

Planning

Growth & Development

Delegated officer report for planning application

Application no. 131892/FO/2021

Date registered valid: 11 October 2021

Proposal: Erection of a terrace of three Class B8 warehouse units (7,845m² gross internal floor area) with associated parking, access and landscaping, following demolition of existing building.

Address: Building 401 , Avro Way, Manchester, M90 5XR

Ward(s): Woodhouse Park Ward

Applicant: Samantha Hadland Threadneedle Curtis Ltd Cannon Place, 78 Cannon Street, London, EC4N 6AG

Agent (if any): Mrs Emily Davies Avison Young Norfolk House, 7 Norfolk Street, Manchester, M2 1DW

Case officer: David Lawless
Tel: 0161 234 4543
Email: david.lawless@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 1 February 2022



Application details

Type of application: Full Application Consent

Development type: Smallscale Major Industry

Date of site visit: 22 October 2021

Standard consultations:

Printed: 21 October 2021 Expired: 11 November 2021

Neighbour notifications

Printed: 21 October 2021 Expired: 11 November 2021

Site notice

Posted: 22 October 2021 Expired: 12 November 2021

Press advert

Published: 26 October 2021 Expired: 16 November 2021

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building/area

Building 401 sits on the southern side of Avro Way and is located within the freight and airport services estate which lies to the southwest of the Terminal 2 apron. The building is currently vacant but was last used by SkyChefs. More recently the associated car parking and servicing area was used for Manchester Airport bus maintenance and storage.

The site is adjoined on three sides by similarly scaled buildings and uses, while to the south there is a landscaped buffer, beyond which lies the Wilmslow Old Road. The site is within the Enterprise Zone and within the Airport Operational Area.

Listed building: no

Conservation area: no

Tree Preservation Order: no

Description of development

The applicant is proposed to demolish Building 401 and erect a terrace of three Class B8 warehouse units (7,845m² gross internal floor area) with associated parking, access and landscaping.

Consultations & Notification Responses

Local Residents/Businesses – No comments received.

Ringway Parish Council – The comments of the parish council are summarised below:

- The parish council has concerns regarding this planning application, not the location or the type of warehousing development, or the reuse of brown land. The plan clearly shows Unit 1c is encroaching into the wooded area beyond the existing airport boundary fencing. There is no reason for this planning application to interfere with the small wooded area outside the airport boundary clearly behind the perimeter fencing of the development site. There is a mixture of 10 mature Oak and Ash trees within the woodland area screening the industrial warehousing and parking from the Romper Inn which has outside seating and does not want this woodland clearing.
- Ringway Parish has suffered from past airport developments where the hedgerows and mature trees have been destroyed, Wilmslow Road is a prime example.
- When a contractor is appointed they must liaise with Ringway Life Building to dispel any concerns the Chapel have regarding damage to the buildings structure or stain glass windows.
- Had this planning application kept within the existing airport boundary fence and a full tree survey of the W26 wooded area not been undertaken, leaving this land unmolested. Ringway Parish Council would not have objected, but as the application stands we cannot support it.

Environmental Health – Suggests the imposition of a number of conditions designed to protect amenity.

Highway Services – Have made the following comments:

- New total car parking spaces is 72 spaces, this is slightly less than the core strategy which suggests 1 space per 1000sqm (78 spaces) - this is a circa 7% shortfall in car parking. It is suggested that the site was previously used as a car park with 320 spaces so this is a reduction of 248 car parking spaces. It is suggested that the current uses have been displaced to an existing nearby staff car park, Staff South, which is accessed via Wilmslow Road and Sunbank Lane.
- It is recommended that electric vehicle charging facilities are provided at 1 space per 1000sqm floorspace - circa 8 ELV spaces.
- The proposed new access is acceptable in principle. The junction should be constructed to appropriate standards - this includes radii, visibility splays etc/
- The swept paths of vehicles accessing the site via the proposed junction are acceptable in Principle.
- There is no footway adjacent to the site along AVRO way - ideally a footway should be present on both sides of the road. It appears that 2 zebra style crossing points are proposed across the vehicle access and a further zebra style crossing is proposed across Avro Way to link to the footway on the north-east side. It is recommended that the crossing points are designed to DfT zebra crossing standards.
- Further discussion may be required regarding modelling requirements - this is dependent on the outcome of the count validation exercise.
- Cycle storage for 30 bicycles is proposed - this should be secure and weatherproofed.
- Prior to occupation it is recommended that a planning condition is applied to ensure the applicant develops a Full Travel Plan in order to encourage sustainable modes of travel at the site and the extent of any public transport provision should be incorporated into the conditioned travel plan.
- A construction management plan condition should be imposed.

MCC Flood Risk Management – Suggests the imposition of a number of conditions designed to prevent flooding and water pollution.

Work & Skills Team – Requests the completion of relevant Local Labour proformas.

Greater Manchester Police – Recommend that a full Crime Impact Statement report should be submitted.

Aerodrome Safeguarding Officer – No objections to the proposal, subject to the imposition of conditions and informatives designed to protect the safe operation of Manchester Airport.

Greater Manchester Ecology Unit – It would seem that the most valuable ecological feature of the site, the wooded landscape strip to the south, is to be retained as part of the proposals. Light touch future management of this woodland is proposed (in the Landscape Management Plan), and this level of management as appropriate. As a result, GMEU raise no objections to the proposal on Ecology grounds.

Health and Safety Executive – The proposal was assessed by the Padhi+ application the result was *Do Not Advise Against*.

United Utilities Water PLC – Suggests the imposition of a number of conditions designed to prevent flooding.

National Highways – No 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 SP1, Spatial Principles – This states that the key spatial principles which will guide the strategic development of Manchester to 2027 are:

- The Regional Centre will be the focus for economic and commercial development, retail, leisure and cultural activity, alongside high quality city living.
- The growth of Manchester Airport will act as a catalyst for the regional economy, and will also provide the impetus for a second hub of economic activity in this part of the City.
- Beyond these areas, 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 majority of new residential development in these neighbourhoods will be in the Inner Areas, defined by the North Manchester, East Manchester and Central Manchester Regeneration Areas.
- 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.
- The City's network of open spaces will provide all residents with good access to recreation opportunities. The River Valleys (the Irk, Medlock and Mersey) and City Parks are particularly important, and access to these resources will be improved.
- New development will maximise the potential of the City's transport infrastructure, in particular promoting walking, cycling and use of the public transport. The extension to the Metrolink network through the Oldham and Ashton lines will create key corridors for new development.
- Core Development Principles, 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 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.
- Subject to scheme viability, developers will be required to demonstrate that new development incorporates sustainable construction techniques

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 EC1, Employment and Economic Growth in Manchester – This policy states that key locations for major employment growth showing indicative distribution figures will be the Regional Centre and Manchester Airport and the surrounding area.

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.

- Policy EN1, Design Principles and Strategic Character Areas – This policy states of the “Airport & urban fringe Character Area” that much of this area is open in character, including a significant area of agricultural land. It states further that built development is mainly associated with the Airport and associated uses, often large scale but height limited by flight path requirements and that other built development is small scale and takes the form of individual or small clusters of houses. This element of the policy concludes by stating that development in this area needs to accommodate the future operational needs of the Airport, whilst retaining the area’s open character as far as is possible.

Wythenshawe Strategic Regeneration Framework (2004) – The Wythenshawe Strategic Regeneration Framework (SRF) provides a strong vision for Wythenshawe over the next 10-15 years. It provides a guide for the improvement of public services for Wythenshawe residents, and aims to shape future investment. The rationale for Airport City is established in the Wythenshawe SRF.

It identifies the East-West Wythenshawe ‘Economic Development Corridor’ linking Sharston/Northenden in the east and University Hospital South/Roundthorn in the west – with Manchester Airport as the pivotal link.

A key opportunity identified within the SRF is the continued development of Manchester Airport as this will contribute towards the future prosperity of Wythenshawe through providing increased job opportunities for local residents. The SRF identifies the need to support the continued growth of Manchester Airport as one of the UK’s premier business locations, capable of attracting corporate end users on an international scale to the conurbation.

Issues

Principle of the Proposal – Given the use of the original building and its location within one of the Airport’s freight and service area the principle of erecting a Class B8 warehouse on the site is considered acceptable in this instance. Notwithstanding this, the proposal’s impact upon the residential and visual amenity; pedestrian and highway safety; ecology and drainage, must be considered. These issues and others will be addressed below.

Design – The proposed elevations will consist of a mix of profiled and flat cladding. The colours will be of a neutral grey and cream and white palette with subtle greys and creams colours applied to key areas such as doors and glazing. The office element will be enhanced by the use of multi-storey curtain wall glazing, to create a focal point on the corner of Avro Way and Pinfold Lane and add prestige to the building design and occupants. Ribbon windows will be introduced to each level of open plan offices for each unit.



Given the above, the design of the proposal is considered acceptable.

Trees – A total of 40 trees (combined individual trees, woodland, hedgerow and tree groups) have been included in the submitted survey which includes one large woodland group present on the western boundary of the site where it adjoins Wilmslow Old Road. Individual trees that are of significance within the woodland group have been recorded as individual trees. The trees are categorised as follows:

Quality Category	A	B	C	U
Number of trees	0	21	16	3

The trees on the site are predominantly semi-mature to mature and in fair to good condition. Many of the trees on the site itself are located in formally planted areas along the boundary and it 7 of these that would be felled to facilitate the proposal.

To compensate for this loss the following trees are to be planted:

i. Heavy Standard Trees

5 x Field Maple (Fastigate), 2 x Alder, 2 x Downy Birch, 4 x Silver Birch (Fastigate), 2 x Hornbeam and 1 x Common Oak

ii. Standard Trees

3 x Field Maple and 2 x Silver birch

iii. Coniferous Trees

7 x Scots Pine

iv. Multi-Stem trees

5 x Himalayan Birch

Given the above, the impact on existing trees and the proposed replacements are both considered acceptable.

Landscaping – The comprehensive landscaping scheme, which includes the trees mentioned above and complementary shrubs and grasses, is considered acceptable.

Residential Amenity – The nearest residential accommodation is located above The Romper PH, on the opposite side of Wilmslow Old Road. Given the distances involved, the fact that there is landscaped area in between the opposing sites and any external plant would need to be acoustically insulated, it is not considered that the proposal would have a detrimental impact upon the levels of residential amenity enjoyed by the occupants of The Romper PH.

Visual Amenity– Due to the high level of screening provided by the topography, intervening vegetation and other buildings, the site is not highly visible from outside of the site. Given this, the design of the building itself and the proposed landscape treatment, it is not considered that the proposal will have an unduly detrimental impact upon the levels of visual amenity enjoyed within the vicinity of the site.

Ecology – The applicant undertook a number of field and desktop study of the site and the finding are as follows:

Badgers - No evidence of badger activity or setts were recorded during the site walkover. The habitats within the site boundary are not considered suitable due to being predominantly comprised of hard standing with very limited areas of semi-natural habitat.

Bats - The buildings within the site do not contain any features considered suitable for bats, however the mature oak trees located within the site along Pinfold Lane and Wilmslow Old Road could provide features for roosting bats. There is limited foraging and commuting habitats for bats within the hardstanding/urban areas of the site but the broadleaved semi-mature woodland could offer potential habitat for foraging and commuting bats.

Breeding Birds - Habitats present within the site have potential to support common nesting bird species.

Great Crested Newts - There are several potential ponds within 500 metres of the site, these ponds are separated from the site by a large industrial area and Wilmslow Road. It is reasonable to assume that this represents a substantial barrier to the movement of GCN onto the site, should they be present in these ponds. Additionally, there are no suitable breeding habitats and limited suitable terrestrial habitat that may support this species within the site.

Schedule 9 Invasive Plants - Cotoneaster (Cotoneaster sp), was recorded in one area within the site during the survey.

Given the limited incursion into the wooded area to the south of the site it is not anticipated that the proposal would have any negative impacts on any bats that roost or forage in that area.

Overall, the impact upon ecological features is considered negligible.

Car Parking – Given the proposed use and the public transport options available to future workers on the site, the level of parking provision, i.e. 72 spaces, is considered acceptable in this instance.

Cycle Parking – As requested by Highway Services, a condition requiring the provision of cycle storage facilities is suggested.

Impact upon the Highway Network – Given the comments of Highway Services and National Highways it is not considered that the proposal will have a detrimental impact upon the highway network and upon the existing levels of pedestrian and highway safety enjoyed along Avro Way and the surrounding roads.

Sustainability – Sustainability and environmental considerations incorporated into the design will include:

- The use of photovoltaic cells
- Maximisation of efficient M&E systems to minimise energy usage
- Efficient design to minimise the use of natural resources
- Use of recyclable / recycled materials
- Minimising waste using off-site prefabrication of elements i.e. retaining walls, cladding, steelwork etc
- Design for deconstruction rather than demolition
- Selection of materials considering whole life cycle assessments
- Adaptation of natural materials where appropriate

To ensure that the desired BREAM is achieved a condition will be attached to any approval granted.

Drainage and Flood Risk – Suitably worded conditions will be attached to any approval granted to ensure that the proposal will not contribute to flooding or ground water contamination.

Air Quality – A condition is suggested which will require the provision of ducting to allow for the introduction of electric vehicle charging points.

Human Rights Act 1998 considerations

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

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

Recommendation: Approve

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner to resolve any matters 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 development must be begun not later than the expiration of three years beginning with the date of this permission.

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

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

All received on 11 October 2021:

- a) Site Location Plan - 020598-RPS-SI-XX-DR-A-0100 Rev P01
- b) Existing Site Plan - 020598-RPS-SI-XX-DR-A-0101Rev P01
- c) Existing Elevations - 020598-RPS-SI-XX-DR-A-0102 Rev P01
- d) Proposed Block Plan - 020598-RPS-SI-XX-DR-A-0110 Rev P02
- e) Proposed Elevations - 020598-RPS-SI-XX-DR-A-0111Rev P02
- f) Proposed Building Plan - 020598-RPS-SI-XX-DR-A-0112 Rev P01
- g) Site Sections - 020598-RPS-SI-XX-DR-A-0113 Rev P02
- h) Proposed Roof Layout - 020598-RPS-SI-XX-DR-A-0114 Rev P02

- i) Unit 1 Proposed Site Levels - 60663052-ACM-XX-XX-DR-C-06001
- j) Lighting Strategy (ref. MAG401-ACM-ZZ-XX-RP-LT-0001)

All received on 16 November 2021:

- a) Landscape Management Plan & Maintenance Schedule, ref. JSL-RPS-XX-EX-DR-RP-L-9005_P01
- b) Landscaping scheme, drawing nos. JSL4034-RPS-XX-EX-DR-L-9002 P01 and 9003 P01
- c) Quantified Tree and shrub palette, ref. JSL4034_RPS_XX_EX_DR_L_9004
- d) Tree Constraints Plan, drawing nos. 60663052-ACM-XX-XX-AB-TCP-001 P01, 002 P01, 003 P01 and 004 P01
- e) Tree Protection Plan, drawing nos. 60663052-ACM-XX-XX-AB-TPP-005 P01, 006 P01, 007 P01 and 008 P01
- f) Arboricultural Impact Assessment

All received on 18 January 2022:

- a) Dust Hazard Management Plan (demolition phase)
- b) Bird Hazard Management Plan (demolition phase)

All received on 20 January 2022:

- a) Construction Management Plan (demolition phase)

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies SP1, DM1 and DM2 of the Manchester Core Strategy.

3) Above-ground construction works shall not commence until samples and specifications of all materials, to be used in the external elevations have been submitted to and approved in writing by the City Council as local planning authority. Thereafter the development shall be carried out in accordance with those details.

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 Manchester Core Strategy.

4) No development, apart from demolition works, shall take place until surface water drainage works have been implemented in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards and details that have been submitted to and approved in writing by the City Council as Local Planning Authority.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to the guidance contained within the NPPF and NPPG and policies EN08 and EN14 In the Manchester Core Strategy.

5) No development hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme 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:

- a) Verification report providing photographic evidence of construction as per design drawings;
- b) As built construction drawings if different from design construction drawings;

c) 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 the guidance contained within the NPPF and NPPG and policies EN08 and EN14 In the Manchester Core Strategy.

6) Foul and surface water shall be drained on separate systems.

Reason - To secure proper drainage and to manage the risk of flooding and pollution, pursuant to the guidance contained within the NPPF and NPPG and policies EN08 and EN14 In the Manchester Core Strategy.

7) Above-ground construction works shall not commence until details of the measures to be incorporated into the development (or phase thereof) to demonstrate how Secured by Design accreditation will be achieved have been submitted to and approved in writing by the City Council as local planning authority. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a Secured by Design accreditation.

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

8) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the following approved plans and particulars;

- 1) Tree Constraints Plan, drawing nos. 60663052-ACM-XX-XX-AB-TCP-001 P01, 002 P01, 003 P01 and 004 P01
- 2) Tree Protection Plan, drawing nos. 60663052-ACM-XX-XX-AB-TPP-005 P01, 006 P01, 007 P01 and 008 P01
- 3) Arboricultural Impact Assessment

and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use:

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

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

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

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

9) The hard and soft landscaping scheme approved by the City Council as local planning authority and shown on the following drawings:

- 1) Landscaping scheme, drawing nos. JSL4034-RPS-XX-EX-DR-L-9002 P01 and 9003 P01
- 2) Quantified Tree and shrub palette, ref. JSL4034_RPS_XX_EX_DR_L_9004

shall be implemented not later than 12 months from the date of completion of building works. 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 Manchester Core Strategy.

10) 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 (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. Prior to occupation of the development hereby approved the scheme shall be submitted to and approved in writing by the City Council as local planning authority and thereafter implemented in full.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site, pursuant to Policy DM1 in the Manchester Core Strategy and saved UDP Policy DC26.

11) The storage and disposal of waste shall be undertaken in accordance with the Waste Management Strategy stamped as received on 11 October 2021 and shall remain in situ whilst the development is in operation.

Reason - In the interests of visual and residential amenity, pursuant to Policy DM1 in the Manchester Core Strategy.

12) Above-ground construction works shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal), as recommended by the Phase 1 Tier Geo-Environmental and Geotechnical Assessment (Aecom, Reference: 60663052), 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 shall be carried out, before 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 confirm that appropriate remedial action has been taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Manchester Core Strategy.

13) Prior to the occupation of the development hereby approved, a Contaminated Land Verification Report shall be submitted to the City Council as local planning authority.

Reason - To confirm that appropriate remedial action has been taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Manchester Core Strategy.

14) The car parking spaces hereby approved shall be laid out and made available for use before first occupation of the development hereby approved. The car parking spaces shall remain in-situ for the duration of the development.

Reason - In the interests of residential amenity and pedestrian and highway safety, pursuant to Policy DM1 in the Manchester Core Strategy.

15) No part of the development shall be occupied until space and facilities for bicycle parking have been provided in accordance with details to be 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 Manchester Core Strategy.

16) Before the development hereby approved is first occupied a Travel Plan shall be submitted to and agreed 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 at the development,
- ii) a commitment to surveying the travel patterns of staff 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 use of the development, a 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 hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel to the school, pursuant to policies SP1, T2 and DM1 of the Manchester Core Strategy and the Guide to Development in Manchester SPD (2007).

17) Above-ground construction works shall not commence until details of the vehicle charging points to be incorporated into the development have been submitted to and approved by the City Council as Local Planning Authority. The approved scheme shall thereafter be implemented prior to the occupation of the development hereby approved.

Reason - To promote sustainable development and in the interests of residential amenity, pursuant to Policies DM1 and EN16 in the Manchester Core Strategy.

18) a) Above-ground construction works shall not commence until details of a Local Benefit Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction of the development, has been submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction of the development.

(b) Within one month prior to construction work being completed, a detailed report which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority.

Reason - The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy.

19) (a). Three months prior to the first occupation of the development, a Local Benefit Proposal Framework that outlines the approach to local recruitment for the end use(s), shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the occupation of the development.

(b). Within 6 months of the first occupation of the development, a Local Benefit Proposal which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council, as Local Planning Authority. Any Local Benefit Proposal approved by the City Council, as Local Planning Authority, shall be implemented in full at all times whilst the use is in operation.

Reason - The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy.

20) Prior to the occupation of the development hereby approved, a Bird Hazard Management Plan shall be submitted to and approved by the City Council as local planning authority. The approved management plan shall be implemented and remain in-situ in accordance with the details contained within it.

Reason - In the interests of aerodrome safeguarding, pursuant to Policy DM2 in the Manchester Core Strategy.

21) All exterior lighting shall be implemented and thereafter maintained in accordance with the Lighting Strategy (ref.

MAG401-ACM-ZZ-XX-RP-LT-0001) stamped as received on 11 October 2021.

Reason - In the interests of aerodrome safeguarding, pursuant to Policy DM2 in the Manchester Core Strategy.

22) The development hereby approved shall be implemented in accordance with the measures as set out within Section 5 (Sustainability) of the Design and Access Statement (version P03, Sept 2021) stamped as received by the City Council as local planning authority on 11 October 2021, including: measures to secure predicted carbon emissions and the attainment of specified environmental efficiency and performance. Within 3 months of the completion of the construction of the authorised development a verification statement shall be submitted to and approved in writing, by the City Council as local planning authority, confirming the incorporation of the specified measures at each phase of the construction of 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 Manchester Core Strategy and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

23) The demolition of Building 401 and any ancillary structures within the application site shall be undertaken in accordance with the following documents:

- a) Dust Hazard Management Plan (demolition phase), stamped as received on 18 January 2022
- b) Bird Hazard Management Plan (demolition phase), stamped as received on 18 January 2022
- c) Construction Management Plan (demolition phase), stamped as received on 20 January 2022

Reason - In the interests of residential amenity, pedestrian/highway safety and aerodrome safety, pursuant to Policies DM1 and DM2 in the Manchester Core Strategy.

24) Above ground construction works shall not commence until a construction management plan or construction method statement has been submitted to and approved in writing by the Local Planning Authority. The approved plan/statement shall be adhered to throughout the demolition/construction period. The plan/statement shall provide for:

- a) A construction programme including phasing of works;
- b) 24 hour emergency contact number;
- c) Expected number and type of vehicles accessing the site:- i) Deliveries, waste, cranes, equipment, plant, works, visitors; ii) Size of construction vehicles; iii) The use of a consolidation operation or scheme for the delivery of materials and goods; iv) Phasing of works;
- d) Means by which a reduction in the number of movements and parking on nearby streets can be achieved (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction):- Programming; Waste management; Construction methodology; Shared deliveries; Car sharing; Travel planning; Local workforce; Parking facilities for staff and visitors; On-site facilities; A scheme to encourage the use of public transport and cycling;
- e) Routes for construction traffic, avoiding weight and size restrictions to reduce unsuitable traffic on residential roads;
- f) Locations for loading/unloading, waiting/holding areas and means of communication for delivery vehicles if space is unavailable within or near the site;
- g) Locations for storage of plant/waste/construction materials;
- h) Arrangements for the turning of vehicles, to be within the site unless completely unavoidable;
- i) Arrangements to receive abnormal loads or unusually large vehicles;
- j) Swept paths showing access for the largest vehicles regularly accessing the site and measures to ensure adequate space is available;
- k) Any necessary temporary traffic management measures;
- l) Measures to protect vulnerable road users (cyclists and pedestrians);
- m) Arrangements for temporary facilities for any bus stops or routes;
- n) Bird Hazard Management Plan during construction
- o) Method of preventing mud being carried onto the highway;
- p) Method of dust suppression;
- q) Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

Reason: In the interests of safe operation of the adopted highway in the lead into development both during the demolition and construction phase of the development, pursuant to policies SP1, EN19, DM1 and DM2 of the Manchester Core Strategy.

Informatives

1) Informative for Condition 4 - In order to discharge this condition the following additional information has to be submitted:

- i. Further consideration of alternative green SuDS solutions (when infiltration testing has been carried out) if practicable;
- ii. Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment, i.e. at least a 50% reduction in runoff rate compared to the existing rates, as the site is located within Conurbation Core Critical Drainage Area;
- iii. An existing and proposed impermeable areas drawing to accompany all discharge rate calculations.
- iv. 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;
- v. 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 40% climate change in any part of a building;
- vi. 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.
- vii. Results of ground investigation carried out under Building Research Establishment Digest 365. Site investigations should be undertaken in locations and at proposed depths of the proposed infiltration devices. Proposal of the attenuation that is achieving half emptying time within 24 hours. If no ground investigations are possible or infiltration is not feasible on site, evidence of alternative surface water disposal routes (as follows) is required.
- viii. Where surface water is ultimately discharging to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice.
- ix. Where surface water is connecting to the MAG private drainage, agreement in principle from MAG is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice.
- x. For sites where proposed development would cause unusual pollution risk to surface water (large car park areas (>50 parking spaces) or industrial estates), evidence of pollution control measures (preferably through SuDS) is required. Justification of if only implementing a Class 1 interceptor is sufficient.
- xi. Hydraulic calculation of the proposed drainage system;

xii. Construction details of flow control and SuDS elements.

2) Informative for Condition 20 - In this condition a Local Benefit Proposal means a document which includes:

- i) the measures proposed to recruit local people including apprenticeships
- ii) mechanisms for the implementation and delivery of the Local Benefit Proposal
- iii) measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives

3) Informative for Condition 21 - In this condition a Local Benefit Proposal means a document which includes:

- i) the measures proposed to recruit local people including apprenticeships
- ii) mechanisms for the implementation and delivery of the Local Benefit Proposal
- iii) measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives

4) Aerodrome Safeguarding - a) Any temporary lighting will need to be checked and agreed by Manchester Airport in order to prevent distraction or confusion to pilots.

b) The applicant's attention is drawn to the new procedures for crane and tall equipment notifications, please see:

<https://www.caa.co.uk/Commercial-industry/Airspace/Event-and-obstacle-notification/Crane-notification/>

c) All equipment using frequencies will need a permit from Manchester Airport.

d) Should any gas purging be required Manchester Airport Safeguarding must be consulted prior to discharge.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Oliver West (Sustainable Travel)
Work & Skills Team
Greater Manchester Police
United Utilities Water PLC
Transport For Greater Manchester
Manchester Airport Safeguarding Officer
Greater Manchester Ecology Unit
Ringway Parish Council
Highways England

2 Pinfold Lane, Manchester, M90 5YF

Building 308, Manchester Airport, Ringway Road, Manchester, M90 5PZ

SCHENKER LTD, World Freight Terminal Building 315, Manchester Airport, Ringway Road, Manchester, M90 5BG

Building 314, Avro Way, Manchester, M90 5EX

LSG Sky Chef, Avro Way, Manchester, M90 5XR

St Marys Church, Sunbank Lane, Manchester, WA15 0PS

Building 308 Room 14, Manchester Airport, Ringway Road, Manchester, M90 5PZ
Building 308 Rooms 12 To 13, Manchester Airport, Ringway Road, Manchester, M90 5PZ
Building 308 Room 11, Manchester Airport, Ringway Road, Manchester, M90 5PZ
Building 316, Manchester Airport, Ringway Road, Manchester, M90 5EW
Building 308 Rooms 9 To 10, Manchester Airport, Ringway Road, Manchester, M90 5PZ
Building 308 Rooms 213 To 214, Manchester Airport, Ringway Road, Manchester, M90 5PZ
Building 308 Rooms 108 To 110, Manchester Airport, Ringway Road, Manchester, M90 5PZ
Building 308 Rooms 106 To 107, Manchester Airport, Ringway Road, Manchester, M90 5PZ
Building 308 Rooms 101 To 102, Manchester Airport, Ringway Road, Manchester, M90 5PZ
Building 308 Room 8, Manchester Airport, Ringway Road, Manchester, M90 5PZ
Building 308 Room 5, Manchester Airport, Ringway Road, Manchester, M90 5PZ
Building 308 Room 212, Manchester Airport, Ringway Road, Manchester, M90 5PZ
Building 308 Room 211, Manchester Airport, Ringway Road, Manchester, M90 5PZ
Building 308 Room 209-210, Manchester Airport, Ringway Road, Manchester, M90 5PZ
Building 308 Room 208, Manchester Airport, Ringway Road, Manchester, M90 5PZ
Building 308 Room 205, Manchester Airport, Ringway Road, Manchester, M90 5PZ
Building 308 Room 201-202, Manchester Airport, Ringway Road, Manchester, M90 5PZ
Building 308 Room 117 To 119, Manchester Airport, Ringway Road, Manchester, M90 5PZ
Building 308 Room 115 To 116, Manchester Airport, Ringway Road, Manchester, M90 5PZ
Building 308 Room 105, Manchester Airport, Ringway Road, Manchester, M90 5PZ
Assistant Managers Flat, The Romper, Wilmslow Old Road, Manchester, WA15 8XJ
Flat At, The Romper, Wilmslow Old Road, Manchester, WA15 8XJ
The Romper, Wilmslow Old Road, Manchester, WA15 8XJ

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
HSE COMAH Zone - H3745 OZ - Manchester Storage Ltd Outer Zone
HSE COMAH Zone - H3745 MZ - Manchester Storage Ltd Middle Zone
HSE COMAH Zone - H3745 IZ - Manchester Storage Ltd Inner Zone
Green Belt Land - Greater Manchester Green Belt Local Plan 1984
Airport Noise Index Zone - Noise and Nuisance Index - 40-49
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Area Team Boundary - Name: SOUTH