

Planning

Growth & Development

Delegated officer report for planning application

Application no.	132713/FO/2022
Date registered valid:	18 January 2022
Proposal:	The retention of 1 no. marquee for relocated canteen space/ break room within existing decked car park until 28 February 2023
Address:	Airport City , 6 Sunbank Lane, Manchester, M90 5AA
Ward(s):	Woodhouse Park Ward
Applicant:	Amazon UK Services Ltd C/o Agent
Agent (if any):	Mr Gerard Manley Firstplan Broadwall House, 21 Broadwall, London, SE1 9PL
Case officer:	David Lawless Tel: 0161 234 4543 Email: david.lawless@manchester.gov.uk
Recommendation:	Temporary approval
Date of recommendation:	15 February 2022

Application details

Type of application: Full Application Consent

Development type: Minor Other

Standard consultations:

Printed: 24 January 2022 Expired: 14 February 2022

Neighbour notifications

No neighbour notifications have been printed and sent.

Site notice

No site notice has been produced

Press advert

No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building/area

Amazon Warehouse complex and multi-storey car park within the World Logistic Hub. The site is accessed off Sunbank Lane. The HUT Group are located to the south of the site on the opposite side of Sunbank Lane.

Listed building: no

Conservation area: no

Tree Preservation Order: no

Description of development

In April 2021, under reference 129567/FO/2021, the applicant obtained temporary consent to install a marquee for relocated canteen space/ break room in the space between the warehouse and the multi-storey car park. The marquee was required due to the need for social distancing between staff members. That consent is due to lapse on 28 February 2022.

The applicant is proposing to retain the marquee for another 12 months.



Consultations & Notification Responses

Ringway Parish Council – No comments received.

Highway Services – No objections

Manchester Airport Safeguarding Officer – No safeguarding objections.

Policies

The National Planning Policy Framework (NPPF) – The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced. Planning law requires that applications for planning permission be determined in accordance with the development plan, i.e. the Core Strategy Development Plan Document and accompanying policies, unless material considerations indicate otherwise. The National Planning Policy Framework is a material consideration in planning decisions.

Enterprise Zone – Enterprise Zones were announced by the government in the 2011 budget. There are a number of Enterprise Zones across the country and their aim is to stimulate business growth in designated areas by providing financial incentives and simplified planning arrangements to businesses and to councils. The aim is that they will provide jobs and drive local and national growth.

The Enterprise Zone in Manchester is a set of linked sites around Manchester Airport, Wythenshawe Town Centre, 'Medipark' at University Hospital South Manchester Foundation Trust and Roundthorn Industrial Estate.

Core Strategy Development Plan Document – The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development.

A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents. Relevant policies in the Core Strategy are detailed below:

Policy DM1, *Development Management* – This policy states that all development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:-

- Appropriate siting, layout, scale, form, massing, materials and detail.
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- 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.

Policy DM 2, *Aerodrome Safeguarding* – This policy states that development that would affect the operational integrity or safety of Manchester Airport or Manchester Radar will not be permitted.

Policy EC10, *Wythenshawe* – This policy states that Wythenshawe is expected to provide 55 hectares of employment land within the office, research and development and light industry (Class B1) and logistics and distribution (Class B8) sectors. The majority of economic development will be focused on four sites, one of which is Manchester Airport. The policy continues stating that Manchester Airport and specifically 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 MA1, *Manchester Airport Strategic Site* – This policy, which designates the Airport as a Strategic Site, states that growth of Manchester Airport to 2030 will be supported and sets out the policy context for development at the Airport. It identifies areas for expansion and shows the amendments to the Green Belt required to deliver that expansion. It specifically identifies the application site as being suitable for "Operational facilities, cargo facilities and car parking and landscape mitigation."

It states further that all development proposed as part of the Airport expansion should seek to ensure that any environmental effects of development are assessed at the planning application stage to ensure any impact is acceptable. It will be necessary to mitigate or compensate any negative effects. In particular, development should:

- minimise any adverse impact on areas of international or national conservation, ecological and landscape value. In particular, development should avoid the Cotteril Clough SSSI. Where it is not possible to avoid harm, mitigation measures to compensate for any adverse impact will be necessary. Development within the expansion areas must implement the mitigation measures agreed with the Council,
- informed by an up to date environmental assessment,
- support the retention and preservation of heritage assets. Detailed proposals which impact upon heritage assets within or close to the site, including listed buildings, will be required to show they have met the tests within PPS5. Development which has a detrimental impact on heritage assets should be necessary to meet operational capacity requirements, taking account of the availability of preferable development options within the Airport site.
- retain or relocate the allotments.
- include surface access and car parking arrangements which encourage the use of public transport, walking and cycling, and satisfactorily manage impacts on the highway network,
- seek the maximum possible reductions in noise through compliance with the Manchester Airport Noise Action Plan and Manchester Airport Environment Plan.

- demonstrate that the number of people affected by atmospheric pollution is minimised and the extent to which any impact can be mitigated.
- improve access to training and job opportunities, particularly for people in Wythenshawe.

Issues

Principle of the Proposal – The siting of a temporary structure in the location proposed is considered acceptable, especially given applicant's wish to ensure its workforce can adhere to social distancing.

Design and Siting – The design and siting of the proposal is considered acceptable.

Visual Amenity – As the marquee is located between the warehouse and multi-storey car park as such not readily visible to people walking or driving along Sunbank Lane, it is not considered that its retention for a further 12 months would have a detrimental impact upon the existing levels of visual amenity enjoyed along Sunbank Lane.

Human Rights Act 1998 considerations

This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have a right to a fair hearing and to this end the local planning authority must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the recommendation given is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation: Temporary approval

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner to resolve any problems arising in relation to dealing with the planning application.

Condition(s) to be attached to decision for approval OR Reasons for recommendation to refuse

1) The permission hereby granted is for a limited period only, expiring on 28 February 2023; and the buildings, works and use comprising the development for which permission is hereby granted are required to be respectively removed and discontinued. The land shall be reinstated within one month; in accordance with a scheme and timetable of implementation previously approved.

Reason - The use hereby granted is for a temporary period only to help meet the short term demand for facilities in connection with the Covid-19 Pandemic, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

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

- a) Site Location Plan (drawing no. DR-A-2001-A3-P3)
- b) Existing Site Plan (drawing no. DR-A-2002-A3-P3)
- c) Proposed Parking Deck Plan with Marquee (drawing no. DR-A-2005-A3-P2)
- d) Proposed Parking Deck Elevations (drawing no. DR-A-2006-A3-P3)

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

Appendix 1 – List of consultees & neighbours notified

Highway Services
Manchester Airport Safeguarding Officer
Ringway Parish Council

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - Within Outer Area
Green Belt Land - Greater Manchester Green Belt Local Plan 1984
Area Team Boundary - Name: SOUTH