

Application Number	Date of Appln	Committee Date	Ward
121323/FO/2018	21st Sep 2018	13 th December 2018	Woodhouse Park Ward

Proposal Erection of: two 6 storey office buildings (Class B1(a) comprising 8,567 sqm of net internal floorspace in Plot E2 and 8,581 sqm of net internal floorspace in Plot E3) and ground floor commercial space (Class A1,A2,A3,A4,A5, B1(a) or D1 (excluding Places of Worship) uses only; 9 storey multi-storey car park (1,497 spaces) including 1,812 sqm of ground floor commercial space (Class A1-A5, B1(a) or D1 (excluding Places of Worship) uses only), pedestrian and vehicular access arrangements, temporary (5 years) surface level car parking (202 spaces) and associated infrastructure works including brook diversion and landscaping

Location Land Bounded By Enterprise Way To The North And West And The M56 To The South, Manchester

Applicant Airport City LP, C/o Agent,

Agent Mr John Cooper, Deloitte LLP, 2 Hardman Street, Manchester, M3 3HF

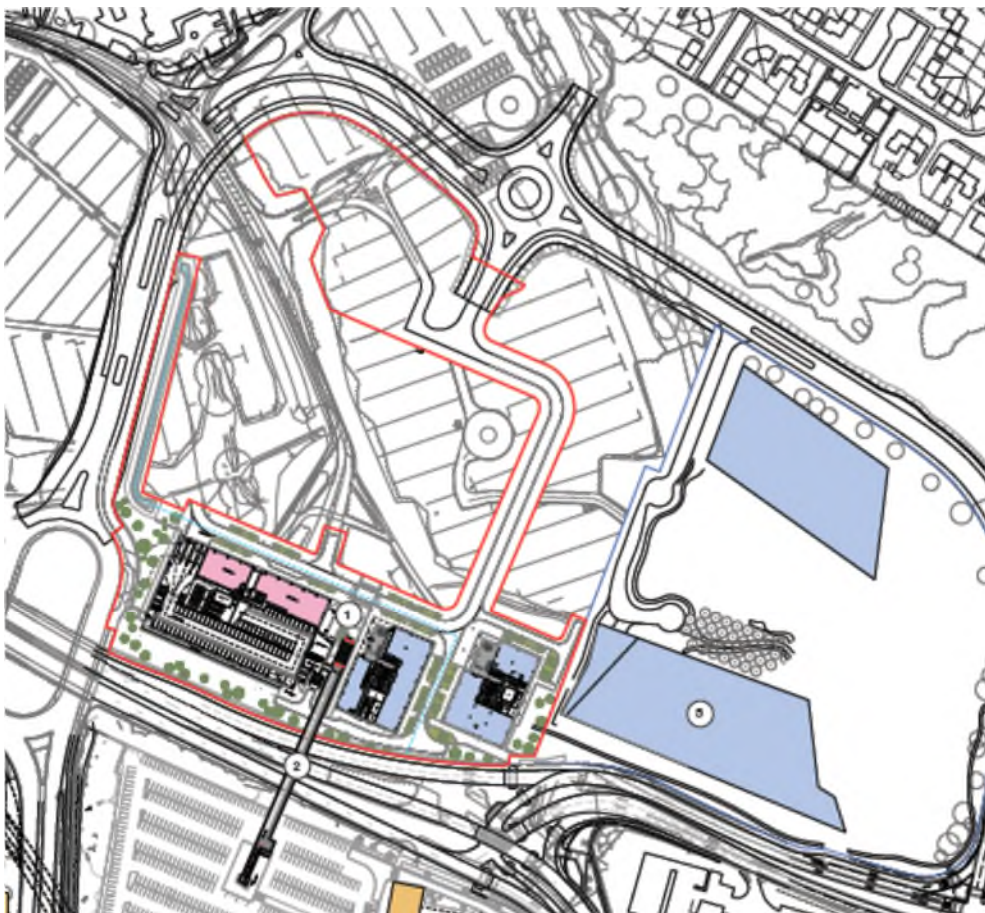
Background

Background information relating to the strategic context and designations of the application site within the Airport City Enterprise Zone are contained within the report relating to planning application reference 121270/OO/2018 which appears as agenda item 5 on this Committee meeting. It is also important to note that the application site is located within the area granted outline planning permission 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 established the principle of developing high quality office uses and associated infrastructure including car parking on the current application site and surrounding sites. The infrastructure to support Airport City North through the construction of Enterprise Way was completed in November 2017.

Description of site

The site is located in the Woodhouse Park ward on land between Manchester Airport and the residential areas of Wythenshawe to the north. To the north, west and east the site is bounded by Enterprise Way a link road that opened in November 2017 and which provides infrastructure to serve the future development plots within Airport City North. To the north of Enterprise Way are additional Airport City North development plots, bounded by residential properties along Hilary Road, Gorston Walk and Felskirk Road. To the south of the site lies the M56 Spur and the Airport's ground transport interchange and main terminal buildings. The site covers a total area of 3.42 hectares.

The site is currently predominately vacant brownfield land (having been cleared of trees, poor quality vegetation remains) and partially existing surface level airport car parking. The site does not include or immediately adjoin any designated areas afforded special protection, such as areas of ecological or biodiversity value, historic or Listed Buildings or Conservation Areas. The site is located in Flood Zone 1 (areas of land with the lowest probability of flooding), there are two surface water features present both within the development site and in close proximity to it. One ordinary watercourse is present within the site itself which is partially culverted and flows from south east to north west where it is then culverted below Enterprise Way. A further ordinary watercourse is present to the east of the site this also flows from south east to north-west, where it is culverted beneath Enterprise Way. It is understood that these two features are unnamed tributaries of Baguley Brook which discharge to the pond in Painswick Park to the north of the site.



Application site edged in red showing proposed layout and relationship to road network and surrounding area including to the east the development considered under item 5 on this Committee's agenda

The M56 Spur and Ringway Road West forms the southern boundary, beyond which lies Manchester Airport's operational area, including the Airport's terminal buildings and ground transport interchange (GTI) that provides connecting services for national, regional and local rail and bus services and Metrolink. The area is also served by a network of pedestrian and bicycle trails to surrounding neighbourhoods. These sustainable connections are to be further improved by the installation of a pedestrian and cycle-bridge across the M56 motorway spur approved in May 2017.

The bridge forms part of a publicly accessible route from Wythenshawe, through Airport City North, to the Airport's transport interchange and terminal buildings, providing a more direct, easier and safer link for cyclists and pedestrians.

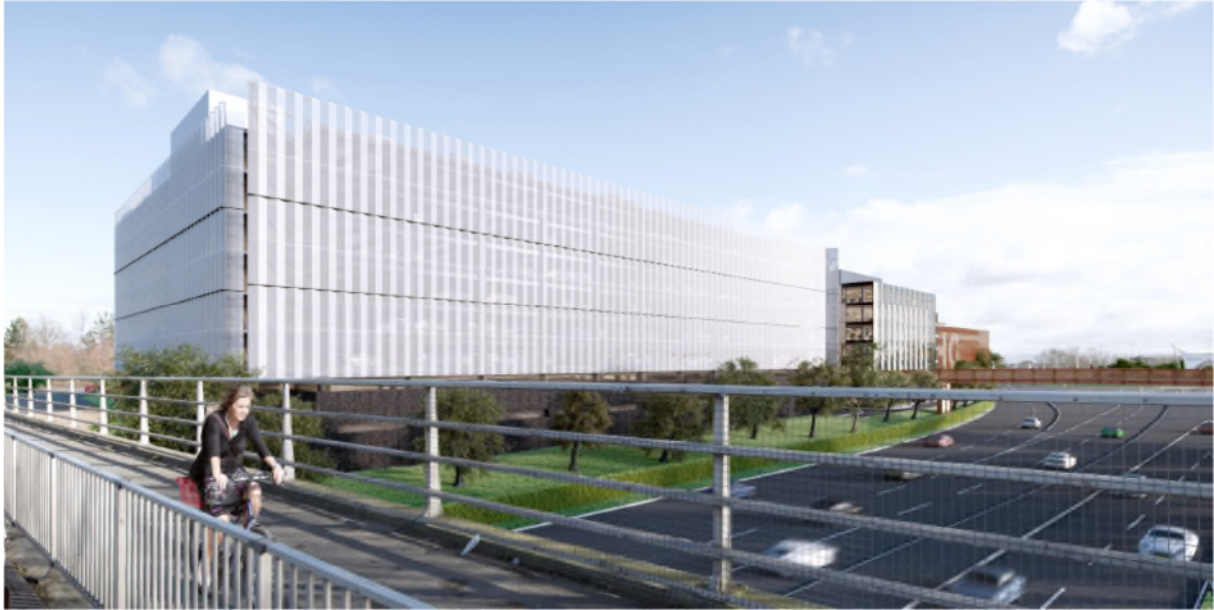
Description of Proposals

The application proposals relate to the erection of two office buildings and a multi-storey car park arranged to form a strong built form towards the M56 spur and Ringway Road West to the South. In addition to the proposed building the application seeks temporary planning permission for the use of the north-western part of the site for surface level car parking.

As referred to above the principle of developing high quality office uses and associated infrastructure (including car parking provision) on this site has previously been established through the 2013 Outline planning permission for Airport City North. The 2013 Outline Planning Permission has not been implemented and the revised masterplan proposals for the comprehensive development of the ACN Masterplan reflect further design input, current market conditions and the introduction of proposals for a major occupier requirement on land to the east of the site and which is the subject of a separate planning application considered as item 5 on the agenda to this meeting.

In detail the proposals are for:

Multi Storey Car Park - To provide 1,497 car parking spaces over 9 floors with additional ground floor commercial space for a flexible mix of uses (A1-A5, B1(a) or D1) 1,812 sq. m The MSCP will accommodate 1,497 spaces, including 78 disabled parking bays and 20 electric vehicle charging spaces and has been designed to allow additional electric vehicle spaces to be provided in the future, should demand arise. In addition 100 secure cycle parking spaces would be provided on the ground floor within the MSCP with shower and locker facilities located within the proposed office buildings. The MSCP would provide a permanent bridge landing for the previously approved (planning reference 115826/FO/2017) direct pedestrian/cycle bridge link between Airport City North and the Airport across the M56 spur road. The lift access to the bridge deck has been combined with the external lift and stair core serving the MSCP.



Visualisation of the Multi storey car park looking north east

Office buildings – The two proposed office buildings have been designed to have a consistent design approach both would be six storeys in height and would have commercial floorspace on the ground floor for a mix of potential uses. The office building closest to the bridge link would contain 8,567 sq. m of office space and ground floor commercial space of 568 sq. m; whilst the office building to the east of the site would comprise 8,581 sqm of office spaces and ground floor commercial space comprising 325 sqm.



Visualisation of office buildings (central), MSCP (left), and office building on adjacent to site (far right) as seen from the previously approved pedestrian and cycle bridge link

In addition to the provision of buildings on the site the proposals also incorporate public realm proposals around the buildings to encourage more balanced streets and a pedestrian friendly environment and connections to the bridge link with the airport, whilst landscaping is proposed along the M56 spur frontage of the site.

The primary vehicular access to the proposals including for delivery and service vehicles would be via Enterprise Way and a new section of the Airport City North internal estate road to be delivered alongside the application proposals. The proposed scheme design also allows for the potential to provide a one-way, egress-only connection to the Terminal 2 roundabout from the MSCP, allowing vehicles to exit the development site directly onto the external highway network. Provision of such an egress would be subject to a separate planning application.

As with the adjacent site and as envisaged through the original outline approval in 2013 modifications are proposed to the existing watercourse that passes through the site. The current intention is that the culverted section of the existing watercourse will be diverted and extended.

The application also includes for the provision of a temporary planning permission to formalise the north-western part of the existing surface car parking arrangements to secure temporary permission for a period of five years. These 202 spaces would be used by occupiers and visitors to Airport City North and other facilities at the airport ahead of the permanent car parking provision being completed. The remainder of the existing surface level car parking contained within Enterprise Way will be retained as hard-standing ahead of the wider masterplan coming forward, but will no longer be used for parking once development of the proposals commences. To enable the temporary use of these spaces, a new temporary access from the new internal estate road (linking onto Enterprise Way) would be created, and controlled by the use of a vehicle barrier.

Phasing – Due to the scale of the proposals it is proposed that the development would be completed over a series of phases with the initial phase being the provision of the temporary car parking and the office building closest to the bridge link, followed by the multi storey car park and second office building.

EIA Screening

The EIA Regulations outline thresholds for what are described as Schedule 1 and Schedule 2 Projects. EIA is mandatory for "Schedule 1" projects. EIA is required for "Schedule 2" projects if, in the opinion of the determining authority, they are likely to give rise to "significant effects" on the environment.

The application is submitted with supporting information commensurate to the scope and scale of the proposals. This has allowed an assessment of the proposals impacts to be fully considered.

It is concluded that this development would have some impact on the surrounding area, there would be no transfrontier impact as a result of the development and impacts of the development are local in nature. It has therefore been judged that these impacts would not be significant to warrant a formal Environmental Impact Assessment and the opinion of the City Council, as Local Planning Authority, is that an Environmental Impact Assessment was not required in this instance.

Consultations

The application was advertised by way of advertisement in the Manchester Evening News, site notices and notification to neighbouring residents and businesses. One response has been received from a local resident as a result of these notifications. A summary of the comments made is set out below:

- Disappointed and concerned at the proposal to build two six storey buildings and a multi-storey car park in close proximity to the rear of our property with the plan to further develop even closer to the property in the future.
- We have already had to endure the noise of the construction of Enterprise Way during the daytime when we were working night shifts and attempting to sleep during the day. Now we are subject to traffic noises from Enterprise Way. The construction of a multi-story car park will ensure that traffic will be present at irregular hours and that there will be no escape from its noise.
- Concerned that traffic will also increase further on Hilary Road.
- With the increased volume and proximity of traffic will come an increase in related pollution. It is worrying to think that we will have to exchange a green space with close proximity of trees for a very developed area complete with multi-storey car park and dissected by close, busy road.
- Once the trees have been removed in a future phase of the development we also fear that our privacy will be jeopardised by the proposal. The heights of the proposed buildings will mean that our house will be overlooked.

Statutory and non-statutory consultees

MCC Environmental Health – The waste management proposals for the proposed office buildings are acceptable. Further information is required given the unknown occupiers of the commercial floorspaces in all three buildings therefore a condition would be required to be submitted to deal with these outstanding matters.

Plots E1, the above proposals show the space allocated for both the carpark and commercial units, but the predicted volumes of waste from the commercial units and breakdown into the different waste streams (including recycling) has not been given and therefore this condition cannot be discharged.

EH have reviewed the submitted Air Quality Assessment and agree with its findings. It is recommended that good practice principles for both the design and operational phases are followed including: the provision of at least 1 Electric Vehicle (EV) “rapid charge” point per 1000m² of commercial floorspace, the application proposed 20 EV charging points within the multi storey car park which would offer provision in line with this good practice level (total floorspace proposed 18,960 sqm); and , where development generates significant additional traffic, provision of a detailed travel plan.

Further conditions are proposed with regards to: ground conditions (contaminated land); Construction Management (including measures to control noise and dust from the site); fume and odour discharge scheme; and details of a scheme to acoustically insulate the buildings and external plant and equipment treated to limit the break out of noise.

MCC Arborist - The submitted tree survey identifies trees for removal as an outline but with no detail of type and size of trees to be removed.

Highways England – No objections

TfGM (Metrolink) – Have no comments to make on the application.

Transport for Greater Manchester - Raise a number of comments with the approach taken in the reporting of the transport impacts of the development.

In addition, the make the following comments:

- No dates are provided for the provision of the airport walking and cycling bridge nor the various 'rainbow' works as referenced within the submitted transport statement (TS).
- The TS does not explain whether the new car park will cater solely for the office development or whether the parking will be available for all drivers circulating in the area.
- In order to maximise the benefits of the site's location and to encourage walking and cycling, it should be ensured that the pedestrian and cycling environment, around the site, is designed to be as safe, attractive and convenient as possible. This should provide sufficient links to the surrounding pedestrian and cycle networks.
- In terms of cycle parking provision, the TS states that a total of 333 cycle parking spaces will be required. Cycle parking should be secure and covered, as well as allocated within a central accessible location. Cycle use should be monitored on an ongoing basis and further spaces added should demand exceed supply. Additionally, appropriate shower and changing facilities will be required.
- Although the site is accessible by sustainable modes, it is important to influence travel patterns at the beginning of occupation should Manchester City Council be minded to approve this application it is suggested that the further development, implementation and monitoring of a full Travel Plan be attached as conditions of any planning consent.

MCC Highway Services - The site is considered to be suitably accessible by sustainable modes and is in close proximity to a range of public transport facilities. The estate road is being constructed over three phases which is acceptable in principle. The estate road should have a minimum carriageway width (the 6m shown is acceptable) with 2m footways on both sides. It is noted that only one footway is proposed during the construction of the temporary access road and we seek assurance that an additional footway would be constructed as part of the permanent works. It is requested that a detailed final road layout is provided including the junction with Enterprise Way so that the geometry and road marking layout can be verified. The initial swept path analysis provided identifies a slight overrun of the kerbs on the access road to the north of Plot E3 and for the coach lay-by which should be addressed by the applicant.

A pedestrian route is proposed which links the green bridge with the temporary car park, Enterprise Way and the pedestrian facilities at the at-grade signalised junction

of Outwood Lane and Ringway Road West. 200 temporary surface car parking spaces within an area of existing car parking immediately west of the Enterprise Way access into the development which is acceptable from a highway perspective. A total of 100 cycle parking spaces will be provided to serve Plots E2 and E3 which is being provided in a secure, covered location close to the main entrance of each office block and is acceptable. The proposed MSCP will provide a total of 1,497 parking spaces of which 230 will be allocated for the first phase office building and 601 spaces will be allocated to the consented and proposed hotel developments with a further 200 spaces allocated to the existing offices. This would leave a surplus of 466 spaces, which will be used by later phases of the Airport City development, including the later phase office proposed. Highways Services consider this provision to be acceptable.

The trips generated from this site (and the adjacent site also subject to current planning applications) have already been accounted for within a number of previously approved studies, including the Airport City Transport Assessment (2012), the A6 to Manchester Airport Relief Road (A6MARR - 2015), and the MAN-TP (Terminal 2 Expansion) Transport Assessment (2015). The previously consented Airport City office use is for 113,500 m² office floor space with up to 4,182 car parking spaces and therefore the lower combined floor space and car parking for this development together with adjacent site complies with the original outline planning approval. Furthermore the junction capacity assessments presented in the Airport City Transport Assessment were undertaken using traffic flows based on the original assumptions which demonstrated that the local highway network would operate within capacity with no significant queues or delays in 2030.

The arrangements made for the storage and collection of waste are acceptable from a highway perspective. Delivery details are currently limited, but given the proposed active frontage areas depicted it is recommended that convenient adjacent servicing facilities are considered for this development. The lighting proposals are acceptable from a highway perspective. It is anticipated that all of the lighting equipment on the estate roads and areas of public realm will be privately maintained. Should the planning application be approved then alterations to the highway will be required and are to be undertaken through S278 agreement between the developer and MCC which would include any required technical approval.

The outline framework travel plan is acceptable to Highways and it is recommended that a full travel plan be conditioned as part of any planning approval.

It is recommended that prior to the commencement of the development a detailed construction management plan outlining working practices during development is submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include;

- Details of Wheel Washing;
- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Routing strategy and swept path analysis;
- Parking of construction vehicles and staff;
- Community Consultation strategy.

For large developments a dilapidation survey is required which should include photographs and commentary on the current condition of carriageways and footways on the construction vehicle routes surrounding the site.

MCC Flood Risk Management Team – Recommend the imposition of conditions for the submission and agreement of surface water drainage scheme for the site and the ongoing maintenance and management of the proposed scheme.

Manchester Airport Aerodrome Safeguarding - The proposed development has been examined against aerodrome safeguarding measures by the Safeguarding Authority for Manchester Airport, we request the following conditions be attached to any approval: drainage scheme to be agreed with Manchester Airport to consider bird strike avoidance; the submission and approval of a Glint and Glare Assessment has been carried out and submitted to the Safeguarding Authority for Manchester Airport. Should the outcome of the survey suggest there will be a hazard, the developer must undertake to make design amendments to the scheme; All lighting to be capped below the horizon in accordance with BS:5489- 1. with soft and low luminance and lux levels; agreement of a Communication Plan for the construction period of the entire development to be agreed with the Manchester Airport Wildlife Team; construction plan including a full crane plan; that the heights of the building must not exceed the heights specified in the submitted documents (strict MAX build height on plot E1 of no more than 101.77m AOD)

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. The development of the application proposals would form one of the first phases of development at Airport City North and would be the catalyst for subsequent phases of development coming forward.

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". The pedestrian and cycle bridge over M56 Spur is a key connecting link. The proposed development would act as a permanent landing point for the bridge to the north. As such, it has a role in creating the permeable and accessible route that would increase access to employment opportunities within Airport City/Manchester Airport for local residents.

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.

Any development proposal should be set within the context of a comprehensive scheme for the Strategic Location. This will have regard to access, delivery, design and layout, flood risk through the Manchester - Salford - Trafford SFRA, energy infrastructure, the scale of uses within the area and take full account of Baguley

Brook and any wildlife in this corridor, in accordance with relevant Development Plan policies.

The policy defines the area as suitable for high technology industries, logistics, offices, warehousing and ancillary commercial facilities which will support further the business destination role at Airport City. The application site lies within the Airport City Strategic Employment Location.

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.

As set out in the report, the application site is located close to a major transport interchange and would be well served by existing and new pedestrian and cycling infrastructure.

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. The development adheres to both character areas in its design. The scheme has been designed to fit within the transition between the Airport and low rise suburban character.

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.

Etrop Grange Grade II Listed Building lies to the north west of the northern tip of the application site on the opposite side of Enterprise Way, approximately 60 metres away from the boundary of the site. It is not considered that given the distances involved and the siting of the application proposals, including the temporary surface car parking, would give rise to unacceptable impacts on this Listed Building

Policy EN6 requires that development over 1,000 sqm will be expected to comply with the target framework for CO2 reductions from low or zero carbon energy supplies. Policy EN8 requires that all new development is adaptable to climate

change in terms of the design, layout, siting and function of both buildings and associated external spaces.

The report sets out the sustainability of the proposed development and that it has been designed to reduce carbon dioxide emissions above those set out within the adopted policies.

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, the proposals do propose works to divert and culvert an existing watercourse. 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 remaining trees on the site and an open watercourse would be diverted and partially culverted as a result of the development proposals, the applicant proposes a replacement tree replacement scheme as part of the landscape proposals for the site.

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 because no receptor is predicted to experience a significant deterioration in air quality, and all existing receptors (such as nearby residential properties) will not be exposed to pollutant concentrations above national objectives and European limits.

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 a ground conditions report that has been assessed, no significant constraints are identified in relation to the site but recommendations are made to a further programme of site investigation works to be completed.

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). A waste management strategy for the office buildings has been provided for the proposals which has been assessed and is considered satisfactory, however, further information is required regarding the proposed other commercial uses.

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. The development has been prepared in consultation with the airport's specialist aerodrome safeguarding officers. 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 subject to the recommended conditions proposed by the aerodrome safeguarding officer at the airport.

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.

Guide to Development in Manchester SPD (2007)

This Supplementary Planning Document seeks appropriate design, quality of public realm, facilities for; disabled users in accordance with the City Councils Design for Access 2 guidance, pedestrians, and cyclists. It also promotes a safer environment through Secure by Design principles, appropriate waste management measures, and environmental sustainability evidenced under BREEAM or other standards.

Sections of relevance are:

Paragraph 2.7 states that encouragement for "the most appropriate form of development to enliven neighbourhoods and sustain local facilities. The layout of the scheme and the design, scale, massing and orientation of its buildings should achieve a unified urban form which blends in with, and links to, adjacent areas.

Paragraph 2.8 suggests that in areas of significant change or regeneration, the future role of the area will determine the character and design of both new development and open spaces. It will be important to ensure that the development of new buildings and surrounding landscape relates well to, and helps to enhance, areas that are likely to be retained and contributes to the creation of a positive identity.

Paragraph 2.12 advises that buildings should front onto streets and areas of car parking and servicing should be situated to the rear, side of, or beneath the building with clear safe accessible footways leading to the main door.

Paragraph 2.14 advises that new developments should have an appropriate height having regard to the location, character of the area and specific site circumstances.

The proposals are considered to be in general accordance with the principles contained within the Guide to Development.

National Planning Policy Framework

The Department for Communities and Local Government published the first NPPF in March 2012 and subsequently revised it in July 2018. The revised NPPF was adopted on 24 July 2018 and 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 12 (paragraphs 124 to 132) is titled 'Achieving well-designed places'. It states that the planning process is fundamental to creating high-quality buildings and places. The Government attaches great importance to good design, as a key aspect of sustainable development that contributes to creating better places in which to live and work.

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 creating an environment for 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 report to the relevant Executive Committee meeting that approved the Framework indicated that as a minimum the EZ was anticipated to generate 7,000 jobs.

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.

The application proposals remove an open watercourse and would lead to the loss of trees on the site. To mitigate these losses the application proposals, include a scheme for the replanting of trees on the site and through onsite landscaping proposals designed as a component part of the proposed built form of the development.

Issues

Principle of Development

As set out in the policy section of this report the application site is located within the Manchester Airport Enterprise Zone, a collection of sites that are identified and supported through the policies of the adopted Core Strategy for significant employment generating development. In particular Core Strategy policy EC11 (Airport City Employment Location) confirms that the north of Manchester Airport is a significant opportunity for employment development in Manchester. In line with this policy and other supporting documents that form material considerations in determining planning applications the principle of office space and car parking on the site was also established through the 2013 outline planning permission for Airport City North. Although that consent expired earlier this year the policy framework clearly supports the delivery of a significant employment generating development to assist in promoting the wider Airport City location for further economic development. It is also noted that the infrastructure to support development has been provided with Enterprise Way completed November 2017. This will be the spine providing access to developments across Airport City North.

A comment has been received from a resident with regards to concerns for future phases of development at Airport City North. Such proposals would be subject of separate planning applications and a consideration of the impacts of those would need to be considered at that time taking into account material considerations and the particular issues that those proposals would raise. As set out below the current proposals are considered to be in accordance with the policy frameworks in place and do not give rise to significant impacts.

Economic benefits

The supporting information submitted alongside the application identifies a high-quality office development and associated landscaping scheme. The proposals alongside those proposed on adjacent sites are early phases of the long term development of Airport City North. As such they are important drivers for economic development in the area and Manchester. For the current application proposals no end user for either the office space or proposed ancillary commercial uses is identified. Given the policy context that underpins Airport City North particularly in terms of providing employment opportunities for Manchester residents it is proposed to attach a condition to any approval to deliver against the policy requirements within the Core Strategy and Airport City North framework for both the construction and operational phases of development.

Access

As with the proposals for the adjacent site Airport City North has been identified through the supporting policy and development frameworks as a highly sustainable location for employment generating uses. Existing and proposed infrastructure allows access to the site by alternative methods of transport other than by private car. MCC Highway Services and Highways England have assessed the application proposals and the submitted transport information and raise no objections on the basis of

impacts on highway capacity or highway safety and accept the level of car parking proposed.

Vehicular access to the proposed car parking and office development will be via Enterprise Way which will serve as the main internal spine road for the Airport City site, with primary vehicular access into individual plots provided by a roundabout located approximately 180m east of the Enterprise Way / Thorley Lane junction.

The application proposals include on-site cycle parking (100 spaces) in a secure covered location close to the main entrances of both office buildings. In addition the proposals connect directly with the proposed diverted public right of way that runs through the adjacent application site to the east.

The proposed multi storey car park (MSCP) would comprise 1,497 car parking spaces in total, 78 spaces are accessible car parking spaces. The MSCP is to serve not just the current proposed development but is anticipated to provide spaces for further development at Airport City North and other developments being brought forward at the Airport. Based upon the Council's parking standards 460 spaces are to be allocated within the MSCP for the proposed office buildings as part of this application and a minimum of 16 accessible spaces would be allocated. MCC Highway Services accept this level of provision as being acceptable.

The applicant has provided an outline travel plan within the application submission and it is recommended that a full detailed travel plan for the development would be developed to include more detail of sustainable travel measures to be taken up by staff and visitors. It is necessary to attach an appropriately worded condition to any approval for the submission and approval of such a travel plan. In addition to these measures the applicant proposes secure cycle parking and changing facilities to utilise the improvements to the cycle network connections at Airport City North and is installing electric vehicle charging points within the multi storey car park (20 spaces initially) with infrastructure installed to allow additional provision as demand increases for electric vehicles.

Accessibility

The applicant has provided detail of the consideration of accessibility issues within the application documents. These confirm that the design of the multi storey car park (MSCP), access to the pedestrian bridge and office buildings has been developed from first principles with an inclusive approach to allow easy, safe and secure access to all areas of the landscape and the majority of the building for disabled guests and staff.

Level access to the commercial units at ground level is provided with access to the car park itself provided to the east of the building off the plaza, this provides a large lobby area with stair and lift access to the car park and to the Airport City North bridge deck. A secondary pedestrian access to the car park is located to the north of the building between the two commercial units this access again allows level access to all levels of the MSCP. It has been proposed that the spaces within the car park will be allocated to office occupiers on a floor by floor basis. This has meant that accessible parking spaces are provided by level rather than grouping these spaces at

ground floor, to accommodate this provision each of the accessible spaces are located to the eastern side of the MSCP in close proximity to the 3 accessible lifts. The sloped floor slab connecting each level of the car park is designed at a gradient that is no steeper than 1:20 to allow each of these sloped slabs to be fully accessible without intermediate ramps.

The deck of the Airport City North pedestrian bridge is accessible via the three lifts within the eastern core of the MSCP building.

The landscape scheme around the three proposed buildings has been designed to allow free and clear movement across the space with well-lit and active frontages at ground floor.

The design of the two office buildings has also been developed from first principles with an inclusive approach to allow easy, safe and secure access for disabled guests and staff. Staff and guest access to the buildings will be level through the north western reception areas. Each level of the building is accessible via the central lift and stair core, with a clear route from the ground floor reception areas through to the lift/stair lobby.

Residential Amenity

Concerns have been raised as a result of the notification of the application with regards to impacts on residential amenity. This proposed phase of development is located to the south of residential areas, with the proposed buildings approximately 300 metres to the south, and is separated by the newly constructed Enterprise Way. It is not considered that the proposed buildings would have unacceptable impact on residential amenity. The provision of temporary car parking for a period of 5 years is a replacement of car parking already located in this area and is approximately 150 metres to the south of the nearest residential properties and 70 metres to the east of Etrop Grange Hotel and office buildings. Given these distances the existing road infrastructure and car parking in the area the proposed temporary car parking is not considered to give rise to unacceptable impacts on residential amenity.

Waste management

The applicant has provided a waste management strategy for the development design to accord with the Councils guidance. This strategy has been assessed and is considered to be acceptable by the Environmental Health team with regards to the proposed office space. They have requested the need for further details of the waste strategy for the commercial ground floor units prior to their occupation which should be secured by way of an appropriately worded planning condition.

The applicant has indicated the areas for refuse and recycling for all three buildings.

The MSCP has a centrally located area within the ground floor with back of house access via each commercial unit. These areas would be mechanically ventilated and accessible via the car park entrance to the north west of the ground floor. The refuse and recycling area has been designed to be large enough to accommodate additional

refuse from within the car park itself if necessary from a facility management point of view.

The two office buildings each have their own separate refuse and recycling area located in the ground floors to these buildings, accessible via the main core of the building and back of house areas. Each refuse and recycling area backs onto the service access zones to the south of the central office building and to the north east of the most easterly office building with secure access for collection teams. Servicing areas are provided to allow bins to be wheeled out for collection

The size of the bin stores for each of the office buildings have been calculated in accordance with the Manchester City Council 'Waste Storage and Collection Guidance for New Developments'. Based on this guidance the refuse area will provide a 50/50 split in terms of general waste and recyclable waste provision. Each office building will therefore provide a total of 8x 1,100L Euro Bins within their respective refuse areas. This allocation of bins is calculated on the basis of no less than 3 No. of collections per week. The applicant has indicated that it is envisaged that the development as a whole would be serviced by a refuse collection contract with a third party.

Sustainability

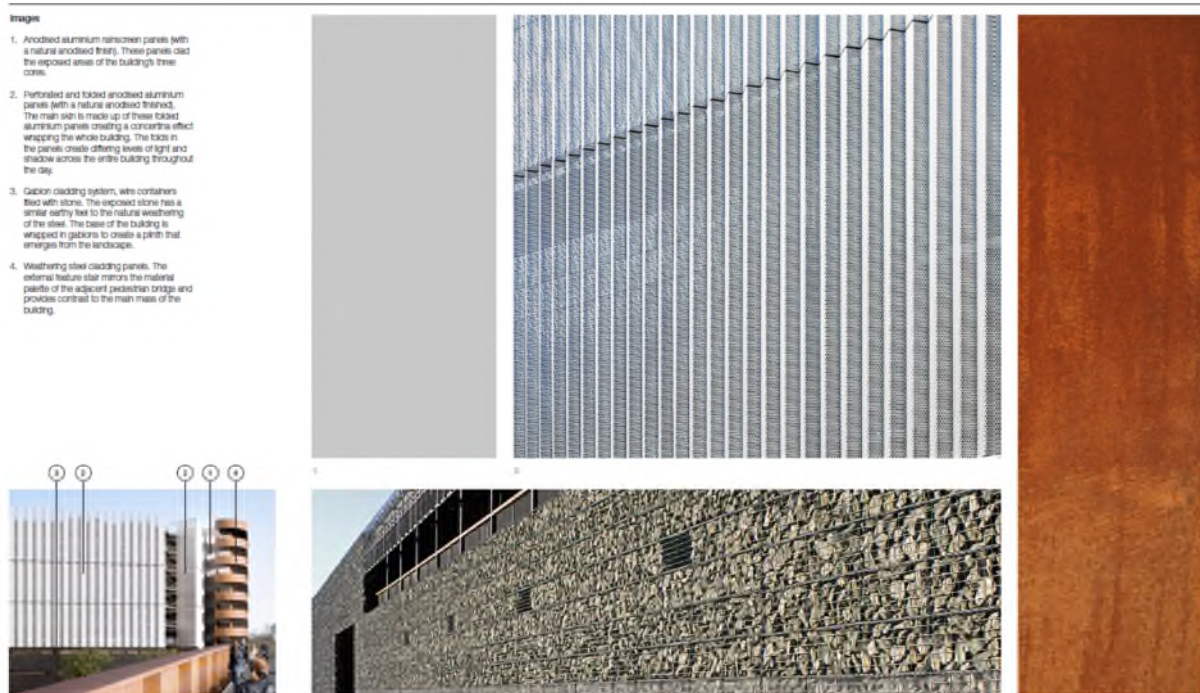
The application is supported by a sustainability statement that sets out the approach to the development achieving the relevant standards expected within adopted planning policies.

The principles of the Energy Hierarchy have been followed to reduce the energy demand, energy use, and therefore CO2 emissions of the developments. This approach is in line with the recommendations of policy EN4 within Manchester's Core Strategy which provides for an additional requirement for developments to achieve an improvement over the 2010 version of the Part L calculation methodology of 10-15%. An assessment against the 2010 Part calculation methodology indicates a pass rate of 21.6%, surpassing the requirement of 15% set out within adopted policies.

Design of the development

Proposed Multi-Storey Car Park – The proposed multi-storey car park would be a substantial building in a highly visible location close to the Airport and the local and national highway network. As such the design response has been to address its highly visible location both on its outward facing elevations and those that face inwards towards future phases of development at Airport City North. It is intended to clad the MSCP with perforated aluminium panels with a vertical folds as a visual attempt to break down the mass of the building. The north facing elevation would have an active ground floor frontage to the commercial unit addressing the public realm associated with Airport City North and future phases of development, the southern ground floor side of the building would be of a stone finish. The eastern elevation houses the main stair core for the MSCP which has been architecturally designed and detailed to match the bridge link using corten steel whilst also contrasting with the façade treatment to the remainder of the building. The applicant

has provided illustrative examples of the finishes proposed which are indicated below.



Proposed material finishes to the Multi Storey Car Park

The MSCP building has been designed and sited to connect directly with the Airport City North bridge link that serves the wider area and sits between the MSCP and one of the proposed office buildings. There is a direct lift link between the MSCP and the bridge deck served by lifts to ensure accessibility, this connection has been enhanced through the public realm proposals at ground floor as indicated in the visualisation below. The application proposals would therefore provide a significant contribution towards enhancing the connectivity between Airport City North and the main Airport site and ground transport interchange to the south.



View between the MSCP to the right and office building to left showing the previously approved bridge link with the main Airport site

Proposed office buildings – The two office buildings have been designed to have a consistency between themselves and also the adjacent buildings including the MSCP and the development site to the east in terms of the materials and external façade treatment. They have been designed to ensure the maximum amount of activity on each elevation with a centrally located lift and stair core. The design principles of the wider masterplan have been used and followed to ensure that there is adequate space between the plots for public realm and vehicle access.

Archaeology

As part of the 2012 ES undertaken in support of Planning Permission 100831/OO/2012/S2, a cultural heritage assessment considered potential effects on archaeology (below ground remains), historic landscape character and built heritage (such as listed buildings). This was informed by a desk-based study carried out to gather relevant information on known archaeological remains, and on built heritage features such as listed buildings and structures. Within the 2012 ES, significant adverse effects (before mitigation) were identified during construction on Oven House Meadow and Tan Pit Field, which both lie within the Airport City North boundary. However, with the implementation of appropriate mitigation, including a programme of fieldwork, the 2012 ES concluded that there would be no significant effects on archaeological assets during construction, opening or operation.

Further archaeological assessments for the site were completed in 2016 by Salford Archaeology. An archaeological evaluation was carried out and no features, structures or artefacts of archaeological significance were encountered during the course of the evaluation and the results show the area had been graded flat with a bulldozer, before the ground was built up with a series of compact aggregate layers forming a hard standing car park surface during the late 20th century.

Therefore, the results obtained from the evaluation trenches indicate that the proposed development is unlikely to have an impact on any archaeological remains and the report concluded that no further archaeological investigation of the site is merited.

Air Quality

An Air Quality Assessment has been prepared in support of this application and has been assessed as being acceptable by the Councils Environmental Health Team. It assesses the potential impacts of the proposed development on local air quality during the construction phase and once built. During construction the principle consideration is associated with dust generation and deposition on nearby property. Once operational the primary consideration is to ensure that any additional traffic does not cause a significant deterioration in air quality with resultant health concerns. Activities during the construction phase have the potential to generate dust as a result of demolition, earthworks, construction and track-out of material onto local roads. Dust generation from these activities would be controlled using on site management to the extent that significant impacts would not occur.

Once built, the proposal would cause an increase in the number of vehicles travelling along most local roads, but also a decrease on some road sections. The information provided show that in the first year of operation all existing receptors (such as nearby residential properties) would not be exposed to pollutant concentrations above national and European objectives. The assessment concludes that no specific measures are considered necessary to reduce the potential impacts further, however it is considered that the development should actively seek to reduce access by private car through good travel planning, the provision of adequate cycle parking and changing facilities and through the introduction of electric vehicle charging points within the MSCP. It is considered appropriate therefore to attach appropriately worded conditions for these measures to be incorporated into the development.

Ecology

As part of the 2013 outline planning application, a Preliminary Ecological Appraisal Report supported by a suite of ecological surveys and assessments was prepared. The surveys assessed and identified existing statutory designations, habitats and species within the wider ACN development area. Overall, these surveys concluded that the development would not impact on the ecological assets within the proposed ACN development area and where appropriate provided proposed mitigation measures to reduce any potential impact on identified ecological assets. No statutory designations, habitats or native species were identified within the site boundary of the proposed development. Subsequently to the granting of that permission the majority of the site has been cleared of vegetation.

The application proposals provide for a landscaping and public realm scheme to be incorporated into the development with tree planting and provision of other vegetation as an attempt to increase biodiversity of the site. The applicant has provided a statement that they have been discussing proposals for landscaping and ecology particularly with regards to the diverted/culverted watercourse (see Flood Risk section below) with the Aerodrome Safeguarding officer at Manchester Airport. The concerns raised relate to the risk proposals would have in creating the potential for bird strike given there are already significant bird management issues at the airport. The risks to the safe operation generated by certain types of landscaping and habitat does therefore provide a constraint on the level and type of ecological enhancements included in the proposals. The operational integrity or safety of Manchester Airport is a material consideration in considering planning applications as set out within policy DM 2 of the adopted Core Strategy.

Trees

The applicant has provided an overview of previous tree surveys undertaken for the site and subsequent works that have affected these trees since the original surveys. The application site is made up of existing and redundant highways, surface car parking and other earthworks as a result of the construction of Enterprise Way. There are remaining trees on the site which are identified for removal as part of the proposals and this reflects the position for the previous outline approval from 2013.

An arboricultural survey was completed towards the end of 2011, to support the 2012 outline planning application for ACN, and this survey identified a few high-value (Category A and B) trees present within what is now the planning application red line boundary. A further review undertaken in 2015 concluded that the quality of the trees and vegetation across the study area were poor to very poor with little short-term and no long-term potential. In addition the 2015 survey had noted that it had been necessary to remove many of the high-value trees mentioned in the 2011 survey as part of the preparation works for Enterprise Way. Mitigation tree planting was provided as part of those highway works.

As a result of the recent developments and site preparation activities, only a small portion of high-value trees identified during the 2011 arboricultural survey remain to the south of the site. The intention is that the remaining trees would be cleared outside of nesting season by a qualified contractor, with the felling works supervised by an ecologist.

Landscaping and public realm

The application proposals are the initial phases of delivering the overall Airport City North masterplan. The supporting documents outline the aspirations of the masterplan to provide new areas of public realm and associated tree planting to create a high quality environmental. The intention for the public realm as part of the current applications is to create more balanced streets that prioritise pedestrians. Formal raised street planters, street trees are to be provided within the public realm as well as drainage swales which will run alongside the primary road accessing the site to help manage surface water within the public realm. The treatment to the south

side of the site adjacent the M56 spur road is to provide a landscaped area with tree planting to reduce the impact of the road both visually and environmentally.

Flood Risk and Drainage

A Flood Risk Statement has been submitted in support of the planning application. The site lies within Flood Zone 1 (areas with the lowest probability of flooding) of the Environmental Agency's (EA) Flood Map and it is within the Manchester City Critical Drainage Area.

In terms of surface water runoff from the site the preferred surface water drainage strategy is to collect runoff from buildings, parking areas, access road and associated hardstanding and attenuate this below ground in attenuation tanks. Bio-retention areas would be provided within the landscape which will be used to intercept runoff from hard paved areas where possible and convey it to the primary attenuation storage. This will act as a first stage of treatment, help reduce overall site attenuation volumes and provide amenity, biodiversity and water quality benefits.

To facilitate the construction of Enterprise Way, the existing water features on Airport City North were culverted and an assessment of their catchment areas and incoming connection was undertaken to understand their peak flow. The application proposals would require modifications to this existing watercourse. It is intended that the culverted section of the existing watercourse would be diverted and extended.

Discussions have been held with the Council's Flood Risk Management Team and the applicant's drainage consultants to understand the intended drainage scheme and to seek improvements to the proposed diverted water course to enhance its biodiversity. Whilst the applicant sought to amend the proposals they have consulted with the Aerodrome Safeguarding Officer at the airport who raise objections given concerns that the creation of any habitat that supports/attracts birds and the potential risk of bird strike to aircraft as a result.

Whilst the final drainage scheme has not been fully developed the outline proposals are technically viable, the Council's Flood Risk Management Team believe this matter can be dealt with by way of appropriately worded conditions.

Ground Conditions

A Phase 1 Desktop Study has been submitted alongside the application. The site is located in areas of undeveloped cleared woodland and grassland, car parking activities, roadways and associated features. Previous programmes of site investigation works have not revealed any sources of contamination on site. It is considered unlikely for the site to have the potential to impact on identified receptors, both during the construction process and as part of its subsequent operation as commercial offices, car parking, access road and brook diversion. It is recommended that a programme of site investigation works be completed an appropriately worded condition is proposed to deal with this matter.

Noise

A Noise Impact Assessment based upon a noise survey of the site has been submitted in support of this application which has been assessed by the Council's Environmental Health team who raise no objections or concerns with its findings or conclusions. For the proposed development, noise may occur as a result of building services equipment the details of these have yet to be determined as part of the further design process for the buildings. Environmental Health have recommended a series of conditions for the details of this equipment to meet relevant noise levels and for the details to be submitted for approval prior to their installation. Overall, on the basis of the noise impact assessment, the development is not considered likely to give rise to a significant adverse impact on health and quality of life in relation to noise.

Ancillary Uses

The application proposals include for a series of commercial ground floor uses proposed to support the first and later phases of development. The principle for ancillary uses was established through the outline planning approval. It is anticipated that given the scale of development proposed on the site and wider area this would require well located ancillary uses. The scale of floorspace proposed is considered to be ancillary in nature and accord with policy EC11 which anticipated the requirement for supporting ancillary uses at Airport City North. The proposed ground floor units are well logically located close to the bridge link and public realm proposed as part of the development.

Construction Management

An Outline Construction Management Plan has submitted alongside the application. At the current time a contractor for the proposed development has not yet been appointed. Whilst the outline CMP is considered acceptable a final detailed Construction Management Plan will be required to be submitted prior to works commencing on site.

TV Reception

A desktop study has been carried out using the plans of the proposed development including the proposed layout, elevations and the site area map. The study includes broadcasting information about the local television transmitter, Winter Hill. The accessible locations nearest the proposed development showed very good signal strength and quality. It is possible that there will be no impact on television signals due to the proposed development because small/moderate losses may not result in noticeable interference in the context of the surrounding areas. Any impacts would most likely be for the receptions in the Airport complex, such as the hotels to the south-east of the site. It is recommended that any reported television interference should be investigated by means of a reception measurement once the proposed development is complete.

Wind

A Wind Microclimate Technical Note has been prepared which concludes that the proposed development is of relatively modest massing with respect to wind effects

and is not expected to have any significant impact on the suitability of wind conditions for existing activities within the surrounding area.

Within the site, activities are limited to pedestrian passage and pedestrian ingress/egress to offices and the car park, and the potential for creation of accelerated winds is limited. Resulting conditions are therefore expected to be generally suitable, and at least tolerable, for planned pedestrian activities.

Conclusion

This application is one of two on the agenda which will deliver significant components of the vision for Airport City North. The principle of development has long been established and is fully supported by the policy framework.

The proposal would provide alongside the adjacent site a catalyst for other developments in this strategic location. Necessary infrastructure to support the development in the form of Enterprise Way is already in place and a new 'green bridge' to link this and the wider site to the airport and transport interchange has been approved. Careful consideration has been given to all potential impacts as set out in the report and where appropriate mitigation has been identified

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 Head 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: APPROVE

Article 35 Declaration

The application has been determined in a positive and proactive manner, issues that have arisen during consideration of the application have been discussed with the applicant and resolved through provision of additional information where required.

Conditions

1) The development must be begun not later than the expiration of three years beginning with the date of this permission.

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

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

05042_E1_02_2200 Ground Level, GA Plan
05042_E1_02_2201 Level 01, GA Plan
05042_E1_02_2201 Level 02 - 07, GA Plan
05042_E1_02_2201 Level 08, GA Plan
05042_E1_04_2200 Elevations AA & CC, GA Elevations
05042_E1_04_2201 Elevations BB & DD, GA Elevations
05042_E1_05_2200 Sections AA & BB, GA Sections
05042_E1_08_2200 Typical Facade & Corner, Typical Bay Study
05042_E1_10_2200 Eastern Core Design Intent
05042_E1_10_2201 Perforated Aluminium Panels, Typical Facade Detail

05042_E2_02_2200 Ground Level, GA Plan
05042_E2_02_2201 Level 01, GA Plan
05042_E2_02_2206 Plant Level, GA Plan
05042_E2_02_2207 Roof Level, GA Plan
05042_E2_04_2200 West Elevation, GA Elevation
05042_E2_04_2201 North Elevation, GA Elevation
05042_E2_04_2202 East Elevation, GA Elevation
05042_E2_04_2203 South Elevation, GA Elevation
05042_E2_05_2200 Section AA, GA Section
05042_E2_05_2201 Section BB, GA Section
05042_E2_08_2200 E2 & E3 Typical Bay Study

05042_E3_02_2200 Ground Level, GA Plan
05042_E3_02_2201 Level 01, GA Plan
05042_E3_02_2206 Plant Level, GA Plan
05042_E3_02_2207 Roof Level, GA Plan
05042_E3_04_2200 West Elevation, GA Elevation
05042_E3_04_2201 North Elevation, GA Elevation
05042_E3_04_2202 East Elevation, GA Elevation
05042_E3_04_2203 South Elevation, GA Elevation
05042_E3_05_2200 Section AA, GA Section
05042_E3_05_2201 Section BB, GA Section

05042_BR_02_2200 Bridge Extension Ground Level & Level 01
05042_BR_04_2200 Bridge Extension Elevations & Sections

Landscape drawings prepared by Planit.

PL1583.1-000

PL1583.1-100

PL1583.1-100-07

PL1583.1-101
PL1583.1-200
PL1583.1-300
PL1583.1-400
PL1583.1-401
PL1583.1-402
PL1583_ID_001_02
PL1583_ID_006_00

Design and Access Statement including Waste Management Strategy prepared by 5Plus Architects

Air Quality Assessment prepared by Aecom

Environmental Standards Statement and Energy Statement – prepared by Arup

Flood Risk and Drainage Strategy – prepared by RoC

Framework Travel Plan prepared by Aecom

Ground Conditions prepared by RoC

Lighting Strategy prepared by Arup

Noise Assessment prepared by Arup

Report on Wind Issues prepared by Urban Microclimate

Transport Statement prepared by Aecom

TV Reception Survey prepared by Pager Power

Ventilation Strategy prepared by Arup

All received by the local planning authority on the 20th September 2018

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) The building identified as E1 on the approved drawings shall not exceed the heights specified on the approved drawings that height being 101.77m AOD.

Reason - To ensure the development does not exceed the parameters disclosed in the planning application and in the interests of the safe operation of Manchester Airport pursuant to policy DM2 of the Core Strategy.

4) The development hereby approved relates to:

- One 9 storey multi-storey car park (1,497 spaces) including 1,812 sqm of ground floor commercial space (Class A1-A5, B1(a) or D1 (excluding Places of Worship) uses known as E1
- One 6 storey office buildings Use Class B1(a) comprising 8,567 sqm of net internal floorspace and ground floor commercial space (Class A1,A2,A3,A4,A5, B1(a) or D1 (excluding Places of Worship) known as Plot E2
- One 6 storey office building Use Class B1 (a) comprising 8,581 sqm of net internal floorspace and ground floor commercial space (Class A1,A2,A3,A4,A5, B1(a) or D1 (excluding Places of Worship) known as Plot E3

Reason – For the avoidance of doubt and to ensure the development does not exceed the parameters disclosed in the planning application.

5) No development shall take place until a Glint and Glare Assessment has been carried out and submitted to the City Council as local planning authority. If the results of the assessment indicate the development would create a hazard to the safe operation at Manchester Airport the development shall not commence unless and until mitigation measures are submitted and approved in writing by the City Council as local planning authority. The development shall be subsequently carried out in accordance with the agreed mitigation measures details.

Reason- To ensure the safe operation of Manchester Airport to ensure the development does not create an ocular hazard pursuant to policy DM2 of the Core Strategy.

6) No development, including site clearance works on each phase of development shall commence unless and until a comprehensive construction management plan has been submitted to and approved in writing by the City Council as local planning authority. The Construction Management Plan shall include:

- Hours of working;
- Details of wheel washing;
- Dust suppression measures and measures to prevent smoke;
- Compound locations;
- Location, removal and recycling of waste;
- Routing strategy and swept path analysis;
- Parking of construction vehicles and staff;
- Measures to reduce surface water runoff and sediment transportation into the diverted/culverted watercourse.
- Details of any noise mitigation measures required during construction works;
- Details of earthworks, including soil stripping, movement and any soil storage (areas, volumes and locations);
- A crane plan including positions and heights;
- A community consultation strategy which includes how and when Manchester Airport Wildlife Team, local businesses and residents will be consulted on matters such as out of hours works;
- The control of ponding; and,
- The response to any bird hazard issues that might arise from construction works.

Reason - In the interests of amenity, highway safety and that Manchester Airport's Obstacle Limitation Surfaces & the NATS VOR/DME are protected to ensure the safe operation of aircraft at Manchester Airport pursuant to policy DM1 and DM2 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) No development shall commence within any phase of development until a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to that phase of development has been submitted to and approved in writing by the City Council as local planning authority.

In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development of that phase shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) as relevant to that phase of development has been submitted to and approved in writing by the City Council as local planning authority.

The measures for investigating the site identified in the Site Investigation Proposal as relevant to each phase of development shall be carried out as relevant to that phase, before the development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority

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) Prior to commencement of the development hereby approved or any phase thereof, a local labour agreement addressing initiatives to employ people in the construction of the development, in line with the aspirations of the Manchester Airport City Enterprise Zone Framework Plan (August 2012), shall be submitted to and be approved by the City Council as local planning authority. The Local Labour Agreement will confirm and implement, the principles and approach to recruitment of workers from the local labour pool, and shall include a monitoring framework which will provide information on numbers of local people engaged in employment to the City Council as local planning authority for the first 12 months and thereafter on an agreed basis. The employment strategy shall then be implemented in accordance with those approved details and kept in place thereafter.

Reason - To safeguard local employment opportunities, pursuant to policy SP1, EC1 and EC11 of the Core Strategy Development Plan Document

10) Prior to the installation of any surface water drainage system on the site including any works to divert or culvert the onsite watercourse, full details including drawings of a surface water drainage scheme designed in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards shall be submitted to and approved in writing by the Local Planning Authority.

The submitted scheme shall include:-

- Details of the submitted consent for the diversion of watercourses.
- full details of the watercourse low flow channel.
- Flood risk assessment of the watercourse including flood risk modelling for 1 in 100 with allowance of climate change and blockage analysis.
- Surface water management:
- Maximising use of proposed green spaces to manage surface water runoff on site including potential use of porous pavements to convey water to these green areas;
- Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the overland Airport City North Drainage Strategy;
- Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for climate change in any part of a building. Hydraulic calculations need to be provided;
- Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonable practicable to the greenfield runoff volume for the same event, but never to exceed the runoff volume from the development site prior to redevelopment;
- Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site.
- Construction details of flow control and SuDS attenuation elements.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN08 and EN14.

11) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

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.

12) Within three months of the commencement of development (or phase thereof) a scheme for the extraction of any fumes, vapours and odours from the premises hereby approved shall be submitted to, and approved in writing by, the City Council as local planning authority. The approved scheme shall be implemented prior to occupancy and shall remain operational thereafter.

Reason - In the interests of the amenities of the occupiers nearby properties in order to comply with policies SP1 and DM1 of the Core Strategy.

13) Prior to the first occupation of building E2 as identified on the approved drawings a layout plan of the proposed temporary car parking spaces including the surface treatment to the car parking area and pedestrian routes between the car park and building E2 shall be submitted to and approved in writing to the City Council as local planning authority. The temporary car parking shall subsequently be made available prior to the first occupation of E2 for a period of five years.

Reason – To ensure that adequate car parking is in place for the initial phase of development and prior to the completion of the permanent car parking proposed as part of the development pursuant to policy DM1 of the Core Strategy.

14) No development hereby permitted shall be occupied until details of the implementation, maintenance and management of any sustainable drainage scheme and culverted/diverted watercourse approved under condition 10 of this planning approval have been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details.

Those details shall include:

- Verification report providing photographic evidence of construction as per design drawings;
- As built construction drawings if different from design construction drawings;
- Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Reason: To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development pursuant to policy EN14 of the Core Strategy.

15) Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (L_{Aeq}) below the typical background (L_{A90}) level at the nearest noise sensitive location.

The scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site.

16) The premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic

treatment that has been submitted to and approved in writing by the City Council as local planning authority. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties.

17) Prior to the first occupation of the buildings E2 and E3 and the commercial unit within E1 hereby approved, a Local Labour Agreement that outlines the approach to local recruitment for the end use in line with the aspirations of the Manchester Airport City Enterprise Zone Framework Plan (August 2012), shall be submitted to and be approved by the City Council as local planning authority. The Local Labour Agreement will confirm and implement, the principles and approach to recruitment of workers from the local labour pool, and shall include a monitoring framework which will provide information on numbers of local people engaged in employment to the City Council as local planning authority for the first 12 months and thereafter on an agreed basis. The employment strategy shall then be implemented in accordance with those approved details and kept in place thereafter.

Reason – The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and EC11 of the Manchester Core Strategy (2012).

18) Prior to the first occupation of the hereby approved development a detailed Travel Plan based upon the principles set out within the Outline Travel Plan within the Transport Statement prepared by AECOM dated August 2018 version 3.0, shall be submitted to and approved in writing by the City Council as local planning authority. In this condition a Travel Plan means a document which includes:

- i. the measures proposed to be taken to reduce dependency on the private car by those residing, attending or employed in the development;
- ii. a commitment to surveying the travel patterns of staff and residents during the first three months of use of the development and thereafter from time to time;
- iii. mechanisms for the implementation of the measures to reduce dependency on the private car;
- iv. measures for the delivery of specified travel plan services;
- v. measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car.

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

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

19) Each phase of development identified on the approved phasing plan shall not progress above ground floor slab level unless and until samples and specifications of all materials to be used on all external elevations of that phase of development have been submitted to and approved in writing by the City Council as local planning authority.

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

20) Within three months of the commencement of development, full technical details of the vehicular access from Enterprise Way and internal access roads including associated footways shall be submitted to and approved in writing by the City Council as local planning authority. The development shall not be occupied until the works have been constructed in accordance with the approved details.

Reason – In the interests of highway and pedestrian safety pursuant to policy DM1 of the Core Strategy.

21) The storage (including segregated waste recycling) and disposal of refuse for buildings E2 and E3 (office accommodation) as contained within Waste Management Strategy received by the City Council as local planning authority on the 20th September 2018 shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of public health pursuant to policy DM1 of the Core Strategy.

22) Prior to the first occupation of the commercial units within building E1, E2 and E3 as identified on the approved drawings full details of the storage (including segregated waste recycling) and disposal of refuse for the development shall be submitted and approved by the City Council as local planning authority. The approved details shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of public health pursuant to policy DM1 of the Core Strategy.

23) The approved landscaping scheme as set out on approved landscape drawings and details prepared by Planit as received by the City Council as local planning authority on the 20th September 2018 shall be implemented in accordance with the landscape phasing plan (reference: PL1583.1-000) and no later than 12 months from the date of the completion of the relevant phase of development. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Core Strategy.

24) No part of the development shall be occupied until space and facilities for bicycle parking and associated changing facilities have been submitted to and approved in writing by the City Council as local planning authority. The approved space and facilities shall then be retained and permanently reserved for bicycle parking.

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

25) The Multi Storey Car Park (building E1) as identified on the approved drawings shall be operational and made available for the use of the occupiers of the office building and prior to the first occupation of building E3. The car park shall then be made available at all times whilst the site is occupied.

Reason - To ensure that there is adequate parking for the development in order to comply with policy DM1 of the Core strategy.

26) The development (or part phase thereof) hereby approved shall be implemented in accordance with the measures as set out within the Environmental Standards Statement prepared by Arup as received by the City Council as local planning authority on 20th September 2018. Within 3 months of the completion of the construction of the relevant phase of development a verification statement shall be submitted to and approved in writing, by the City Council as local planning authority, confirming which measures have been incorporated within the development to achieve the expected building performance, including dated photographic documentary evidence of the implementation and completion of required works.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Core Strategy for the City of Manchester and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.'

27) The development (or phase thereof) hereby approved shall not be occupied or used until written confirmation of a secure by design accreditation has been submitted to the local authority.

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.

28) No ground floor unit within the development hereby approved and to be used for A1, A2, A3, A4, A5 and D1 (excluding places of worship) uses, shall be occupied until the permitted hours of operation for that unit have been submitted to and agreed in writing by the City Council as Local Planning Authority. The uses approved pursuant to this application shall only operate within the hours as agreed under this condition.

Reason - To safeguard the amenities of the occupiers of nearby properties pursuant to DM1 of the Core Strategy.

29) The first use of each of the ground floor commercial units as identified on the approved drawings to be implemented shall thereafter be the permitted use of that unit.

Reason - For the avoidance of doubt and in order to secure a satisfactory form of development pursuant to Policy DM1 of the Core Strategy.

30) All lighting to be installed at the development shall be designed to be capped below the horizon in accordance with BS:5489- 1 with soft and low luminance and lux levels.

Reason- To ensure the safe operation of Manchester Airport pursuant to policy DM2 of the Core Strategy.

Informatives

1) Cranes, whilst they are temporary, can be a hazard to air safety. The developer or crane operator must therefore contact Manchester Airport's Control of Works Office using the details provided below, at least 21 days in advance of intending to erect a crane or other tall construction equipment on the site. This is to obtain a Tall Equipment Permit and to ascertain if any operating restrictions would be required. Any operating restrictions that are subsequently imposed by Manchester Airport must be fully complied with.

Email: control-of-works@magairports.com Tel: 0161 489 6114

2) In order to discharge the acoustic insulation of the premises condition attached to this planning approval the following information will be required.

Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 10dB below the LA90 (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63Hz and 125Hz octave frequency bands shall be controlled so as not to exceed (in habitable rooms) 47dB and 41dB, respectively.

3) In order to discharge condition 5 of this consent the applicant should consult with the Manchester Airport Aerodrome Safeguarding office the extent of the required Glint and Glare assessment prior to its submission to the City Council as local planning authority to discharge the condition.

4) In order to discharge condition 12 from this approval the following information should be provided:

Defra have published a document entitled 'Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems' (withdrawn but still available via

an internet search). It describes a method of risk assessment for odour, guidance on minimum requirements for odour and noise control, and advice on equipment selection. It is recommended that any scheme should make reference to this document (particularly Annex B) or other relevant guidance. Details should also be provided in relation to replacement air. The applicant will therefore need to consult with a suitably qualified ventilation engineer and submit a kitchen fume extract strategy report for approval.

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: 121323/FO/2018 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.

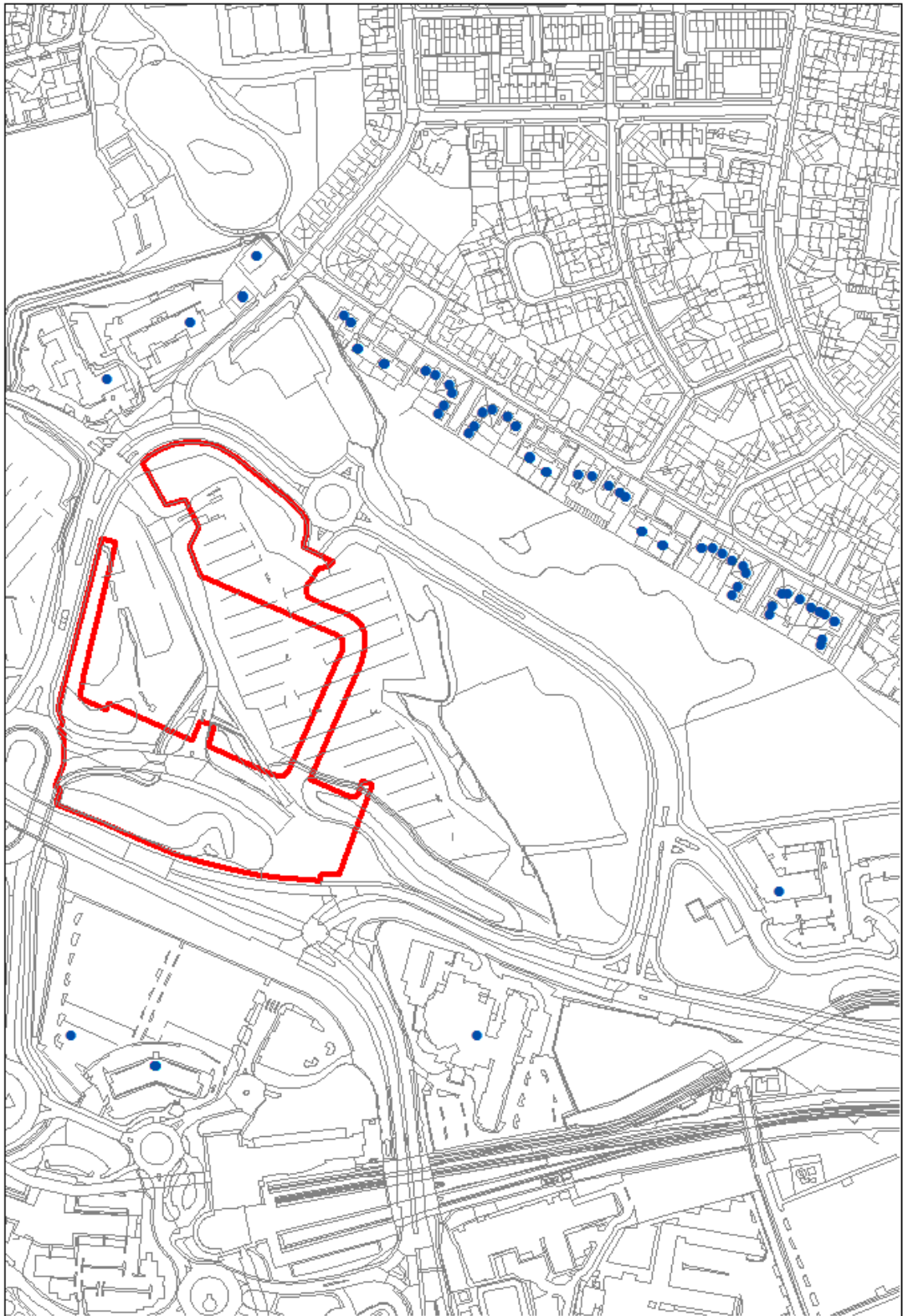
The following residents, businesses and other third parties in the area were consulted/notified on the application:

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
Corporate Property
MCC Flood Risk Management
Strategic Development Team
South Neighbourhood Team
Greater Manchester Police
United Utilities Water PLC
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
Manchester Airport Safeguarding Officer
Greater Manchester Ecology Unit
Greater Manchester Pedestrians Society
Highways England
Manchester Airport Group
Ringway Parish Council

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:

Relevant Contact Officer :	Robert Griffin
Telephone number :	0161 234 4527
Email :	r.griffin@manchester.gov.uk



 Application site boundary  Neighbour notification
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