

Planning

Growth & Development

Delegated officer report for planning application

Application no. 141662/FO/2024

Date registered valid: 3 December 2024

Proposal: Erection of a 9-storey hotel with associated loading bay and landscaping.

Address: Plot H5 , Land At Chicago Avenue To The North Of The Voyager Office Building And South Of The Tribe Hotel, Manchester Airport, Manchester, M90 3RA

Ward(s): Woodhouse Park Ward

Applicant: Mr Andrew Thompson Airport City Limited Partnership

Agent (if any): Mr Andrew Thompson Manchester Airport Group

Case officer: Robert Griffin
Tel: 0161 234 4527
Email: robert.griffin@manchester.gov.uk

Recommendation: APPROVE

Date of recommendation: 20.02.2025

Application details

Type of application: Full Application Consent

Development type: Major Other

Date of site visit: 03.01.2025

Standard consultations:

Printed: 6 December 2024 Expired: 29 December 2024

Neighbour notifications

Printed: 6 December 2024 Expired: 29 December 2024

Site notice

Posted: 3 January 2025 Expired: 24 January 2025

Press advert

Published: 10 December 2024 Expired: 24 December 2024

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of area

The site forms part of the wider Manchester Airport campus to the east of Terminal 2 which lies approximately 250 metres from the site. To the immediate north of the site is a recently completed 9 storeys hotel (Tribe) to the south is the Voyager office building (8 storeys) and the airport ground transport interchange (train and tram and coach station) is to the south east immediately adjacent to the 4M office building (8 storeys) which houses the coach station at ground floor. The site is within the Airport operation area, identified as the Manchester Airport Strategic Site in the Core Strategy and within the Greater Manchester Airport City Enterprise Zone.

The Tribe hotel has recently been completed and comprises external landscaped areas to its south with the connecting bridge over the M56 to its west joining this part of Airport City with the area identified for employment uses to the north. Prior to this development commencing it is understood that the application site formed airport car parking areas and is currently temporarily being used for coach and taxi drop off area prior to it being brought forward for the development proposed in this application submission.

Description of development

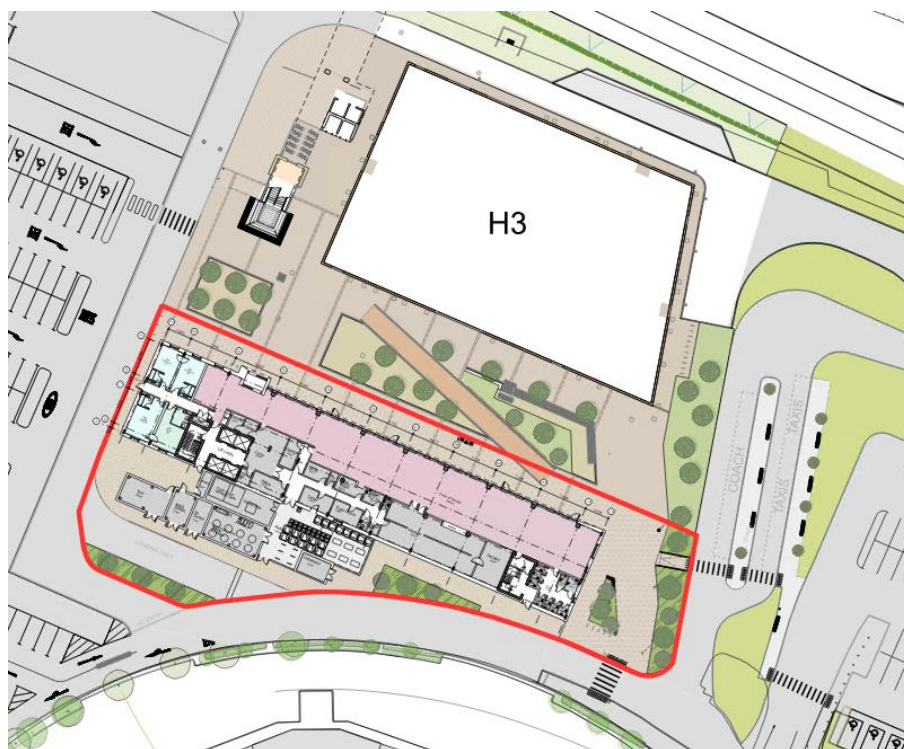
The application proposals seek permission for the redevelopment of the application site for a hotel development of 9 storeys in height comprising 276 bedroom spaces with associated ground floor reception areas, food and beverage facilities for hotel guests.

Each floor of the hotel would include accessible rooms for guests including one on the ground floor (14 in total). External landscaped areas are proposed to connect and continue the finishes and principles of the recently completed works associated with the adjacent hotel to facilitate pedestrian movements from the airport and the nearby ground transport interchange.

No car parking provision is to be proposed as part of the development although the application documents indicate customers, as well as having access to the adjacent transport interchange would have access to the airports broad range of car parking spaces. Staff would have access to the airports staff car parks (5,500 capacity and 100 accessible spaces).

In addition, the airport have recently notified the Council of the intention to undertake works under their permitted development rights to form a new coach and taxi-drop off facility. These works lie outside of the application site subject of this application.

Serving and delivery vehicles would utilise a dedicated off-street loading bay located immediately to the south of the hotel within the site.



Proposed site layout showing relationship to the completed hotel to the north (H3) and taxi drop off area to the east

Planning History

125848/FO/2020 – Plot H3 – Hotel development, 9 storeys (412 bedrooms) - approved.
105121/FO/2014/S2 – Plots G1/G2 – 8 storeys (350 bedrooms) - approved
119802/FO/2018 – Plot P1 -2 no. 7 storey hotels (262 and 280 bedrooms) - approved

Consultations & Notification Responses

A site notice as posted, an advertisement was placed in the Manchester Evening News and letters to neighbouring properties were sent. No responses to these were received.

MCC Highways – Have confirmed following the provision of additional comments from the applicant that the proposals do not raise concerns from a highway or pedestrian safety point of view or highways network concerns.

The site is in a highly accessible location given its adjacency to the Ground Transport Interchange which is linked directly to the airports terminals. Direct pedestrian access to the GTI is facilitated by a zebra-crossing style provision on the access road to the hotel which is already in place.

Additional cycle parking provision is now included within the development to align with the Core Strategy comprising a mix of external and covered and secured cycle parking provision which is acceptable.

Conditions are recommended with regards to construction management and travel plan for the development.

Highways England – Raise no objection to the proposals.

Transport for Greater Manchester (Metrolink) – They confirm that Transport for Greater Manchester (TfGM) currently holds existing statutory powers, contained within the “Greater Manchester (Light Rapid Transit System) (Airport Extension) Order 1997” to construct, operate and maintain a Metrolink route. The Airport Order identifies the limits of deviation for the potential route extension. They are aware that the red line boundary of the proposed development is very close to the boundary of the Limits of Deviation identified by the Airport Order. While there appears to be no direct overlap they are keen to ensure there is nothing within the development proposals which precludes the reasonable achievement of TfGMs existing powers. They request that a condition be attached to any approval to ensure that no development, including excavation or piling works shall take place until a Construction Management Plan is provided and approved in writing by Manchester City Council. They also request that no development takes place until any potential electrical interference and noise and vibration has been provided by the developer and whether any elements of the development could be sensitive to noise and vibration from the operational tramway.

Aerodrome Safeguarding Officer Manchester Airport – Recommend conditions relating to AOD levels for the building and any construction equipment; ensure lighting is capped at the horizontal; and, that the approved Bird Hazard Management Plan is incorporated into the development and operation of the development. Informatives relating to construction dust and crane information are also recommended.

MCC Environmental Health – Raise no objections to the proposals but recommend conditions relating to: Construction Management, that the approved ventilation and extraction system is installed and verified, delivery hours, external plant scheme in accordance with the submitted NIA, approve the submitted waste management strategy, and a contaminated land condition.

MCC Flood Risk Management – Recommend the attaching of a surface water drainage scheme condition to any approval together with a maintenance and management plan.

United Utilities – Recommend a surface water drainage condition be attached to any approval.

Greater Manchester Ecology Unit- Are satisfied that the development site has negligible value for wildlife consisting of developed land that has until recently been used as a contractors compound and prior to that as a car park. No further information or measures are required. It is agreed that the development is exempt from BNG under the de minimis rule. GMEU are

satisfied that section 180 of the NPPF is met, it is recommended that the soft landscaping scheme be conditioned to any approval.

GMP Secured by Design – Recommend that the hotel is built to secure by design standards.

MCC Work and Skills – Recommend conditions be attached to any approval for both the construction and operational phase to be subject to local labour agreements.

Policy

Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that decisions should be made in accordance with the Development Plan unless material considerations indicate otherwise.

The relevant adopted Development Plan Documents ('DPD') for the area include:

- Places for Everyone ('PfE') Joint Development Plan Document (2024)
- Manchester Core Strategy 2012-2027 (2012)
- Saved Policies of the Manchester Unitary Development Plan ('UDP') (1995)

The site is located within the Wythenshawe area in relation to employment development (policy EC10 of the Core Strategy) and is also allocated within the Manchester Airport Strategic Site (policy MA1) and also under the PfE for future development under Airport City North.

Places for Everyone (March 2024) - Places for Everyone (PfE) Joint Development Plan Document has been produced by nine Greater Manchester districts (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford, and Wigan for jobs, new homes, and sustainable growth. It has been published by the Greater Manchester Combined Authority (GMCA) on behalf of the nine districts. The Places for Everyone Plan took effect and became part of the statutory development plan for each of the nine PfE authorities on March 21, 2024. The following PfE policies are relevant to the proposal:

Policy JP-Strat9: Southern Areas

Policy JP-Strat10: Manchester Airport

Policy JP-S2 Carbon and Energy

Policy JP-S6 Clean Air

Policy JP-G6 Urban Green Spaces

Policy JP-G9 A Net Enhancement of Biodiversity and Geodiversity

Policy JP-G2 Digital Connectivity

Policy JP-C4 Streets for All

Policy JP-C5 Walking and Cycling

Policy JP-C7 Transport Requirements for New Development

Manchester Core Strategy (2012) The Core Strategy 2012 - 2027 was adopted on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy 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. The following policies are relevant to the proposal:

Policy SP 1 Spatial Principles

Policy EC1 Employment and Economic Growth in Manchester

Policy CC 4 Visitors - Tourism, Culture and Leisure

Policy EN 1 Design Principles and Strategic Character Areas

Policy EN 2 Tall Buildings

Policy EN3 Heritage
Policy EN4 Reducing CO2 Emissions
Policy EN6 Target Framework for CO2 reductions
Policy EN8 Adaptation to climate change
Policy C9 Out of Centre development
EN14 Flood Risk
EN15 Biodiversity and Geological Conservation
EN16 Air Quality
EN17 Water Quality
EN18 Contaminated Land
Policy EN19 Waste
Policy EC 10 Wythenshawe
Policy MA1 Manchester Airport Strategic Site
Policy DM1 Development Management
Policy DM2 Aerodrome Safeguarding Zone

Saved Policies of the Manchester Unitary Development Plan ('UDP') (1995) The Unitary Development Plan for the City of Manchester (the UDP) was adopted by the Council on 21 July 1995 as the statutory document which set out guidelines for all development in Manchester and provided a framework from which to base decisions about planning applications. The following extant policies are relevant to the proposal:

Policy EW8 Economic Development (East Wythenshawe)
Policy DC26 Noise

National Planning Policy Framework ('NPPF') (2024)

The revised National Planning Policy Framework ("NPPF") was published in December 2024. The NPPF sets out the Government's planning policies and guidance and how this is to be applied. The NPPF is a material consideration in the determination of planning applications.

Paragraphs 11, 39, 85, 123, 131, and 135 are considered of relevance.

Issues

Principle of Development - The site is located within the Manchester Airport Strategic Site where commercial developments associated with the airport including hotels is identified as acceptable. As such the principle for the development of a hotel in this location is considered to be in accordance with the strategic allocations within the Core Strategy and Places for Everyone development plan document. The proposed use is complementary to the functioning of the airport and will add choice and value for visitors to Manchester Airport. The use accords with Core Strategy Policy EC 10 Wythenshawe and PfE Policy JP-Strat10: Manchester Airport. However, further consideration of the highway, aviation safety and visual amenity impacts are required.



Aerial view of the sites context

Regeneration Benefit - The proposed hotel would create jobs through both its construction and operational phases which would be available for local people to be secured via an appropriately worded local labour agreement condition. The redevelopment of the site would contribute positively to the location of the site and a hotel use is considered to complement the mix of uses in the area.

Visual amenity - The proposals are considered to represent an acceptable built form on the site, surrounding buildings are of a similar height and scale with a mixture of contemporary façade finishes widely evident across the airport campus which would contribute to the surrounding area and the locations adjacency to the transport hub. The simple rectangular form of the building together with the limited palette and colour of materials will assist in providing a neutral impact given its location between the Tribe Hotel building to the north and Voyager office building to the south.



CGI visualisation of the building as viewed from the central landscaped area

Residential Amenity – The application is supported by an acoustic assessment which has been fully assessed, no objections have been raised by the Council's Environmental Health team in relation to noise impacts from the development.

The proposals are not considered to give rise to unacceptable impacts on the nearest residential properties which are located some distance (480 metres) to the north-east separated by a major motorway spur road and other road infrastructure. A condition has been recommended by the Council's Environmental Health team with respect of delivery and servicing hours but given the sites location within the demise of a major airport and associated comings and goings of vehicles, aircraft and other activities associated with the use of the airport such a condition is considered unnecessary and unreasonable in this instance.

Highways- The site is located within an area with a GMAL level of 7 which is the second highest in relation to accessibility by public transport. The site is adjacent the ground transport interchange and is accessible by bus, train and tram services that connect to local, regional and national destinations. Given the constrained application site, no car parking provision is provided within the development. The application documents indicate that there is significant car parking provision within the Airport estate for visitors and there are some more limited spaces for staff on the wider estate. It is considered that given the highly accessible location the proposals would not give rise to unacceptable impacts on the highway network.

The applicant has provided further information with regards to the tracking of service vehicles and pedestrian crossing provision to the site. These have been considered acceptable, and no highway or pedestrian safety concerns have been raised. Suitably worded conditions are proposed to ensure the implementation of the cycle parking at the site and the production of a travel plan.

Accessibility – The proposals incorporate 14 accessible guest rooms (5% of all rooms) across all floors with lift access to all floors provided. The accessible rooms are in close proximity to the primary core lifts for ease of access. A further pair of interconnected rooms are provided on typical floors to allow for residents who may need care with access through the night. All main entrances within the development comply fully with DFA2. Along with the internal arrangements an approach to inclusive design for the landscaping proposals around and to the building has also been undertaken including use of ramps at appropriate gradients.

Landscaping – The proposals incorporate a soft and hard works landscaping scheme. Given the relatively constrained site area and that the main landscaping was delivered as part of the Tribe Hotel to the north, there are limited areas for soft landscaping, however the proposals do incorporate provision of 14 no. trees to be planted and shrub planting in the limited other areas. This together with the hard landscaping is considered to be acceptable subject to conditions for the implementation as part of the development.

Sustainability – Sustainability and energy reports have been prepared to support the proposals and set out the approach undertaken. These confirm that the building would contain:

- High performance building fabric,
- High efficiency space heating system;
- Low-energy demand lighting system;
- Heat recovery on mechanical ventilation systems;
- Roof mounted Photovoltaic arrays;
- High efficiency air source heat pump technology

This strategy maximises energy efficiency, reduces consumption and harnesses the benefits from renewable technologies and resources.

Aerodrome Safeguarding – The application is supported by a Glint and Glare Assessment, and Bird Hazard Management Plan (BHMP).

No objections have been received from the aerodrome safeguarding officer to the application proposals, but recommendations have been made with respect of conditions to be attached to any approval. These include: the approved BHMP being completed and operated as part of the development; heights of buildings and construction equipment being set at appropriate heights and an informative relating to dust management.

Air Quality - An Air Quality Assessment has been prepared to accompany the planning application which has been fully assessed. This concludes that through good site practice and the implementation of the recommended, appropriate mitigation measures, the effects of dust associated with the construction phase of the proposed development would not be significant. Based on the review of traffic data associated with the scheme, and following the baseline air quality assessment, the operational impact of the proposed development is deemed to be not significant.

Ecology - The application is supported by a Technical Ecology Report that confirms the site is comprised entirely of hardstanding associated with car parking. The proposals are unlikely to result in any adverse impact on statutory or non-statutory designated sites and would not result in impacts on any habitats. As a result of the sites composition, it is exempt from the statutory requirement with respect of 10% biodiversity net gain and this exemption has been confirmed by the Councils specialist ecology advisors. The proposed landscaping scheme is considered to be acceptable and would be subject to a condition for implementation.

Drainage - The site is located within flood zone 1 and is supported by a Drainage Strategy which has been assessed by the Council's Flood Risk Management Team. The strategy is to restrict surface water run off rates to pre-development levels with a betterment applied to the existing Manchester Airport surface water drainage system with below ground attenuation. The strategy outlines that the approved Tribe hotel to the north together with the application site would share the surface water scheme which has been approved for the Tribe Hotel but with an increase in attenuation due to an increase in drained area to be served by the scheme. A suitably worded condition is proposed for a final designed scheme to be submitted and approved prior to its installation.

Other Legislative Requirements

Equality Act 2010

Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

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

The application has been determined in a positive and proactive manner, in this instance consultee responses have been provided to the applicant and responses to those queries provided, suitably worded conditions are proposed to be attached to any decision.

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:

H5PI-5PA-00-00-DR-A-021200 Rev P09 - Proposed Site Plan - Ground Floor
H5PI-5PA-PI-00-DR-A-022200 Rev P09 - Ground Level - Proposed General Arrangement Plan
H5PI-5PA-PI-01-DR-A-022201 Rev P06 Level 01 - Proposed General Arrangement Plan
H5PI-5PA-PI-02-DR-A-022202 Rev P04 Level 02 - Proposed General Arrangement Plan
H5PI-5PA-PI-03-DR-A-022203 Rev P04 Level 03 - Proposed General Arrangement Plan
H5PI-5PA-PI-04-DR-A-022204 Rev P04 Level 04 - Proposed General Arrangement Plan
H5PI-5PA-PI-05-DR-A-022205 Rev P04 Level 05 - Proposed General Arrangement Plan
H5PI-5PA-PI-06-DR-A-022206 Rev P04 Level 06 - Proposed General Arrangement Plan
H5PI-5PA-PI-07-DR-A-022207 Rev P04 Level 07 - Proposed General Arrangement Plan
H5PI-5PA-PI-08-DR-A-022208 Rev P04 Level 08 - Proposed General Arrangement Plan
H5PI-5PA-PI-RF-DR-A-022209 Rev P05 Level 09 - Proposed General Arrangement Plan
H5PI-5PA-PI-ZZ-DR-A-052201 Rev P06 North Elevation - Proposed General Arrangement Elevations
H5PI-5PA-PI-ZZ-DR-A-052202 Rev P06 South Elevation - Proposed General Arrangement Elevations
H5PI-5PA-PI-ZZ-DR-A-052203 Rev P06 East & West Elevations - Proposed General Arrangement Elevations
H5PI-5PA-PI-ZZ-DR-A-042200 Rev P06 Section AA - General Arrangement Short Section
H5PI-PLA-EX-XX-DR-L-04000 Rev P05 External Works Furniture Plan
H5PI-5PA-PI-ZZ-DR-A-054200 Rev P03 Proposed typical bay - Typical window and parapet detail
H5PI-5PA-PI-ZZ-DR-A-054201 Rev P03 Proposed typical bay - Base detail
H5PI-5PA-PI-ZZ-DR-A-054202 Rev P04 Proposed typical bay - Core/Gable End & Back of house areas
H5PI-PLA-EX-XX-DR-L-02001 Rev P02 Planting Palette
H5PI-PLA-EX-XX-DR-L-00004 Rev P06 Landscape General Arrangement Plan

H5PI-PLA-EX-XX-DR-L-01000 Rev P05 Hardworks General Arrangement Plan
H5PI-PLA-EX-XX-DR-L-02000 Rev P05 Softworks General Arrangement
H5PI-PLA-EX-XX-DR-L-03000 Rev P05 Site Levels General Arrangement
HP5I-CPW-EX-XX-DR-E-63004 Rev P01 External Lighting Philosophy
H5PI-PLA-EX-XX-DR-L-03001 Rev P03 Illustrative Sections

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) Prior to the commencement of demolition/development, a construction management plan outlining working practices during development shall be submitted to and approved in writing by the City Council as Local Planning Authority, which for the avoidance of doubt should include:

- Commentary on types and frequency of vehicular demands together with evidence (including swept path assessment) of satisfactory routeing within the site and on the adjacent highway;
- Measures to control noise and vibrations;
- Details of separation distances between any sub surface structures (ie retaining walls and piled foundations) and any below ground structures associated with the Metrolink route extension;
- Identify measures to control dust and mud, including on the surrounding public highway including details of how the wheels of contractor's vehicles are to be cleaned during the construction period;
- Compound locations;
- Details of the location and arrangements for contractor parking;
- Detail of an emergency contact telephone number to be displayed at the site;
- Loading and unloading of plant and materials;
- Storage of plant and materials;
- Construction methods to be used; including the heights of any cranes, if intended to be used;
- Site working hours;

The development shall only be carried out in accordance with the approved construction management plan.

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

Reason - To ensure safe methods of working to meet the safety requirements of working above and adjacent to the Metrolink system and for reasons of flight safety to ensure adequate separation between aircraft and ground based structures pursuant to policies SP1, EN19 , DM1 and DM2 of the Manchester Core Strategy.

4) a) Prior to the commencement of the development, details of a Local Benefit Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction of the development, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction of the development.

In this condition a Local Benefit Proposal means a document which includes:

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

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

Reason - The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy (2012).

5) a) Prior to the first use of the development hereby approved, a Local Labour Proposal Framework that outlines the approach to local recruitment for the end user, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the occupation of the development.

In this condition a Local Labour Proposal means a document which includes:

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

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

Reason - The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy (2012)

6) a) Prior to the commencement of development, 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. The development shall then be carried out in accordance with the approved Site Investigation Report and/or Remediation Strategy.

b) Prior to the first use of the development, a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority, to validate that the development conforms with the approved Site Investigation Report and/or Remediation Strategy.

c) In the event of any non-conformity with the approved Site Investigation Report and/or Remediation Strategy, then any further measures that are required to remediate the land shall be carried out. Any required measures/remediation and validation shall continue until conformity

has been achieved and agreed in writing by the City Council as local planning authority, prior to first use/occupation of the development.

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 policies DM1 and EN18 of the Core Strategy.

7) 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 after development commences, 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 is submitted to and approved in writing by the City Council as local planning authority. The development shall then be carried out in accordance with these details, together with any previously approved 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 policies DM1 and EN18 of the Core Strategy.

8) Prior to the installation of any surface water drainage scheme at the site, full details of a surface water drainage scheme designed in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards, shall be submitted to and approved in writing by the City Council, as local planning authority.

The development shall be constructed and completed in accordance with the approved details prior to the first use of the development.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN08 and EN14

9) Prior to the first occupation of the development hereby approved details of the implementation of the surface water drainage scheme, as approved by Condition 8 together with the maintenance and management regime for the approved scheme shall be submitted for approval in writing by the City Council, as local planning authority. Those details shall include:

- Verification report providing photographic evidence of constructed flow control and SuDs components as per design drawings approved as part of Condition 8.
- Provide As Built construction drawings or confirm that they align with the original 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.

The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details.

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.

10) Above-ground construction works shall not commence until samples and specifications of all materials to be used in the external elevations and the hard landscaping around the buildings as

detailed on the approved drawings have been submitted to and approved in writing by the City Council as local planning authority.

The submitted details shall include:

- Baseline samples and specifications of all materials to be used on all external elevations including sample panels;
- Drawings of jointing and fixing details between all component materials and any component panels, details of any external ventilation requirements, details of the drips to be used to prevent staining and details of the glazing and frames;
- A strategy for quality control management.

Thereafter the development shall be carried out in accordance with the agreed 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 Core Strategy.

11) The hard and soft landscaping scheme approved by the City Council as local planning authority shown on drawing references: H5PI-PLA-EX-XX-DR-L-00004 Rev P06, H5PI-PLA-EX-XX-DR-L-01000 Rev P05, H5PI-PLA-EX-XX-DR-L-02000 Rev P05 ,H5PI-PLA-EX-XX-DR-L-04000 Rev P05 , H5PI-PLA-EX-XX-DR-L-02001 Rev P02, and H5PI-PLA-EX-XX-DR-L-03000 Rev P05 shall be implemented not later than 3 months from the date of first use of the hereby approved development. 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 Core Strategy.

12) Evidence that the hereby approved development has a secure by design accreditation or equivalent accreditation shall be submitted to and approved prior to the first use of the development by the City Council as local planning authority.

Reason - To reduce the risk of crime pursuant to Policy DM1 of the Adopted Core Strategy for the City of Manchester.

13) The approved details for the provision of cycle parking at the site as set out within the approved drawings within condition 2 of this decision shall be installed prior to the first use of the development and be retained thereafter for use by people working and patrons of the development.

Reason - To ensure that there is adequate cycle parking for the development in order to comply with policies T1,T2 and DM1 of the Core strategy.

14) A detailed Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority prior to first use of the development hereby approved. In this condition a Travel Plan means a document which includes:

- (1) The measures proposed to be taken to reduce dependency on the private car by those working and visiting the development;
- (2) A commitment to surveying the travel patterns of staff and patrons during the first three months of the development and thereafter from time to time;

- (3) Mechanisms for the implementation of the measures to reduce dependency on the private car; and
- (4) Measures for the delivery of specified travel plan services; and measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car.

Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (2) above shall be submitted to the City Council as local planning authority for approval. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To reduce dependency on the car travel and to promote alternative means of transport, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

15) a) Fumes, vapours and odours shall be extracted and discharged from the premises in accordance with the Ventilation, Extraction and Odour Control Strategy prepared by CPWP reference H5PI-CPW-XX-XX-RP-ME-00003 rev P04.

b) Prior to the first use of the hereby approved development, confirmation shall be submitted for the approval of the City Council as local planning authority that the approved scheme has been implemented.

Reason - In the interests of the amenities of occupiers of nearby properties pursuant to policy DM1 of the Core Strategy and saved Unitary Development Plan policy DC26.

16) a) Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with the scheme contained within the Acoustic Assessment prepared by Sandy Brown reference 023933-R03-B dated 2 October 2024.

b) Prior to the first use of the development hereby approved, a verification report shall be submitted to and approved in writing by the City Council as local planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic assessment set out in part a) of this condition. The report shall also undertake post completion testing to confirm that the noise criteria have been met.

c) In the event of any non-conformity with the approved scheme, then any further measures that are required to ensure conformity shall be carried out. Any required measures/mitigation shall continue until conformity has been achieved and agreed in writing by the City Council as local planning authority, prior to first occupation of the development.

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 of the Core Strategy and saved Unitary Development Plan policy DC26.

17) Prior to the first use of the development hereby approved, the Waste Management Strategy dated 3rd February 2025 for the storage and disposal of refuse shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of amenity and public health pursuant to policy DM1 of the Core Strategy.

18) Notwithstanding the provision of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting that Order), all exterior lighting shall be capped at the horizontal with no upward light spill.

Reason: In the interests of flight safety and to prevent distraction and confusion to pilots using Manchester Airport pursuant to policy DM2 of the Core Strategy.

19) The Bird Hazard Management Plan 'Airport City Limited Partnership Premier Inn - Plot H5, Manchester Airport' dated October 2024 shall be implemented as approved and shall be applied whilst the building is in use.

Reason: Pursuant to flight safety to manage the roof in order to mitigate bird hazard and avoid endangering the safe movements of aircraft and the operation of Manchester Airport pursuant to policy DM2 of the Core Strategy.

20) a) The development shall be carried out in accordance with the recommendations contained with the Energy Strategy Report prepared by CPWP reference H5PI-CPW-XX-XX-RP-ME-00004 Rev P03 and Sustainability Statement prepared by CPWP reference 240190 Plot H5 Premier Inn Rev A.

b) Prior to the first use of the development a verification statement/ certification shall be submitted to and approved in writing, by the City Council as local planning authority confirming the incorporation of the specified measures detailed within the approved reports detailed in part a) of this condition.

c) Any non-conformity from the approved reports shall be clearly set out along with measures required to ensure compliance with the agreed details.

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), policy JP-S2 of Places for Everyone, and the National Planning Policy Framework.

21) No part of the development shall exceed the heights specified in the approved plans listed in condition 2 of this decision, that height being a maximum height of 101.5m AOD.

Reason – To ensure adequate separation between aircraft and ground-based structures pursuant to policy DM2 of the Core Strategy.

Informatives

1) INFORMATIVE 1: The applicant should be advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with MCC Highways Applications and Network Resilience teams via e-mail: highwaylicences@manchester.gov.uk and highwaynetworkmanagement@manchester.gov.uk.

2) INFORMATIVE 2: The applicant's attention is drawn to the procedures for frequency permits and crane and tall equipment permits at Manchester Airport and also see: <https://www.caa.co.uk/Commercial-industry/Airspace/Event-and-obstacle-notification/Crane-notification/>

3) INFORMATIVE 3: In order to discharge condition 8 attached to this decision the following information relating to surface water drainage of the site will be required:

- Maximised integration of green SuDS components (utilising infiltration or attenuation) if practicable.
- A finalised drainage layout showing all components, outfalls, levels and connectivity .
- An existing and proposed impermeable areas drawing to accompany all discharge rate calculations.
- Hydraulic calculations of the proposed drainage system, including all design parameters. Calculations must Include Critical Storm Events for the 1 in 2, 1 in 30 and 1 in 100 + Climate Change allowance. Results must demonstrate no surcharge for the 1 in 2, no flooding in the 1 in 30 and no flooding of buildings for the 1 in 100 + Climate Change allowance. An explanation of the climate change allowance used within the calculations should be explained and evidenced.
- Hydraulic calculations must include all phases of development to model the final integrated drainage system.
- An assessment of surface water pollution risk in-line with CIRIA C753 and, where required, evidence of pollution control measures (preferably through SuDS) to treat surface water prior to discharge.
- A plan indicating surface water overland flow routes for extreme events to ensure flows are diverted away from existing and proposed buildings (including basements).
- Construction details of flow control and SuDS elements.
- Finished floor levels and proposed ground levels plan.
- Where an application is part of a larger site which already has planning permission it is essential that the new proposal does not compromise the drainage scheme already approved.

4) INFORMATIVE 4: During construction, dust should be managed in accordance with document 'Air Quality Assessment Plot H5, Manchester Airport' Reference: 8490r2 dated 8th October 2024.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Corporate Property
MCC Flood Risk Management
Work & Skills Team
Greater Manchester Police
Manchester Airport Safeguarding Officer
Transport For Greater Manchester
Greater Manchester Ecology Unit
Ringway Parish Council
National Highways

Ibis Budget Hotel Manchester Airport, 3 Palma Avenue, Manchester, M90 4ZY
Holiday Inn Hotel Manchester Airport, 1 Palma Avenue, Manchester, M90 4ZY
Manchester Airport Railway Station, Malaga Avenue, Manchester, M90 3RR
Level 7, Voyager, Chicago Avenue, Manchester, M90 3DQ
Level 6, Voyager, Chicago Avenue, Manchester, M90 3DQ
Level 5, Voyager, Chicago Avenue, Manchester, M90 3DQ
Level 4, Voyager, Chicago Avenue, Manchester, M90 3DQ
Level 3, Voyager, Chicago Avenue, Manchester, M90 3DN
Level 2, Voyager, Chicago Avenue, Manchester, M90 3DQ
Level 1, Voyager, Chicago Avenue, Manchester, M90 3DQ
Commonwealth House Rooms 1007-1008, Manchester Airport, Ringway Road, Manchester, M90 3JB
Commonwealth House Room 1015 Level 1, Manchester Airport, Ringway Road, Manchester, M90 3DQ
Commonwealth House Fourth Floor Room 4008, Manchester Airport, Ringway Road, Manchester, M90 3DQ
Commonwealth House Rooms 3011 And 3022, Manchester Airport, Ringway Road, Manchester, M90 3DQ
Commonwealth House Levels 5 To 7, Manchester Airport, Ringway Road, Manchester, M90 3DQ
Commonwealth House Fifth Floor Room 4007, Manchester Airport, Ringway Road, Manchester, M90 3DQ
Manchester Airport, Outwood Lane, Manchester, M90 1WP
Radisson Sas Hotel, Manchester Airport, Chicago Avenue, Manchester, M90 3RA
4M Building, Malaga Avenue, Manchester, M90 3RR
Hilton International, Outwood Lane, Manchester, M90 1WP
Voyager, Chicago Avenue, Manchester, M90 3DQ
Manchester Airport, Chicago Avenue, Manchester, M90 3RA

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
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 AREA