



MANCHESTER
CITY COUNCIL

Planning

Growth & Development

Delegated officer report for planning application

Application no. 126895/FO/2020
Date registered valid: 8 October 2020
Proposal: Creation of single decked car park to provide an additional 66 spaces including 18 electric vehicle charging points with associated lighting and landscaping.
Address: Costain House, 1500 Aviator Way, Manchester, M22 5TG
Ward(s): Woodhouse Park Ward

Applicant: JUKV Manchester Business Park, C/o Agent
Agent (if any): Simon Handy, Strutt and Parker, 269 Banbury Road, Oxford, OX2 7LL
Case officer: David Lawless
Tel: 0161 234 4543
Email: david.lawless@manchester.gov.uk
Recommendation: Approve
Date of recommendation: 23/2/21

Application details

Type of application: Full Application Consent

Development type: Smallscale Major Other

Standard consultations:

Printed: 14 October 2020 Expired: 4 November 2020

Neighbour notifications

Printed: 14 October 2020 Expired: 4 November 2020

Site notice

Posted: 3 November 2020 Expired: 24 November 2020

Press advert

Published: 20 October 2020

Expired: 10 November 2020

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building/area

Existing car parking area location between buildings 1000 and 1500 off Aviator Way, on the Manchester Business Park. On the opposite side of Aviator Way lies the Metrolink line, while to the rear of the site, beyond a belt of mature landscaping, there are residential properties. The application site is annotated below:



Listed building: no

Conservation area: no

Tree Preservation Order: no

Description of development

The applicant is proposing to erect a single decked car park to provide an additional 66 spaces which will include 18 electric vehicle charging points. In addition, replacement tree planting will be undertaken and landscape screening planted to the front and rear elevations in the form of green walls. Security lighting will also be installed.

The parking will be shared between Costain and Emirates who occupy buildings 1500 and 1000 respectively.

Consultations & Notification Responses

Local Residents and Businesses – No comments received.

Highway Services – Highway Services have made the following comments:

- In relation to the additional trips generated, we are now satisfied that this will not adversely impact on the adjacent highway.
- Swept path information has been provided which verifies that the necessary vehicle manoeuvres can be undertaken.
- The commitment to the provision of future additional secure cycle parking if required is acceptable.
- Internal pedestrian routes will be signed which is an acceptable arrangement.
- A suitable framework travel plan has been provided and we would recommend that the provision of a full travel plan be conditioned as part of any approval.
- In summary we can now support this application

Environmental Health – No objections to the proposal. Air quality impacts will be negligible.

Aerodrome Safeguarding – No objections subject to the imposition of a number of conditions and informatives designed to ensure aerodrome safety.

Neighbourhoods – Details of the trees to be planted as replacements should be provided.

United Utilities – Suggests the imposition of a drainage condition.

Policies

The National Planning Policy Framework (February 2019) – The National Planning Policy Framework (NPPF) 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 NPPF is a material consideration in planning decisions.

Paragraph 11 states that plans and decisions should apply a presumption in favour of sustainable development which for decision-taking this means:

- approving development proposals that accord with an up-to-date development plan without delay; or
- where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

Paragraph 80 states that planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development

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 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.
- Community safety and crime prevention.
- Design for health.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Flood risk and drainage.

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.

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.

Issues

Principle of the Proposal – The additional parking is proposed to accommodate the expansion of the Costain business located within Building 1500, though it is noted that Emirates (Building 1000) would also be able to use it. Whilst the principle of the proposal is considered acceptable, especially given the granting of permission to provide decked parking for the occupants of Building 3500 in the March 2012 (098194), the proposal's impact upon residential/visual amenity and pedestrian and highway safety will need to be assessed.

Residential Amenity – The decking will be approximately 23 metres away from the dwellings on Lambourne Close, as such it is not considered that the proposal will unduly impact upon the levels of privacy the occupants currently enjoy. Notwithstanding this, to ensure that existing privacy is protected and to replace the trees lost as a result of the decking, the applicant is proposing to plant five replacement trees within the mature landscape buffer that already exists between the two sites.

This tree planting, along with the green wall to be installed on the northern elevation of the decking, will also help to screen the proposal from local residents.

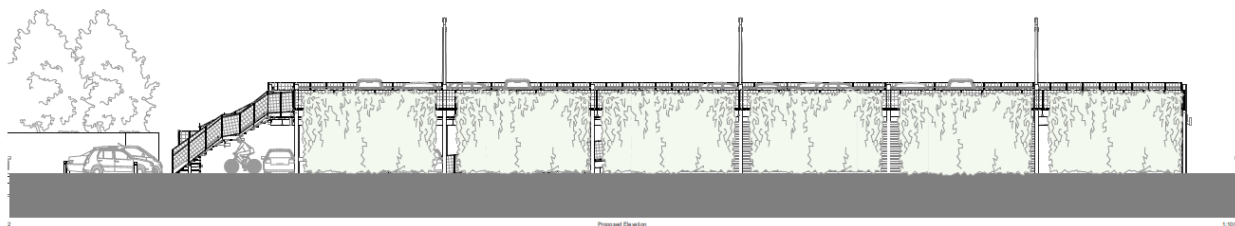


In respect of the proposed lighting, a condition will be imposed to ensure that the lighting does not spill out onto neighbouring properties.

Pedestrian and Highway Safety – Given the anticipated traffic movements associated with the additional parking spaces and the highway improvements recently undertaken in the area, it is not considered that the proposal will have a detrimental impact upon the local highway network and existing levels of pedestrian and highway safety enjoyed within the vicinity of the site.

Design and Siting – The parking deck is a simple metal construction, this design approach is acceptable as the structure will be visually permeable from the sides. The front and rear elevations will have green walls incorporated into them to screen the proposal from Aviator Way and the dwellings on Lambourne Close and this is welcomed.

The proposal is partly sited in front of the adjoining buildings in order to allow for the access ramp. Given the green wall proposed at the front, the replacement tree planting and the permeable sides, the siting is considered acceptable.



Scale and Massing – The scale and massing of the car parking deck is considered acceptable given it would be broken up by the screening to be planted to the front and rear elevations.

Visual Amenity – Given the design and siting of the proposal, along with the green walls proposed at the front and rear, it is not considered that the proposal would have an unduly detrimental impact upon existing levels of visual amenity enjoyed within the vicinity of the site.

Trees/Landscaping – Twelve trees are to be lost to facilitate the proposal. Five replacement trees are to be planted at the rear of the site which will also help screen the proposal and protect existing privacy standards. The remaining replacement trees are to be planted along Aviator Way and elsewhere within Manchester Business Park. A condition is suggested which will require the applicant to submit details of the species to be planted and their locations. Manchester Airport will be consulted once the details have been received in order to make sure there is no conflict with aerodrome safeguarding.

Aerodrome Safeguarding – The comments of the Aerodrome Safeguarding Officer are acknowledged and a number of conditions designed to protect existing levels of aerodrome safety will be attached to any approval granted.

Car Parking – Whilst 66 parking spaces are to be provided, the net increase will be 54 spaces as 12 existing spaces would be lost to accommodate the access ramp. The provision of the additional spaces is considered acceptable given the expanding nature of the Costain business and the additional provision will ensure there is little overspill parking on the surrounding residential roads.

Notwithstanding the above, in an effort to reduce future dependence on the car the applicant has submitted a framework travel which will be conditioned to ensure that a detailed travel plan is submitted and implemented.

Air Quality – An assessment of the potential impacts on local air quality from construction activities has been carried out for this phase of the proposal using the IAQM methodology. This identified that there is a low to negligible risk of dust soiling impacts and a negligible risk of increases in particulate matter concentrations due to unmitigated construction activities. However, through good site practice and the implementation of suitable mitigation measures, the effect of dust and PM₁₀ releases would be significantly reduced. The residual effects of dust and PM₁₀ generated by construction activities on air quality are therefore considered to be not significant. The residual effects of emissions to air from construction vehicles and plant on local air quality is considered to be not significant. The imposition of a construction management condition is suggested in this instance.

In terms of the operational phase of the proposal, it is expected to result in a negligible impact given the number of additional spaces proposed, the coming and goings associated with them and the number of electric charging points that will be included. Based on the assessment significance criteria, the residual effects of the proposal are considered to be not significant for all pollutants assessed.

Environmental Health concur with these findings.

Drainage – The condition suggested by United Utilities will be attached to any approval issued.

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

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 nos. 00001 to 00002, stamped as received on 13 May 2020
- b) Drawing nos. 00007 P01 and 00008 P02, stamped as received on 13 May 2020
- c) Drawing nos. 00003 P03, 00004 P03, 00005 P04 and 00006 P03, stamped as received on 20 January 2021
- d) Topographical Survey and Elevations, stamped as received on 19 May 2020

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

3) No above ground work shall take place until a Glint and Glare Assessment, that demonstrates there will be no adverse impact to pilots or Air Traffic Controllers from the development, has been submitted to and been approved by the City Council as local planning authority.

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

4) No above ground work shall take place until details of the lighting scheme has been submitted to and been approved by the City Council as local planning authority.

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

5) Prior to the commencement of above ground works, a detailed landscaping scheme, including details of replacement tree planting and screening, shall be submitted to and be approved by the City Council as local planning authority. The approved scheme shall be implemented not later than 3 months from the date the development becomes operational. 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.

6) Prior to the commencement of above ground works, details of the surface water drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. The drainage scheme must include:

- (i) An investigation of the hierarchy of drainage options in the National Planning Practice Guidance (or any subsequent amendment thereof). This investigation shall include evidence of an assessment of ground conditions and the potential for infiltration of surface water;
- (ii) A restricted rate of discharge of surface water agreed with the local planning authority (if it is agreed that infiltration is discounted by the investigations); and
- (iii) A timetable for its implementation.

The development hereby permitted shall be carried out in accordance with the approved drainage scheme.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to national policies within the NPPF and NPPG and policies EN08 and EN14 in the Core Strategy Development Plan Document.

7) The electric vehicle charging points shall be installed prior to the development hereby approved becoming operational. The electric vehicle charging points shall remain insitu for the lifetime of the development.

Reason - In the interests of air quality and to promote sustainable forms of transport, pursuant to Policies T1, EN8 and DM1 of the Manchester Core Strategy.

8) No development or phase thereof pursuant to this planning permission shall be occupied until a detailed Travel Plan has been submitted to and approved by the City Council as local planning authority. The detailed Travel Plan shall be developed in accordance with the Framework Travel Plan (Curtins Ref: 77850-CUR-00-XX-RP-TP-001) and implemented in accordance with an agreed timeframe.

Reason - To encourage the use of transport other than single occupancy of a car in accordance with the principles of sustainable transport, pursuant to the provisions contained policy SP1 and T2 in the Manchester Core Strategy.

9) If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

10) No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by the City Council as local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

1. the designated route for construction and delivery vehicles
2. the parking of vehicles of site operatives and visitors
3. loading and unloading of plant and materials
4. storage of plant and materials used in constructing the development
5. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
6. wheel washing facilities
7. measures to control the emission of dust and dirt during construction
8. a scheme for recycling/disposing of waste resulting from demolition and construction works
9. hours of working

Reason - In the interest of pedestrian and highway safety and residential amenity, as specified in policies SP1 and DM1 of Manchester Core Strategy.

Informatives

1) **Informative for condition 4** - All lighting should be capped at the horizontal with no upward light spill. The accurate height of the lighting columns is also important at this location.

2) **Aerodrome Safeguarding** - In the interests of aerodrome safeguarding:

- a) Robust measures must be taken to control dust and smoke clouds during construction.
- b) During construction, robust measures to be taken to prevent birds being attracted to the site. No pools of water should occur and prevent scavenging of any detritus.
- c) The applicant is required to commit to taking measures to prevent birds being attracted to the site in perpetuity e.g. regular monitoring to ensure that birds are not loafing, sheltering, nesting on site.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
Manchester Airport Safeguarding Officer

First Floor, 3000 Aviator Way, Manchester, M22 5TG
Ground Floor, 3000 Aviator Way, Manchester, M22 5TG
3000 Aviator Way, Manchester, M22 5TG
1000 Aviator Way, Manchester, M22 5TG
34 Beaford Road, Manchester, M22 0AG
32 Beaford Road, Manchester, M22 0AG
30 Beaford Road, Manchester, M22 0AG
28 Beaford Road, Manchester, M22 0AG
26 Beaford Road, Manchester, M22 0AG
24 Beaford Road, Manchester, M22 0AG
22 Beaford Road, Manchester, M22 0AG
20A Beaford Road, Manchester, M22 0AG
20 Beaford Road, Manchester, M22 0AG
18 Beaford Road, Manchester, M22 0AG
16 Beaford Road, Manchester, M22 0AG
18 Lambourne Close, Manchester, M22 1HS
6 Lambourne Close, Manchester, M22 1HS
12 Lambourne Close, Manchester, M22 1HS
84 Thornsgreen Road, Manchester, M22 1GD
78 Thornsgreen Road, Manchester, M22 1GD
72 Thornsgreen Road, Manchester, M22 1GD
66 Thornsgreen Road, Manchester, M22 1GD
8 Lynside Walk, Manchester, M22 0HG
20 Lambourne Close, Manchester, M22 1HS
2 Lambourne Close, Manchester, M22 1HS

16 Lambourne Close, Manchester, M22 1HS
14 Lambourne Close, Manchester, M22 1HS
10 Lambourne Close, Manchester, M22 1HS
86 Thornsgreen Road, Manchester, M22 1GD
82 Thornsgreen Road, Manchester, M22 1GD
80 Thornsgreen Road, Manchester, M22 1GD
76 Thornsgreen Road, Manchester, M22 1GD
70 Thornsgreen Road, Manchester, M22 1GD
68 Thornsgreen Road, Manchester, M22 1GD
64 Thornsgreen Road, Manchester, M22 1GD
8 Lambourne Close, Manchester, M22 1HS
4 Lambourne Close, Manchester, M22 1HS
10 Lynside Walk, Manchester, M22 0HG
74 Thornsgreen Road, Manchester, M22 1GD
Regus UK Ltd, 3000 Aviator Way, Manchester, M22 5TG
Microsoft Ltd, 3000 Aviator Way, Manchester, M22 5TG
Holdstock Technical Servces, 3000 Aviator Way, Manchester, M22 5TG
Tertio Ltd, 3000 Aviator Way, Manchester, M22 5TG
First Floor, 1500 Aviator Way, Manchester, M22 5TG
Second Floor, 1500 Aviator Way, Manchester, M22 5TG
Car Park, 1500 Aviator Way, Manchester, M22 5TG
Ground Floor, 1500 Aviator Way, Manchester, M22 5TG
Car Park, 3000 Aviator Way, Manchester, M22 5TG
Third Floor, 3000 Aviator Way, Manchester, M22 5TG
Second Floor, 3000 Aviator Way, Manchester, M22 5TG

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
Historic Landfill Site 250m Buffer -
Airport Noise Index Zone - Noise and Nuisance Index - 50-59
Airport Noise Index Zone - Noise and Nuisance Index - 60
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: SOUTH