MANCHESTER CITY COUNCIL

Planning

Growth & Development

Delegated officer report for planning application

Application no.	140877/NMC/2024
Date registered valid:	28 August 2024
Proposal:	Non-material amendment to planning permission 136879/FO/2023 to increase maximum parapet height from 15 metres to 15.4 metres.
Address:	Hangar 4 Airline Services, Manchester Airport, Ringway Road, Manchester, M90 5PQ
Ward(s):	Woodhouse Park Ward
Applicant:	- Threadneedle Curtis Ltd
Agent (if any):	Ms Nicola Simpson Avison Young
Case officer:	David Lawless Tel: 0161 234 4543 Email: david.lawless@manchester.gov.uk
Recommendation:	Approve
Date of recommendation:	5 September 2024

Application details

Type of application: Non-Material Change Application

Development type: Notifications

Standard consultations:
No consultations have been printed and sent.

Neighbour notifications
No neighbour notifications have been printed and sent.

Site notice
No site notice has been produced

Press advert
No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building/area

The site comprises of a plot of approximately 1.96 hectares in size and is located within the World Freight Terminal area of Manchester Airport. The site is positioned off Pinfold Lane with direct access to the east and west of the site, which links to Avro Way and Runger Lane. The Dnata catering building is located immediately to the northwest of the site, while to the north is the airport fuel farm. To the east there are further hangars and airport related buildings, while to the south, beyond Wilmslow Old Road, there are airport related parking facilities.

The site was occupied by Hangar 4 but permission to demolish it and redevelop the site was granted under reference 136879/FO/2023 in November 2023.

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

Description of development

The applicant is applying to undertake a non-material amendment to planning permission 136879/FO/2023 in order to increase the maximum parapet height from 15 metres to 15.4 metres.

Consultations & Notification Responses

n/a

Policies

The National Planning Policy Framework (December 2023) – The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other development can be produced. Planning law requires that applications for planning permission be determined in accordance with the development plan, i.e. the Core Strategy Development Plan Document and accompanying policies, unless material considerations indicate otherwise. The National Planning Policy Framework is a material consideration in planning decisions.

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

c) approving development proposals that accord with an up-to-date development plan without delay; or
d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

Paragraph 12 states that the presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision-making. Where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local

planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.

Core Strategy Development Plan Document – The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development.

A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents. Relevant policies in the Core Strategy are detailed below:

Policy SP1, Spatial Principles – This states that the key spatial principles which will guide the strategic development of Manchester to 2027 are:

- The Regional Centre will be the focus for economic and commercial development, retail, leisure and cultural activity, alongside high quality city living.
- The growth of Manchester Airport will act as a catalyst for the regional economy, and will also provide the impetus for a second hub of economic activity in this part of the City.
- Beyond these areas, the emphasis is on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs, all in a distinct environment. The majority of new residential development in these neighbourhoods will be in the Inner Areas, defined by the North Manchester, East Manchester and Central Manchester Regeneration Areas.
- The City is covered by regeneration areas including the City Centre. All development should have regard to the character, issues and strategy for each regeneration area as described in the North, East, Central and South Manchester and Wythenshawe Strategic Regeneration Frameworks and the Manchester City Centre Strategic Plan.
- The City's network of open spaces will provide all residents with good access to recreation opportunities. The River Valleys (the Irk, Medlock and Mersey) and City Parks are particularly important, and access to these resources will be improved.
- New development will maximise the potential of the City's transport infrastructure, in particular promoting walking, cycling and use of the public transport. The extension to the Metrolink network through the Oldham and Ashton lines will create key corridors for new development.

Policy DM1, Development Management – This policy states that all development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:-

- Appropriate siting, layout, scale, form, massing, materials and detail.
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- Community safety and crime prevention.
- Design for health.
- Adequacy of internal accommodation and external amenity space.

- Refuse storage and collection.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Green Infrastructure including open space, both public and private.
- The use of alternatives to peat-based products in landscaping/gardens within development schemes.
- Flood risk and drainage.
- Existing or proposed hazardous installations.
- Subject to scheme viability, developers will be required to demonstrate that new development incorporates sustainable construction techniques

Policy DM 2, Aerodrome Safeguarding – This policy states that development that would affect the operational integrity or safety of Manchester Airport or Manchester Radar will not be permitted.

Policy EC1, Employment and Economic Growth in Manchester – This policy states that key locations for major employment growth showing indicative distribution figures will be the Regional Centre and Manchester Airport and the surrounding area.

Policy EC10, Wythenshawe – This policy states that Wythenshawe is expected to provide 55 hectares of employment land within the office, research and development and light industry (Class B1) and logistics and distribution (Class B8) sectors. The majority of economic development will be focused on four sites, one of which is Manchester Airport. The policy continues stating that Manchester Airport and specifically Manchester Airport Strategic Site and Airport City Strategic Employment Location are suitable for aviation related development and a mix of economic development uses including offices, high technology industries, logistics, warehousing and airport hotels.

Policy MA1, Manchester Airport Strategic Site – This policy, which designates the Airport as a Strategic Site, states that growth of Manchester Airport to 2030 will be supported and sets out the policy context for development at the Airport. It identifies areas for expansion and shows the amendments to the Green Belt required to deliver that expansion. It specifically identifies the application site as being suitable for "Operational facilities, cargo facilities and car parking and landscape mitigation."

It states further that all development proposed as part of the Airport expansion should seek to ensure that any environmental effects of development are assessed at the planning application stage to ensure any impact is acceptable. It will be necessary to mitigate or compensate any negative effects. In particular, development should:

- minimise any adverse impact on areas of international or national conservation, ecological and landscape value. In particular, development should avoid the Cotteril Clough SSSI. Where it is not possible to avoid harm, mitigation measures to compensate for any adverse impact will be necessary. Development within the expansion areas must implement the mitigation measures agreed with the Council,
- informed by an up to date environmental assessment,
- support the retention and preservation of heritage assets. Detailed proposals which impact upon heritage assets within or close to the site, including listed buildings, will be required to show they have met the tests within PPS5. Development which has a detrimental impact on heritage assets should be necessary to meet operational capacity requirements, taking account of the availability of preferable development options within the Airport site.
- retain or relocate the allotments.
- include surface access and car parking arrangements which encourage the use of public transport, walking and cycling, and satisfactorily manage impacts on the highway network,

- seek the maximum possible reductions in noise through compliance with the Manchester Airport Noise Action Plan and Manchester Airport Environment Plan.
- demonstrate that the number of people affected by atmospheric pollution is minimised and the extent to which any impact can be mitigated. improve

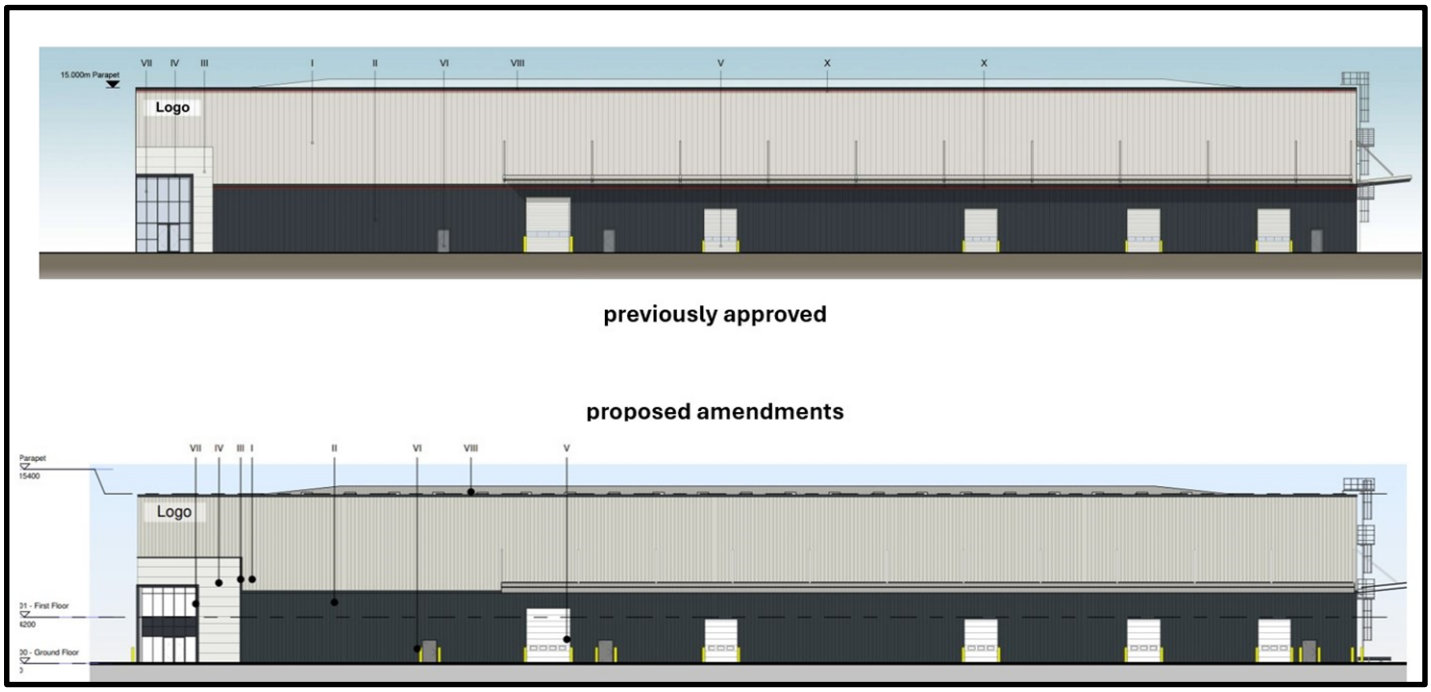
The Places for Everyone Plan – This plan was adopted on 21 March 2024, as such the Plan and its policies are now a material planning consideration in the determination of planning applications. The Plan and its policies must therefore be given significant weight in the planning balance. The relevant policy is set out below:

Policy JP-Strat9 (Southern Areas) – This policy states that the economic competitiveness, distinctive local neighbourhood character and environmental attractiveness of the southern areas will be protected and enhanced. There will be a strong emphasis on making as much use as possible of suitable previously developed (brownfield) land and promoting the roles of the areas' town centres and its other key assets.

Issues

Design – The design of the proposal building is still considered to be acceptable and raising the height of the parapet has not reduced its overall quality.

Visual Amenity – Given the minor amendments to the overall height of the parapet, as seen below, it is not considered that the development would have a detrimental impact upon the levels of visual amenity enjoyed within the vicinity of the site.



Residential Amenity – The nearest residential accommodation is located above The Romper PH, on the opposite side of Wilmslow Old Road, approximately 200 metres away. Given the distances involved and the fact that there is landscaped areas and a building between the two sites, it is not considered that the proposal would have a detrimental impact upon the levels of residential amenity enjoyed by the occupants of The Romper PH.

Pedestrian and Highway Safety – The amendments to the design of the proposed building would not have a detrimental impact upon the highway network and upon the existing levels of pedestrian and highway safety enjoyed in the vicinity of the site.

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 polices of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the recommendation given is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation: Approve

Article 35 Declaration

Condition(s) to be attached to decision for approval OR Reasons for recommendation to refuse

1) The details of the proposed amendments are:-

a) Increase in the maximum height of the parapet from 15 metres to 15.4 metres.

2) Following an assessment of the details submitted, I can confirm that the proposed amendments are considered to be of a non-material nature and are considered to be acceptable to the City Council as the Local Planning Authority. The City Council is satisfied that the proposed changes will have no material impact upon the levels of residential and visual amenity and pedestrian and highway safety enjoyed within the vicinity of the site.

3) Condition 2 - The development hereby approved shall be carried out in accordance with the following drawings received on 3 May 2023:

a) Site Location Plan - 020993-RPS-SI-XX-DR-A-0100-P01
b) Existing Site Plan - 020993-RPS-SI-XX-DR-A-0101-P01
c) Existing Elevations - 020993-RPS-SI-XX-DR-A-0103-P01
d) Existing Floor Plan - 020993-RPS-SI-XX-DR-A-0104-P01
e) Proposed Building Plan - 020993-RPS-SI-XX-DR-A-0113-P02
f) Proposed Office Plan - 020993-RPS-SI-XX-DR-A-0114-P02

g) Proposed Roof Plan - 020993-RPS-SI-XX-DR-A-0115-P01
h) Proposed Levels and Contours Plan - B041631 TTE 00 ZZ DR C 0620-P01
i) Drainage GA - B041631 TTE 00 ZZ DR C 0500

and the following drawings received on 23 October 2023:

j) Proposed Site Layout - 020993-RPS-SI-XX-DR-A-0110-P03
k) Vehicle Tracking 1 of 2 - B041631 TTE XX XX DR C 0100 P01
l) Vehicle Tracking 2 of 2 - B041631 TTE XX XX DR C 0101 P01

and the following drawings received on 20 November 2023:

m) Fencing Detail - 020993-RPS-SI-XX-DR-A-0116-P03
n) Cycle Shelter Details - 020993-RPS-SI-XX-DR-A-0117-P03
o) Proposed Site Plan Services - 020993-RPS-SI-XX-DR-A-0118-P03
p) Detailed soft landscape sheet 1 of 2 - JSL4762-RPS-XX-EX-DR-L-9001 P03
q) Detailed soft landscape sheet 2 of 2 - JSL4762-RPS-XX-EX-DR-L-9002 P03

and the following drawings received on 28 August 2024:

r) Proposed Sections - 020993-RPS-SI-XX-DR-A-0112 P03
s) Proposed Elevations - 020993-RPS-SI-XX-DR-A-0111 P03

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

Appendix 1 – List of consultees & neighbours notified

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
HSE COMAH Zone - H3745 OZ - Manchester Storage Ltd Outer Zone
HSE COMAH Zone - H3745 IZ - Manchester Storage Ltd Inner Zone
HSE COMAH Zone - H3745 MZ - Manchester Storage Ltd Middle Zone
Green Belt Land - Greater Manchester Green Belt Local Plan 1984
Airport Noise Index Zone - Noise and Nuisance Index - 40-49
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: SOUTH AREA