development, so it is disingenuous to use the previous permission to justify this application. Any car parking on this site was expected to be on-site and associated with the occupants of the site's buildings, and only to be used once the buildings were in use. It is clear that the Car Park in this Planning Application is for off-site users.

Nearby residents might have been more accepting of a car park that was attached to an occupied building used by people in employment. All that is now proposed is for them to live next to a large off-site car park for several years.

Why are THG not seriously urging their employees and prospective employees to use public transport, and considering some organised transport of their own to various public transport hubs. Instead they propose to use shuttle buses to encourage their employees to use an off-site car park next to local residents. If THG employ local residents, there will be less demand for private car use to travel to work. How many M22 and M23 residents do they currently employ.

As local Councillors, we welcome THG's investment in creating jobs, but we want to see evidence of serious efforts to recruit locally, particularly in Wythenshawe. Where

is the engagement with local schools, with Manchester College and with local Councillors.

I endorse the points made by Cllr Brian O'Neil about the harmful effects on health and air quality by a further concentration of car use next to residential properties.

Residents - Two letters of objection were received to the application proposals, a summary of the points raised is set out below:

- Climate change - although in one of your numerous reports you state Manchester City Council is committed to greener issues, it seems that where Manchester Airport is concerned this does not count. In and around the Manchester Airport site, MAG have built close on a dozen huge car parks including x3 giant multi storey off Woodhouse Lane. With climate change and the continued flooding of the newly opened A555 and the already rammed to capacity during rush hours Enterprise Way, which incidentally starts any time from 7am or 15:30, surely this Airport expansion has to come to an end.

- Noise levels for us residents close by. Although the report states there will be a buffer with fencing, is this good enough with workers coming and going at all times of the day and night. The residents of Felskirk Road have already been inconvenienced with the construction and opening of Enterprise Way.

- Lighting, the report states that there will be LED lighting in place. How low level is this? The 11,000 space car park owned by MAG Manchester Airport Jet Parks Ringway, on Styal Road also had 'low level lighting' only for local residents to complain about how bright it was during the night.

- Soft Landscape/Buffer - many residents already have a mixture of hedges, trees, bushes just on the boundary. If the residents are happy with these and they form a good barrier can these be guaranteed to be left alone rather than raked up to be replaced by immature hedges? Although the edge of my boundary is not in these proposals I, for one have mature trees from the edge of my boundary to approx. 5 yards and would appreciate them to be left alone as they offer considerable protection, buffering and shield from view.

- Roxhome Walk /Felskirk Road - The report states an entrance on Roxhome Walk. How much traffic /disturbance is anticipated with constant traffic using this entrance

### **Consultee responses**

MCC Highway Services - The site has an existing outline consent for car parking to the same scale as the proposed development. The temporary facility is an advancement to that which was consented in outline in December 2018 under permission 121270/OO/2018. It has been agreed with the developer that the extent of adoption should include the entirety of the new junction as and Highway Services confirm that the layout of this is acceptable. The proposed carriageway and footway surfacing to the area offered for adoption should be to the same specification as that of Enterprise Way. Should the planning application be approved then alterations and extent of adoption to the highway will be required and are to be undertaken through S278/S38 agreement between the developer and MCC which would include any required technical approval.

The proposed, privately maintained car park access road layout with a footway to its eastern side providing connectivity to Enterprise Way is acceptable from a highway perspective as is the barrier configuration.

Following the submission of a travel plan Highway Services support the addition of an update to the existing travel plan to further encourage the shift to the use of sustainable modes.

It is recommended that a Construction Management Plan condition be attached to any approval.

Highways England - No objections to the proposal.

MCC Flood Risk Management Team - Recommend a condition is attached to any approval for the submission and approval of a surface water drainage scheme based upon sustainable drainage principles.

Greater Manchester Archaeological Advisory Service - As part of the supporting documentation for the present application a copy of an archaeological evaluation report produced by Wessex Archaeology dated August 2019 has been submitted.

GMAAS acknowledges the evaluation results, the features identified and the uncertainty in their interpretation and dating. Nonetheless, the evaluation has demonstrated the presence of features that have the potential to be the products of early, possibly prehistoric activity. Consequently, any such features would be of some archaeological significance. Given that the proposals will involve the removal of topsoil to establish the appropriate sub-base for the car park it is certain more evidence of the linear and curvilinear features identified in the evaluation will be exposed along with new, similar features. Given the shallowness of the features to the modern surface this stripping will also damage any such features.

On this basis GMAAS recommends that a condition be attached to any planning consent requiring that a programme of archaeological fieldwork is undertaken. This will involve targeted open area excavation designed around the linear, curvi-linear and ditch features identified in trenches 1, 2 and 4. The areas exposed should be sufficiently large to allow the plan form of the features to become evidence and the fills of the features to be extensively sampled for dating evidence. The appointed archaeological contractor should also undertake a watching brief on topsoil stripping beyond the excavated areas and should identify any features being exposed, and be given sufficient time to clean, record and undertake sample excavations.

Greater Manchester Ecology Unit- No overall objections to the proposals on ecology grounds.

Following the submission of further bat roost surveys GMEU confirmed that the remaining trees on site have negligible bat roosting potential and that no further level of bat survey is required prior to deciding the application.

They make the following recommendations:

- A pre-construction survey of the site for the possible presence of Badgers should be carried out. Badgers are mobile in their habits and can colonise sites quickly. If Badgers are found to be present a method statement must be prepared giving details of measures to be taken to avoid possible harm to badgers.
- No vegetation clearance required to facilitate the scheme should be carried out during the optimum period for bird nesting (March to August inclusive) unless nesting birds have been shown to be absent by a suitably qualified person.
- The invasive plant Japanese knotweed has been recorded on the site. It is an offence to cause this plant to spread in the wild. I would recommend that suitable measures are implemented to eradicate this plant from the site.

MCC Environmental Health - Have reviewed the submitted Air Quality Assessment and agree with their findings. It is recommended that proposals for good practice principles for both the design and operational phases in particular the provision for Electric Vehicle charge points. The Carpark Management Plan submitted does state that charge points will be provided but confirmation is required regarding how many and their speed of charge.

In terms of noise impacts on the nearest noise sensitive receptors the submitted noise data and predicted noise levels from the use of the car park have been identified as having major adverse effect. A 3m high noise barrier (acoustic fence) was proposed as a mitigation measure. Details of the fence have been submitted and the provision of the fence should be adhered to via an appropriately worded condition.

In terms of ground contamination, the applicant has provided information within a site investigation report that has been assessed by Environmental Health. The site investigation comprised of:

- 12 window ample boreholes,
- 3 ground gas and ground water monitoring wells,
- 14 soil samples

As it is proposed to be an open air carpark, relatively low levels of made ground across the site to shallow depths, risk posed are considered low. It is noted that any potential source of ground gas generation (organic matter within topsoil and Made Ground) will be removed as part of the site's redevelopment. As such the risks posed to future site users by ground gas generation are very low and given the absence of ground gas identified, no further ground gas monitoring is considered necessary. The Site investigation and final risk assessment are adequate. Therefore, the following needs to be submitted to discharge an appropriately worded condition: the submission of a completion/validation report.

Conditions are recommended to deal with Construction Management, ensuring there is no glare or light overspill from the proposed lighting scheme, and the submission of a validation report relating to the ground conditions of the site following remediation.

GMP - Design for Security - Recommend a Crime Impact Statement be prepared to accompany the application.

MCC Neighbourhood Services (Arboricultural Team) - Have reviewed the associated documents and revised layout proposals to retain a number of mature trees on the

site, they believe this is a preferable scheme that retains some of the more mature Oak trees on the site, in conclusion, they have no objections to the proposals from an arboricultural perspective.

United Utilities - Recommend conditions are attached to any approval relating to surface water management.

Aerodrome Safeguarding Officer - Have no aerodrome safeguarding objections to the proposal subject to the following conditions:

The car park construction plan for the site must include a Bird Hazard Management Plan that is submitted to the Local Planning Authority in consultation with the aerodrome safeguarding authority for Manchester Airport. The car park will need a Bird Hazard Management Plan during its use.

- The detailed lighting scheme (including specific height of the lighting columns) for the car park will need to be submitted to the LPA in consultation with the aerodrome safeguarding authority for Manchester Airport.

- Details of the design and specific height of the security fencing will need to be submitted for approval to the Local Planning Authority in consultation with the aerodrome safeguarding authority for Manchester Airport.

## **Policy**

### Manchester Core Strategy

The Core Strategy Development Plan Document 2012 -2027 was adopted by the City Council on 11th July 2012 and is the key Development Plan Document in the Local Development Framework (LDF). It replaces significant elements of the existing Unitary Development Plan as the document that sets out the long-term strategic policies for Manchester's future development, the Core Strategy is to be used as the framework that planning applications will be assessed against.

There are a number of relevant policies within the adopted Core Strategy relevant to the consideration of the current application in summary these are set out below.

Policy SP1 relates to the overarching spatial principles which will guide the strategic development of Manchester to 2027 these include:

- Beyond the Regional Centre and the Airport, the emphasis is on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs, all in a distinct environment.

- The City is covered by regeneration areas including the City Centre. All development should have regard to the character, issues and strategy for each regeneration area as described in the North, East, Central and South Manchester and Wythenshawe Strategic Regeneration Frameworks and the Manchester City Centre Strategic Plan.

- 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.

- making a positive contribution to the health, safety and wellbeing of residents considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income.

- protect and enhance the built and natural environment.
- minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible.
- improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

Policy EC1 relates to employment and economic growth in Manchester. This policy advises that a minimum of 200ha of employment land will be developed between 2010 and 2027 and recognises that Manchester Airport and surrounding land will be a key location for major employment growth.

Policy EC10 - Wythenshawe identifies Manchester Airport as a focus for economic development in Wythenshawe. The policy states that the Manchester Airport Strategic Site and Airport City Strategic Employment Location are "suitable for aviation related development and a mix of economic development uses including offices, high technology industries, logistics, warehousing and airport hotels".

Policy EC11 defines the 'Airport City Strategic Employment Location' as an area to the north of Manchester Airport presenting a significant opportunity for employment development in Manchester. This is substantially the northern element of the Airport City opportunity, which should: promote functional and spatial links with nearby parts of Wythenshawe; and maximise the catalytic potential of the airport to attract investment and increase economic activity. Development should also:

- maximise the employment and training opportunities and other regeneration benefits for local communities; and,
- take full advantage of the existing transport hub at Manchester Airport and proposed extension of Metrolink and the South East Manchester Multi Modal Scheme (SEMMMS) road scheme, through layout and traffic management measures, such as the quantity of parking.

The application proposal seeks to assist in the delivery of employment land in line with the requirements of Policy EC1 and EC11 by improving access to jobs, providing employment opportunities for local people, and connecting to international markets.

Policy T1 relates to Sustainable Transport. This policy advises the Council will support proposals that deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport.

Policy T2 seeks to actively manage the pattern of development to ensure that new development is located to ensure good access to the City's main economic drivers (including the Airport) and to ensure good national and international connections. In addition, this policy seeks to ensure that new economic development is easily accessible by walking, cycling and public transport and that residents in the south of Manchester benefit from improved connectivity with the Airport.

Policy EN1 deals with required design principles and strategic character areas. Specific character areas relevant to this scheme are the 'Wider Wythenshawe' and 'Airport & urban fringe' Character Areas which indicate that the principal features to

be retained in any new development is the sense of the existing low rise suburban character set within soft landscape; and development in this area needs to accommodate the future operational needs of the Airport, whilst retaining the area's open character as far as is possible.

Policy EN3 indicates that new developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains.

Policy EN14 relates to flood risk and states that development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding. The site is in an area of low risk of flooding a surface water drainage proposal has been submitted alongside the application which has been assessed by the Council's Flood Risk Management Team.

Policy EN15 relates to biodiversity and advises that developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity. There will be a loss of some trees and a grassed area as a result of the development proposals, the applicant proposes a replacement landscape area and tree replacement scheme as part of the proposals.

Policy EN16 'Air Quality' sets out an expectation of developers to take measures to minimise and mitigate the local impact of emissions from the development, including its use and traffic generation. The Council will consider the impacts on air quality of development, including the cumulative impacts, particularly in Air Quality Management Areas. An Air Quality Assessment has been submitted alongside the application which assesses both the construction and operational phase impacts on air quality. Mitigation measures are recommended for the construction phase but the operational development is not anticipated to give rise to significant effects on air quality.

Policy EN17 'Water Quality' requires that development avoids any adverse impact on water quality and where possible seeks to enhance water quality. Surface water run-off should also be minimised from development and associated roads and where appropriate maximise the use of sustainable drainage systems to minimise groundwater contamination and avoid pollutants reaching watercourses.

Policy EN18 'Contaminated Land and Ground Stability' details that any proposal for development of contaminated land must be accompanied by a health risk assessment. The application is accompanied by site investigation reports that have been assessed, no significant constraints are identified in relation to the site.

Policy EN19 relates to waste. This policy states that the Council will require all developers, to demonstrate the proposals consistency with the principles of the waste hierarchy (prevention, reduction, re-use, recycling/composting, energy recovery, final disposal).

Policy DM1 advises that all development should have regard to the following specific issues:

- 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;
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation;
- Accessibility;
- Community safety and crime prevention;
- Design for health;
- Adequacy of internal accommodation and external amenity space;
- Refuse storage and collection;
- Vehicular access and car parking;
- Effects relating to biodiversity, landscape, archaeological or built heritage;
- Green Infrastructure including open space, both public and private;
- The use of alternatives to peat-based products in landscaping / gardens within development schemes;
- Flood risk and drainage;
- Existing or proposed hazardous installations; and
- Sustainable construction techniques including the application of the Building Research Establishment Environmental Assessment Method (BREEAM) standards.

Policy DM2 - Aerodrome Safeguarding states that any development that would affect the operational integrity or safety of Manchester Airport or Manchester Radar will not be permitted. Whilst the scheme is in close proximity to the airport, it is understood that there would be no effect upon the operational integrity or safety of the airport or radar and the response of the Aerodrome Safeguarding Officer recommends a number of conditions be attached to any approval.

### Saved UDP Policies

EW8 Economic Development - allocates the land immediately to the north of the Airport as one of the major strategic sites in the City for high technology industry. The application proposals form part of the wider Airport City strategic development and would support its role in encouraging economic development.

E3.3 Environmental Improvement and Protection - the proposals are for high quality new development which will improve the appearance of the application site and surrounding area close to the M56 motorway spur.

DC26 relates to development and noise the Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both:

- a. the effect of new development proposals which are likely to be generators of noise; and
- b. the implications of new development being exposed to existing noise sources which are effectively outside planning control.

### National Planning Policy Framework

The Department for Communities and Local Government published the first NPPF in March 2012 and subsequently revised it in February 2019. The NPPF sets out the Government's planning policies for England and how these are to be applied; forming an important material consideration for all planning applications. It requires planning policies to meet objectively assessed needs, with sufficient flexibility to adapt to rapid change.

The NPPF operates a 'presumption' in favour of sustainable development and supports proposals that are in accordance with policies in an up to date Development Plan (paragraph 11). Sustainable development is about positive growth making which supports economic, environmental and social progress for existing and future generations.

The Government emphasis that Planning should help create the condition in which businesses can invest, expand and adapt. Planning policies and decisions should take into account local business needs and wider opportunities for development and places significant weight on the need to support economic growth.

Section 6 (paragraphs 80 to 84) is titled 'Building a strong, competitive economy'. It emphasises the Government's commitment to support economic growth, including that the planning system should help create conditions in which businesses can thrive. Local Planning Authorities should support existing business sectors, and foster innovation in these sectors to address the challenges of the future including being flexible enough to accommodate new and flexible working practices. In addition, Local Planning Authorities should make provision for clusters of creative and digital industries, and for storage and distribution operations in suitably accessible locations

Chapter 9 (paragraphs 102 to 111) of the NPPF deals with the promotion of sustainable transport. Paragraph 102 highlights that transport issues should be considered as part of development proposals. In particular proposals should consider the impact on the transport network, promote sustainable modes of transport, mitigate environmental impacts where possible and ensure that the patterns of movement, streets and parking and other transport considerations are integral to the design. Paragraph 103 goes on to state that "development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes".

Section 14 (paragraphs 148 to 169) of the NPPF is titled 'Meeting the challenge of climate change, flooding and coastal change'. It emphasises the role of the planning system in support the transition to a low carbon future. It should help shape places to reduce greenhouse gas emissions, minimise vulnerability and improve resilience. In addition, the Chapter sets out that development in areas of at risk of flooding should be avoided.

Chapter 15 (paragraphs 170 to 183) of the NPPF is titled 'Conserving and enhancing the natural environment'. The Chapters advises that biodiversity should be protected and enhanced, remediate contaminated land where appropriate, and new development should not lead to unacceptable levels of soil, air, water, or noise pollution.

## **Other material considerations**

### Manchester Airport City Enterprise Zone Framework Plan

The Manchester Airport City Enterprise Zone Framework Plan (EZFP) provides a clear vision for development across the EZ. It builds on the EZ policy context and provides a basis on which practical implementation of development in the EZ can be planned, including specific development proposals and more detailed plans for individual sites (including Airport City).

The EZFP was published in 2012 and is a material consideration in decisions the Council makes as the local planning authority. The application site forms part of the 'Airport City' EZ designation to the north of the Airport.

Development of the application site would contribute to delivering the ambitions of the EZ; by supporting an existing businesses to thrive and stimulate growth, benefiting from the high level of connectivity provided by close proximity to an international airport, attracting global businesses, creating new employment opportunities and stimulating economic growth.

### 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 Development

The application site is subject of an outline planning approval for a surface car park for up to 832 car parking spaces. The application proposals subject of this report fall within the parameters of the scope and type of development previously granted outline planning approval under application reference 121270/OO/2018. The principle for the land to be used as a surface car park has therefore been established and is a significant material consideration in determining the current application proposals which seek the use of the land for a temporary 5 year period for a car park in advance of the wider development of adjacent sites for further economic development.

Although the proposal is being brought forward in advance of the commencement of the new Head Quarters development, it is connected with the applicants existing operation and occupation at the Airport. Over a relatively short period the applicant has already seen an increase in jobs growth from 538 in October 2018 to 1,230. With the displacement of car parking at the airport the proposal provides replacement spaces which would support their growth and establishment of their Head Quarters at Airport City through an earlier than planned car parking provision.

The proposal is therefore for the car park to be brought forward as phase one of the outline consent and until the approved Head Quarters become operational would support those employed by the applicant on the Airport estate.

Whilst the current proposals are for a 5 year temporary period it is anticipated that the site would form surface car parking to support the later phases (2 and 3) of the applicants approved Head Quarters development when these are operational.

## Need for the car park

In response to queries raised by ward members with regards to the anticipated phasing of development in this part of Airport City North and other matters, the applicant has provided information relating to the need for the car parking in advance of the construction and completion of phase 1 of the Outline planning approval for their Head Quarters development.

The applicant has already become a significant occupier with 1,230 employees operating from two office buildings within the airport estate, it is estimated that as part of ongoing acquisition of floorspace employee numbers are anticipated to rise to 1,500 in the first quarter of 2020. These current employee numbers represent a significant increase since October 2018 when numbers were at 538 employees. The applicant has indicated that the occupancy rates of the existing offices are higher than previous occupiers which were historically by airlines and their crew which has led to an overall increase in employees based within these two office buildings.

Currently car parking for employees has been located on existing surface car parks closer to the office buildings to the south of the M56 motorway spur road. These spaces are to be lost as a result of other development commencing to deliver the Airport City North pedestrian bridge connecting it to the main airport campus to the south together with other consented developments at the airport. It is indicated that

together these construction activities have resulted in a reduction in available car parking spaces by approximately 500 spaces. The applicant indicates that there are no other car parking spaces available within the Airports operational estate and the application proposals represent the only possible means of meeting their immediate operational requirements.

The applicant has stated that:

- Employee growth by the applicant is occurring at a rapid rate (121% year on year 2018-19).
- Prior to the completion of the Head Quarters in 2023, employee growth is forecast to continue at this rate with employees increasing from 1,220 to 5000.

With specific reference to car parking:

- The applicant currently occupies 705 spaces serving their existing employee base. If that provision was to be increased at the equivalent growth rate to employee numbers, then a need for 2,900 car parking spaces would be generated over that period.
- The applicant is proposing a temporary car parking facility of 729 spaces to serve their immediate car parking needs in advance of the Head Quarters development and permanent car parking proposals coming forward.
- This will deliver a significant relative percentage reduction in car parking provision for the applicant's staff over the next 3 years. To mitigate this loss and also proactively change travel behaviours, a range of Travel Planning measures have been identified to incentivise and encourage the use of alternative, sustainable modes of transport. Many of these are already up and running and have been incorporated into the submitted Travel Plan.
- This would be further supported by the applicant's commitment to maximising local employment which will also encourage proximity to the airport minimising need to travel.

The applicant has also confirmed that they have committed to the first phase of the Head Quarters development with the exchange of development agreement contracts immediately prior to Christmas 2019. The applicant has also secured the agreement of a funding facility with a lender to enable the full development of this phase to proceed. Commencement of works on site is expected to progress through initial enabling works package during the period March-July 2020.

### Air Quality

The submitted Air Quality Assessment takes into account future traffic generated from the wider development of the Head Quarters site to the south together with the application site proposals, the assessment is considered to provide the worst case scenario. The methodology and conclusions of the assessment have been fully assessed and are considered to be robust.

The Air Quality Assessment considered nearby sensitive receptors which included residential properties along Selstead Road, Hilary Road, Carsdale Road, Gorston Walk and the Little Flyers Day Nursery. The results of the assessment conclude that air quality objective targets would be met and the proposed surface level car parking would not impact on local air quality with any significant effect.

In addition, whilst the assessment does not identify impacts on local air quality the application proposals do include for the planting of 433 new trees and 1,506 shrubs within the site including a landscaped buffer between the car park and adjacent residential properties. These landscaping proposals would assist in mitigating any localised impacts from the use of the car park.

Within the application proposals there is to be the provision for 2 electric vehicle charging points with the ability for provision of up to 10% of the car parking spaces to be provided. The applicant has indicated that in the short term the numbers of electric vehicle charging points are currently limited by the power supply available at Airport City but power capacity has been secured for the development of the Head Quarters and later phases.

The applicant has also provided a Travel Plan to accompany the application proposals, this outlines the position of the applicant's growth in terms of employee numbers at the Airport and current access to car parking spaces (705). The Travel Plan sets out the applicant's commitment to promoting sustainable travel alongside their continuing requirement for car parking facilities. Amongst the initiatives promoted within the Travel Plan are:

- The promotion of car sharing and management of the car park to prioritise higher occupied car;
- A "guaranteed lift home" if staff have been let down by car share partners or their usual way of travelling to work;
- travel packs for staff including information on public transport services to the place of work;
- Measures to include cycling and walking to work such as cycle to work scheme;
- Support and promote interest-free and tax-free loans for public transport season tickets;
- Workplace measures to reduce the need to travel.

### Car Park Management

The applicant has provided a Car Park Management Strategy alongside the application proposals. Security cabins are proposed for the site which would be manned by security 24/7. The car park would include CCTV monitoring, automatic barriers, Automatic Number Plate Recognition (ANPR), video intercom and emergency call point systems. Entry to the car park would be managed via an external ANPR camera which opens the entry barrier. Employees would be required to sign a car parking policy and receive a permit. Their vehicle registration number would then be registered with the car park management system to allow access to the car park.

The Management Plan sets out that the general working hours for the applicant are 8am to 6pm Monday to Friday. However, the applicant indicates that there are occasions where relatively limited numbers of staff (less than 50 persons out of the c.1,200 employees) would operate outside of these hours at peak periods in order to cover international trading. It is estimated there are approximately 3 weekends in a year where this might occur, i.e. working Friday evening to Saturday morning. In addition, it is anticipated there is one weekend a year which incorporates 'Black

Friday' and 'Cyber Monday' where all staff would be required over the whole weekend.

The applicant has also indicated that the car park would be designed and operated to meet secure by design requirements and an appropriately worded condition is proposed to be appended to any approval of the proposals.

### Lighting

The proposals incorporate an external lighting scheme to illuminate the car park. The scheme has been designed in accordance with the relevant industry guidelines. As part of this, the lighting levels have been designed to be 10Lux for the car park and 50 Lux for the pedestrian walkways, vehicle barriers and at the junction to Enterprise Way. The maximum light spill at where the site boundary fronts a residential area is indicated as being 2Lux which has been achieved through a 4m lighting column, which are approximately 13 metres from the closest residential properties on Roxholme Walk and Thaxted Walk. The applicants information indicates that a 0 Lux is pitch black whilst 1 to 6 Lux is the typical light levels for a residential estate, and a city centre car park typically has levels of between 20 and 40 Lux. Whilst the lighting levels are considered to be acceptable and not give rise to unacceptable impacts on residential amenity it is proposed that a condition be added to any approval to ensure that light spillage and glare does not arise and for the final scheme to be submitted for approval to ensure compliance with the requirements of the Aerodrome Safeguarding Officer at Manchester Airport.

### Noise

The application proposals incorporate a 3 metre high acoustic fence to be installed to the boundary of the site closest to residential properties. This requirement reflects the position set out within the outline approval and accompanying noise assessment. As the car parking layout closest to residential properties reflects that set out within that assessment and the current proposals are for fewer car parking spaces the conclusions of that assessment are considered to still be relevant and robust. That information together with the current application proposals have been assessed by the Council's Environmental Health team who raise no objections to the scope or conclusions of the assessment.

The results of the Noise assessment for the outline application indicate that there is anticipated to be a noise impact during site clearance and earthworks close to the northern boundary of the proposed surface car park, where residential properties are located on Thaxted Walk, Felskirk Road and Linscombe Road. This impact will be temporary and short-term and it is anticipated within the noise assessment that appropriate mitigation measures such as working hours would be controlled through an appropriate worded condition relating to the submission and approval of a Construction Management Plan.

Assessments of noise impacts resulting from operational traffic on the surrounding network were also carried out. The noise effects from operational traffic on the surrounding highways network is considered to have a minor impact on the nearest residential properties. The operation of the proposed surface car parking, without any

mitigation, is assessed as giving rise to potential impacts on the nearest residential properties as a result of activity associated with the car park. The noise assessment indicates that the installation of a 3m high noise barrier would reduce impacts on the residential properties to minor during daytime hours. The applicant has indicated that there may be a limited need to use the car park over weekends and later in the evening for approximately 4 weekends. The indication is that this would be for circa 50 employees

The submitted noise assessment is based upon the use of the car park during daytime hours and given that the applicant has indicated that there may be occasions (up to 4 weekends a year) where the car park would be in use outside of daytime hours it is therefore considered necessary to impose a condition on any approval for the submission and approval of such events in advance and to restrict the opening hours of the car park to 7am to 9pm daily.



### **Example of acoustic fence to be installed**

#### Ecology

The application has been supported by a number of ecology surveys including for protected species. The submitted ecological appraisal indicates that there are no other notable or particularly diverse habitats present within the site that represent a constraint to development.

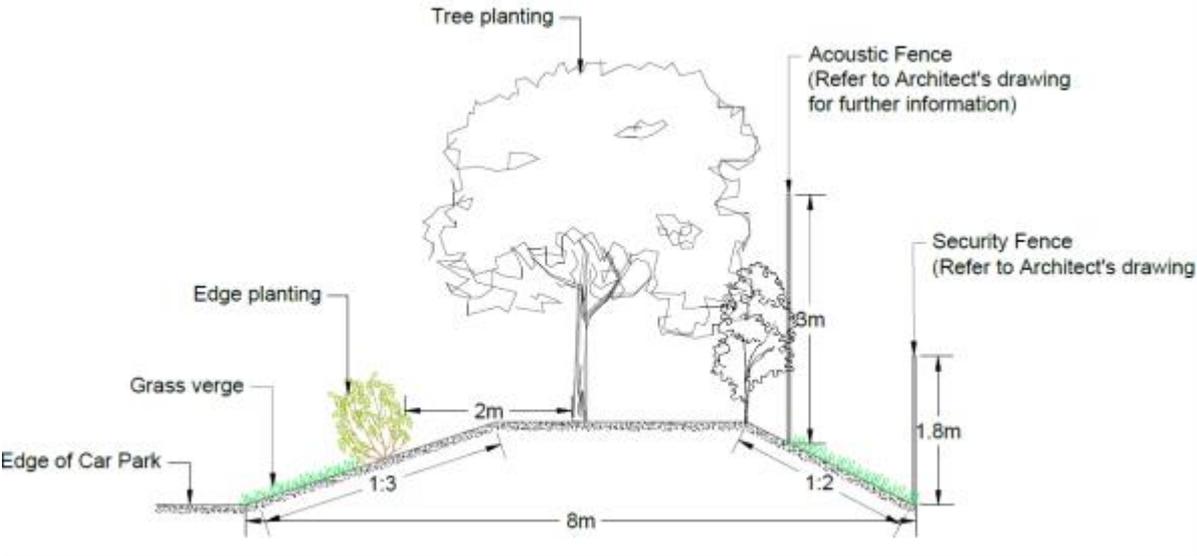
These reports have been assessed by the Council's specialist ecological advisors who indicate that they are satisfied that the bat roost survey has found that the remaining trees on the site have negligible bat roosting potential and that no further level of bat survey is required prior to deciding the application. It is recommended that conditions are attached to any approval relating to pre-commencement checks for the possible presence of badgers if this work occurs after six months from the submitted surveys; and that no vegetation clearance takes place during the optimum period for bird nesting (March to August inclusive) unless nesting birds have been shown to be absent by a suitably qualified person.

#### Landscaping and Trees

Following concerns raised with the applicant, they have amended the layout of the proposed car park to retain a greater number of existing higher quality mature trees on the site. This, as reported earlier, has resulted in a reduction in the number of car parking spaces proposed from 832 to 729. The submitted Arboricultural Impact Assessment concludes that none of the trees surveyed are subject to a Tree Preservation Order nor are they located within a Conservation Area. No ancient woodlands, ancient trees or veteran trees were identified on / within influence of the site. The site's tree cover comprises trees of low and moderate arboricultural value. The submitted information and revised layout has been assessed and no objections in terms of the revised proposals have been raised on arboricultural grounds. As a result of the development the following trees would need to be removed:

- Two category B trees of moderate value,
- One group of trees and one partial removal of another group of category B trees,
- 3 category C trees (of low value), and
- One group of trees category C.

The revised layout allows the retention of the southern boundary of mature oak trees and also includes for the provision of substantial tree planting along the northern and north eastern boundary of 433 new trees together with additional shrub planting (1506 shrubs) and other ground cover planting within the car park. This landscaping scheme reflects that anticipated within the outline approval for the car park in particular the planting of the landscape buffer that ranges between 8 and 17 metres in depth.



**Typical cross section through the landscape buffer showing extent of landscaping and position of acoustic fence.**

A number of conditions would need to be appended to any approval to ensure the protection of trees to be retained as part of the development and for the submission of a full Arboricultural Method Statement that's sets out a practical and robust strategy for the protection of retained trees for the site preparation and construction of the proposed development.

Residential Amenity

Consideration of impacts of noise are set out above, with the adoption of the mitigation measures in terms of noise during construction works relating to hours of working and the installation of a 3 metre high acoustic fence it is not considered that the impacts of the car park in terms of noise would be significant appropriately worded conditions are proposed to deal with these matters.

It is acknowledged that as a result of the mitigation measures there would be the inclusion of a high timber acoustic fence that would be adjacent to residential properties in particular the gable ends to the most southerly properties on Roxholme Walk and Thaxted Walk where the acoustic fence would be approximately 4 metres from the closest two properties. These properties do have ground and first floor windows on the gable ends and all have an existing timber garden fence forming the boundary with the application site. Given the acoustic fence would be installed to the south of these properties and external garden areas there could be some limited loss of daylight to the rooms served by these windows and external garden areas. In addition to these properties the fence would also be sited approximately 7.5 metres from four properties on Dentdale Walk, these properties all present their front elevation towards the application site and the proposed boundary and acoustic fences.



**The four properties on Dentdale Walk to the right, the application site is to the left**

It is acknowledged that the acoustic fence would be sited in close proximity to a number of residential properties. However, given the overall height of the fence together with its indicated positioning on a mound within the landscape buffer it is not considered that the acoustic fence would give rise to so significant impacts to warrant refusal of the proposals.

Visual Amenity

The submitted drawings indicate a standoff gap of 1.5 metres from the 1.8 metre high site boundary weld mesh fence and the proposed 3 metre acoustic fence, the area between is shown as a grassed landscaped strip. Whilst it is accepted that a timber acoustic fence would over time weather and age to have an appearance of a standard garden fence it is considered that the inclusion of shrub planting in this area would assist to soften the visual appearance of these fences in close proximity to residential properties. It is considered that whilst the general principles of the submitted landscaping scheme are acceptable as set out above, further details of shrub planting to the front of the acoustic fence closest to residential properties is required to improve the visual appearance of these elements of the proposals.

### Accessible Parking

The proposals are for car parking remote of the applicant's current office space within the Airport estate the application proposals include for 9 accessible car parking spaces. To assist all users of the carpark a mini bus service is available to transfer staff to the existing offices. The accessible car parking spaces are located close to the bus stop and shelter facilities to minimise the transfer distance between car and onward travel to the existing office space. The applicant has also indicated that in discussion with Manchester Airport there is access for employees of the applicant to a further 10 accessible spaces in closer physical proximity to those offices. The number of spaces provided within the car park together with the additional facilities closer to the existing offices is considered acceptable for this temporary facility prior to the construction of the applicant Head Quarters. The parking layout can be varied to suit an amended layout and provision of future accessible parking provision for the future phase 2 and 3 development.

### Transport and Highways

The application has been supported by a Transport Technical Note together with an updated Travel Plan which have been fully assessed by Highway Services who raise no objection to the proposals in terms of highway and pedestrian safety or the proposals impacts on the highway network. Given the proximity to the strategic national road network Highways England were also notified of the proposals and who raised no objections.

Automated barrier control will be provided on entry and exit in order to restrict access to authorised vehicles only. A stacking lane approximately 80m in length will be provided on access in order to ensure that queuing would not impact the operation of Enterprise Way. A 2m wide footway would be provided alongside the vehicular access to accommodate pedestrian movements to Enterprise Way. Pedestrian refuge islands with associated dropped kerbs and tactile paving are provided across the site access junction to accommodate pedestrian movements along Enterprise Way.

The proposals incorporate a bus turn around facility off the adopted road and this service, as noted above, would transfer employees from the car park to the existing office locations of the applicant within the airport estate. The proposed bus stop, with associated bus shelter, would be provided adjacent to the disabled parking bays (9 spaces).

The proposals would require the formation of a new vehicular access to Enterprise Way, technical drawings have been provided alongside the application proposals and these would be subject to a formal approval process under a section 278 agreement with the Council as Highways Authority. Highway Services raise no objections to the proposed new junction or its alignment.

### Drainage

The applicant has provided a drainage strategy which has been reviewed by the Flood Risk Management Team. The car park incorporates areas of impermeable and permeable surfacing, due to the existing ground conditions of the site infiltration methods of drainage are not considered suitable. It is proposed therefore to install a drainage system based upon a sustainable drainage approach. It is intended that surface water runoff from proposed impermeable areas across the car park would be directed towards permeable car park bays which are to be constructed from a gravel retention system. This system would provide attenuation storage for the development with surface water then released to the main drainage system within Enterprise Way at a restricted rate. In order to deal with the final details of the sustainable drainage system a suitably worded condition is proposed to be attached to any approval.

### Archaeology

As part of the supporting documentation for the application a copy of an archaeological evaluation report produced by Wessex Archaeology dated August 2019 has been submitted. The evaluation work was undertaken in response to a condition attached to an earlier application (121270/OO/2018) as previous work in the general area has identified a significant Bronze Age (c.1600 – 1200 BC) settlement along with traces of late prehistoric cut features that probably relate to field systems. One observed characteristic is that the fills of any such cut features tend to be a washed-out grey colour, rather than the darker, more organic fills of later historic cut features. The evaluation found a series of small pits/ postholes, larger irregular shaped pits, curvilinear features and gullies, and a large ditch. Despite the careful investigation of the fills, generally a washed-out grey colour of these cut features and any stones contained therein no worked artefacts, charred grain or charcoal was found that could provide an indication of their age.

The submitted information has been assessed and through the response to the application, the Greater Manchester Archaeological Advisory Service (GMAAS) have noted the evaluation has demonstrated the presence of features that have the potential to be the products of early, possibly prehistoric activity. Consequently, any such features would be of some archaeological significance. Given that the proposals would involve the removal of topsoil to establish the appropriate sub-base for the car park it is certain more evidence of the linear and curvilinear features identified in the evaluation will be exposed along with new, similar features. Given the shallowness of the features to the modern surface this stripping will also damage any such features. As such it has been recommended that a condition be attached to any planning consent requiring that a programme of archaeological fieldwork is undertaken an appropriately worded condition is proposed to deal with this matter.

### Conclusion

The applicant is an existing occupier at the airport and is committed to expanding its operation across the wider area, this includes a significant number of jobs (circa 10,000) across Airport City North and South (World Logistics Hub).

As part of the Airport City North development the principle for the use of the application site for car parking has been established through the earlier outline planning approval (reference 121270/OO/2018) approved by Committee on 17<sup>th</sup> December 2018. This element of car parking for the applicant is being brought forward in advance of earlier phases of development approved through the same planning permission to support the applicants existing occupation in the wider area. The applicant has indicated that given their continued rapid expansion of employees within existing office space at the airport together with the loss of other car parking at the airport there is now a requirement for them to bring forward this car parking for a temporary period prior to the completion of their Head Quarters development and its own associated car parking provision. The applicant has provided an updated Travel Plan that establishes the principles for reducing reliance on the private car and initiatives to assist employees in making informed choices in using public transport, walking and cycling.

It is considered that the proposal is acceptable and are within the parameters established through the outline planning approval, together with the inclusion of noise mitigation in the form of a 3 metre high timber acoustic fence it is not considered that the car park would give rise to unacceptable noise impacts on nearby residential properties. Further improvements in the positioning of landscaping would assist in assimilating the acoustic fence into the area and in particular those residential properties in close proximity to it and it is proposed that this would be secured by way of an appropriately worded condition.

In responding to the queries and concerns raised by ward Councillors the applicant has indicated both a commitment to commencing the development of the Head Quarters development at Airport City North and to ensuring employment opportunities are available for the local community.

**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 the right to a fair hearing and to this end the Committee 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 of the application 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      TEMPORARY APPROVAL FOR FIVE YEARS**

### **Article 35 Declaration**

The application has been determined in a positive and proactive manner. In this instance concerns arising from the proposals were discussed with the applicant who amended the application proposals.

### **Conditions**

- 1) The permission hereby granted is for a limited period expiring on 16th January 2025, at which time the use comprising the development shall be discontinued.

Reason - To enable the local planning authority to review the situation in the interest of residential amenity pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester, Saved Unitary Development Plan policy DC26 and the National Planning Policy Framework.

- 2) The development hereby approved shall be carried out in accordance with the following drawings and documents:

S278/004 REV T2 – Road Markings and signs; S278/002 REV T2 Finished contours and spot levels; S278/003 REV T2 Pavement Types and Kerbing; S278/006 REV T1 Construction details all prepared by RoC consulting

Archaeological Evaluation August 2019 prepared by Wessex Archaeology; Assessment of HIVE Planning Application, Ringway Road – West, Manchester Airport Final Report, 13<sup>th</sup> August 2018 prepared by Birdstrike Management Ltd

As received by the City Council as local planning authority on the 11<sup>th</sup> September 2019

Plot X Airport City Car Park 12465\_R02 Preliminary Roost Assessment of Trees for Bats, Survey for Badgers and Non-Native Invasive Plant Species prepared by Taylor Grange As received by the City Council as local planning authority on the 23<sup>rd</sup> September 2019

CP/001REV T3 Car Park and Access Layout; CP/011 REV T3 Surfacing GA; CP/012 REV T4 Car Park Kerbing GA; CP/013 REV T3 Car Park Road Marking GA; CP/014 REV T2 Car Park Standard Details; CP/031 REV T2 Car Park Security Cabins and Minis Bus Shelter; CP/041 REV T2 Car Park Fencing Layout; P6684-CP-ME-601 REV P7 M & E Layout; P6684-CP-ME-602 REV P1 External Lighting Levels; 12465/P01 REV E and 12465/P02 REV E soft landscape proposals; CP/021 REV T2 Car Park Acoustic Fencing;

Arboricultural Impact Assessment ref 12465\_R01b\_JJ\_AS prepared by Taylor Grange  
The Hut Group Plot X Travel Plan Update prepared by Curtins

All date stamped as received by the City Council as local planning authority on the 29<sup>th</sup> November 2019

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies SP1 and DM1 of the Core Strategy

- 3) No development or development-related ground works, including a top-soil strip, shall take place until the applicant or their agents or their successors in title have secured the implementation of a programme of archaeological work. The programme is to be undertaken in accordance with a Written Scheme of Investigation (WSI) submitted to and approved in writing by the local planning authority. The WSI shall cover the following:
- i. A phased programme of archaeological fieldwork to include,
    - open area excavations targeting features identified in evaluation trenches 1, 2 and 4.
    - an archaeological watching brief on topsoil stripping beyond the excavated areas.
  - ii. A programme for post investigation assessment to include,
    - analysis of the site investigation records and finds
    - production of a final report
  - iii. Provision for publication and dissemination of the analysis and report on the site investigation.
  - iv. Provision for archive deposition of the report, finds and records of the site investigation.
  - v. Nomination of a competent person or persons/organisation to undertake the programme set-out within the approved WSI.

Reason: In accordance with NPPF paragraph 199, to record and advance the understanding of the significance of any archaeological remains (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible.

- 4) Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles has been submitted to and approved in writing by the local planning authority. The scheme shall include an assessment of overland flow routes for extreme events and any mitigation measures to manage runoff to adjacent properties off site. The development shall be constructed and completed in accordance with the approved details.

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 Core Strategy.

- 5) Prior to the commencement of development a Construction Management Plan shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be implemented in accordance with the agreed Construction Management Plan and shall include:
- The routing of construction traffic;
  - Detail the quantification/classification of vehicular activity associated with the construction including commentary on types and frequency of vehicular demands together with evidence (appropriate swept-path assessment);
  - Details of the location and arrangements for contractor parking;
  - The identification of the vehicular access points into the site for all construction traffic, staff vehicles and Heavy Goods Vehicles;
  - Identify measures to control dust (based on British Standard 5228) and mud including on the surrounding public highway including: details of how the wheels of contractor's vehicles are to be cleaned during the construction period;
  - Specify the working hours for the site;
  - The details of an emergency telephone contact number for the site contractor to be displayed in a publicly accessible location on the site from the commencement of development until construction works are complete;
  - Identify advisory routes to and from the site for staff and HGVs;
  - A highway dilapidation survey including photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site.
  - A Bird Hazard Management Plan

Reason - In the interests of residential amenity, highway safety and safe operation of aircraft at Manchester Airport pursuant to policy DM1 of the Core Strategy.

- 6) Prior to the commencement of works an Arboricultural Method Statement shall be submitted to and approved in writing by the City Council as local planning authority. The method statement shall demonstrate how above and below ground structure are to be protected during the construction phases of development in accordance with British Standard 5837. The development shall be subsequently carried out in accordance with the agreed details.

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Core Strategy.

- 7) No removal of, or works to, any trees or shrubs shall take place during the main bird breeding season 1st March and 31st July inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are

appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the local planning authority.

Reasons - All nesting birds, their eggs and young are specially protected under the terms of the Wildlife and Countryside Act 1981 (as amended).

- 8) When the development commences, the development shall be carried out in accordance with the previously agreed site investigation report and final risk assessment and a Completion/Verification Report shall be submitted to and approved in writing by the City.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policy EN18 of the Core Strategy

- 9) If construction works do not commence prior to the 29<sup>th</sup> February 2020 a pre-construction survey of the site for the possible presence of Badgers shall be carried out by a suitably qualified person and the results submitted to the City Council in writing for approval. If Badgers are found to be present on site a method statement shall be submitted to and approved in writing by the City Council providing details of measures to be taken to avoid possible harm to Badgers. The development shall be subsequently carried out in accordance with the agreed details.

Reason – In the interest of the protection of wildlife pursuant to the Wildlife and Countryside Act 1981 (as amended).

- 10) Prior to the first use of the development hereby approved a Bird Hazard Management Plan for the car park shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be subsequently operated in accordance with the approved details.

Reason – In the interests of the operational integrity or safety of Manchester Airport pursuant to policy DM2 of the Core Strategy.

- 11) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the approved plans and particulars; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Core Strategy.

12) All tree work should be carried out by a competent contractor in accordance with British Standard BS 3998 "Recommendations for Tree Work".

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Core Strategy.

13) Notwithstanding the approved plans, prior to the installation of any lighting on site full details of the proposed lighting scheme for the site including the heights and positions of all lighting columns shall be submitted to and approved in writing by the City Council as local planning authority. The submitted details shall include details that confirm that lighting is capped at the horizon to prevent upwards light spill. The development shall be carried out in accordance with the agreed details.

Reason – In the interests of visual and residential amenity and to ensure the operational integrity or safety of Manchester Airport pursuant to policies DM1 and DM2 of the Core Strategy.

14) If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy.

15) Prior to the first use of the development hereby approved details of the measures to be incorporated into the development to demonstrate compliance with secured by design principles shall be submitted to and approved in writing

by the City Council as local planning authority. The development shall only be carried out in accordance with these approved details.

Reason - To reduce the risk of crime pursuant to policies SP1 and DM1 of the Core Strategy and to reflect the guidance contained in the National Planning Policy Framework.

- 16) Prior to the first operation of the development hereby approved the acoustic fence as indicated on drawing CP/021 REV T2 Car Park Acoustic Fencing shall be installed in accordance with the approved details and be retained thereafter whilst the use is in operation.

Reason – In the interests of reducing noise impacts generated by the development in the interests of residential amenity pursuant to policy DM1 of the Core Strategy and saved Unitary Development Plan policy DC26.

- 17) The hereby approved development shall not be operational outside of the following hours:  
Monday to Friday 0700hrs – 2100hrs

Reason – In the interests of residential amenity pursuant to policy DM1 of the Core Strategy and saved Unitary Development Plan policy DC26.

- 18) Prior to the first use of the development, a management plan for the car park hereby approved shall be submitted to and approved in writing by the City Council as local planning authority. The management plan shall include the details of those occasions where the car park is required to be used at the weekend or outside of the hours set out within condition 17 of this approval. The car park shall be managed in accordance with the agreed details whilst it is in operation.

Reason - In the interests of pedestrian and highway safety and residential amenity pursuant to policy DM1 of the Core Strategy and saved UDP policy DC26.1.

### **Local Government (Access to Information) Act 1985**

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 124820/FO/2019 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

**The following residents, businesses and other third parties in the area were consulted/notified on the application:**

**Highway Services  
Environmental Health  
Neighbourhood Team Leader (Arboriculture)  
Corporate Property**

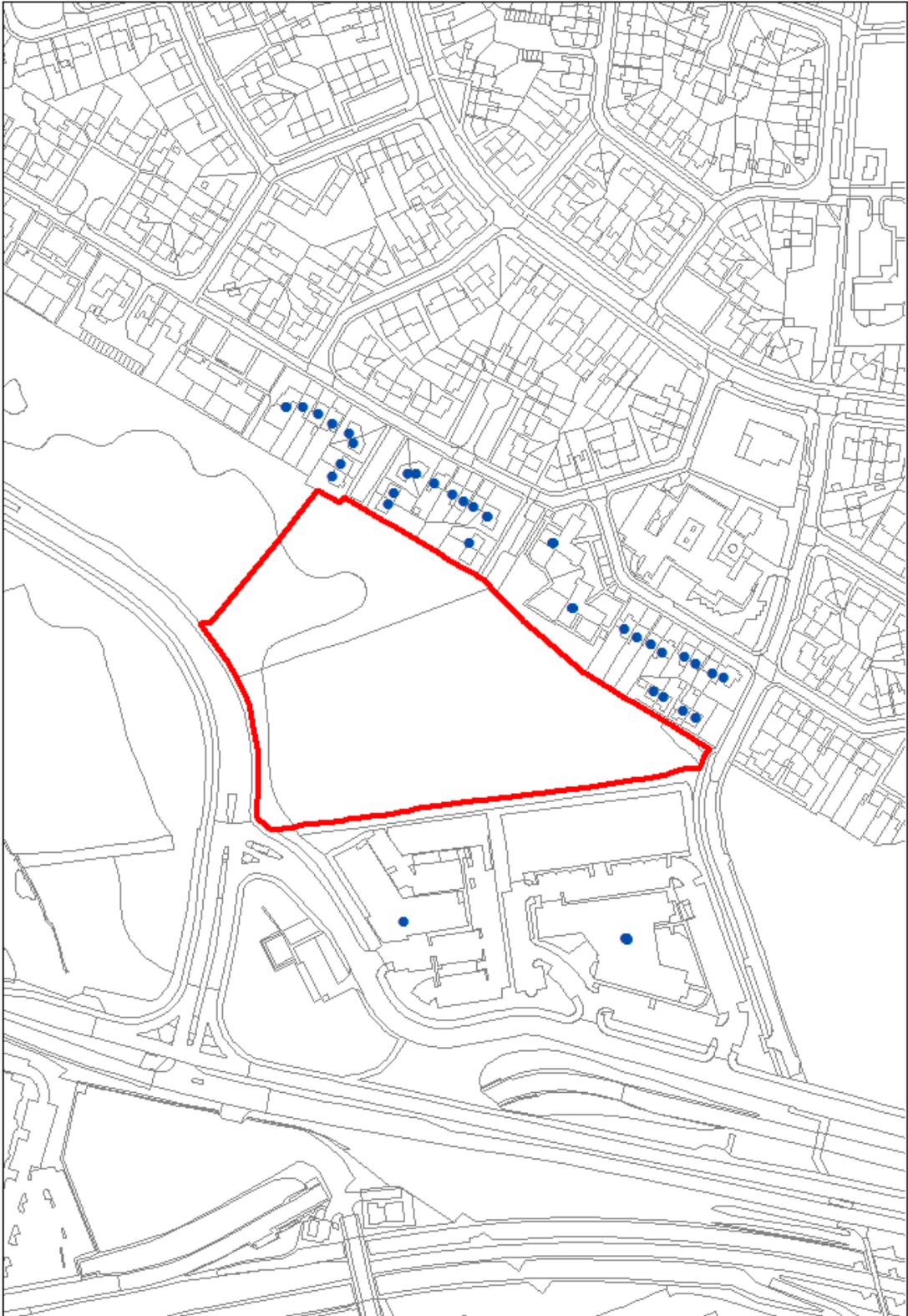
**MCC Flood Risk Management  
South Neighbourhood Team  
Greater Manchester Police  
Transport For Greater Manchester  
Greater Manchester Archaeological Advisory Service  
Manchester Airport Safeguarding Officer  
Manchester Airport Group  
Highways England  
Greater Manchester Ecology Unit  
Arlington**

**A map showing the neighbours notified of the application is attached at the end of the report.**

**Representations were received from the following third parties:**

54 Riverstone Drive Manchester  
32 Felskirk Road, Woodhouse Park, Manchester M22 1PS

**Relevant Contact Officer :** Robert Griffin  
**Telephone number :** 0161 234 4527  
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□ Application site boundary ● Neighbour notification  
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