3333 MANCHESTER CITY COUNCIL

Planning

Growth & Development

Delegated officer report for planning application

Application no.	126686/JO/2020
Date registered valid:	14 April 2020
Proposal:	Variation of condition no. 2 (approved drawings) attached to planning permission 125299/FO/2019 to allow for amendments to the siting of the previously approved extension
Address:	Hologic Warehouse Building, The Oaks Business Park, Heron House, Crewe Road, Manchester, M23 9HZ
Ward(s):	Brooklands Ward
Applicant:	Hologic Ltd, Hologic Warehouse Building, Heron House, The Oaks Business Park, Crewe Road, Manchester, M23 9HZ
Agent (if any):	Bill Jennings Jennings Design Associates The Warehouse, Jennings Design Associates, Saxon Street, Manchester, M34 3DS
Case officer:	David Lawless Tel: 0161 234 4543 Email: d.lawless@manchester.gov.uk
Recommendation:	APPROVE
Date of recommendation:	13 May 2020

Application details

Type of application: Variation or Removal of Condition

Development type: Smallscale Major Industry

Standard consultations:
Printed: 16 April 2020 Expired: 7 May 2020

Neighbour notifications
Printed: 16 April 2020 Expired: 7 May 2020

Site notice
Posted: 20 April 2020 Expired: 11 May 2020

Press advert
Published: 21 April 2020 Expired: 12 May 2020

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building/area

The applicant, Hologic, is a global medical technology company that develops, manufactures and supplies diagnostics products, medical imaging systems and surgical products dedicated to serve the healthcare needs of women. With its headquarters in The United States of America, it has locations in over fifteen countries and employs more than 6,400 employees globally. It operates out of two sites within the UK, one in West Lothian and the other based at the Oaks Business Park on Crewe Road, off Moor Road.

Hologic's presence on Crewe Road consists of two buildings, the two storey office and research facility, annotated by A on the photograph below and their packaging/ warehouse and office facility, annotated by B. The applicant also utilises an element of the building located on the opposite side of Crewe Road for storage, annotated by C. The company currently employs 66 people at the site.

This application relates to building B, where the medical equipment is packaged.



To the north of the warehouse there is an area of woodland and beyond that a row of dwellinghouses fronting Wythenshawe Road, the nearest of which are nos. 271 and 271 a Wythenshawe Road. To the south of the application site, on the opposite side of Crewe Road, stands another office/warehouse building. To the east is the continuation of the wooded area which includes a fishing pond, while to the west of the building there is a large expanse of grassed area, as well as the applicant's office/research facility.

Listed building: no
Conservation area: no
Tree Preservation Order: no

Description of development

In February 2020 the applicant obtained planning permission, under reference 125299/FO/2019, to erect a 3-storey extension at the side of the property, complete with additional vehicular parking and manoeuvring areas.

Following concerns about business continuity during the construction process the applicant has revised the proposal so that the whole west elevation of the existing building does not need to be removed to facilitate the proposal. Instead the extension will only be connected to the main building by two short and narrow corridors. These revisions form the basis of this S73 application.

Consultations & Notification Responses

Local Residents – no comments received.

Highway Services – The repositioning of the extension has no adverse highway consequences therefore no objection to this variation.

Env. Health – No objections to the variation.

Flood Risk Management Team – The Variation of Condition 2 does not alter the surface water drainage response and conditions 10 and 11 of 125299/FO/2019 should remain unchanged.

Greater Manchester Police – No comments to make over the variation.

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.

Paragraph 102 states that transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

a) the potential impacts of development on transport networks can be addressed;
b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
c) opportunities to promote walking, cycling and public transport use are identified and pursued;
d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

Paragraph 105 states that if setting local parking standards for residential and non-residential development, policies should take into account the accessibility of the development; the type, mix and use of development; the availability of and opportunities for public transport; local car ownership levels; and the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

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* – 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 and protect and enhance the built and natural environment.

Policy EC 1, *Employment and Economic Growth in Manchester* – This policy states that a minimum of 200 hectares of employment land will be developed between 2010 and 2027 for offices (B1a), research and development (B1b), light industrial (B1c), general industry (B2) and distribution and warehousing (B8).

The policy states further that the priorities for ensuring continued economic growth include:

- Improving access to jobs for all via public transport, walking and cycling;
- Demonstrating that employment-generating development has fully considered opportunities to provide jobs for local people, through construction or use;
- Improving the portfolio of employment premises, by providing a range of employment sites and premises for small, medium and large businesses;
- Improving digital infrastructure delivery to businesses and residents;
- Creating business destinations by enhancing the primary business use with ancillary commercial facilities;
- Ensuring the continued social, economic and environmental regeneration of the City;
- Ensuring connectivity to international markets for the import and export of goods to ensure competitiveness in international markets.

Finally, the policy states that Development proposals should have regard to:

- Climate change resilience demonstrating how CO2 emissions will be minimised with an aim of zero carbon emissions,
- Ensuring design makes the best possible use of a site or building in terms of efficient use of space, enhancing the sense of place of the wider area and minimising detrimental impacts on adjacent uses, considers the needs of users/employees of a site/building for access via walking, cycling and public transport and reduction of opportunities for crime by applying current best practice in security design;
- Flood risk

Policy EC 2, *Existing Employment Space* – States that the Council will seek to retain and enhance existing employment space and sites.

Policy EC 10, *Wythenshawe* – This policy states that Wythenshawe is expected to provide 55 hectares of employment land within B1a offices, B1b/c research and development and light industry and B8 logistics and distribution. The majority of economic development will be focused on:

1. Manchester Airport and specifically Manchester Airport Strategic Site and Airport City Strategic Employment Location

2. University Hospital South Manchester

3. Existing employment sites along:

    West Wythenshawe Development Corridor - Oaks Business Park (B1) and Roundthorn Industrial Estate (B8);
    East Wythenshawe Development Corridor - Sharston Industrial Estate (B8), Atlas and Concord Business Parks (B1) and Ringway Trading Estate (B8).

4. The district centres of Wythenshawe, Northenden and Baguley

The policy states further that development proposals and planning applications should have regard to

- Ensuring employment opportunities are made accessible to local communities, particularly those at Manchester Airport;
- Locations with good access to the national motorway network M56 and M60 and their suitability for logistics;
- Proposed extension to Metrolink and new stops plus improved bus routes;
- Delivery of low and zero carbon decentralised energy schemes and energy projects within Strategic Employment Locations.

Policy EN 1, *Design Principles and Strategic Character Areas* – This policy states that all development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and have regard to the strategic character area in which the development is located. Opportunities for good design to enhance the overall image of the City should be fully realised, particularly on major radial and orbital road and rail routes.

Policy EN 4, *Reducing CO2 Emissions by Enabling Low and Zero Carbon Development* – This policy states that all developments must follow the principle of the Energy Hierarchy; to reduce the need for energy through energy efficient design and features; and, meet residual energy requirements through the use of low or zero carbon energy generating technologies.

Policy EN 8, *Adaption to Climate Change* – This policy requires that developments are adaptable to climate change in terms of design, layout, siting and function of buildings and external spaces.

Policy EN 16, *Air Quality* – The Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes and at Manchester Airport. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself, including from Combined Heat and Power and biomass plant.

Policy EN 19, *Waste* – States that developers will be required to submit a waste management plan to demonstrate how the waste management needs of the end user will be met.

Policy T2, *Accessible areas of opportunity and need* – Seeks to ensure that new development is easily accessible by walking/cycling/public transport; provided with an appropriate level of car parking; and, should have regard to the need for disabled and cycle parking.

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 as follows (In terms of energy targets this policy should be read alongside policy EN6 and the higher target will apply):-

Saved UDP Policies – Policy DC26, *Development and Noise,* states that the Council intends to use the development control process to reduce the impact of noise on people living and working in the City. In particular, consideration will be given to the effect of new development proposals which are likely to be generators of noise.

Wythenshawe Strategic Regeneration Framework (SRF) – The SRF sets out a detailed policy framework to drive forward the transformation of Wythenshawe from its present condition through to the vision for the future. The key themes of the policy framework are outlined below:

Making the Most of our Economic Assets – one of the central themes of the Wythenshawe SRF. The key regeneration challenge is making sure Wythenshawe people and businesses are equipped to take up the jobs and business opportunities that exist now, and the many more that are planned for the future.

Investing in Our Future – focuses on business infrastructure, shopping and local facilities, and transport. It points to developing Wythenshawe as a significant employment location in the North West, through the expansion of Manchester Airport, and increasing the attractiveness of existing industrial locations to help safeguard employment and encourage new investment.

Neighbourhood Regeneration – puts people and neighbourhoods at the centre of regeneration by focusing on housing, children, families and older people, health, and community safety.

Quality of Life – focuses on culture, parks and open spaces, and neighbourhood character. It recommends strengthening the cultural base of Wythenshawe through its people and facilities, building on Wythenshawe's heritage

Under section 10 of the SRF, "Business Development", policy BD3 states that the City Council will work with employers to ensure that Wythenshawe continues to be a preferred investment location.

Under Section 11, "Business Infrastructure", policy ED1 states that the City Council will support the continued growth of Wythenshawe as one of the UK's premier business locations, capable of attracting corporate end users on an international scale to the conurbation.

The Manchester Green and Blue Infrastructure Strategy (G&BIS) – The G&BIS sets out objectives for environmental improvements within the City in relation to key objectives for growth and development.

Building on the investment to date in the city's green infrastructure and the understanding of its importance in helping to create a successful city, the vision for green and blue infrastructure in Manchester over the next 10 years is:

By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

Four objectives have been established to enable the vision to be achieved:

1. Improve the quality and function of existing green and blue infrastructure, to maximise the benefits it delivers
2. Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth
3. Improve connectivity and accessibility to green and blue infrastructure within the city and beyond

4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.

Guide to Development in Manchester Supplementary Planning Guidance – Recognises the importance of an area 's character in setting the context for new development; New development should add to and enhance the area's distinct sense of place; Each new development should be designed having full regard to its context and the character of the area; Seeks to ensure high quality development through good and inclusive design; Buildings should front onto streets; Site boundaries and treatment should contribute to the street scene; There should be a clear definition between public and private space; The impact of car parking areas should be minimised; New developments will be expected to meet designing out crime principles; The impact of development on the global environment should be reduced.

The scale, position and external appearance of new buildings should respect their setting and relationship to adjacent buildings, enhance the street scene and consider their impact on the roof line and skyline. Buildings should recognise the common building line created by the front face of adjacent buildings.

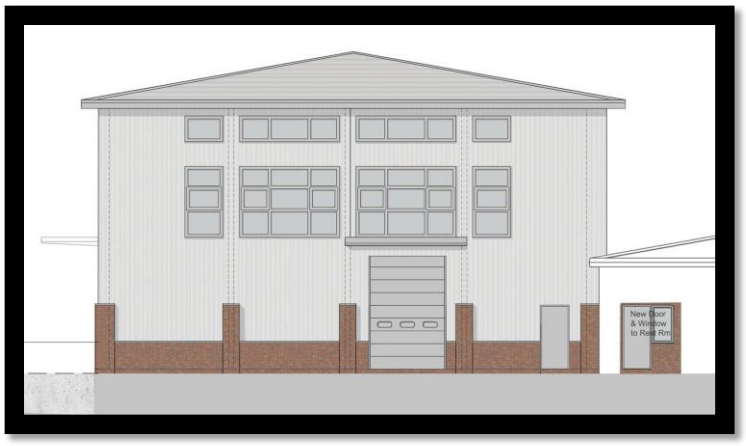
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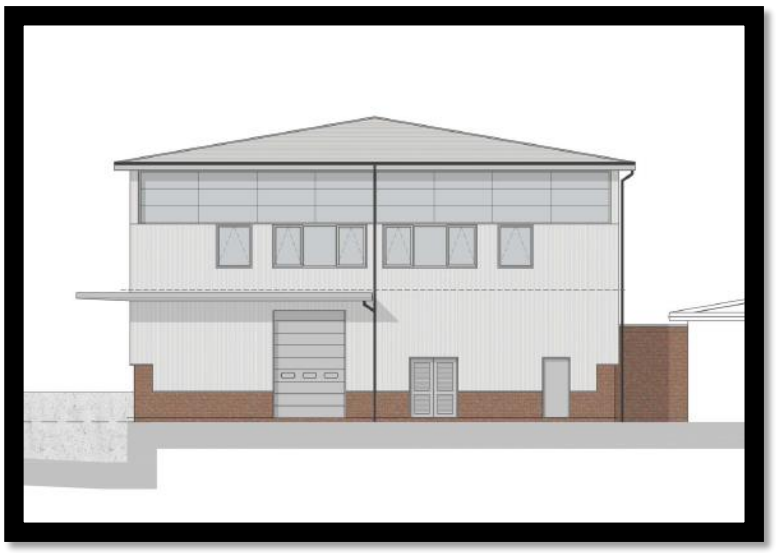
Principle of the Proposal – Hologic is one of the world leaders in developing and supplying diagnostic and surgical equipment designed to detect, diagnose and treat women's health conditions and its future expansion and presence on the site meets the objectives of the Core Strategy, which is supported by the Wythenshawe SRF.

The applicant already obtained planning permission to erect an extension at the side of the existing warehouse building to accommodate additional packaging and storage facilities and a vehicle loading bay on the ground floor, with ancillary office accommodation on a mezzanine level. The proposed amendments to the scheme are being introduced to enable the premises to continue manufacturing and packaging medical equipment whilst the extension is being constructed. Given this, there is no objections in principle to the proposed revisions. Notwithstanding this, the proposal's impact on existing levels of residential and visual amenity, as well as pedestrian and highway safety on the surrounding road, must be assessed.

Siting – The proposed extension would still line up with the front and rear elevations of the existing building and as a result be located 21 metres from Crewe Road and approximately 20-30 metres from the boundaries with nos. 271 and 271a Wythenshawe Road. The side elevation of the proposed extension would be located approximately 60 to 86 metres away from the boundary of the site with Wythenshawe Road. Given these distances and the fact the extension lines up with the existing frontage and rear elevation the siting of the proposed extension is considered acceptable.

Design and Scale – The rectangular extension would be constructed from trapezoidal composite cladding panels, grey in colour, on top of a band of external brickwork. Windows at the mezzanine level on the front and side elevations would provide light for the ancillary offices. The remaining high level windows have been removed over concerns about future maintenance. The window frames and loading bay doors would be in a contrasting grey colour to match the existing building and their location has been amended over that previously approved. These amendments are considered acceptable.. The originally approved front elevation and that now proposed are shown below.





The applicant's research and office facility (building A on page 1 of the report) is constructed from a mix of brick and cladding whilst the existing packaging/warehouse/office facility (building B) is constructed from brick with a cladding roof. The industrial building on the opposite side of Crewe Road is of brick construction. Given the design of the proposal and the use of similar types of materials that exist on the business park, the overall design of the extension is considered acceptable.

Though the proposed extension is taller than the existing building (11.3 metres at the ridge, compared to the 6.7 metres ridge height of the existing building) it is comparable in size to Hologic's office and research laboratories and the industrial unit on the southern side of Crewe Road. As a result, the scale of the proposed extension is considered acceptable.

Visual Amenity – It is not considered that the revised design and siting of the extension would have a detrimental impact upon the levels of visual amenity enjoyed by pedestrians walking along Wythenshawe Road, given that it would still be set back 60 to 86 metres from the pavement and not readily visible from behind the established hedge that runs along the boundary. The extension would be visible from Crewe Road but given that all of the industrial buildings within the Oaks Business Park are visible from Crewe Road this would not be unusual.

It is acknowledged that the proposal would have some impact upon the levels of visual amenity enjoyed by the residents of no. 271a Wythenshawe Road and several of the neighbouring dwellings primarily due to the differences in height between the existing and proposed buildings. However, it is considered this impact would be limited given the distances between them (32-37 metres) and the fact that the applicant is proposing to plant a landscaping buffer consisting of hedging and trees that would run along the common boundary. Once fully matured this landscaped buffer would limit and filter views of the development from the nearest residential properties.

To conclude, it is not considered that the proposal would have a detrimental impact upon the levels of visual amenity enjoyed within the vicinity of the site, due to the proposal's design, siting, the provision of a landscaped buffer and distances to neighbouring developments.

Landscaping Scheme – The applicant is still proposing to plant a landscaped buffer along the boundary of the site with nos. 271 and 271a Wythenshawe Road. This buffer would consist of a double staggered row of mixed hedging with thirteen semi-mature trees planted in front of it. The following trees are proposed:

2 x Field Maples
3 x Wild Service trees
3 x Hawthorns
2 x Whitebeam
2 x English Oak
1 x Lime

This is a significant uplift in tree planting on the site and responds to concerns raised by residents about visual impact.

The landscaping scheme is considered acceptable and a condition would be attached to any approval granted to ensure the scheme is implemented and retained in-situ.

Residential Amenity – The proposal's impact on existing levels of residential amenity has been assessed in respect of noise, privacy and overshadowing.

Noise – The current building consists of two elements connected by a short corridor. The western element, which the applicant is proposing to extend, is used for the packaging and storage of products before they are shipped to the third party warehouse facilities in Milton Keynes. The eastern element consists of ancillary office facilities. Though no hours restrictions were put in place for this site when originally approved in 1985 (ref. 025337) the applicant has stated that their hours of operation would be between 6.00am to 10.00pm.

The proposed extension would be used as a warehouse facility with ancillary office accommodation on a mezzanine level at the front of the building. Vehicles accessing the site would continue to do so from Crewe Road, with delivery vehicles accessing the loading bays via the proposed manoeuvring/hardsurfaced area at the side of the extension. The nearest loading bay in the side elevation, along with the vehicle manoeuvring area, would be located 54 metres away from the boundary with no. 271 Wythenshawe Road and approximately 67 metres away from no. 271a Wythenshawe Road.

Previously local residents had raised concerns about the noise impact from the proposal development, primarily in connection with the comings and goings of HGVs and general activity associated with the warehouse, and several residents had also raised concerns about any additional plant and equipment. As with the previous proposal, the applicant has confirmed that none would be installed as part of this application.

The applicant had previously submitted a background environmental noise survey at the site with the objective of identifying existing noise levels at a number of key sensitive locations in an effort to predict noise levels associated with the use of the proposed extension. The measurements included both continuous logging at a single position over a 24 hour period (adjoining no. 271a Wythenshawe Road) and spot measurements at four sensitive locations around the perimeter of the proposal (1 – the Wythenshawe Road boundary, 2 – the boundary with no. 271a Wythenshawe Road, 3 – the boundary of the site close to the fishing pond and 4 – Crewe Road).

At positions 1, 2 and 4 the spot measurements indicated that road traffic noise and the large V-chillers associated with the existing building are the main contributors to the noise level. At position 3, the spot measurements indicated that the current noise levels are impacted by the existing equipment located at the rear of the building.

The noise survey has indicated three possible locations which could be impacted on due to activity associated with the loading bay.

- no. 87 Warmley Road (property 1), which is located on the opposite side of Wythenshawe Road,
- no. 271a Wythenshawe Road (property 2) and
- the fishing pond located in the wooded area to the east.

The survey concludes that the impact would be minimal on property 1 and the fishing pond. Given the proximity of property 2 it is recognised that the loading bay activities may cause some adverse effects. However, this would be minimised through the following measures:

- The inclusion of additional screening and absorptive cladding in the design of the building
- When lorries are parked their engines should be switched off
- Refrigeration units on vehicles should be run on electric hook-up
- “White noise” reversing beepers should be installed on trucks and forklifts that are used on site.

To ensure that appropriate insulation measures such as these are incorporated into the scheme the applicant would be required to undertake further surveys to verify that the acoustic scheme has worked successfully. The applicant would also be required by a separate condition to submit a noise management scheme to ensure that the activities associated with the loading bay do not impact upon local residents. The revised siting of the extension will not have a detrimental impact on residential amenity in respect of noise and this has been recognised by Environmental Health colleagues.

Privacy – The high level windows in the side and rear elevations have been removed, accordingly it is not considered that the proposal would lead to overlooking. The re-arrangement of the windows on the front elevation will not impact residents as they face away from them

Overshadowing – The applicant previously prepared a Sun Path Analysis (shown overleaf) to demonstrate the likely impact of the previous proposal on the nearest residential properties, in particular no. 271a Wythenshawe Road. The computer simulation provided nine findings, three each for the months of January, May and October at 9am, 12pm and 5pm respectively. The analysis showed that the rear elevation of no. 271a Wythenshawe Road would be subjected to a modest degree of overshadowing around midday in January, i.e. in the winter months. Given this, it is not considered that the proposal would lead to a significant amount of overshadowing so as to warrant refusal.

With the introduction of the recommended conditions and the fact that the proposal would not lead to overlooking or overshadowing, it is not considered that the development would have an unduly detrimental impact upon the existing levels of residential amenity enjoyed in the vicinity of the site.

Pedestrian and Highway Safety – The applicant's transport statement states that the proposal would generate up to six HGV arrival and departure trips each day, Monday to Friday, in line with the operations that are being transferred from the existing rented warehouse in Milton Keynes, and that these vehicle movements are generally spread across the day and not concentrated in the busiest morning and evening peak periods. As stated previously, HGVs would still access the site via Crewe Road, then drive to the proposed manoeuvring area before accessing one of the four loading bays located in the extension.

In terms of predicted staff changes, it is expected that the warehouse extension could result in up to 25 new staff being employed on the site. It is understood that around nine of these new staff members would work the standard hours of 9am to 5pm, with the remaining operating on shift patterns dependant on business needs but usually between 7am and 8pm.

Given the additional vehicular trips associated with the proposed development, it is not considered that the proposal would increase traffic movements to and from the site to such a degree so as to prove detrimental to the existing levels of pedestrian and highway safety enjoyed along Crewe Road and the surrounding highway network.

Highway Services have reviewed the submitted information and have confirmed that any additional trips can be accommodated on the highway network and any increased parking demands can be satisfied within the site.

Car Spaces – The number of car parking spaces within the site would not change. Highway Services have confirmed that the current provision of 51 spaces (inclusive of two disabled parking spaces) would be sufficient to cater for the additional staff.

Cycle Parking – Though no new cycle storage spaces are proposed it should be noted that five exist within the curtilage of the site and that this provides storage space of ten cycles. In addition, shower facilities are already in existence within the building.

Disabled Access – The existing and proposed building (apart from the office at mezzanine level) would be accessible.

Air Quality and Climate Change – During the construction phase of the development there is the potential for air quality impacts as a result of the building process. Assuming dust control or other measures are implemented as part of the proposed works, the significance of potential air quality impacts from dust generated by earthworks, construction and trackout activities is predicted to be negligible. It is considered that the imposition of a Construction Management Condition would ensure that appropriate dust management measures are implemented during the construction phase.

It its recognised that during the operational phase of the development there is the potential for air quality impacts as a result of vehicle exhaust emissions associated with traffic generated by the proposal, i.e. the comings and goings of the delivery vehicles. However, given the likely number of vehicle movements, the overall significance of potential impacts is considered to be low.

Furthermore, as has been discussed in the "Principle of the Proposal" paragraph above, it is recognised that the proposed warehousing facility would negate the need for the applicant to transport goods to a warehouse in Milton Keynes, before the very same goods are then returned to customers in the north of the country. This reduction in HGV movements would assist in improving air quality at a local and national level.

As a result of the above findings it is considered that the proposal would not have a detrimental impact upon the air quality levels experienced throughout the site and within the vicinity of it.

Waste Management – Given the nature of their business, Hologic's waste and recycling processes are stringently controlled. Their waste and recycling consists of the following:

- 3 x general waste bins at 9.1m³
- 2 x dry mixing recycling bins at 9.1m³
- 9 x 1100L recycling bins for cardboard
- A dedicated medical and hazardous waste stream, which is provided by two different companies. The waste is carefully managed under various regulations, and is used when needed.

As these arrangements would remain unaltered no objections or concerns have been raised by Environmental Health.

Drainage – In line with the comments of the Flood Risk Management Team, appropriately worded conditions designed to prevent flooding and contamination would be attached to any approval granted.

Crime and Safety – Given the nature of the applicant's business there are already robust security measures in place at the site. This proposal would not compromise those measures.

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 polices 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 seek solutions to problems arising in relation to dealing with the planning application. No such problems have arisen on this 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 the original planning permission (125299/FO/2019) approved on 14 February 2020.

Reason - Required to be imposed pursuant to Section 92 of the Town and Country Planning Act 1990.

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

a) Drawing no. 1108 Design and Access Statement_Rev C, stamped as received on 8 April 2020.
b) Drawing no. 1108_A_DR_000 Location Plan _Rev A, stamped as received on 8 April 2020.
c) Drawing no. 1108_A_DR_007 Approved Site Plan, stamped as received on 8 April 2020.
d) Drawing no. 1108_A_DR_008 Proposed S73Site Plan _Rev A, stamped as received on 8 April 2020.
e) Drawing no. 1108_A_DR_009 Approved Floor Plan, stamped as received on 8 April 2020.
f) Drawing no. 1108_A_DR_010 Approved Elevations, stamped as received on 8 April 2020.
g) Drawing no. 1108_A_DR_011 Approved First Floor Plan, stamped as received on 8 April 2020.
h) Drawing no. 1108_A_DR_012 Proposed Floor Plan_S73, stamped as received on 8 April 2020.
i) Drawing no. 1108_A_DR_013 Proposed First Floor PlanS73, stamped as received on 8 April 2020.
j) Drawing no. 1108_A_DR_014 Proposed Elevations, stamped as received on 8 April 2020.
k) Drawing no. 774100 Landscaping Scheme, stamped as received on 18th December 2019

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

3) Above-ground construction works shall not commence until samples and specifications of all materials, including window frames, 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) The development hereby approved shall not operate outside the following hours:-

a) 0600hrs to 2200hrs

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Manchester Core Strategy.

5) The building shall be 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. The scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site. The approved scheme shall be completed before the development becomes operational.

Upon completion of the development a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that the noise criteria has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

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.

6) Prior to the development hereby approved becoming operational, a noise management strategy in relation to the use of the loading bays and vehicle manoeuvring shall be submitted to and be approved by the City Council as local planning authority. The approved management strategy shall than be implemented and remain in-situ while the development is in use.

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.

7) Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) 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 ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to Policy DM1 in the Manchester Core Strategy.

8) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority.

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development in each phase is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to Policy DM1 in the Manchester Core Strategy.

9) The landscaping scheme approved by the City Council as local planning authority shown on drawing no. 774100, stamped as received on 18th December 2019, shall be implemented not later than 12 months from the date of commencement of 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) No development shall take place until surface water drainage works, designed in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards, have been submitted to and approved in writing by the Local Planning Authority.

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 local policies EN08 and EN14 of the Manchester Core Strategy.

11) 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:

- Verification report providing photographic evidence of construction as per design drawings;
- As built construction drawings if different from design construction drawings;
- Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Reason: To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development, pursuant to national policies within the NPPF and NPPG and local policies EN08 and EN14 of the Manchester Core Strategy.

12) Prior to the commencement of development a Construction Management Plan shall be submitted to and approved by the Council. The Construction Management Plan shall contain the following:

- Details of Wheel Washing;
- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Routing strategy and swept path analysis;
- Parking of construction vehicles and staff;
- Hours of working

The development shall be carried out in accordance with approved details.

Reason - To safeguard the amenities of the occupiers of nearby residential and commercial properties during the construction/demolition phase, pursuant to Policy DM1 in the Manchester Core Strategy.

13) The development hereby approved shall in full accordance with the measures as set out within the Design and Access Statement Revision C (JDA Architects) stamped as received by the City Council as local planning authority on 8 April 2020, 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 Core Strategy for the City of Manchester and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

Informatives

1) Informative for condition no. 10 - In order to avoid/discharge the above drainage condition the following additional information has to be provided:

o Maximise use of green SuDS solution;

o 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;

o 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 with the aim of achieving greenfield runoff rates, where feasible;

o Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for climate change in any part of a building;

o Hydraulic calculation of the existing and proposed drainage system;

o Construction details of flow control and SuDS elements.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management
South Neighbourhood Team
United Utilities Water PLC
Greater Manchester Police
77 Warmley Road, Manchester, M23 9DH
265 Wythenshawe Road, Manchester, M23 9DE
317 Wythenshawe Road, Manchester, M23 9BB
315 Wythenshawe Road, Manchester, M23 9BB
311 Wythenshawe Road, Manchester, M23 9BB
309 Wythenshawe Road, Manchester, M23 9BB
305 Wythenshawe Road, Manchester, M23 9BB
303 Wythenshawe Road, Manchester, M23 9BB
299 Wythenshawe Road, Manchester, M23 9BB
297 Wythenshawe Road, Manchester, M23 9BB
Block A, The Oaks Business Park, Crewe Road, Manchester, M23 9BE
Ultra Electronic Airport Systems Heron House, The Oaks Business Centre, Crewe Road, Manchester, M23 9SS
Ground Floor Block B, The Oaks Business Park, Crewe Road, Manchester, M23 9BE
V G Tritech, Crewe Road, Manchester, M23 9BE
422 Wythenshawe Road, Manchester, M23 9DD
424 Wythenshawe Road, Manchester, M23 9DD
426 Wythenshawe Road, Manchester, M23 9DD
428 Wythenshawe Road, Manchester, M23 9DD
Mancos Holdings Ltd, Crewe Road, Manchester, M23 9BE
271A Wythenshawe Road, Manchester, M23 9DE
269 Wythenshawe Road, Manchester, M23 9DE
2 Tunshill Road, Manchester, M23 9QB

271 Wythenshawe Road, Manchester, M23 9DE
267 Wythenshawe Road, Manchester, M23 9DE
Heron House, The Oaks Business Park, Crewe Road, Manchester, M23 9HZ
3 The Oaks Business Park, Crewe Road, Manchester, M23 9JE
Waterside Court, Crewe Road, Manchester, M23 9BE
Suite E First Floor, Waterside Court, Crewe Road, Manchester, M23 9BE
Suite F First Floor, Waterside Court, Crewe Road, Manchester, M23 9BE
Ground Floor And First Floor, Waterside Court, Crewe Road, Manchester, M23 9BE
Ground Floor Rear, Waterside Court, Crewe Road, Manchester, M23 9BE
Vacant Part First Floor, Waterside Court, Crewe Road, Manchester, M23 9BE
Acuma Solutions Suite B And C Gnd Floor, Waterside Court, Crewe Road, Manchester, M23 9BE
First Floor, Waterside Court, Crewe Road, Manchester, M23 9BE
Ground Floor Suite A, Waterside Court, Crewe Road, Manchester, M23 9BE
1 Tunshill Road, Manchester, M23 9QB
263 Wythenshawe Road, Manchester, M23 9DE
85 Warmley Road, Manchester, M23 9DH
79 Warmley Road, Manchester, M23 9DH
313 Wythenshawe Road, Manchester, M23 9BB
307 Wythenshawe Road, Manchester, M23 9BB
301 Wythenshawe Road, Manchester, M23 9BB
295 Wythenshawe Road, Manchester, M23 9BB
7 Tunshill Road, Manchester, M23 9QB
5 Tunshill Road, Manchester, M23 9QB
3 Tunshill Road, Manchester, M23 9QB
261 Wythenshawe Road, Manchester, M23 9DE
9 Stubbins Close, Manchester, M23 9QD
15 Stubbins Close, Manchester, M23 9QD
13 Stubbins Close, Manchester, M23 9QD
11 Stubbins Close, Manchester, M23 9QD
87 Warmley Road, Manchester, M23 9DH
83 Warmley Road, Manchester, M23 9DH
81 Warmley Road, Manchester, M23 9DH

Appendix 2 – Planning constraints

Article 4 Direction - Wythenshawe PD Restriction - Class B1(c) To C3
Article 4 Direction - Wythenshawe PD Restriction - Class B1(a) To C3
Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Area Team Boundary - Name: SOUTH