

Planning

Growth & Development

Delegated officer report for planning application

Application no. 140206/FO/2024

Date registered valid: 5 June 2024

Proposal: Erection of 7 storey 154 bedroom hotel, with associated car parking, feature vehicular drop-off area and canopy, service yard, landscaping and highways works to existing access.

Address: Land Off Enterprise Way And Bailey Lane, Manchester

Ward(s): Woodhouse Park Ward

Applicant: Evans Dakota Hotels Limited, Airport City Ltd Partnership & Airport City (Manchester) Ltd

Agent (if any): Mr Richard Woodford Asteer Planning LLP

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

Recommendation: APPROVE

Date of recommendation: 06.09.2024

Application details

Type of application: Full Application Consent

Development type: Major Other

Date of site visit: 9th August 2024

Standard consultations:

Printed: 12 June 2024 Expired: 3 July 2024

Neighbour notifications

Printed: 11 June 2024 Expired: 2 July 2024

Site notice

Posted: 18 June 2024 Expired: 9 July 2024

Press advert

Published: 18 June 2024 Expired: 2 July 2024

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

Listed building: Not applicable - The closest designated heritage asset is the Grade II Listed 'Etrop Grange' (List Entry Number: 1197799) approximately 50m west.

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of area

The application site extends to approximately 1.23 hectares and is located to the north-east of Manchester Airport and to the south of the residential areas of Wythenshawe and Woodhouse Park.

The site is currently vacant, although it has been used in the past as a development compound and comprises a significant area of hardstanding with self seed shrubs. The site is bound by Bailey Lane to the north; an area of mature woodland to the east; and Enterprise Way to the south and west. Bailey Lane is located immediately beyond the north-western boundary beyond which are office units together with the Grade II listed Etrop Grange which is currently used for housing homeless people.

Beyond the existing woodland to the site's northern eastern boundary are residential properties along Hilary Road and Selstead Road forming part of the Woodhouse Park area in south of Wythenshawe, Manchester. A roundabout is located beyond the site to the south-east and Enterprise Way is beyond the site to the south-west. Manchester Airport is approximately 600m south of the site. The nearest bus stop is located 10m from the site on Bailey Lane, the nearest Metrolink and Train stations at Manchester Airport which is 620m south of the site.

Description of development

The application proposals are for the erection of a 7 storey 154 bedroom hotel, with associated car parking, vehicular drop off area and canopy, service yard, landscaping and highways works to the existing access onto Bailey Lane.

The proposed Hotel would also comprise:

- Restaurant and bar on the ground floor with external terrace
- Reception lobby with luggage storage
- 130 car parking spaces, including 8 accessible spaces (with 2 EV provision to these) and 8 EV parking spaces

The ground floor consists of hotel back of house, entrance lobby and reception area, bar, dining area (including private dining rooms), kitchen, and laundry area. The hotel bedrooms are located across the floors above served by 3no. lifts and stairwells to the east of the building and a singular lift and stairwell is located in the western side of the building. A first floor external terrace faces towards Enterprise Way whilst an external plant space is located on the northwest corner of the seventh floor, the remainder of the roof spaces are to be covered by Photovoltaic (PV) panels.

The external appearance of the building includes a consistent grid structure to the façade using a simple palette of materials, these include traditional facing black brickwork and recessed crittall style windows.

The development will utilise the existing entrance off the Enterprise Way roundabout as the main entrance to the hotel. New pedestrian access is proposed from the existing public footway. The existing access off Bailey Lane will be adapted to form a segregated service yard entrance.

The hotel car park is to be accessed from the existing northern spur of the Enterprise Way roundabout. The internal road in the site, between the roundabout at Enterprise Way and the service access onto Bailey Lane, will operate one-way (westbound) and will be barrier controlled. Car parking is to be operated by a valet service concierge and valet staff will actively manage the drop-off area. The car park will be a 24-hour operation with the valet parking ensuring that any car arrivals and departures during the night would be managed. An electric shuttle bus for hotel guests is proposed which will run between the airport and the hotel at regular intervals throughout the day.

The majority of landscaping belt to the north east of the site would be retained to provide screening to residential properties east of the development, although the proposals would require the removal of an element of this tree belt. The southern area of the site would include a semi-screened landscape buffer along the southern perimeter. Feature landscaping elements would also be added to the vehicular and pedestrian entrances.

Planning History

100831/OO/2012/S2: Outline planning application for Airport City North, comprising of Class B1(a) office space (113,433 square metres); Class B1(c) and Class B2 light and general industrial space (49,046 square metres); Class C1 hotels (47,398 square metres); Class A1, A2, A3, A4, A5, D1 and D2 accommodation (5,761 square metres) and associated parking and public realm works – Approved 8th February 2013

099732/FO/2012/S2: Continued use of site for off-airport car parking for 3,155 vehicles for a further temporary period of 24 months – Approved 25th September 2012

094336/FO/2010/S2: Continued use of site for off-airport car parking for 3,155 vehicles for a temporary period of 18 months – Approved 23rd November 2010

089869/FO/2009/S2: Use of site for off-airport car parking for 3,155 vehicles for a temporary period of 18 months – Approved 29th June 2009

078993/OO/2006/S2: OUTLINE APPLICATION for the erection of a Class B1 Business Park, totalling 50,185 square metres of floorspace, with associated car parking and landscaping and highway works, including a realigned and improved Thorley Lane/Outwood Lane West junction and improvements to Junction 5 of the M56 motorway – Approved 11th Jan 2007

059313/OO/SOUTH2/00: Outline application for the erection of a Class B1 (offices) business park, totalling 40,226 square metres of floorspace, with associated highway works including new access off the T1 roundabout, and the creation of new roundabouts on Thorley Lane and Bailey Lane – Approved 17th October 2005

Consultations & Notification Responses

A site notice was posted and advert placed in the Manchester Evening News, notification letters were also sent to nearby properties. Three responses were received raising concerns with the proposals and these are summarised below:

- The building is too tall and would be overbearing and out of keeping with the area. I
- The service entrance on Bailey Lane is likely to lead to increased traffic on Selstead Road as there is only access to Bailey Lane in one direction from Enterprise Way due to the layout of the junction. Selstead Road is already very busy & the number of vehicles waiting on Selstead Road & Bailey Lane at all hours will cause additional problems.
- There is currently a lack of enforcement of the existing parking restrictions & engines left running are likely to cause a nuisance to any hotel on the site.
- The glint/glare assessment submitted only appears to cover the airport but the proposed hotel could also affect the buildings on both Selstead Road & Bailey Lane.
- A smaller hotel would need fewer parking spaces & reduce the need to remove such a large proportion of the existing trees & bushes.
- The current parking around the proposed site by private hire and other vehicles waiting for arrivals is terrible, causing obstruction to both road users and pedestrians alike. These drivers have also been seen to throw litter from their vehicles building a hotel in this area will only serve to exacerbate the issue.
- There is a lack of car parking spaces, and this will exacerbate parking issues around the airport and elsewhere in the area.

Consultees

MCC Highways – Following the submission of revised information and clarifications from the applicant they raise no highway objections to the proposals in terms of highway and pedestrian safety or highway capacity. The site is considered to be in a highly accessible location and it is noted that access by foot or bicycle would appeal more to staff due to the nature/location of the proposals.

They indicate:

- That TRO waiting restrictions will be necessary to discourage parking along the site access roads;
- MCC Core Strategy standards require a maximum of 1no. car parking space per bedroom, which would equate to max. 154no. car parking spaces. Given the accessible

location and given that some hotel guests will utilise alternative long stay car parks elsewhere within the Airport boundary, this level of provision is considered acceptable

- The level of disabled provision which aligns with Core Strategy standards at 6%
- Min 7kW EV provision will need to be provided. Highways request some provision is also made which offers both disabled and EV charging.
- The proposed layout/arrangement is considered acceptable by Highways
- A cycle store is proposed which will cater for 16 bicycles. This is in line with MCC's Core Strategy cycle parking standards.
- Access to the service yard from Bailey Lane will be barrier-controlled and an internal turning area for service/delivery vehicles will be provided to enable such vehicles to access and egress in forward gear.
- A Framework Travel Plan has been submitted as part of the application which focuses on both hotel staff and customers. Highways request that a condition is attached to any approval which will require the implementation of measures specific to the hotel guests and staff as part of a Full Travel Plan.
- Bus upgrade requests relate to the existing bus stops at Bailey Lane (NB and SB) to bring these up to TfGM standards.
- The revised construction management plan can be agreed.
- The submitted delivery and servicing management plan is acceptable.

MCC Environmental Heath – Raise no objections to the proposals. Following submission of additional information they confirm that: the waste management strategy can be approved; the PRA, site investigations and remediation strategy for the sites development are acceptable a verification report will be required to be submitted post construction; and, acoustic insulation to limit break out of noise, external equipment, fumes and odours and schedule of days and hours of use of external areas should be required via appropriately worded planning conditions.

MCC Flood Risk Team – Raise no objections to the proposals. Following the submission of further information, the drainage scheme can be approved. A condition is required to ensure the details of maintenance and management of the drainage system installed are in place prior to first use. Whilst the site has low potential to support any protected or priority species is requested that a Reasonable Avoidance Method Statement is provided prior to site clearance works to avoid any possible harm to wildlife.

BNG – GMEU note the submission of the BNG metric and Biodiversity Gain Plan and that this indicates an overall on-site gain of 43% which is achievable. Given the need for long-term management of on-site habitats and that the retained woodland is a significant area of habitat it is advised that a comprehensive Habitat Management and Monitoring Plan be required by condition.

MCC Work and Skills – Accept the applicants submitted local labour strategy for the construction phase they will require a verification element which should be secured via a planning condition and a condition will be required for the operational element.

Greater Manchester Ecology Unit – Raise no objections to the proposals. Accept the approach of replacement tree planting for that being lost but recommend a condition be attached to any approval so tree removals take place outside of bird nesting season. It is considered that the retained habitat and the on-site habitats to be provided to secure an increase in biodiversity as set out within the submitted documents and drawings at the site is achievable and is significant and should therefore be subject to a 30 year Habitat Management and Monitoring Plan condition.

MCC Arborists – Request a more elaborate planting scheme including larger growing specimens such as oak, beech or pine given the area and category of trees being removed.

Aerodrome Safeguarding Officer of Manchester Airport – Following the submission of amended construction management and bird hazard management plans are satisfied with the proposals.

United Utilities – Request a condition be attached to any approval for the submission and approval of a surface water and foul water drainage scheme.

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 'Airport City Strategic Employment Location' (policy EC11 of the Core Strategy) and is also allocated 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-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 EC11 Airport City Strategic Employment Location
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') (2023)

The revised National Planning Policy Framework ("NPPF") was published in July 2018, with a subsequent iteration published in December 2023. 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, 38, 85, 123, 131, 135, 205 and 208 are considered of relevance.

Other Material Considerations

MIX Manchester Masterplan - MIX Manchester is a revised masterplan for a science, innovation, and manufacturing campus at Manchester Airport. MIX Manchester will comprise two million sqft of advanced manufacturing and science space and is expected to support the creation of up to 8,000 jobs. Formerly known as Airport City Manchester, the 60-acre site will be developed in phases, subject to planning approval.

A range of buildings will be available, including advanced manufacturing, research and development, laboratory and office spaces, alongside complementary amenities such as hotels, leisure facilities and public realm.

The masterplan will be brought forward under a revised Strategic Regeneration Framework (SRF) for the area that will undergo public consultation in Summer 2024, prior to formal endorsement. The site is currently allocated for Hotel and Mid-Tech industrial.

Issues

Principle of Development - The site has formed part of an allocated development site within the development plan for a significant period of time, these allocations continue to be relevant and have been renewed through the adoption of the Manchester Core Strategy and the Places for Everyone Development Plan Document in March 2024. A hotel use has been identified as a suitable ancillary use for the wider Airport City strategic allocation and the site has previous planning approvals for a range of uses including hotel use. 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 quality for visitors to Manchester Airport. The use accords with Core Strategy Policy EC 11 Wythenshawe and PfE Policy JP-Strat10: Manchester Airport.

However, further consideration of the residential and visual amenity impacts of the development together with assessment of impacts on heritage assets is required and this is set out below.

Regeneration Benefit - The proposed hotel is projected to generate approximately £12million per annum to the local economy, and create 145 jobs which would be available for local people. The redevelopment of the site would remove an unattractive site that currently fails to fully utilise the positive attributes of the site. A hotel use is considered to complement the mix of residential, and other commercial uses in the area.

Visual amenity - The proposals would represent a high-quality built form on the site and positively contribute to the surrounding area, the choice of a limited palette of materials would create a distinct development on a prominent site.

Concerns have been raised that the scale and height of the building would represent an overbearing and dominant feature. The scale of the proposal is acknowledged to be greater than the more domestic scale of buildings in the residential areas to the north and east of the application site. However, the application site forms part of a wider area which is identified for future redevelopment and has previously been considered acceptable for large scale buildings. In this instance it is considered that the siting of the building away from the boundary with residential properties to the north and east together with the retained and enhanced landscaping buffer is acceptable in this instance and would not have a significant overbearing impact on residential properties.

Impact on the setting of the Etrop Grange Grade II Listed Building - Is a late 18th century house which has undergone extensive extensions and now provides accommodation for the homeless. The original open country setting of the building has been substantially altered as the airport and surrounding road network have expanded in the 20th century. The building maintains a prominent position facing the junction of Thornley Lane, Bailey Lane and Enterprise Way. It is considered that whilst the proposed hotel is of a scale greater than Etrop Grange, its siting and location 60m across Bailey Lane would give rise to less than substantial harm to the significance of the heritage asset and its setting. The public benefits arising from the redevelopment of a vacant site and the provision of ancillary facility for Manchester Airport together with the employment opportunities arising are considered to outweigh this harm.

Residential Amenity – The application is supported by a Noise Impact 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 to the north and north-east of the application site. There are a number of conditions proposed to be attached to any approval of the proposals to ensure that noise breakout from the building is limited and that any external plant and equipment is set at acceptable noise levels. The proposals including the external car parking area and servicing area are separated from residential properties by landscaping and proposed boundary treatments as such it is not considered that activities associated with vehicle movements and activity would give rise to unacceptable impacts on residential amenity in terms of noise generated by the development its use and operation.

Overlooking/Loss of Privacy – The proposed building is set approximately 58m from the closest rear garden boundary of the residential properties to the east and 65m from the rear elevation of those properties. There is a landscaped tree buffer existing between the proposed building and

the existing residential properties which is largely to be retained and enhanced through additional landscaping and tree planting. As such which the building represents a taller structure into the area with windows serving hotel rooms, given these distances and intervening landscaping it is not considered that the proposals would give rise to significant overlooking or loss of privacy to those existing residential properties.

Loss of daylight/Overshadowing – The proposed building is sited to the west of the nearest residential properties. The existing residential properties would be impacted by the tree belt adjacent the external garden areas albeit these impacts would be reduced as daylight would penetrate through foliage and branches particularly in the winter months. However, given the separation distances from the closest residential properties (65m) and the height of the proposed building (26m) together with its siting it is not considered that significant overshadowing or loss of daylight would occur.

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 negligible.

The scheme would provide electric vehicle charging points within the car parking area, together with the incorporation of air source heat pumps and photovoltaic panels on the building.

Ecology and Trees - The application is supported by: a Preliminary Ecological Appraisal, Bird Hazard Management Plan, Biodiversity Net Gain & Biodiversity Metric, together with an Arboricultural Report and an Arboricultural Impact Assessment.

The site does not contain any protected species or habitats; there are no suitable bat roosts recorded on or near site and birds are considered likely to utilise scrub on site for nesting between March and September. The plant species recorded at the site are common in the local area and are of low ecological value.

The development proposals would see the removal of part of the group of trees on the eastern, north-eastern boundary of the site. The applicant has submitted a landscaping scheme together with a Biodiversity Net Gain Metric which indicates that the habitats to be lost as part of the development can be mitigated on-site through enhancements with a 43% gain of biodiversity area units from the current baseline position. The development would be subject to the statutory condition and as recommended in the comments of the Greater Manchester Ecology Unit a condition is proposed for the retained and enhanced habitats on site to be subject to a 30 year habitat management and monitoring plan. Whilst the loss of trees on site is regretted the applicant has demonstrated that this loss can be successfully mitigated. The proposed landscaping scheme is considered to be acceptable and would be subject to a condition for implementation.

Flood Risk and Drainage - The subject is supported by a Flood Risk Assessment and Drainage Impact Assessment. The DIA has been amended since first submitted to respond to comments from the Councils Flood Risk Team who considered it to be an acceptable surface water drainage scheme for the site. A condition is required to verify the installed scheme.

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 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 and documents:

Site Location Plan 2000 Rev P1

Ground Floor Plan 2003 Rev P1

First Floor Plan 2004 Rev P1

Proposed Second to Fifth Floor Plan 2005 Rev P1

Sixth Floor Plan 2006 Rev P1

Seventh Floor Plan 2007 Rev P1

Proposed Roof Plan 2008 Rev P1

Proposed South East & South West Elevations 2009 Rev P1
Proposed North-West & North-East Elevations 2010 Rev P1
Proposed substation plans and elevations 2011
Boundary treatment plan 2012 Rev P1
Fence and Gate details 2013 Rev P1
Landscape Outline Master-plan PWP 872 001 Rev P03
Softworks Specification PWP 872 002 Rev P01

Geoenvironmental Desk Study Report, JPG, February 2024
Factual Report on the Geoenvironmental Ground Investigation, JPG, May 2024
Interpretative Report on the Geoenvironmental and Geotechnical Ground Investigation, JPG, May 2024
Design & Access Statement May 2024
Air Quality Assessment DC4542-AR1
Arboricultural Report 21843/AJB
Arboricultural Implications Assessment 21843-A/AJB
Biodiversity Net Gain June 2024
Biodiversity Metric June 2024
Crime Impact Statement 2024/0103/CIS/01
Detailed Unexploded Ordnance Risk Assessment 8750
Employment & Skills Plan June 2024
Employment & Skills Plan June 2024
Flood Risk Assessment 6338-JPG-XX-XX-RP-D-0620-S2-P01 5th April 2024
Glint and Glare Assessment Project No: 314872 Rev 1 15th May 2024
Landscape Statement PWP 872 500 Rev P01 03/06/2024
Preliminary Ecological Appraisal May 2024
Sustainability Statement May 2024
Transport Assessment June 2024 reference 4131 Issue V2.0
Travel Plan June 2024 reference 4131 Issue V2.0
TV Reception Report Issue 1 June 2024
Ventilation Statement May 2024
All as received by the City Council as local planning authority on the 5th June 2024

Local Labour proposals and reporting template as received by the City Council as local planning authority on the 12th June 2024

Certification of Calibration QED as received by the City Council as local planning authority on the 26th July 2024

Drainage Impact Assessment reference 6338-JPG-XX-XX-RP-D-0622-S2-P04
Waste Management Strategy and accompanying waste collections plan as received by the City Council as local planning authority on the 15th July 2024

Delivery and Servicing Management Plan as received by the City Council as local planning authority on the 30th July 2024

Noise Impact Assessment prepared by Dragonfly Consulting reference DC4482-NR1v3 received by the City Council as local planning authority on the 1st August 2024

External Materials Schedule received by the City Council as local planning authority on the 8th August 2024

External Lighting Report by Orbis Revision No: P05 dated 9th August 2024
Construction Management and Methodology Plan prepared by GMI Rev 08/08/2024

Bird Hazard Management Plan reference 9070 version 4 prepared by Envirotech
All as received on the 9th August 2024.

Road Safety Audit Stage 1/2 Report and accompanying plans as received by the City Council
as local planning authority on the 5th September 2024

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) The development shall only be carried out in accordance with the approved construction
management plan and Bird Hazard Management Plan detailed within condition 2 of this
decision notice as received on the 9th August 2024.

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

Reason – In the interests of residential amenity, highway and pedestrian safety and in the
interests of aviation safety pursuant to policies DM1 and DM2 of the Core Strategy and saved
policy DC26 of the Unitary Development Plan.

4) Prior to any site clearance or earthworks a reasonable avoidance measures method
statement for amphibians and small mammals shall be submitted to and approved in writing by
the City Council as Local Planning Authority. The development shall be carried out in
accordance with the agreed details.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and
Countryside Act 1981 or as subsequently amended and to comply with policy EN15 of the
Manchester Core Strategy.

5) No vegetation clearance shall take place during the optimum period for bird nesting (1st
March – 31st August inclusive) unless nesting birds have been shown to be absent by a
suitable qualified expert and written confirmation of this has been submitted to and agreed in
writing by the City Council, Local Planning Authority.

Reason - In order to protect wildlife from works that may impact on their habitats pursuant to
policy EN15 of the Manchester Core Strategy.

6) (a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be
topped or lopped other than those identified with the submitted Arboricultural Impact
Assessment (Ref.21843-A/AJB) dated 29th May 2024.

(b) The details of the erection of fencing for the protection of any retained tree identified within
the approved Arboricultural Impact Assessment shall be submitted to and approved in writing by
the City Council as local planning authority prior to commencement of any works to the trees on
the site. The approved protection measures shall be maintained until all equipment, machinery
and surplus materials have been removed from the site. Nothing shall be stored or placed in
any area fenced in accordance with this condition and the ground levels within those areas shall
not be altered, nor shall any excavation be made, without the written consent of the local
planning authority.

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

7) All tree work should be carried out by a competent contractor in accordance with British Standard BS 3998 "Recommendations for Tree Work".

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

8) Prior to the commencement of above ground development, a 30 year Habitat Management and Monitoring Plan of the on-site biodiversity enhancements shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The development shall be implemented and maintained in accordance with the agreed details and shall be retained thereafter.

Reason - In the interests of biodiversity net gain being achieved on site pursuant to Policy EN15 of the Manchester Core Strategy, Policies JP-G8 of Places for Everyone, National Planning Policy Framework (NPPF) and Schedule 7A of the Town and Country Planning Act 1990 (as amended).

9) The hard and soft landscaping scheme approved by the City Council as local planning authority shown on drawing references: Landscape Outline Master-plan PWP 872 001 Rev P03, and Softworks Specification PWP 872 002 Rev P01 as received by the City Council as local planning authority on the 5th June 2024, shall be implemented within 12 months from the completion of 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.

10) Prior to the first use of the development hereby approved the boundary treatments as set out on drawing references: Boundary treatment plan 2012 Rev P1, and Fence and Gate details 2013 Rev P1, shall be installed and completed and shall thereafter be retained whilst the development is in use.

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 and residential amenity of the area within which the site is located in order to comply with policies SP1, EN3 and DM1 of the Manchester Core Strategy.

11) When the development commences, it shall be carried out in accordance with the agreed ground investigation and interpretive reports as set out in condition 2 of this decision notice and prior to occupation a Completion/Verification Report shall be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved Remediation Strategy. Any instances of non-conformity with the Remediation Strategy shall be detailed along with any measures required to ensure compliance with the agreed Remediation Strategy.

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 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 EN18 of the Core Strategy.

12) The development shall be undertaken in accordance with the surface water drainage as set out within the Drainage Impact Assessment reference 6338-JPG-XX-XX-RP-D-0622-S2-P04 received by the City Council as local planning authority on the 14th August 2024.

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 EN8 and EN14.

13) The external elevations and finishes of the development hereby approved shall be undertaken in accordance with the 'External Materials Schedule' as detailed within condition 2 of this decision notice.

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.

14) Within 3 months of the commencement of development full details of all offsite highway works required shall be submitted to and approved in writing, the details shall include:

- Resurfacing of the footpath/carriageway on Bailey Lane including the footway to it's junction with Hilary Road
- Bus stop improvements on Bailey Lane - North and Southbound
- Traffic Regulation Orders, including waiting and loading restrictions, and double yellow lines
- Tie in works to the adopted highway
- Service access - including details of junction radii, dropped kerbs, and tactile paving
- Timescales for the implementation of the works

The development shall be completed in accordance with the agreed details.

Reason – In the interests of pedestrian and highway safety pursuant to policy DM1 of the Core Strategy.

15) a) The premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 5dB below the LA90 (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63Hz and 125Hz octave frequency bands shall be controlled so as not to exceed (in habitable rooms) 47dB and 41dB (Leq,5min), respectively.

b) Prior to occupation of the development a verification report shall 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 acceptable criteria have 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 safeguard the amenities of the occupiers of the building and 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 a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. Prior to commencement of the use hereby approved 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 scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

b) Prior to the operation of the scheme 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 report. The report shall also undertake post completion testing to confirm that the noise criteria have 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 of the Core Strategy and saved Unitary Development Plan policy DC26.

17) a) Fumes, vapours and odours shall be extracted and discharged from the premises in accordance with a scheme to be submitted to and approved in writing by the City Council as local planning authority before the use commences.

Mixed use schemes shall ensure provision for internal ducting in risers that terminate at roof level. Schemes that are outside the scope of such developments shall ensure that flues terminate at least 1m above the eave level and/or any openable windows/ventilation intakes of nearby properties.

b) Prior to commencement of the use hereby approved 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.

18) External areas within the application site shall only be used in accordance with a schedule of days and hours of operation that has been submitted to and approved in writing by the City Council as local planning authority prior to the first use of the development, no use of amplified sound or any music in these external areas shall be allowed at any time.

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

19) Within one month prior to construction work being completed, a detailed report which takes into account the information and outcomes about local labour recruitment during the construction of the development as set out within the approved Local Labour proposals and reporting template, 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)

20)(a) Three months prior to the first occupation 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 occupation 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)

21) Prior to the first use of the development hereby approved details of the implementation, maintenance and management of the approved surface water drainage scheme as set out within condition 12 of this decision notice, 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 of the approved surface water drainage scheme.
- 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 approved scheme shall thereafter be 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.

22) Prior to the first use of the development hereby approved details and specifications of the electric vehicle charging points to be installed as indicated on the approved site plan reference

Proposed site plan reference 2019-08 -2001 Rev P3 as received on the 30th July 2024 shall be submitted to and approved in writing by the City Council as local planning authority. The agreed details shall then be installed and be made available for use prior to the first use of the development and be retained thereafter.

Reason - In the interest of air quality pursuant to policy EN16 of the Manchester Core Strategy.

23)The approved space and facilities for bicycle parking as shown within the approved plans and documents listed in condition 2 of this decision shall be installed, retained and permanently reserved for bicycle parking prior to the first use of the development hereby approved.

Reason - To ensure that adequate provision is made for bicycle parking so that persons working or visiting the development have a range of options in relation to mode of transport in order to comply with policies SP1, T1 and DM1 of the Manchester Core Strategy.

24)The car parking area indicated on drawing reference 2019-08 -2001 Rev P3 as received on the 30th July 2024 shall be surfaced, demarcated and made available for use prior to the first use of the development hereby approved. The parking area shall be available for use at all times whilst the development is in operation.

Reason - To ensure that there is adequate car parking for the development proposed when the building is in use, pursuant to policies DM1, T2 and SP1 of the Manchester Core Strategy.

25)A detailed Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority prior to first occupancy 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 visitors 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.

26) The storage and disposal of waste at the hereby approved development shall be undertaken in accordance with the waste management strategy documents received by the City Council on the 15th July 2024.

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

27) Deliveries, servicing and collections, including waste collections shall not take place outside the following hours: 07:30 to 20:00, Monday to Saturday and 10:00 to 18:00 on Sundays/Bank Holidays.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation pursuant to policy DM1 of the Core Strategy and saved Unitary Development Plan policy DC26.

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

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation and due to the proximity to Manchester Airport, pursuant to policies SP1, DM1 and DM2 of the Manchester Core Strategy.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Work & Skills Team
Greater Manchester Police
Manchester Airport Safeguarding Officer
Greater Manchester Ecology Unit
Ringway Parish Council
Active Travel England

52 Selstead Road, Manchester, M22 1TR
83 Hilary Road, Manchester, M22 1PW
89 Hilary Road, Manchester, M22 1PW
109 Hilary Road, Manchester, M22 1PW
Ground Floor, Thorley House, Bailey Lane, Manchester, M22 5NR
First And Second Floor, Thorley House, Bailey Lane, Manchester, M90 4AB
6 Saltdene Road, Manchester, M22 1PN
7 Saltdene Road, Manchester, M22 1PN
34 Hilary Road, Manchester, M22 1WP
1 Torridon Walk, Manchester, M22 1PP
3 Torridon Walk, Manchester, M22 1PP
77 Hilary Road, Manchester, M22 1PW
57 Hilary Road, Manchester, M22 1PQ
47 Hilary Road, Manchester, M22 1PQ
57 Selstead Road, Manchester, M22 1TP
101 Hilary Road, Manchester, M22 1PW
93 Hilary Road, Manchester, M22 1PW
97 Hilary Road, Manchester, M22 1PW
54 Hilary Road, Manchester, M22 1WQ
75 Selstead Road, Manchester, M22 1TP
58 Hilary Road, Manchester, M22 1WQ
64 Selstead Road, Manchester, M22 1TR
Thorley House, Bailey Lane, Manchester, M90 4AB
67 Hilary Road, Manchester, M22 1PQ
2 Torridon Walk, Manchester, M22 1PP
73 Hilary Road, Manchester, M22 1PW
6 Chesworth Close, Manchester, M22 1BZ
81 Hilary Road, Manchester, M22 1PW
91 Hilary Road, Manchester, M22 1PW
Etrop Grange, Bailey Lane, Manchester, M90 4EG
5 Saltdene Road, Manchester, M22 1PN
73 Selstead Road, Manchester, M22 1TP
56 Hilary Road, Manchester, M22 1WQ
Global House, 16 Bailey Lane, Manchester, M90 4AB
3 Chesworth Close, Manchester, M22 1BZ
16 Saltdene Road, Manchester, M22 1PN
53 Hilary Road, Manchester, M22 1PQ
42 Hilary Road, Manchester, M22 1WQ
44 Hilary Road, Manchester, M22 1WQ
4 Torridon Walk, Manchester, M22 1PP
6 Torridon Walk, Manchester, M22 1PP

63 Hilary Road, Manchester, M22 1PQ
5 Somerby Drive, Manchester, M22 1PL
56 Selstead Road, Manchester, M22 1TR
85 Hilary Road, Manchester, M22 1PW
69 Selstead Road, Manchester, M22 1TP
68 Selstead Road, Manchester, M22 1TR
4 Chesworth Close, Manchester, M22 1BZ
12 Saltdene Road, Manchester, M22 1PN
14 Saltdene Road, Manchester, M22 1PN
71 Hilary Road, Manchester, M22 1PQ
46 Hilary Road, Manchester, M22 1WQ
4 Saltdene Road, Manchester, M22 1PN
41 Hilary Road, Manchester, M22 1PQ
65 Selstead Road, Manchester, M22 1TP
46 Selstead Road, Manchester, M22 1TR
95 Hilary Road, Manchester, M22 1PW
105 Hilary Road, Manchester, M22 1PW
67 Selstead Road, Manchester, M22 1TP
71 Selstead Road, Manchester, M22 1TP
8 Saltdene Road, Manchester, M22 1PN
11 Saltdene Road, Manchester, M22 1PN
36 Hilary Road, Manchester, M22 1WP
48 Hilary Road, Manchester, M22 1WQ
75 Hilary Road, Manchester, M22 1PW
79 Hilary Road, Manchester, M22 1PW
55 Hilary Road, Manchester, M22 1PQ
61 Hilary Road, Manchester, M22 1PQ
61 Selstead Road, Manchester, M22 1TP
54 Selstead Road, Manchester, M22 1TR
60 Selstead Road, Manchester, M22 1TR
48 Selstead Road, Manchester, M22 1TR
50 Selstead Road, Manchester, M22 1TR
99 Hilary Road, Manchester, M22 1PW
107 Hilary Road, Manchester, M22 1PW
Kingsley Hall, 20 Bailey Lane, Manchester, M90 4AB
1 Saltdene Road, Manchester, M22 1PN
52 Hilary Road, Manchester, M22 1WQ
77 Selstead Road, Manchester, M22 1TP
79 Selstead Road, Manchester, M22 1TP
Crown Clinic Limited, Ground Floor, Global House, 16 Bailey Lane, Manchester, M90 4AB
2 Chesworth Close, Manchester, M22 1BZ
9 Saltdene Road, Manchester, M22 1PN
32 Hilary Road, Manchester, M22 1WP
69 Hilary Road, Manchester, M22 1PQ
51 Hilary Road, Manchester, M22 1PQ
63 Selstead Road, Manchester, M22 1TP
87 Hilary Road, Manchester, M22 1PW
103 Hilary Road, Manchester, M22 1PW
65 Hilary Road, Manchester, M22 1PQ
50 Hilary Road, Manchester, M22 1WQ
2 Saltdene Road, Manchester, M22 1PN
49 Hilary Road, Manchester, M22 1PQ
7 Somerby Drive, Manchester, M22 1PL
59 Selstead Road, Manchester, M22 1TP

58 Selstead Road, Manchester, M22 1TR
5 Chesworth Close, Manchester, M22 1BZ
62 Selstead Road, Manchester, M22 1TR
Alliance Medical Manchester Airport, Kingsley Hall, 20 Bailey Lane, Manchester, M90 4AB
3 Saltdene Road, Manchester, M22 1PN
66 Selstead Road, Manchester, M22 1TR
10 Saltdene Road, Manchester, M22 1PN
1 Chesworth Close, Manchester, M22 1BZ
3 Somerby Drive, Manchester, M22 1PL
1 Somerby Drive, Manchester, M22 1PL
59 Hilary Road, Manchester, M22 1PQ
38 Hilary Road, Manchester, M22 1WQ
40 Hilary Road, Manchester, M22 1WQ
5 Torridon Walk, Manchester, M22 1PP
45 Hilary Road, Manchester, M22 1PQ
43 Hilary Road, Manchester, M22 1PQ

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - Within Outer Area
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 15M
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: SOUTH AREA