Planning

Growth & Development

Delegated officer report for planning application

Application no.	140578/FO/2024
Date registered valid:	23 July 2024
Proposal:	Elevational alterations to existing building
Address:	Crowne Plaza Manchester Airport, Ringway Road, Manchester, M90 3NS
Ward(s):	Woodhouse Park Ward
Applicant:	LGH Hotels Management Ltd
Agent (if any):	Unwin Jones Partnership
Case officer:	David Lawless Tel: 0161 234 4543 Email: david.lawless@manchester.gov.uk
Recommendation:	Approve
Date of recommendation:	12 September 2024

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 16 August 2024

Standard consultations:
Printed: 1 August 2024 Expired: 22 August 2024

Neighbour notifications
No neighbour notifications have been printed and sent.

Site notice
Posted: 16 August 2024 Expired: 7 September 2024

Press advert
No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building/area

The Crowne Plaza Hotel is accessed from Hotel Road, off Outwood Lane, part of the main terminal road links within the Manchester Airport campus. The hotel and main entrance face south. The reception, entrance, bar, restaurant and back-of-house spaces are all single store, while the bedrooms are contained in a 4 storey courtyard block joined to the single storey portion, lifts and stairs are provided at the intersection. Since 2021 the hotel has undergone a phased series of improvements. The initial phase was a full refurbishment of the public spaces and ground floor areas. As of June 2024, the bedrooms and corridors are being refurbished on a floor by floor basis.

The site sits to the east of Manchester Airport T2. To the north is the Manchester Airport railway link and the A555 Ringway Road West. To the East and South are multi storey carparks.

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

Description of development

The applicant is proposing to remove the current facade from the 4 storey bedroom portion of the building and replace it with a modern high performance system which will be installed on two planes. Additionally, the nominal levels of insulation will be removed and replaced, significantly improving thermal efficiency and performance.

Consultations & Notification Responses

Members of the Public – No comments received.

Manchester Airport Safeguarding Officer – No objections to the proposal.

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.

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.

Policy JP-Strat10, *Manchester Airport* – Lying within the area and policy framework covered by Policy JP-Strat 9, this policy seeks to maximise the benefits of the continued operation and sustainable growth of Manchester Airport and its surrounding locality. Development which is in line with Government policy and Manchester's local plan policies will be supported in order to deliver a

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

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

Policy SP1, *Spatial Principles,* - Development in all parts of the City should make a positive contribution to neighbourhoods of choice including creating well designed places that enhance or create character and protect and enhance the built and natural environment.

Policy DM1, *Development Management* – This policy states that all development should have regard to a number of specific issues, of which the following are of most relevance:-

- 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.
- Effects relating to biodiversity, landscape, archaeological or built heritage.

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."

- 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 access to training and job opportunities, particularly for people in Wythenshawe.

Policy EN1, Design Principles and Strategic Character Areas – This policy states of the “Airport & urban fringe Character Area” that much of this area is open in character, including a significant area of agricultural land. It states further that built development is mainly associated with the Airport and associated uses, often large scale but height limited by flight path requirements and that other built development is small scale and takes the form of individual or small clusters of houses. This element of the policy concludes by stating that development in this area needs to accommodate the future operational needs of the Airport, whilst retaining the area’s open character as far as is possible.

Issues

Principle of the Proposal – In the context of the policies outlined above (Core Strategy and Places for Everyone) there is no objection in principle to proposed development. Notwithstanding

this, any impact upon aerodrome safety, as well as pedestrian/highway safety and visual amenity must be assessed.

Design – The proposed cladding would be similar in appearance, though the use of an additional colour is welcomed. Furthermore, the installation of the panelling on two planes would add interest. Given the overall, appearance of the proposal, which can be seen below, the design of the scheme is considered acceptable.



North Elevation View as Existing



North Elevation View as Proposed

Pedestrian and Highway Safety – It is not considered that the proposed development would have a detrimental impact on the existing levels of pedestrian and highway safety enjoyed within the vicinity of the site.

Residential Amenity – There are no residential properties in close proximity to the site, the nearest being over 500 metres away. Consequently, it is not anticipated that the proposal would have a detrimental impact upon existing levels of residential amenity.

Visual Amenity – Given the design of the proposal 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.

Aerodrome Safeguarding – The Aerodrome Safeguarding Officer has no objections to the proposal, subject to the imposition of an informative regarding the use of cranes within 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

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to issues arising from the consideration of this application.

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

1) The development must be begun not later than the expiration of three years beginning with the date of 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 received on 23 July 2024:

a) Drawing no. 3256/001A - LOCATION PLAN
b) Drawing no. 3256/005 - SITE PLAN AS EXISTING
c) Drawing no. 3256/070 - ELEVATIONS 1 AND 2 AS PROPOSED
d) Drawing no. 3256/071 - ELEVATIONS 3 AND 4 AS PROPOSED
e) Drawing no. 3256/072 - ELEVATIONS 5,6 AND 9 AS PROPOSED
f) Drawing no. 3256/073A - ELEVATIONS 7 AND 8 AS PROPOSED
g) Drawing no. 3256/074 - PLANT ROOM 1 ELEVATIONS AS PROPOSED
h) Drawing no. 3256/075 - PLANT ROOM 2 ELEVATIONS AS PROPOSED
i) Drawing no. 3256/076 - PLANT ROOM 3 ELEVATIONS AS PROPOSED
j) Design and Access Statement

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

3) Prior to the installation of the replacement cladding, samples and/or the manufacturer's specification data sheet shall be submitted to and be approved in writing by the City Council as Local Planning Authority. The development shall be implemented and thereafter maintained in accordance with the approved details.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Manchester Core Strategy.

Informatives

1) Aerodrome Safeguarding - The applicant's attention is drawn to the procedures for crane and tall equipment notifications, please see:

https://www.caa.co.uk/Commercial-industry/Airspace/Event-and-obstacle-notification/Crane-notification/

Appendix 1 – List of consultees & neighbours notified

Manchester Airport Safeguarding Officer

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 - 50-59
Airport Noise Index Zone - Noise and Nuisance Index - 40-49
Area Team Boundary - Name: SOUTH AREA