

Application Number	Date of Appln	Committee Date	Ward
121270/OO/2018	14th Sep 2018	13 th December 2018	Woodhouse Park Ward

Proposal Outline application with all matters to be considered for development comprising: The erection of a 6 storey building comprising 26,803 sqm gross office floorspace (use class B1(a)) and erection of a 6 storey multi-storey car park to provide 1,147 parking spaces, landscaping and public realm, with vehicular access onto Enterprise Way and associated works (Phase 1); and, Outline application with all matters reserved for 39,673 sq. m gross office space (use class B1(a)) and associated car parking (maximum 832 spaces) (Phases 2 and 3)

Location Land To The North-east And South-west Of Enterprise Way; Bounded By Ringway Road West To The South; And Thaxted Walk, Roxholme Walk, The Rear Of 27-67 Lincombe Road And 2-8 Dentdale Walk To The North, Manchester

Applicant Airport City LP, C/o Agent

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

Background

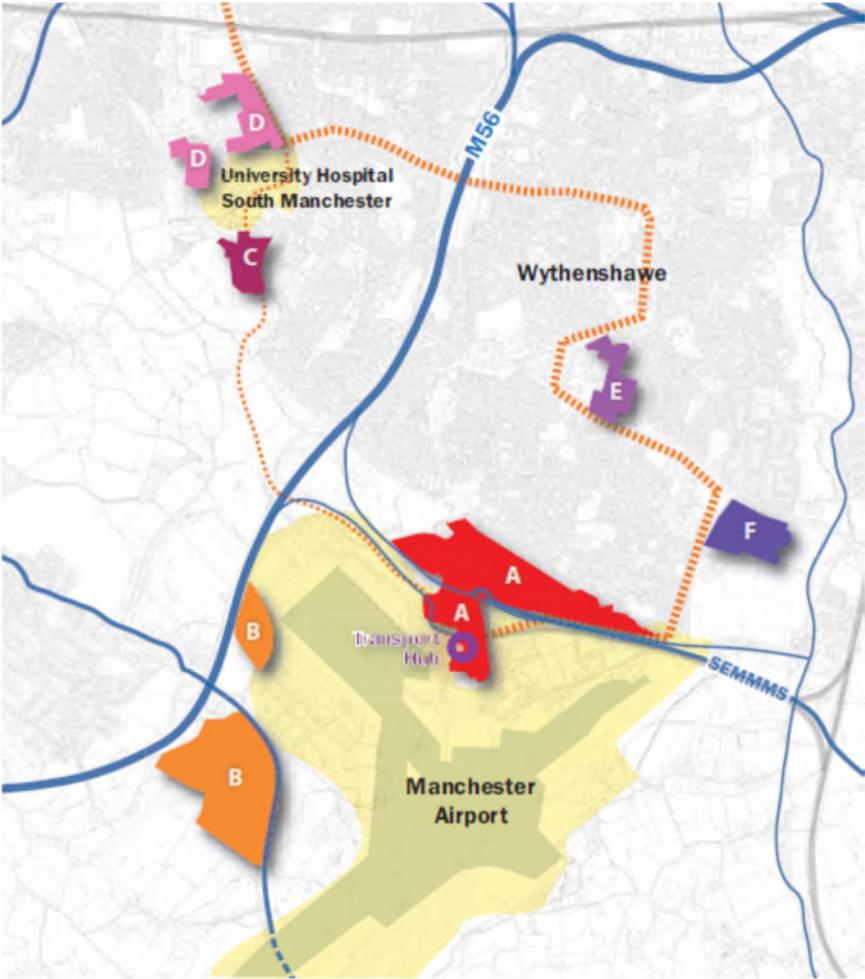
Following the designation of the Airport City Enterprise Zone (EZ) in March 2011, an Enterprise Zone Framework Plan was adopted to provide a clear vision for development across the EZ. This Framework was approved by the Council's Executive on 24th October 2012 and forms a material consideration in decisions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

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

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

Following on from the EZ designation and the production of the framework an outline planning permission was granted in February 2013 for the wider Airport City North area for the development of office space, light and general industrial space, hotels and ancillary retail and other commercial accommodation, associated parking and

public realm works (planning ref.100831/OO/2012/S2). Whilst this permission lapsed in February 2018 it established the principle of developing high quality office uses and associated infrastructure on the current application site and surrounding sites.



Plan of Enterprise Zone sites and location of Airport City North (identified in red with an A)

Description of site

The application site is located in Woodhouse Park on land to the north of Manchester Airport and Ringway Road West and to the south of the residential areas of Wythenshawe. The site is currently partially cleared and partially in use as car parking (with a permeable surface) but does contain areas of broadleaved woodland plantation within the central and southern areas. A tributary of Baguley Brook runs diagonally across the site for approximately 600 m, from the southern boundary to the north-western boundary, the topography across the site is generally level. Enterprise Way (a new link road opened in November 2017) runs through the site and forms the northern and eastern boundary to the southern part of the site and the western boundary to the northern part of the site identified for future surface car parking which is bordered by residential properties along Lincombe Road and Gorston Walk to the north and commercial buildings to the south.



Aerial photo looking south west over the main part of the application site with Enterprise Way in the foreground

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.

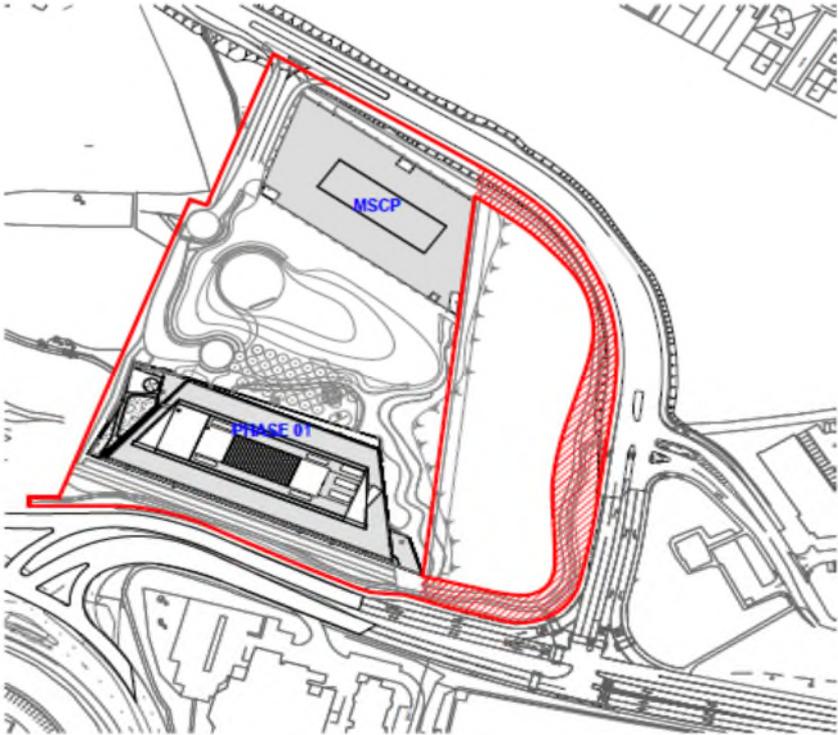
The remainder of the Airport City North area bounds the site to the west, a further report on an application submitted for this area appears elsewhere on this Committee's agenda (planning reference 121323/FO/2018).

Description of proposals

The application proposals have been submitted as a phased proposal with full details submitted for consideration of: the erection of an office building and multi-storey car park, landscaping and public realm, access arrangements onto Enterprise Way and associated works (Phase 1); and part of the proposals submitted in outline (with all matters reserved for future consideration) for further office space and associated car parking (maximum 832 spaces) (Phases 2 and 3). The detailed proposals are set out below.

Phase 1 – This phase of development includes a five-storey building located to the south of the application site along Ringway Road West, accommodating 26,803 sq. m of office floorspace, and a six storey multi storey car park (1,147 spaces) to the north of the office building and to the south of Enterprise Way. The proposed finished levels of the office building have taken into consideration the local water course, Enterprise Way levels and drainage discharge. The office building is positioned on site with the long elevations facing north / south, the main southern face of the

building has been designed to shade the façade from glare & heat gain and incorporates an external mesh finish to achieve this. Plant equipment to serve the building is located at roof level and is to be fully screened plant enclosure. The proposed landscaping scheme for this phase of development incorporates a full perimeter feature hedge, the planting of an orchard, external landscape space for future employees and the proposed diverted public right of way which whilst lying outside of the secure boundary to the development has been designed to provide an attractive pedestrian route. In addition, a central wildflower meadow with integrated natural 'auditorium space' is proposed that has also been designed to accommodate the emergency surface water storage when required.



Phase 1 layout

The facades to both the multi storey car park and the office building are proposed to be similar in appearance. The office building utilises a mix of patinated expanded mesh and solid steel patinated sheets dependant on the use behind i.e. mesh to the occupied offices, solid to the service yard. The multi storey car park is proposed to be clad in patinated steel mesh (allowing for cross ventilation of the parking levels) fixed directly back to the supporting structure. The structure behind is envisaged to be painted to tie into the landscaping.

Servicing and vehicular access to the site and multi storey car park will be from one access point directly from the recently constructed Enterprise Way road.

In addition to the above the development includes for infrastructure works to divert and culvert a watercourse and tributary to Baguely Brook to facilitate the development of the site.



Phase 1 Office building as viewed from Ringway Road West

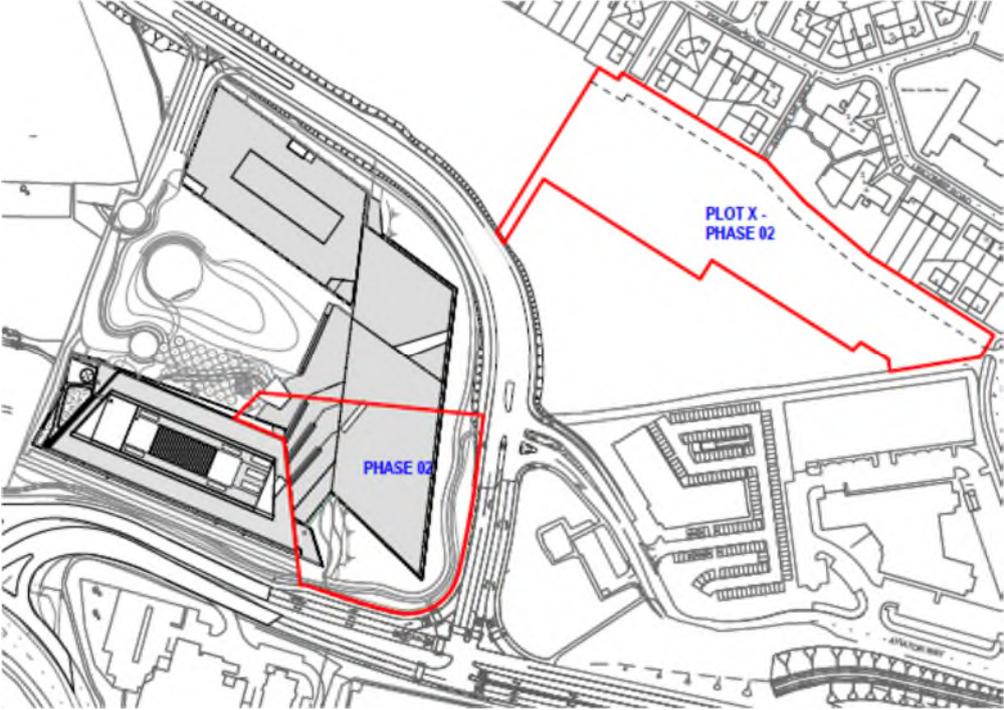


Phase 1 Multi Storey Car Park as viewed from Enterprise Way

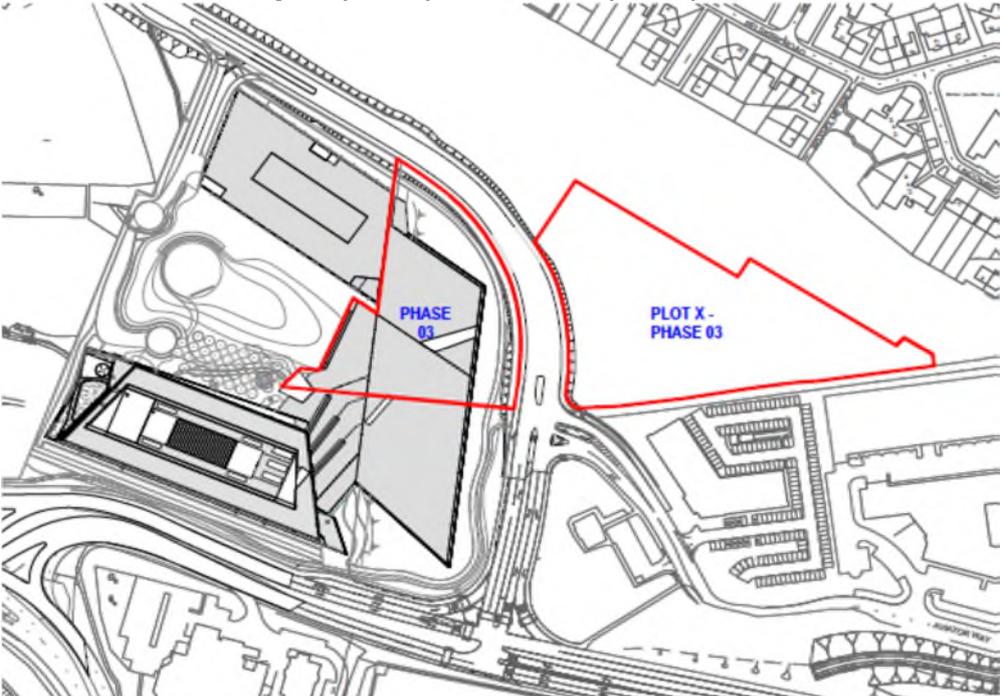


Phase 1 office building internal north elevation

Phases 2 and 3 – These phases of development have been submitted in outline for further office provision (39,673 sqm) and car parking 832 spaces. The parameters plans submitted with the application include a maximum building height and footprint for these phases of development which the detailed design would be required to comply with, along with illustrative layouts of the car parking areas to the northern section of the application site. It is proposed that the development of phases 2 and 3 are of high quality, providing a continuation of the materials applied to the phase 1 office development. Subsequent reserved matters applications would be required to be submitted to finalise the details of the layout, access, scale and appearance of these phases of development.



Illustrative Phase 2 layout (above) and Phase 3 (below)



Environmental Impact Assessment

The application was subject of an Environmental Statement scoping opinion issued by the City Council as local planning authority prior to the submission of the planning application. An Environmental Statement (ES) in accordance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2017 has subsequently been submitted as part of the application. The ES and other supporting technical documents set out the proposed development effect on the natural environment. As set out in the issues sections of this report the conclusion is that through the inclusion of mitigation in relation to the following matters the proposals are not considered to lead to any significant environmental effects:

- Appropriate noise mitigation incorporated in the design of the surface level car park.
- Ensuring connectivity of the areas to the north and south of Enterprise Way.
- Provision of safe and secure pedestrian crossing facilities along the northern stretch of Enterprise Way to enable suitable pedestrian access to the proposed development.
- Enabling the ease and convenience of pedestrian movements in the vicinity of the proposed development (in particular the connectivity of the pedestrian-cycle bridge across the Ringway Road West with the local pedestrian access routes).
- Pedestrian links should be provided of an adequate width and with sufficient street lighting.
- Implementation of the sustainable travel measures detailed in a Framework Travel Plan.
- Adoption of a Construction Environmental Management Plan to reduce surface water runoff and sediment transportation into the diverted/culverted watercourse.

Application submission documents

In addition to the submitted ES the application is supported by a comprehensive list of associated documents and drawings. The applicant has provided the following:

- Detailed existing and proposed plans, sections and elevation
- Design and Access Statement
- Bird Management Plan
- Crime Impact Statement;
- Ecological Assessment
- Environmental Standards and Energy Statement (Energy and Sustainability)
- Ground Conditions report
- Landscaping Strategy
- Lighting Strategy
- Outline Construction Management Plan
- Operational Management and Maintenance Plan

- Planning Statement
- Tree Removal Plan
 - TV Baseline Survey
 - Waste Management Strategy
 - Wind Assessment Technical Note
 - Ventilation Strategy
 - Environmental Statement including:
 - Air Quality and Dust
 - Landscape and Visual Amenity
 - Noise and Vibration
 - Traffic and Transport
 - Water Quality, Drainage and Flood Risk

Consultations

The application was subject to advertisement in the Manchester Evening News, site notices and notification to neighbouring residents and businesses. As a result, correspondence was received from 4 local residents. A summary of the points raised is set out below:

- Whilst not wholly opposing regeneration and the development of unused land around the MAG site the hope is that consideration be given to residents that live in close proximity to the sites.
- Plans should deliver a mix of urban structures interlaced with green habitats that lessened noise, visual and air pollution as well as caring for and promoting urban wildlife.
- The development will block or impede the light coming through especially from the proposed car park (Phase 2 & 3).
Overlooking and loss of privacy as a result in the loss of vegetation coverage not only causing an impact on the new building but removing the privacy currently in place against the current building.
The proposed plans don't include car parking spaces in front of residential properties on Dentdale Walk.
- Impact on landscape and ecological habitats
- Noise and disturbance - As the trees and shrub land will be removed noise will surely become more noticeable as these currently act to reduce or soften the impact.
Increased traffic and level of activity
- Impact on local resident wellbeing i.e. the Airport City construction is nothing more than a concrete jungle from virtually Heald Green to Davenport Green / Wythenshawe Hospital with no green space left for the environment.
- The phase 3 car park as outlined was the only green space left on the 2012 Public Consultation pack and this should be left well alone for the well-being of local residents.
- There is a lack of demand for offices there are empty offices and industrial parks already within 4 or 5 miles of Manchester Airport we should be leaving green spaces and not turning everywhere into concrete.

- The sheer volume of traffic that currently uses the local area Bailey Lane, Hilary Road / Kingsgate Road, Cornishway, Shadowmoss Road as a 'rat run, totally avoiding Enterprise Way is already at saturation point. This along with the hundreds if not thousands of added vehicles that will be generated will only exacerbate the already horrendous situation, we simply do not have the infrastructure to accommodate such an undertaking that Manchester Airport want to create.
- Impact on residents from building work. Over the past few years or so we have had some form of building work along the back of our houses, that have impacted greatly on us, whether it be the Metrolink or Enterprise Way or Airport upgrade.
- Phase 2 / 3 shows a low-level car park to the immediate proximity of resident's property. This is contrary to the Public Consultation application. A car park generates noise of incoming and outgoing cars – if the car park is to be used as 24 hours / 7 days a week car park the noise level of cars going and coming possible car alarms going off at all times. Not to mention crime level may increase in a relatively low-level crime area.
- Over the years Manchester Airport has expanded significantly, of which I wasn't opposed to as it generated lots of local jobs too, and had other benefits to the local community, however this latest proposal will impact me and my property quite severely.
- I currently have two parking spaces in front of my property, something which was agreed with Manchester City Council but there doesn't seem to be any mention of this on the proposed plans.

Statutory and Non-statutory consultees

United Utilities – Do not object to the application, the site should be drained on a separate system with foul water draining to the public sewer and surface water draining in the most sustainable way. They recommend conditions be attached to any approval relating to the submission of a drainage scheme for the development.

Highways England – Raise no objections to 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.

TfGM (Metrolink) – No comments

Highway Services - For the development as a whole the site is considered to be suitably accessible by sustainable modes and is in close proximity to a range of public transport facilities.

A public right of way (footpath numbers 3 and 250) currently runs through the site and it is proposed to divert this around the site boundary whilst maintaining a field footpath feel. This will connect at grade with the existing controlled pedestrian crossing facilities at the Outwood Lane/Ringway Road West junction. There is also an expectation that it will provide onward connectivity to the 'Green Bridge' through future development plots.

The main site perimeter boundary is comprised of a hedge with a security fence and CCTV embedded within it which is acceptable to Highways.

Phase 1 proposals comprise of a six-storey building of 26,802m² (for B1 office use) and a multi-storey car park (MSCP) for 1,147 spaces.

The MSCP for phase 1 comprises of 1,009 standard spaces, 18 Electric vehicle spaces, 47 accessible bays and 73 executive/valet spaces and whilst this is acceptable it is recommended that the size of the accessible bays are 3.6 x 6m. The car park will operate on an ANPR access system. A cycle store is incorporated into the MSCP with provision for up to 230 cycles which is acceptable.

With regard to the proposed vehicular access road to the phase 1 office complex and MSCP, it would appear from the general arrangement drawing that access is provided via a priority junction off Enterprise Way from a service road which then connects to the MSCP and the office complex. Whilst these proposals are acceptable in principle, further details will be required for verification of the road and junction geometry.

Beyond the MSCP there are barrier controls with a turning head adjacent to the northern façade of the building which is acceptable from a highway perspective. It is assumed that the access road will be privately maintained rather than offered for adoption.

Phase 2 and 3 proposals comprise of 39,673m² of B1 office space with a surface car park (Plot X to the north-east of the site) with 832 spaces which is accessed from a priority junction on Enterprise Way. This car parking will be provided over two phases with 437 spaces initially being provided followed by 395 spaces of which 43 will be accessible bays. Whilst this is acceptable in principle, further details are required to clarify the junction and access road geometry. It is assumed that this access road will be privately maintained rather than offered for adoption.

The trips generated from this site (and the adjacent plot E subject of a separate planning application) 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 The Hut Group development together with Plot E complies with the original consent. 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 traffic model outputs in the AM peak indicate localised increases in queue lengths on the right turn from Ringway Road West to Enterprise Way and they would support a longer right turn pocket on Ringway Road West to accommodate this queue.

The updated framework travel plan (AECOM June 2018) are acceptable to Highways and it is recommended that a full travel plan be conditioned as part of any planning approval.

The document entitled THG HQ Facility Management Strategy details the proposed waste management strategy and the arrangements identified for waste storage, transportation and collection are acceptable.

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 submitted Construction Management Plan is acceptable to Highways

Network Rail – Whilst the proposal is not adjacent to the existing operational railway the applicant is advised that if there are any tower working or vibro-impact works to contact directly the Network Rail Asset Protection team to discuss the level of documentation required.

Greater Manchester Ecology Unit – The application site is not of substantive nature conservation value but does support some features of local ecological value, most notably broadleaved trees. It is noted that a landscape plan has been submitted as part of the application and these proposals are welcome. GMEU appreciate that the

development proposal does incorporate a reasonable amount of greenspace, but consideration should be given to the creation of a new water feature (which could also function as a SUDs feature), which would be a valuable feature for local biodiversity and would compensate for water features that will be lost to the scheme and/or have been lost over time.

They further recommend that no vegetation clearance required by the scheme take place during the optimum period for bird nesting (March to July inclusive) as all nesting birds their eggs and young are legally protected.

Further to the submission of Bat and Badger Surveys of the site GMEU confirm acceptance that the site does not support badgers. They note that the Bat survey has highlighted eight mature tree within the site as requiring further survey effort prior to felling to ensure that a bat roost is not present. The requirement to undertake these additional surveys should be made a condition of any permission that may be granted to the application.

MCC Neighbourhood Services (Arborists) - Have reviewed the associated documents relating to this application and confirm there are no objections to the proposals from an arboricultural perspective. The proposed mitigation landscaping and tree planting will compensate for the loss of tree cover.

Natural England – No objection. Based on the plans submitted, Natural England considers that the proposed development would not have significant adverse impacts on statutorily protected sites or landscapes.

Greater Manchester Archaeological Advisory Service - Given the previously identified archaeological potential of the area, and concerns regarding the general potential for prehistoric settlement in the area, GMAAS recommends that a condition be attached to any planning consent requiring that a programme of archaeological work be undertaken. That programme of archaeological work should consist of a programme of targeted evaluation trenching. Previous work in the general area has indicated that geophysical survey is unlikely to yield results sensitive to the identification of prehistoric features. In the absence of a clear, archaeologically sensitive statement on the condition of the land a programme of archaeological evaluation trenching represents the most practical way forward. The condition should also provide for the circumstance where significant remains are identified and a detailed area excavation is required. In this sense, the developer should set aside a contingency to allow such excavation to take place where necessary. Once the fieldwork has been completed the fieldwork records including any finds and records of features should be analysed and written-up into an archival report. GMAAS recommends that a condition be attached to the planning consent to secure this programme of archaeological works.

MCC Environmental Health – Do not object to 24 hour opening at the site, however consideration for the impacts of noise for the operation of the car park and any building plant items should be taken into account for any proposed hours within the night-time period. It is recommended that the imposition of a condition for opening hours to be agreed be attached to any approval.

EH have reviewed the noise assessment within the ES Vol 1. Baseline noise data has been taken and predicted noise levels from the use of the car park in Phase 2 and 3 has been identified as having major adverse effect on the nearest noise sensitive receptors. Providing that the mitigation measures proposed (installation of a 3m high noise barrier) is adhered to then this is considered to be sufficient to mitigate noise impacts.

EH have reviewed the Outline Construction Management Plan and the ES Vol 1, Section 6, Air Quality (Construction Phase), Section 8 Noise and Vibration (Construction Noise and Vibration) and agree with the outline proposed. However, a condition is proposed until the CMP has been formalised and the agreed version produced.

EH have reviewed the ES Vol 1, Section 6, Air Quality and agree with the findings. However, for this development it is recommended that good practice principles for both the design and operational phases in particular the provision for least 1 Electric Vehicle (EV) "rapid charge" point per 1000m² of commercial floor space.

EH have reviewed the Phase 1 Desktop Study, which is acceptable. The report recommends that a Phase II intrusive investigation for ground contamination be completed. Therefore, the following needs to be submitted before any contaminated land condition attached to any approval could be discharged.

1. Submission of the Site Investigation and Updated Final Risk Assessment
2. Submission of the Remediation Strategy (if required)
3. Submission of a completion/validation report.

The submitted Waste Management Strategy has been assessed and is considered to be acceptable.

In addition to the above comments the following conditions are recommended to be attached to any approval relating to: fume extraction; acoustic treatment of external mounted equipment; and external lighting.

Aerodrome Safeguarding Officer - The proposed development has been examined against aerodrome safeguarding measures by the Safeguarding Authority for Manchester Airport, it is requested that conditions be attached to any approval relating to the following:

1. Birdstrike Avoidance Measures
2. Rooftop gull monitoring
3. A construction plan including a full crane plan

MCC Flood Risk Management Team – Have assessed the proposals for drainage of the site. They raise comments with the approach being progressed to culvert the waterbody that crosses the site particularly with regards to future maintenance of the drainage system and impacts on biodiversity associated with the watercourse. They confirm that the drainage proposals are technically viable and request that the final details of the surface water drainage of the site are secured by way of appropriately worded conditions.

Policy

Manchester Core Strategy

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

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

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

- Beyond the Regional Centre and the Airport, the emphasis is on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs, all in a distinct environment.
- The City is covered by regeneration areas including the City Centre. All development should have regard to the character, issues and strategy for each regeneration area as described in the North, East, Central and South Manchester and Wythenshawe Strategic Regeneration Frameworks and the Manchester City Centre Strategic Plan.
- Development in all parts of the City should:-
 - Make a positive contribution to neighbourhoods of choice including:-
 - creating well designed places that enhance or create character.
 - making a positive contribution to the health, safety and wellbeing of residents considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income.
 - protect and enhance the built and natural environment.
 - minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible.
 - improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

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

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

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

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

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 will 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.

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 woodland plantation and an open watercourse as a result of the development proposals, the applicant proposes a replacement landscape area and tree replacement scheme as part of the proposals.

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

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

Policy EN18 'Contaminated Land and Ground Stability' details that any proposal for development of contaminated land must be accompanied by a health risk

assessment. The application is accompanied by a ground conditions report that has been assessed, no significant constraints are identified in relation to the site.

Policy EN19 relates to waste. This policy states that the Council will require all developers, to demonstrate the proposals consistency with the principles of the waste hierarchy (prevention, reduction, re-use, recycling/composting, energy recovery, final disposal). An operational waste management strategy has been provided for the proposals which has been assessed and is considered satisfactory.

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.

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 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 woodland 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.

Economic benefits

The supporting information submitted alongside the application identifies a high-quality office development and associated landscaping scheme. It is anticipated that the application site would support employment opportunities both during the construction and operational phase. The applicant indicates that during the construction phase, there is a commitment to work with the Council's Work and Skills Team to ensure that employment opportunities resulting from this development are made available to Manchester residents through the existing recruitment offer and allow hard to reach groups equal opportunity to be successful in applying. The applicant has also provided a statement of intent for local employment for recruitment for the operational phase of development and commitments to help create pathways to employment to increase opportunities for Manchester residents. The ambition and scope of the applicant and the application proposals are to accommodate up to 10,000 employees at this site providing a range of employment opportunities. The phase 1 proposals are anticipated to be fully occupied on day one, the applicant has also highlighted the positive impact they have had on employment within Greater Manchester through their Gadbrook Park complex, with 1,800 existing staff already living in the region. A condition to reflect and deliver this commitment is recommended to be attached to any approval.

Access

Airport City North has been identified through the supporting policy and development frameworks as a highly sustainable location for employment generating uses. The Manchester Airport ground transport interchange to the south of the application site provides access to a range of sustainable travel modes serving local, regional and national destinations; the site is accessible by the pedestrian and cycle network already in place in the area; and, is ideally placed to take advantage of the improved connectivity anticipated through the provision of a direct pedestrian/cycle bridge link

between the Airport campus and Airport City North and Wythenshawe. This existing and proposed infrastructure allows access to the site by alternative methods of transport other than by private motor car. In addition to this the application proposals include: secure on-site cycle parking (230 spaces in phase 1) and changing facilities located within the multi storey car park; with additional provision to be located within phase 2 and 3; and, pedestrian accesses from Ringway Road West and Enterprise Way to facilitate access directly from Wythenshawe and the Airport ground transport interchange.

In addition to this it is recognised that the site is well located to the local and national highway networks. The development does provide for on-site car parking provision to serve the proposed development through all of its phases. The phase 1 multi storey car park would comprise 1,147 car parking spaces in total, 47 spaces within the MSCP are accessible car parking spaces with a further 2 accessible spaces with electric charging points. 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. It is recognised that on street car parking as a result of direct and indirect airport activity has and does cause problems in surrounding residential areas in Wythenshawe. The current application proposals would provide for the level of car parking expected for the amount of development proposed which is reflected in the provision of a multi storey car park as part of the first phase of development and surface car parking for later phases. The level of onsite provision is not anticipated to give rise to car parking on nearby residential areas. There is a slight overprovision however, in light of the recognised issues of on street car parking this is considered acceptable. An outline travel plan (see below) has been submitted with a focus on reducing reliance on the car.

As a result of the proposals a number of highway measures are recommended relating to access into the proposed car parking and to improve advance signage to assist highway capacity. Highway Services have raised no concerns with the proposed highway works but have requested the full details of these to be submitted for agreement. It is therefore considered necessary to impose a planning condition on any approval for these details to be submitted to the Council for agreement. It is expected that the works would require a section 278 Highways agreement with the council as Highways Authority.

As noted 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 will be developed to include a more detailed toolkit of sustainable travel measures to be taken up by staff and visitors. Timescales for undertaking baseline travel surveys will also be set out, in order to facilitate the implementation of modal shift targets. It is anticipated that this travel plan will be tied in to the wider sustainable transport strategies in place across the Airport campus. 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 (18 spaces initially) with infrastructure installed to allow additional provision as demand increases for electric vehicles.

Accessibility

The applicant has demonstrated within the submitted design and access statement that accessibility to, from and between buildings in the development has been an integral part of the design process.

The office entrance is located on north elevation and is accessed from the proposed plaza space that has been designed to accept pedestrian movements from both the multi storey car park and Ringway Road West (staff and visitors arriving at Manchester Airport transport interchange). From here level access into the building has been designed for the transition from outside to inside.

The multi storey car park located on the opposite side of the central landscaped amenity space is accessed via Enterprise Way only. Appropriately sized accessible parking spaces are provided for staff and visitors within the car park with access via level threshold at ground floor that links unobstructed walkways to the main office development. Vertical circulation through the office building is proposed primarily by lifts with accommodation stairs forming a secondary means of accessing floors. Lifts are accessed from the ground floor reception and serve all floors with the stairs accessed each side of the 5 storey atrium. Each of the stairs has been designed for use by the ambulant disabled.

Finishes throughout the building will be selected in order to provide an adequate level of visual contrast between horizontal and vertical surfaces, between doors and the surrounding wall, the door furniture and the door, between electrical switches and other controls, and the surrounding wall and between stair nosings and their background.

Waste management

The applicant has provided a detailed waste management strategy for phase 1 of the development design to accord with the Councils guidance. This strategy has been assessed and is considered to be acceptable. Details of the waste management strategy are set out below.

The applicant proposes to compact, bail and compost the majority of waste generated on site in order to minimise transport and space utilisation. General waste will be compacted on site and collect monthly in lieu of daily collections if the waste was not compacted on site, thereby reducing the amount of vehicular movements associated with waste collection. Recyclable waste will be separated at source and sufficient containers provided within the service yard to accommodate the storage of segregated waste until it is able to be processed via a bailer or waste collection.

The applicant indicates that the main share of recyclable waste will be paper and cardboard however, measures are being put in place to reduce paper waste within the applicant's business. Paper and cardboard will be bailed on site and it is anticipated this will generate c. 3 bails per week. Plastic would also be bailed on site however it is envisaged that this will be in considerably smaller quantities with a maximum of 1 bail a week generated from the site.

The management and collection of waste would take place off the public highway within a dedicated service area, waste collections would be made during working hours, outside of peak times. The onsite facilities team would arrange for bins to be set out prior to collection and returned to storage immediately afterwards.

To manage the waste from the offices, waste stations would be provided to encourage all employees to separate their waste at source. To facilitate recycling behaviour, each office floor will be provided with adequate paper bins or containers for paper disposal together with general waste bins. Kitchenettes will have at least 3 bins or containers to store plastics, aluminium and general waste. It is indicated that the applicant's business have recently moved to a zero-plastic packaging policy for food and drink within their sites. Working with suppliers to move to cardboard, glass and aluminium that has reduced the generation of plastic waste the business generates. The submitted waste management strategy sets targets for recycling 80% of the office and on site restaurant waste generated.

The proposals incorporate an onsite staff restaurant as such space has been provided within the servicing for restaurant waste to be segregated and stored prior to processing or collection. It is indicated that where possible under relevant legislation food waste would be composted on site and used with the landscaping on site.

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 energy strategy for the proposals has been developed in accordance with the Energy Hierarchy 'Be Lean – Be Clean – Be Green', and demonstrates the anticipated performance against the requirements of the Building Regulations Part L 2013 'baseline'. The approach taken by the applicant to the Council's policy requirements for reducing carbon emissions is based upon optimising the building fabric and building services efficiencies. Through this approach the proposals achieve a 20% reduction in annual regulated carbon emissions over the Part L 2013 target (which equates to a 29% improvement over the Part L 2010 Building Regulations target emission rate which exceeds the Council's policy for a 15% improvement).

Design of the development

Through the application submission the applicant has demonstrated a design led approach to the proposed office building and multi storey car park structure whilst also ensuring that the internal office space provides a high-quality space for the future occupier and employees. The proposed built form would provide a striking addition to the wider airport campus, the siting of the buildings provides a strong built form at key viewpoints addressing the main roads and would set a positive benchmark for the design of other buildings and structures brought forward at Airport City.

The approach to the landscaping of the site has been carefully considered to provide an integral part of the setting for the proposed buildings and to provide useable external spaces for employees as well as forming a functional part of the surface water drainage scheme for periods of intense and heavy rainfall. The landscaping includes the planting of trees and substantial boundary hedgerow around the site to define its boundary but provide a visually softer approach than more formal walls or fencing. In addition, a further buffer of tree planting is proposed between the surface car parking for phase 2 and 3 and residential areas beyond. Whilst being an integral part of the mitigation for tree loss on the site this will assist in reducing the visual impacts of the development of those phases.

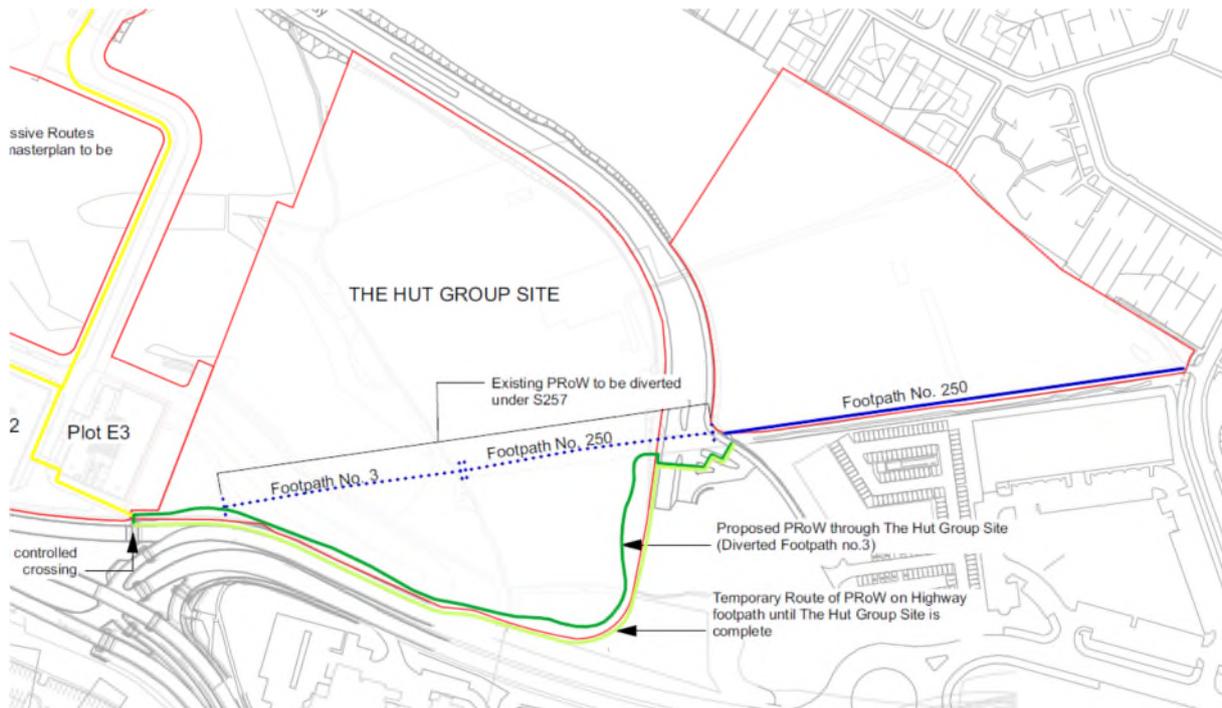
Due to the location of the site close to the operations of the Airport the applicant has had to carefully consider the landscaping approach to ensure that it does not increase the risk of bird strikes which is one of the key considerations from the aerodrome safeguarding point of view.

Concerns have been raised by residents with regards to the impacts of development on residential amenity particularly regarding loss of privacy, overlooking and loss of light. The buildings subject of this application are located on land to the south of Enterprise Way and whilst they are buildings of height given the distances to the nearest residential properties of approximately 120 metres they are not considered to give rise to unacceptable impacts in terms of loss of privacy, light or result in overlooking. The nearest form of development to residential properties are the surface level car parks as part of phases 2 and 3 of the development. The full details and layout are reserved for future reserved matters applications however they are not considered to result in terms of loss of privacy, light or result in overlooking. It is proposed to install a noise attenuating barrier along the northern boundary of the car park and a landscaped and tree planted buffer is proposed to sit behind this. It is considered that this arrangement would provide adequate visual screening from the car parking areas and would not give rise to the impacts on residential amenity.

Public Rights of Way

A key principle of the Airport City North masterplan is to improve connectivity, permeability and linkages between Wythenshawe and Manchester Airport.

The proposed development requires a secure site and as a result requires the diversion of an existing public right of way that currently crosses the site. The proposed diversion would be via a green landscaped route which would maintain the field footpath characteristics of the existing route and would run along the southern and eastern boundary of the site rather than alongside the highway. The diverted route would connect into the neighbouring wider Airport City North development in the south / west corner, which would provide onward links to the pedestrian and cyclist bridge across to the Airport, and north towards Etrop Grange and beyond. The route of the diverted footpath is considered acceptable and would provide a suitable alternative route to the existing route.



Plan identifying the existing route of FP250 and FP3 to be diverted to new route around the eastern and southern boundary of the site

Archaeology

The application site formed part of the previous outline planning permission 100831/OO/2012/S2. As part of that application a cultural heritage assessment was undertaken that 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 Environmental statement, significant adverse effects (before mitigation) were identified during construction on Oven House Meadow and Tan Pit Field, which both lie within the ACN 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. An archaeological evaluation was carried out to excavate four evaluation trenches. No features, structures or artefacts of archaeological significance were encountered during the course of the evaluation and the results showed 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 Airport City North masterplan would have been unlikely to have an impact on any archaeological remains. It was thus concluded that no further archaeological

investigation of the site was merited as part of the ES Scoping Exercise for the current application.

Through the response to the application Greater Manchester Archaeological Advisory Service (GMAAS) have noted that the proposed development site includes the Tan Pit Field, in which no trench evaluations have been undertaken to date. Whilst GMAAS took the view that little would be gained from seeking a further full documentary archaeological assessment – they would like to see the results of evaluation trenches within the site included in the ES accompanying the current application. The previous archaeological assessments carried out have been included within the submitted ES for completeness. However, it is recommended that a condition be attached to any planning consent requiring that a programme of archaeological work be undertaken by the applicant.

Air Quality

The application is supported by an Air Quality Assessment chapter within the submitted Environmental Statement.

This AQA identifies that 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 (through the use of a Construction Environmental Management Plan) to the extent that significant impacts would not occur.

During the operational phase, the proposed development would cause an increase in the number of vehicles travelling along most local roads. However, the submitted highways modelling results 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.

No receptor is predicted to experience a significant deterioration in air quality, and therefore no specific mitigation measures are considered necessary to reduce the potential impacts further.

Whilst the conclusions of the assessment are acknowledged additional measures are to be brought forward to address air quality particularly associated with vehicle emissions. The application proposals include for the provision of electric vehicle charging points within the multi storey car park, initially this would be 18 spaces and would include infrastructure provision to increase and convert additional spaces as demand increases. It is expected that the delivery of future phases of car parking would also include for this type of provision and appropriately worded conditions are proposed if the application is approved. The proposals also incorporate secure cycle parking facilities, are located close to public transport networks and are accessible by pedestrian and cycle links with the Airport which are also to be enhanced with planned improvements including through the new bridge link.

Ecology

An Ecological Appraisal has been carried out in support of the application along with separate surveys reports of the site with regards to bats and badgers undertaken in September 2018.

The ecological appraisal comprised a desk study to collate existing records of protected sites and species, and a Phase 1 habitat survey undertaken in July 2018. This appraisal identified one statutory nature conservation designation within the 2 km search area at Cotteril Clough Site of Special Scientific Interest (SSSI), which is located approximately 1.8 km south-west of the site beyond the main Airport operational area. Six non-statutory designated sites were identified in the study area; these are designated as Sites of Biological Importance (SBI) the closest being at Painswick Park Meadow 628 m to the northwest of the site. The supported appraisal indicates that none of the identified statutory and non-statutory designated nature conservation sites identified in the desk study are considered to be relevant to the proposed development. This is due to the distance from the site to these conservation designations and lack of potential impact pathways between the proposed development and the designated sites.

As part of the Phase 1 habitat survey, an appraisal was made of the potential suitability of the habitats present within the site to support protected and notable species of plants or animals, further follow up survey work has also been supplied in relation to the site and it's potential to support bats and badgers.

The conclusion of the reports indicates that previous surveys for Great Crested Newt (GCN) undertaken in 2016 were negative and the 2018 desk study returned no records for GCN within 500 m of the Site. The appraisal indicates that it is unlikely that GCN have subsequently colonised the site, given the barriers to dispersal around the site.

A previous Preliminary Bat Roost Appraisal of the site undertaken in 2016 identified eight trees as having potential roost features. The appraisal also identified one group of trees as collectively having potential roost features. This group of trees were felled to facilitate construction of Enterprise Way. During the 2018 survey, eight mature oak trees within the strip of woodland in the centre and the boundaries of the site were noted to be of a size and age to provide suitable roosting opportunities for bats. The most recent Bat Scoping Survey undertaken in September 2018 indicate the rest of the site has no potential bat issue and vegetation clearance can proceed. The identified eight mature trees require further survey work prior to felling to ensure that a roost is not present. A licensed bat worker should inspect the cavities within the trees, or an arborist can undertake the inspection under the supervision of a licensed bat-worker. Trees should be taken down within as short a time-frame as possible following an inspection that deems a tree to be roost-free.

The most recent survey work undertaken in September 2018 concludes that there is no badger issue connected with the proposed development of the site.

European hedgehog and common toad may use habitats within the site. Whilst both species receive limited legal protection but are listed under Section 41 of the 2006 NERC Act, and are therefore part of a national programme of actions outlining the measures needed to protect England's most important and at-risk wildlife. The

ecological appraisal indicates that precautions be taken to ensure they are not harmed during construction through a Construction Environmental Management Plan (CEMP) or precautionary working method statement.

The ecological appraisal identifies the broadleaved plantation woodland recorded within the site as a constraint to development. The application proposals would result in the loss of all the trees on site given the siting and layout of the proposed development which is regrettable. This does reflect the position considered as part of the original outline consent granted in 2013 which also resulted in the loss of these woodland areas. None of the trees to be lost have been surveyed as being of category A specimens however, in recognition of the loss of trees the applicant has included a scheme for mitigation which comprises 34 no. tree replacements as part of the phase 1 landscaping scheme and a 2 metre-high and 2.5 metre deep beech hedge around the perimeter of the site. In addition, a landscape buffer on the northern boundary of the site is proposed to be planted with trees as part of phases 2 and 3. The Council's arborist has confirmed acceptance of the scope and extent of the tree loss mitigation proposed on site as part of the development, this is to be secured by way of appropriately worded conditions.

The submitted ecological appraisal indicates that there are no other notable or particularly diverse habitats present within the site that represent a constraint to development.

Noise

A Noise Impact Assessment has been submitted as a chapter within the Environmental Statement which assess noise impacts of both the construction and operational phases of the development. This information has been assessed by the Council's Environmental Health team who raise no objections to the scope or conclusions of the assessment.

Noise monitoring was undertaken to establish the existing noise levels at the closest residential properties to the site. The noise assessment confirms that the existing noise levels in the area are dominated by road traffic noise from the surrounding road network and from activities at Manchester Airport, in particular aircraft movements.

The results of the assessment indicate that there is anticipated to be a noise impact during site clearance and earthworks close to the northern boundary of the proposed surface car park on phases 2 and 3, where residential properties are located on Thaxted Walk, Felskirk Road and Linscombe Road. This impact will be temporary and short-term and it is anticipated within the noise assessment that appropriate mitigation measures such as working hours would be controlled through an appropriate worded condition relating to the submission and approval of a Construction Environmental Management Plan.

Assessments of noise impacts resulting from operational traffic on the surrounding network were also carried out. The noise effects from operational traffic on the surrounding highways network is considered to have a minor impact on the nearest residential properties. The operation of the proposed surface car parking as part of the later phases 2 and 3, without any mitigation, is assessed as giving rise to

potential impacts on the nearest residential properties as a result of activity associated with the car park. The noise assessment indicates that the installation of a 3m high noise barrier would reduce impacts on the residential properties to minor. The submitted noise assessment is based upon the use of the car park during daytime hours and it is therefore considered necessary to impose a condition on any approval for the scheme for the management of the surface car parks in phases 2 and 3 in line with the assumptions made within the submitted noise assessment.

Flood Risk and Drainage

The applicant has submitted a Flood Risk Assessment and Outline drainage strategy in support of the application proposals along with a further technical note setting out the reasoning and discounted options relating to the proposed culverting of the Baguely Brook that current flows in an open channel across the site.

The site is in an area identified as having a 'low' probability of flooding on the Environment Agency Flood Map and is located in Flood Zone 1. The submitted report assesses flood risk to the site and any impact on flood risk to other land because of the development proposals. In accordance with the NPPF, the Drainage Strategy takes account of climate change over the longer term of the development and gives priority to the use of sustainable drainage systems.

The general principal of 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. Sustainable urban drainage features such as filter strips will 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. It is intended that this would be split between below ground attenuation and surface storage within the designated area in the landscaping scheme submitted.

The submitted reports and documents have been assessed by the Council's Flood Risk Management Team who requested further justification on the approach taken in proposing to culvert a section of watercourse. The FRMT conclude that the proposed surface water drainage scheme is a technically viable solution and meets the requirements to reduce surface water run off from the site and the risk of flooding. It is recommended that conditions be attached to any approval for the final details of the surface water drainage scheme to be submitted and agreed by the Council.

Ground conditions

A ground conditions desk-based study has been submitted alongside the application. The site does have the potential for contaminants to be present as a result of historical, current and adjacent land use. As such a further programme of site investigation works will be required to be completed to further investigate the quality and composition of site soils with respect to risks posed by sources of contamination and ground gas ingress. The submitted information has been assessed and is considered to be acceptable, it would be necessary that an appropriate condition be attached to any approval to secure this additional investigative work to inform the construction of the buildings on site.

Construction Management

An Outline Construction Management Plan is contained within the submitted Environmental Statement. 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 via a pre-commencement condition to ensure works progress in line with the mitigation measures outlined in the Environmental Statement particularly with regards to dust and noise mitigation.

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.

Aerodrome Safeguarding

The applicant has submitted a Bird Management Strategy alongside the application to deal with matters of concern with respect to ensuring the development does not give rise to an increase in the potential for bird strikes to aircraft movements associated with the Airport. The applicant has indicated that pre-application discussions were held with the aerodrome safeguarding officer. It is understood that these discussions led to amendments with the proposed scheme at that point including the removal of the water feature within the central landscaped area, these discussions also raised comments with regards to landscaping proposals in general. The response of Aerodrome Safeguarding to the application do not raise objections to the proposals but request a number of conditions are attached to any approval relating to:

1. Birdstrike Avoidance Measures
2. Rooftop gull monitoring
3. A construction plan including a full crane plan

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 will deliver substantial new jobs and will provide 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 polices 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) a) Applications for approval of reserved matters for the development of Phase 2 and 3 as identified on drawing reference H!VE-BDP-ZZ-00-DR-A-PM_30_10_80-0009 P03 (Phase 2) and H!VE-BDP-ZZ-00-DR-A-PM_30_10_80-0010 P03 (Phase 3) received by the local planning authority on

the 14th September 2018 must be made not later than the expiration of three years beginning with the date of this permission. The development must be begun not later than the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matters to be approved.

b) The development of Phase 1 as identified on drawing reference HIVE-BDP-ZZ-00-DR-A-PM_30_10_80-0008 P03 received by the local planning authority on the 14th September 2018 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 92 of the Town and Country Planning Act 1990.

- 2) Approval of the details of the appearance, landscaping, layout, and scale of the building or buildings (hereinafter called "the Reserved Matters") of the development within Phase 2 and 3 as identified on drawing reference HIVE-BDP-ZZ-00-DR-A-PM_30_10_80-0009 P03 (Phase 2) and HIVE-BDP-ZZ-00-DR-A-PM_30_10_80-0010 P03 (Phase 3) received by the local planning authority on the 14th September 2018, and (where relevant) other matters as are required under condition numbered 3 to 31 inclusive shall be obtained from the local planning authority in writing before any development is commenced. Plans and particulars of the Reserved Matters shall be submitted in writing to the local planning authority and shall be carried out as approved in writing by the local planning authority.

Reason - To ensure the satisfactory development of the site and because this application is in outline only, and to ensure that the conditions attached to the consent are complied with for each Phase or Part Phase related to the implementation to which they are relevant.

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

HIVE-BDP-01-00-DR-A-EF_70_60-0010_P02 - GA Ground Floor in Context
HIVE-BDP-01-00-DR-A-EF_70_60-0001_P05 - GA Plan Ground Floor
HIVE-BDP-01-00-DR-A-EF_70_60-0002_P04 - GA Plan First Floor
HIVE-BDP-01-00-DR-A-EF_70_60-0003_P04 - GA Plan Second Floor
HIVE-BDP-01-00-DR-A-EF_70_60-0004_P04 - GA Plan Third Floor
HIVE-BDP-01-00-DR-A-EF_70_60-0005_P04 - GA Plan Fourth Floor
HIVE-BDP-01-00-DR-A-EF_70_60-0006_P04 - GA Plan Roof level
HIVE-BDP-01-00-DR-A-EF_70_60-0007_P04 - GA Plan Roof Plan
HIVE-BDP-01-00-DR-A-EN_70_60-0010_P01 - GA Plan - MSCP Ground Floor
HIVE-BDP-01-00-DR-A-EN_70_60-0011_P01 - GA Plan - MSCP First Floor
HIVE-BDP-01-00-DR-A-EN_70_60-0014_P01 - GA Plan- MSCP Second Floor
HIVE-BDP-01-00-DR-A-EN_70_60-0015_P01 - GA Plan- MSCP Third Floor
HIVE-BDP-01-00-DR-A-EN_70_60-0016_P01 - GA Plan- MSCP Roof Level
HIVE-BDP-01-00-DR-A-EF_70_30-001_P03 - GA Elevations- North
HIVE-BDP-01-00-DR-A-EF_70_30-002_P02 - GA Elevations- South

HIVE-BDP-01-00-DR-A-EF_70_30-003_P03 - GA Elevations- East & West
HIVE-BDP-01-00-DR-A-EF_70_30-004_P01- GA Elevations- Phase 1
HIVE-BDP-01-00-DR-A-EN_70_30-0010_P01 - GA Elevations- MSCP
HIVE-BDP-01-00-DR-A-EN_70_30-0011_P01 - GA Elevations - MSCP
HIVE-BDP-01-00-DR-A-EF_70_80-0001_P04 - GA Sections long section AA
HIVE-BDP-01-00-DR-A-EF_70_80-0002_P03 - GA Sections short section
CC&DD
HIVE-BDP-01-00-DR-A-EN_70_30-0012_P01 - GA Sections - MSCP
HIVE-BDP-01-00-DR-A-EF_70_80-0003_P03 - Proposed site sections
HIVE-BDP-01-00-DR-A-EF_25_00-0001_P03 - Strip Sections
HIVE-BDP-01-00-DR-A-EF_25_00-0002_P03 - Strip Sections
HIVE-BDP-01-00-DR-A-EF_25_00-0003_P03 - Strip Sections
HIVE-BDP-01-00-DR-A-EF_25_00-0004_P03 - Strip Sections
HIVE-BDP-01-00-DR-A-EF_25_00-0010_P01 - Strip Sections MSCP - A
HIVE-BDP-01-00-DR-A-EF_25_00-0011_P01 - Strip Sections MSCP - B
HIVE-BDP-ZZ-00-DR-A-PM_30_10_80-0110_P01 - Existing Site Sections
HIVE-BDP-ZZ-00-DR-A-PM_30_10_80-0100_P02- Hybrid Planning
Application Extents
HIVE-BDP-ZZ-00-DR-A-PM_30_10_80-0008_P03 - Proposed Site Plan
(Phase 1)
HIVE-BDP-ZZ-00-DR-A-PM_30_10_80-0009_P03 - Illustrative Site Plan
(Phase 2)
HIVE-BDP-ZZ-00-DR-A-PM_30_10_80-0010_P03- Illustrative Site Plan
(Phase 3)
HIVE-BDP-ZZ-00-DR-A-PM_30_10_80-0103_P01 - Existing Site Levels
HIVE-BDP-ZZ-00-DR-A-PM_30_10_80-0104_P03 - Site Constraints
HIVE-BDP-ZZ-00-DR-A-PM_30_10_80-0120_P03 - Illustrative Masterplan -
Phase 1
HIVE-BDP-ZZ-00-DR-A-PM_30_10_80-0121_P03 - Illustrative Masterplan -
Phase 2+3
HIVE-BDP-ZZ-00-DR-A-ZZ_30_10_80-0013_P01- Illustrative phasing plans
HIVE-BDP-ZZ-00-DR-A-ZZ_30_10_80-0140_P02 - Parameters Plan - Phase
1
HIVE-BDP-ZZ-00-DR-A-ZZ_30_10_80-0141_P01 - Parameters Plan - Phase
2 & 3
1827-EXA-00-00-DR-L-100 General arrangement Lighting Plan
1827-EXA-00-XX-DR-L-150 Tree removal plan
1827-EXA-00-00-DR-L-504 Illustrative Boundary Sections
1827-EXA-00-00-DR-L-507 Illustrative Site Sections

Design and Access Statement – Pensons / BDP
Planning Statement – Deloitte
Ecological Assessment – AECOM
Environmental Standards Statement – Hoare Lea
Energy Statement – Hoare Lea
Ground Conditions - RoC
Landscaping Strategy - Exterior Architecture
Outline Construction Management Plan – Faithful + Gould
Operational Management and Maintenance Plan – THG
TV Survey – Pager Power

Waste Management Strategy (included in DAS) – THG
Wind Assessment Technical Note – Urban Microclimate
Ventilation Strategy – Hoare Lea
Flood Risk Assessment & Outline Drainage Strategy, RoC
Environmental Statement
Bird Management Plan prepared by BirdStrike Management Ltd

All received by the City Council as local planning authority on the 14th September 2018

Bat Scoping Survey and Badger Survey both prepared by Andy Hamer as received by the City Council as local planning authority on 26th November 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

- 4) The development hereby approved within phase 2 as identified on drawing reference BDP-ZZ-00-DR-A-PM_30_10_80-0009 P03, as received by the local planning authority on the 14th September 2018 shall not exceed:

- the height parameters of +95 metres;
- provision of up to 20,390sqm of B1a office floor area
- 395 car parking spaces

Reason - To ensure the development does not exceed the parameters disclosed in the planning application

- 5) The development hereby approved within phase 3 as identified on drawing reference BDP-ZZ-00-DR-A-PM_30_10_80-0010 P03, as received by the local planning authority on the 14th September 2018 shall not exceed:

- the height parameters of +95 metres;
- provision of up to 17,374sqm of B1a office floor area
- 437 car parking spaces

Reason - To ensure the development does not exceed the parameters disclosed in the planning application

- 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;
- 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 safe operation of aircraft at Manchester Airport pursuant to policy DM1 of the Core Strategy.

- 7) No tree identified within the yellow marked areas on 'Map 2' of the submitted Bat Scoping Survey prepared by Andy Hamer Ecological Services received by the City Council as local planning authority on the 26th November 2018 shall be felled until an inspection of those trees for the potential presence of roosting bats has taken place by a suitably qualified ecologist. Should a bat or roost be found at any time during the inspection of the trees works shall not be undertaken on the tree until a mitigation strategy for roosting bats has been submitted to and approved in writing by the City Council as local planning authority. The removal of trees shall be undertaken in accordance with the agreed details.

Reason – In the interests of protected species that may be present on the site pursuant to the Wildlife and Countryside Act 1981 (as amended).

- 8) 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).

- 9) 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

- 10) No development or development-related ground works of any kind shall take place until the applicant or their agents or their successors in title have secured the implementation of a programme of archaeological work. The programme is to be undertaken in accordance with a Written Scheme of Investigation (WSI) submitted to and approved in writing by the local planning authority. The WSI shall cover the following:
1. A phased programme of archaeological fieldwork to include, - a programme of archaeological evaluation trenching - (dependent upon the evaluation results) targeted open area excavation
 2. A programme for post investigation assessment to include, - analysis of the site investigation records and finds - production of a final report
 3. Provision for publication and dissemination of the analysis and report on the site investigation.
 4. Provision for archive deposition of the report, finds and records of the site investigation.
 5. Nomination of a competent person or persons/organisation to undertake the programme set-out within the approved WSI.

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

- 11) 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:-

1. Details of the submitted consent for the diversion of watercourses;
2. Flood risk assessment of the proposed culvert including flood risk modelling for 1 in 100 with allowance of climate change and blockage analysis.
3. Surface water management:
4. -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;
5. Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the overland Airport City North Drainage Strategy;
6. 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;
7. 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;
8. 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.
9. 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.

- 12) 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.

- 13) 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.

- 14) 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.

- 15) Six months prior to the first use of the building, 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).

- 16) 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 September 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.

- 17) 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.

- 18) Within three months of the commencement of development 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.

- 19) The approved landscaping scheme of Phase 1 as set out on drawing reference 1827-EXA-00-00-DR-L-100 Rev A shall be implemented not later than 12 months from the date the buildings are first occupied. 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.

- 20) Any 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.

- 21) The development hereby approved shall include a building lighting scheme and a scheme for the illumination of external areas. Full details of such a scheme shall be submitted to and approved in writing by the local planning authority within three months of the commencement of development. The approved scheme shall be implemented in full before the development is first occupied and shall remain in operation for so long as the development is occupied.

Reason - In the interests of amenity, crime reduction and the personal safety of those using the proposed development in order to comply with the requirements of government guidance in the National Planning Policy Framework, saved policy E3.3 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

- 22) Within three months of the commencement of development, full technical details of the priority junction vehicular access from Enterprise Way and associated highway works 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.

- 23) 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.

- 24) The storage (including segregated waste recycling) and disposal of refuse for Phase 1 as contained within Operational Strategy received by the City Council as local planning authority on the 14th 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.

- 25) Prior to the first use of the phase 2 car park on plot X as identified on drawing HIVE-BDP-ZZ-00-DR-A-PM_30_10_80-0009 P03 full detailed drawings, technical information and locations of the 3 metre high acoustic fence to be installed shall be submitted to and approved in writing by the City Council as local planning authority. The approved details shall be installed prior to the first use of the car park and be retained thereafter.

Reason – In the interests of residential amenity and as required to mitigate against noise associated with the activity of the car park pursuant to policy DM1 of the Core Strategy and saved UDP policy DC26.1.

- 26) The phase 1 Multi Storey Car Park as identified on the approved drawings shall be operational and made available for the use of the occupiers of the office building hereby approved, prior to its first occupation. The car park shall then be 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.

- 27) The development (or part phase thereof) hereby approved shall be implemented in accordance with the measures as set out within the Energy Strategy prepared by Hoare Lea as received by the City Council as local planning authority on 14th 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, 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.'

- 28) 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.

- 29) Prior to the first occupation of the development, or phase thereof, a management plan for the car parks hereby approved shall be submitted to and approved in writing by the City Council as local planning authority. The management plan shall include the hours of operation of the car park. The car parking areas shall be managed in accordance with the agreed details.

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

- 30) The development and operation of the development hereby approved shall be carried out in accordance with the detailed measures for gull monitoring and other bird control measures identified within the Bird Management Plan prepared by Birdstrike Management Limited as received by the City Council on the 14th September 2018.

Reason – In the interests of the safe operation of aircraft at Manchester Airport pursuant to policy DM1 of the Core Strategy.

- 31) Prior to the commencement of above ground works to phases 2 and 3 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.

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

Reason: To ensure that Manchester Airport's Obstacle Limitation Surfaces are protected to avoid endangering the safe operation of aircraft

- All works that would impact ordinary watercourses would require consent from Manchester City Council as Lead Local Flood Authority. Consent forms can be obtained on the website at:

http://www.manchester.gov.uk/downloads/download/5567/land_drainage_consent_and_guidance.com

2) In order to discharge condition 18 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: 121270/OO/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:

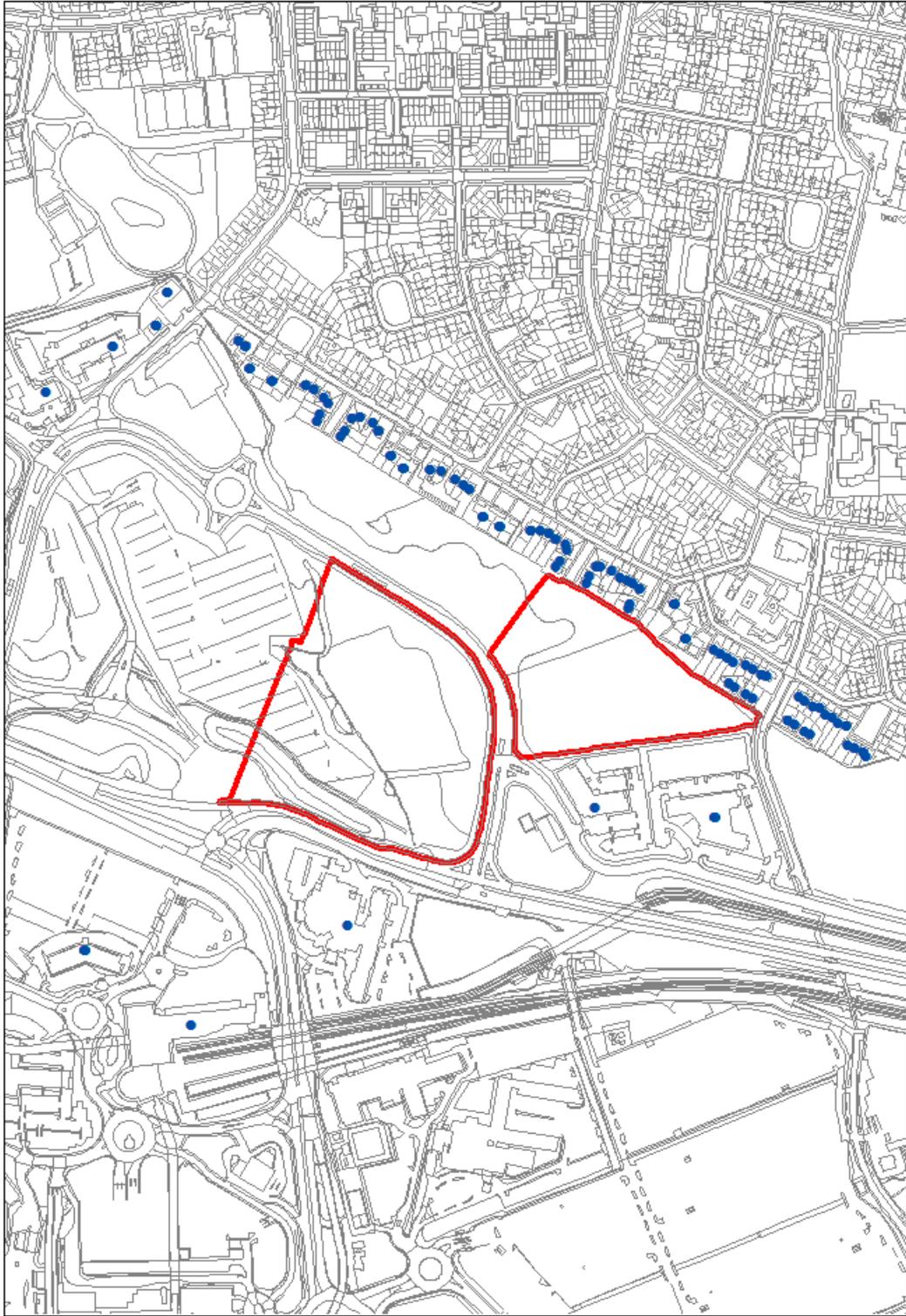
Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
Corporate Property
MCC Flood Risk Management
South Neighbourhood Team
Greater Manchester Police
Historic England (North West)
Environment Agency

Greater Manchester Archaeological Advisory Service
United Utilities Water PLC
Natural England
Highways England
Manchester Airport Group
Manchester Airport Safeguarding Officer
Greater Manchester Ecology Unit
Greater Manchester Pedestrians Society
Network Rail
National Planning Casework Unit
Ringway Parish Council
Strategic Development Team
Transport For Greater Manchester

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
© Crown copyright and database rights 2018. Ordnance Survey 100019568