

Planning

Growth & Development

Delegated officer report for planning application

Application no. 130585/FO/2021
Date registered valid: 28 May 2021
Proposal: Installation of roof mounted solar photovoltaic panels and associated infrastructure
Address: Man 1 Amazon Facility , 6 Sunbank Lane, Manchester, M90 5AA
Ward(s): Woodhouse Park Ward

Applicant: Mr Luke Clayton Zestec Asset Management Oxford Point, 19 Oxford Road, Bournemouth, BH8 8GS
Agent (if any): Mr Luke Strange Luke Strange Architecture 20 Hollicondane Road, Ramsgate, CT11 7PH
Case officer: David Lawless
Tel: 0161 234 4543
Email: david.lawless@manchester.gov.uk

Recommendation: Approve
Date of recommendation: 5/7/21

Application details

Type of application: Full Application Consent

Development type: Minor Other

Standard consultations:

Printed: 9 June 2021 Expired: 30 June 2021

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 office and warehouse complex on Sunbank Lane. To the southwest, on the opposite side of Sunbank Lane, sits the HUT Group office and warehouse complex which is currently under construction, while to the southeast, on the opposite side of an estate road there is a terrace of warehouse units. Beyond their site to the northwest and northeast lies landscaping and the M56 and Wilmslow Road respectively.

Listed building: no

Conservation area: no

Tree Preservation Order: no

Description of development

The applicant is proposing to install a solar panel array on the southeast facing roof slopes, of the existing building. The panels will be arranged in a rectangular format to maximise roof covering and they have been designed to achieve a minimum 80% of the on-site annual consumption.

In addition to the panels, the applicant is proposing to install associated ductwork and an inverter to the southern elevation of the warehouse.

Consultations & Notification Responses

Local Residents/Businesses – No comments received.

Ringway Parish Council – No comments received.

Manchester Airport Safeguarding Officer – Suggests an informative regarding the prevention of birdstrike.

Policies

The National Planning Policy Framework (NPPF) – The NPPF replaces and revokes a number of Planning Policy Guidance (PPGs) and Planning Policy Statements (PPSs) previously produced by Central Government. The NPPF constitutes guidance for local planning authorities and decision-makers both in drawing up plans and as a material consideration in determining planning applications. It does not change the statutory status of the development plan, i.e. the Core Strategy, as the starting point for decision making and it states further that development that accords with an up-to-date local plan, such as the Core Strategy, should be approved unless other material considerations indicate otherwise.

The NPPF states that the planning system must contribute to the achievement of sustainable development and that there are three dimensions to this: economic, social and environmental. It has introduced a set of Core Principle that should underpin both plan-making and decision-taking, these 12 principles are that planning should:

- Be genuinely plan-led,
- Not simply about scrutiny, but instead be a creative exercise in finding ways to enhance and improve places,
- Proactively drive and support sustainable economic development to deliver the homes, businesses/industrial units, infrastructure and thriving local places that the country needs,
- Always seek to secure high quality design and a good standard of amenity,
- Take account of the different roles and character of different areas,
- Support the transition to a low carbon future,

- Contribute to conserving and enhancing the natural environment and reducing pollution,
- Encourage the effective use of land,
- Promote mixed use developments,
- Conserve heritage assets in a manner appropriate to their significance,
- Actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable,
- Take account of and support local strategies to improve health, social and cultural well being for all.

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:-
 - i) Creating well designed places that enhance or create character.
 - ii) Making a positive contribution to the health, safety and wellbeing of residents
 - iii) Considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income.
 - iv) 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 a number of specific issues, the most relevant of which in this instance are:

- 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.

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.

Issues

Principle of the Proposal – Amazon has made a commitment to power its global infrastructure with 80% renewable energy by 2024, reaching 100% renewable energy by 2030, on its path to net zero carbon by 2040. This proposal has been designed to achieve a minimum 80% of the on-site annual consumption for this office/warehouse complex and as a result the proposal is supported in principle. Notwithstanding that, any impact upon residential and visual amenity must be assessed.

Residential Amenity – As there are no residential properties close to the Amazon site it is not considered that the panels and associated infrastructure would impact upon existing amenity levels.

Visual Amenity – The panels would not be visible from the street as they would be screened by the parapet which runs along the perimeter of the roof, as such it is not considered that they would have a detrimental impact on existing levels of visual amenity. The ducting and inverter would be attached to the side of the building but given their siting and appearance they would not have a detrimental impact on visual amenity.

Aerodrome Safeguarding – An informative regarding the avoidance of bird strikes would be attached to any approval granted. In addition, aerodrome safety conditions attached to the original planning permission are still in place.

Pedestrian and Highway Safety – It is not considered that the proposal would have a detrimental impact on the existing levels of pedestrian and highway safety enjoyed within the vicinity of the site.

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 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 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:

- a) Drawing entitled MAN1_M62_DET_T3 INVERTER ELEVATION DETAILS_C2, stamped as received on 28 May 2021
- b) Drawing entitled MAN1_E32_LAY_DC CABLE LOCATION LAYOUT_C1, stamped as received on 28 May 2021
- c) Drawing nos. 1 to 5, stamped as received on 28 May 2021
- d) Supporting Documents, stamped as received on 28 May 2021

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.

Informatives

1) **Aerodrome Safeguarding** - During construction and in perpetuity, robust measures to be taken to prevent birds being attracted to the site. The applicant should undertake regular maintenance checks to ensure that species of birds that are hazardous to aircraft are not using the roof to roost or loaf. Reason - To prevent any increase in the number of hazardous birds in the vicinity of Manchester Airport (MAN) that would increase the risk of a Birdstrike to aircraft using MAN.

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/>

Appendix 1 – List of consultees & neighbours notified

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
Airport Noise Index Zone - Noise and Nuisance Index - 40-49
Area Team Boundary - Name: SOUTH