



# Supporting Planning Statement

Full Planning Application  
Dakota Hotel, Manchester Airport

On behalf of Evans Dakota Hotels Limited, Airport City  
Limited Partnership & Airport City (Manchester) Limited

June 2024

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## APPENDICES

### APPENDIX 1 Site Location Plan

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## 1 INTRODUCTION

- 1.1 This Supporting Planning Statement ('SPS') has been prepared by Asteer Planning LLP ('Asteer') on behalf of Evans Dakota Hotels Limited, Airport City Limited Partnership & Airport City (Manchester) Limited ('the Applicants') in support of an application for full planning permission at Land off Enterprise Way and Bailey Lane, Wythenshawe (known as Dakota Hotel, Manchester Airport) ('the site').
- 1.2 A Site Location plan (Dwg No. 2000 Rev P1) prepared by KPP Architects is enclosed at **Appendix 1**.
- 1.3 The description of development is as follows:
- "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"*
- 1.4 The proposed development is described fully in the Design and Access Statement ('DAS') prepared by KPP Architects and presented on the suite of supporting plans and drawings. The application proposals have been developed in consultation with Manchester City Council ('MCC') Officers and other key stakeholders. Section 3 of this SPS provides further detail of the pre-application consultation and engagement undertaken.
- 1.5 This SPS demonstrates that the proposed development complies with the policies and guidance contained within the Places for Everyone ('PfE') Joint Development Plan, MCC's Core Strategy, saved policies of the Unitary Development Plan ('UDP') and the National Planning Policy Framework ('NPPF') (2023).

### About Dakota Hotels

- 1.6 The Dakota Hotels Group are a luxury lifestyle brand, synonymous with timeless style and impeccable service. The group offers a lifestyle of designer luxury accommodation and sociable dining experiences for all.
- 1.7 With an unwavering dedication to attainable luxury, the first Dakota Eurocentral was opened in 2006, situated in Motherwell, Scotland. Drawing inspiration from the inaugural flight of the legendary Dakota airliner from New York to Chicago in 1936, the name "Dakota" was selected to encompass the spirit of timeless opulence and the excitement of embarking on an extraordinary adventure.
- 1.8 With prime locations, stylish design, and exceptional service, the first Dakota Hotel immediately gained recognition as a premier luxury destination. This success paved the

way for the expansion of their brand, bringing Dakota Hotels to the vibrant city centres of Glasgow, Manchester, and Leeds. Dakota Hotels is a Northern powerhouse with bold expansion plans, with Dakota Newcastle set to open in Spring 2025.

- 1.9 At Dakota Hotels, their commitment to unparalleled hospitality is deeply ingrained in their brand ethos. Whether it is arranging special requests, providing insider tips on local attractions, or delivering impeccable room service, Dakota's dedicated staff go above and beyond to ensure your stay is nothing short of extraordinary.
- 1.10 At Dakota, luxury is not just a concept, but the essence of their experience. Combining meticulous design with sophistication and elegance, each Dakota Hotel is crafted to be luxurious sanctuaries for their guests. Dakota's restaurants and bars are culinary destinations, with award-winning chefs showcasing their creativity and expertise.
- 1.11 A Sunday Times 2024 Best Place to Work, Dakota Hotels have been named as one of the TripAdvisor Best Hotels in the UK 2023, bestowed a Michelin Plate and awarded a Hotel Catey in 2022.
- 1.12 Dakota already has strong and meaningful relationships within the Manchester area fostered over 5+ years, which drive a pipeline of applicants and offer employment routes into our business. Community outreach initiatives and efforts include:
- Pledging to the Greater Manchester '*Good Employment Charter*.'
  - Participant of the *Hospitality Connect Schools Programme*, with two partner schools: Kingsway School and Co-Op Academy Swinton.
  - Close relationships with local colleges, particularly with Manchester College, Thameside College, and Trafford College, offering apprenticeships and work experiences.
  - Key industry partner to *Manchester Metropolitan University*, being part of their mentor program as well as providing placements and delivering guest lectures to students.
  - Co-chair of the Manchester Hoteliers Association, driving awareness of quality careers in hospitality within the city.
  - Charity partner with Reach Out, Manchester-based *mentoring charity* with the aim of building aspiration to young people in underprivileged communities.

## Supporting Information

1.13 The application is accompanied by a suite of supporting documents, the scope of which has been discussed with MCC Officers through pre-application discussions. The following documents are submitted in support of this planning application:

- Covering Letter;
- This Supporting Planning Statement;
- Application form, relevant land ownership certificates and application fee; and
- Schedule of supporting plans and documents located in **Appendix 2** of this report.

## Structure of SPS

1.14 This Statement is structured as follows:

- Section 2 provides a description of the application site and its surroundings.
- Section 3 provides a summary of the pre-application engagement undertaken with MCC, key stakeholders and the local community.
- Section 4 sets out the details of the proposed development.
- Section 5 contains an overview of local and national planning policy and guidance.
- Section 6 assesses the application proposals in the context of planning policy and guidance.
- Section 7 summarises the technical considerations that have been assessed by the planning application.
- Section 8 provides a summary and conclusion on the proposed development.

## 2 SITE AND SURROUNDINGS

- 2.1 This section of the SPS provides a detailed description of the site's location, characteristics, and accessibility credentials. It provides a description of the site's status and physical attributes.

### **The Site**

- 2.2 The site extends to approximately 1.23 hectares and is located to the north-eastern end of Manchester Airport.
- 2.3 The site is vacant and is previously developed land comprising a significant area of hardstanding used for surface-level car parking and debris. Self-seeded shrubbery exists along Bailey Lane and Enterprise Way and a number of mature trees fronts the site's eastern boundary.
- 2.4 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.
- 2.5 A Site Location plan (Dwg No. 2000 Rev P1) prepared by KPP Architects is enclosed at **Appendix 1**.

### **Designations**

- 2.6 The site is located in Flood Zone 1, where there is a low probability of flooding from rivers and sea.
- 2.7 The site is not located within any identified conservation area, nor does the site include any listed buildings. The closest designated heritage asset is the Grade II Listed 'Etrop Grange' (List Entry Number: 1197799) approximately 50m west.
- 2.8 The site does not contain any ecological designations, including Sites of Special Scientific Interest ("SSSI") or Special Protection Areas ("SPA"). The site is not located in an Area of Outstanding Natural Beauty ("AONB"), or any other area designated for its landscape value.

### **Surrounding Area**

- 2.9 Bailey Lane is located immediately beyond the North Western boundary beyond which are units occupied by the Razorblue Group and Etrop Grange Hotel.

- 2.10 An existing buffer of woodland is immediately adjacent to the site's northern eastern boundary, beyond which lies residential properties along Hilary Road and Selstead Road forming part of the Woodhouse Park area in south of Wythenshawe, Manchester.
- 2.11 A roundabout is located beyond the site to the South East and Enterprise Way is beyond the site to the South West.
- 2.12 Land beyond Enterprise Way to the South West and to the West beyond Bailey Lane are currently under construction. Manchester Airport is approximately 600m south of the site.

### **Accessible and Sustainable Location**

- 2.13 With regard to public transport, the nearest bus stop is located 10m from the site on Bailey Lane where the Number 18, 43, 103, 130, 768 and 769 bus services frequent. These provide regular routes to destinations including Eccles, Piccadilly Gardens, Macclesfield, Stepping Hill, and Burnage.
- 2.14 The nearest Metrolink Stations is Manchester Airport which is 620m south of the site. The Metrolink services which operate is the Dark Blue Line (Manchester Airport – Victoria) which operates on a 12-minute frequency throughout the day. All tram stops have step free access to all platforms, help points and security camera coverage.
- 2.15 Manchester Airport Railway station is located approximately 650m south of the site. The train station provides regular and frequent train services to local destinations within Greater Manchester and destinations throughout the UK such as Llandudno, Liverpool, Blackpool, Crewe, Chester, Carlisle, and Edinburgh.

### **Planning History**

- 2.16 A search of MCC's planning register has been undertaken and there appears to be no planning history related to the site in the last 5 years.
- 2.17 However, the site falls within several historical planning applications as shown below:
- **100831/00/2012/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 8<sup>th</sup> 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 25<sup>th</sup> 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 23<sup>rd</sup> 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 29<sup>th</sup> June 2009
- **087396/00/2008/S2:** OUTLINE APPLICATION FOR (i) The erection of 6,038 square metres of office space (Class B1); three hotels (Class C1) of up to 500 bedrooms, with ancillary facilities including conference facilities, health and fitness club and bar and restaurant; 205 residential units (Class C3) (access only) (ii) The erection of a 6,300 square metres of car dealership (access, layout and scale only) – Withdrawn 12<sup>th</sup> January 2009
- **078993/00/2006/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 11<sup>th</sup> Jan 2007
- **054172/JO/SOUTH3/98:** Variation of condition no.1 attached to planning ref.044146 to permit existing use until 1 May 2002 – Withdrawn 3<sup>rd</sup> January 2007
- **059313/00/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 17<sup>th</sup> October 2005
- **076789/FU/2005/S2:** Continuation of use of land as a 4240 space long stay airport car park – Approved 13<sup>th</sup> October 2005
- **074330/FO/2004/S2:** Retrospective application for the creation of a 4,240 spaces "off-airport" long stay car park for use by air passengers – 29<sup>th</sup> September 2005
- **072806/00/2004:** Proposed business park and associated highway works – Withdrawn 8<sup>th</sup> November 2004

- **049952/AO/SOUTH3/96:** 1 non illuminated advertisement- Approved 24<sup>th</sup> October 1996
- **049971/FO/SOUTH3/96:** Erection of a portacabin to provide reception, office and drivers rest room – Approved 2<sup>nd</sup> July 1996
- **048276/JO/SOUTH3/95:** Variation of condition 1 on application 044146 to allow the use as a car park to continue for a further 3 years – SoS Approved 6<sup>th</sup> June 1996
- **044146/00/SOUTH3/93:** Laying out of land as a car park – Approved 13<sup>th</sup> April 1994
- **035699:** Temporary surface car parking – Refused 20<sup>th</sup> Jun 1990
- **024810:** Construction of office/research/industrial/warehousing accommodation for high technology related users and associated access roads, car parking, landscaping, and reasonable improvements to Bailey Lane and Outwood Lane – Refused 31<sup>st</sup> July 1985
- **024274:** Construction of office/research/industrial/warehousing accommodation for high technology related users and associated access roads, car parking, landscaping, and reasonable improvements to Bailey Lane and Outwood Lane – Refused 31<sup>st</sup> July 1985

### 3 PRE APPLICATION CONSULTATION

3.1 This section of the SPS provides a summary of the pre-application consultation which has been undertaken as part of the planning application. This section provides a summary of the following:

- Consultation with Elected Representatives
- Community Consultation

3.2 The public consultation exercise has been carried out following guidance within the National Planning Policy Framework ("NPPF") (December 2023) and MCC's adopted Statement of Community Involvement (June 2018)

#### **Pre-Application Consultation with Local Elected Representatives**

##### **Local Political Stakeholders**

3.3 Prior to the launch of community consultation, a letter was sent by email to local ward councillors to notify them of the proposals and invite them to meet with the project team and learn more about the plans. This email was issued on 13<sup>th</sup> May 2024 and the recipients included:

- Councillor Astrid Johnson, Leader of the Green Party, Woodhouse Park Ward Member
- Councillor Anastasia Wiest, Deputy Leader of the Green Group, Woodhouse Park Ward Member
- Councillor Rob Nunney, Green Party, Woodhouse Park Ward Member

3.4 Following the receipt of letters, telephone and email approaches were made to these stakeholders to follow up on the request of a meeting.

##### **Meetings with Ward Members at Manchester City Council**

3.5 On Thursday 23<sup>rd</sup> May 2024, members of the development team met with the members for the site ward, Woodhouse Park, Councillor Astrid Johnson, Councillor Anastasia Wiest and Councillor Rob Nunney.

3.6 The conversation covered the key themes:

- *Selstead Road is congested. Can deliveries be routed away from this area.*

- *Long term holiday parking is a significant problem. Can some form of traffic regulation order be put in place or parking restrictions to protect residents.*
- *The Forum in Wythenshawe would be a good location for a local labour recruitment event. The Councillors were supportive of proposals for the hotel to employ local people.*
- *Keeping local people informed is critical including engagement with 3 local schools.*
- *The proposed hotel must not create additional traffic and car parking problems. Queried if staff parking will be a problem.*
- *Requested the widening of pavement along Bailey Lane.*
- *Identified the local brook area as a hotspot for anti-social behaviour. The proposed development mustn't aggravate this situation anymore.*

3.7 Through the consultation and following its conclusion, the project team has maintained regular communication with the site ward members to update them on progress and remains committed to doing so once the application has been submitted.

### **Community Consultation**

3.8 The Applicant has committed to delivering a comprehensive consultation process that provided detailed information on the scheme and encouraged feedback from a broad range of stakeholders. To that end, a consultation period was undertaken. This commenced on 14<sup>th</sup> May 2024 and ran until 7<sup>th</sup> June 2024, lasting for a total of 24 days.

3.9 The wider public consultation exercise comprised:

- Community Leaflet Drop to surrounding residential properties and businesses
- Community Information Line
- Consultation Email

3.10 A summary of the above consultation exercises is outlined below.

### **Community Leaflet Drop**

3.11 To announce the public consultation, community leaflets were hand delivered on Tuesday 14<sup>th</sup> May 2024 to the residential properties and business addresses closest to the site in the local area of Woodhouse Park. The area for the leaflet drop was agreed with MCC

officers prior to distribution. The leaflets provided a brief overview of the plans for the site, directing residents to the dedicated consultation email and how to provide feedback.

### **Community Information Line**

- 3.12 A Community Information Line was provided from the launch of the consultation and will remain open until the determination of the planning application. The phone line enables people to speak with members of the development team directly. Residents were able to ask questions, leave their feedback verbally, or request paper copies of the consultation be posted to them.

### **Consultation Email**

- 3.13 The email was included on all correspondence with residents and stakeholders, as well as the press release and consultation website. Like the community information line, it was available from the launch of the first round of consultation and will remain open until the determination of the planning application.

### **Feedback**

- 3.14 Across the consultation, members, the community, businesses, and organisations were able to provide feedback via telephone, email, and post. The details of how to submit feedback were provided on the leaflets distributed to the local community and stakeholders.
- 3.15 Across the consultation, a total of 3 pieces of feedback were received, which have been carefully considered by the project team. A summary of the format and feedback channels can be found in the table below.

| <b>Format</b>              | <b>Number</b> |
|----------------------------|---------------|
| Community Information Line | 0             |
| Consultation Email         | 3             |
| Post                       | 0             |
| <b>Total</b>               | <b>3</b>      |

## Response to Feedback

- 3.16 During the consultation, several thematic responses were raised by respondents. The development team has sought to respond to these comments within the following table:

| Theme                                       | Applicants Response                                                                                                                                                                                                     |
|---------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Affect to Woodland Area & Protected Species | This will be managed through the construction and operational phases. Most of the woodland area will not be touched as it is located outside of the development area.                                                   |
| Control of Existing Anti-Social Behaviour   | The operator of the new hotel does not want anti-social behaviour and will seek to manage this as part of the general security around the hotel.                                                                        |
| Airport/Holiday Parking                     | These matters will be raised and discussed with MCC as part of the planning process.                                                                                                                                    |
| Construction Noise                          | Any planning permission will have conditions restricting hours of operation for construction. The contractor will have to adhere to the considerate contractor scheme and a construction environmental management plan. |

## Summary

- 3.17 This chapter of the SPS demonstrates that meaningful consultation has been undertaken by the Applicant prior to submission of this application. All feedback has been considered and where relevant amendments to the proposals have been made.

## 4 PROPOSED DEVELOPMENT

4.1 This chapter describes the use and amount, layout and scale, appearance and means of access to the development for which planning permission is sought. The proposed development is described fully in the DAS prepared by KPP Architects and presented on the application drawings.

4.2 The application proposals have been developed in consultation with MCC Officers and other key stakeholders.

### Description of Development

4.3 The planning application is submitted in full. The description of development is as follows:

*“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.”*

4.4 Details of the proposed development are described in the following sections.

### Use & Amount

4.5 The Hotel will be ground plus 7 storeys. The quantum of the proposed development will be as follows:

- 154 bedroom hotel with suites on the top floor
- Restaurant and bar on the ground floor with external terrace
- Reception lobby with luggage storage
- 130 car parking spaces, including 8 accessible spaces & 8 EV parking spaces

The amount of development is shown in the below table:

| Floor  | GEA (sqm) | GIA (sqm) |
|--------|-----------|-----------|
| Ground | 2,206     | 1,425     |
| First  | 1,149     | 1,063     |
| Second | 1,149     | 1,063     |

|              |              |              |
|--------------|--------------|--------------|
| Third        | 1,149        | 1,063        |
| Fourth       | 1,149        | 1,063        |
| Fifth        | 1,149        | 1,063        |
| Sixth        | 1,134        | 1,063        |
| Seventh/Roof | 44           | 32           |
| <b>TOTAL</b> | <b>9,129</b> | <b>7,835</b> |

## Scale and Massing

- 4.6 The proposal is a ground plus 7 storey building.
- 4.7 The current proposal is approximately 18m wide, 56m long and 24m tall. The proposed restaurant and bar adds an additional 9.5m wide by 35m long extension at ground floor to facilitate hospitality and hotel back of house.
- 4.8 For more information on the scale & massing of the building, please refer to the DAS prepared by KPP Architects which provides sketches and elevations of the proposed development scale.

## Layout & Orientation

### Ground Floor

- 4.9 As shown by the Proposed Ground Floor Plan (Dwg Ref: 2003 Rev P1) this floor consists of an entrance lobby & reception area including a concierge desk and luggage store.
- 4.10 A bar, dining area (including private dining rooms), kitchen, and laundry area are located to the southern end of the building.
- 4.11 This floor also includes WC's and changing facilities to the north side of the floor.

### First Floor

- 4.12 As shown by the Proposed First Floor Plan (Dwg Ref: 2004 Rev P1) this floor consists of 27 hotel rooms including Classic King, Garden King and Accessible King rooms.

- 4.13 3no. lifts and stairwells are located to the east of the building and a singular lift and stairwell is located adjacent to the Accessible King room in the west.

### **Second to Fifth Floor**

- 4.14 As shown by the Proposed Second to Fifth Floor Plan (Dwg Ref: 2005 Rev P1) this floor consists of 27 hotel rooms (on each floor) including Classic King and Accessible King rooms.
- 4.15 3no. lifts and stairwells are located to the east of the building and a singular lift and stairwell is located adjacent to the Accessible King room in the west.

### **Sixth Floor**

- 4.16 As shown by the Proposed Sixth Floor Plan (Dwg Ref: 2005 Rev P1) this floor comprises a mixture of room types. 2no. Junior suites and 2no. signature suites are located on the east side of the floor. 15no. Classic King rooms & 1no. Accessible rooms make up the rest of the floor.
- 4.17 An indoor plant is located to the north end of the floor adjacent to the accessible king room & lift/stairwell area.
- 4.18 3no. lifts and stairwells are located to the east of the building and a singular lift and stairwell is located adjacent to the Accessible King room in the west.

### **Seventh Floor**

- 4.19 As shown by the Proposed Seventh Floor Plan (Dwg Ref: 2006 Rev P1) the floor comprises an external plant space in the northwest corner of the floor. The rest of the floor will be covered by Photovoltaic (PV) panels.

### **Roof Level**

- 4.20 As shown by the Proposed Roof Plan (Dwg Ref: 2008 Rev P1) The entirety of the roof will be flat and will be covered PV Panels.

### **External Appearance**

- 4.21 The external appearance of the building takes architectural inspiration from the City Centre Dakota Deluxe Hotel. This includes high a consistent grid structure to the façade using a simple palette of materials, these include traditional facing black brickwork and recessed crittall style windows.

- 4.22 The design of the hotel mirrors that of the city centre location but must accept restrictions in terms of no recessed windows, and landscaping/planting that will not encourage breeding birds in close proximity to aeroplanes from Manchester Airport.
- 4.23 For further information regarding the external appearance please refer to the DAS prepared by KPP Architects.

### **Access and Servicing**

- 4.24 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.
- 4.25 The existing access off Bailey Lane will be adapted to form a segregated service yard entrance.

### **Parking & Airport Transportation**

- 4.26 The hotel car park is to be accessed from the existing northern spur of the Enterprise Way roundabout. This will facilitate two-way vehicular access for hotel customers and taxis. 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.
- 4.27 Car parking will be operated by a valet service, in line with that provided at other Dakota hotels. Concierge and valet staff will actively manage the drop-off area. The car park will be a 24-hour operation with guest arrivals partially aligning with flight schedules. The valet parking will ensure that any car arrivals and departures during the night will be managed to ensure that there will be no impact on residential properties in the surrounding area.
- 4.28 An electric shuttle bus for hotel guests is proposed which will run between the airport and the hotel at regular intervals throughout the day.

### **Landscaping**

- 4.29 The substantial landscaping belt to the north east of the site will be retained to provide adequate screening to residential properties north of the development.
- 4.30 To the southern area of the site will include a semi-screened landscape buffer along the southern perimeter. Feature landscaping elements will also be added to the vehicular and pedestrian entrances.

- 4.31 Please refer to the Landscape Statement (Ref: PWP 872 500 Rev P01) and Refer to Landscape Outline Masterplan (Ref: PWP 872 001 Rev P03) for further details, including soft landscape palette and specification notes.

## 5 PLANNING POLICY FRAMEWORK

- 5.1 This section of the SPS sets out the key planning policies at the national and local level which are relevant to the determination of the planning application. The application proposals are evaluated in the context of the relevant policies identified in the subsequent section of the SPS.

### The Development Plan

- 5.2 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.
- 5.3 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)

### Site Allocation

- 5.4 In accordance with MCC's Interactive Proposals Map the site is located within the 'Wythenshawe Sub-Area' and 'Areas for Economic Development.' Additionally, the site is also allocated under the PfE for future development under Airport City North.

### Places for Everyone (March 2024)

- 5.5 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 – after Stockport pulled out) 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:
- 5.6 **Policy JP-S2 Carbon and Energy** requires new developments to meet the requirements set out in Part S of the Building Regulations unless superseded by relevant Local Plan Policies. This includes the adequate provision, design, management, and operation of electric vehicle ('EV') charging points. Unless demonstrated to be impractical or financially unviable, new development will be expected to be net zero carbon from the adoption of

the PfE. From 2028 this will include to all emissions during construction phase. From 2025, development will also be required to minimise carbon emissions from unregulated emissions alongside regulated emissions. Any residual emissions that cannot be fully mitigated on-site should be offset, in agreement with the LPA, through a financial contribution to a carbon offset fund.

- 5.7 **Policy JP-S6 Clean Air** outlines a comprehensive range of measure to be taken to support improvements in air quality, including: Requiring applications which could have an adverse impact on air quality to submit relevant air pollution data so that impacts can be fully assessed; and Significantly expanding the existing commercial network of electric vehicle charging points, both for public and private use, including as part of new developments.
- 5.8 **Policy JP-G6 Urban Green Spaces** requires that all development is designed to support the positive use of nearby green spaces, such as by offering a high quality setting, providing natural surveillance, and facilitating easy access by walking and cycling.
- 5.9 **Policy JP-G9 A Net Enhancement of Biodiversity and Geodiversity** states development will be expected to: avoid significant harm to biodiversity; adequately mitigate biodiversity harm; achieve a measurable gain in biodiversity of no less than 10%; provide appropriate long-term management of habitats and geological features connected to the development; mitigate impacts to Special Areas of Conservation (SACs) and Special Protection Areas (SPAs); and be informed by the findings and recommendations of the appropriate biodiversity/ecological assessments in the PfE evidence base or updated versions.
- 5.10 **Policy JP-G2 Digital Connectivity** requires new development to have full fibre to premises connections unless technically infeasible and/or unviable. It is expected that internet connections will be operational and immediately accessible to network providers when occupiers move into new properties.
- 5.11 **Policy JP-C4 Streets for All** states that streets will be designed and managed to make a significant positive contribution to the quality of place and support high levels of walking, cycling and public transport. Targeted improvements to the highway network will be supported through studies and scheme development, where they complement the aim of securing a significant increase in the proportion of trips made by walking, cycling and public transport.

5.12 **Policy JP-C5 Walking and Cycling** states that in order to help deliver a higher proportion of journeys made by walking and cycling, we will support a range of measures, including: creating safe, attractive and integrated walking and cycling infrastructure; creating active neighbourhoods and street networks; utilising green and blue infrastructure for new routes; and increasing the capacity and quality of infrastructure where significant growth in the number of short journeys is anticipated.

5.13 **Policy JP-C7 Transport Requirements for New Development** requires new development to enable and encourage walking, cycling and public transport use to reduce the negative effects of car dependency, and help deliver high quality, attractive, liveable, and sustainable environments. This will include:

- Prioritising new and enhanced walking, cycling and public transport routes through and around the site;
- Subsidising new or amended public transport services where the development would otherwise have inadequate public transport access;
- Making adequate car parking provision, including disabled drivers and passengers;
- Providing ULEV charging infrastructure;
- Provide overnight parking and rest areas, with appropriate facilities for HGV drivers;
- Providing designated pick-up/drop-off points for taxis and other demand-responsive transport where appropriate;
- Make appropriate provision for deliveries and services;
- Construction Management Plans;
- Transport Assessments and Travel Plans.

### **Manchester Core Strategy (2012)**

5.14 The Core Strategy 2012 - 2027 was adopted by MCC 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:

- 5.15 **Policy SP 1 Spatial Principles** provides the key spatial principles that will guide the strategic development of Manchester to 2027. The policy encourages the centre to be a focus for economic and commercial development, retail, leisure and cultural activity, alongside high-quality city living. Policy SP 1 also encourages development to minimise emissions, and to reduce the need to travel by locating development close to jobs, services, education, and open space.
- 5.16 **Policy EN 1 Design Principles and Strategic Character Areas** sets out that the City Centre contains a rich legacy which reflects its urban evolution to the current day and includes listed buildings, conservation areas, archaeological remains and an historic street pattern. Its core area presents a particularly dense environment that accommodates a wide and closely integrated range of uses including commercial, civic, and residential activities. The policy also sets out that developers will be expected to continue the rich pattern of activity. In maintaining the rich pattern of activity at an appropriate density, the development is considered to meet the objectives of this policy.
- 5.17 **Policy EN 2 Tall Buildings** states proposals for tall buildings will be supported where it can be demonstrated that they:
- Are of excellent design quality,
  - Are appropriately located,
  - Contribute positively to sustainability,
  - Contribute positively to place making, for example as a landmark, by terminating a view, or by signposting a facility of significance, and
  - Will bring significant regeneration benefits.
  - Suitable locations will include sites within and immediately adjacent to the City Centre with encouragement given to non-conservation areas and sites which can be easily served by public transport nodes.
- 5.18 **Policy EC 10 Wythenshawe** states that Wythenshawe is expected to provide 55ha of employment land within B1a offices, B1b/c research and development and light industry and B8 logistics and distribution. Most of the economic development will be focused on:
1. 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.

2. University Hospital South Manchester suitable for growth related to the healthcare and biosciences and ancillary offices.
3. Existing employment sites along: West Wythenshawe Development Corridor - Oaks Business Park (B1) and Roundthorn Industrial Estate (B8); East Wythenshawe Development Corridor - Sharston Industrial Estate (B8), Atlas and Concord Business Parks (B1) and Ringway Trading Estate (B8).
4. The district centres of Wythenshawe, Northenden and the proposed centre at Baguley will all be suitable for mixed use local employment provision serving their catchment area.

5.19 Development proposals and planning applications should have regard to:

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

#### **Saved Policies of the Manchester Unitary Development Plan ('UDP') (1995)**

5.20 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

5.21 **Policy EW8 Economic Development (East Wythenshawe)** states that land immediately to the north of the Airport adjoining Woodhouse Park is allocated as one of the major strategic sites in the City for high technology industry. The Woodhouse Park site is ideal for this purpose in terms of its size, its location in relation to the Airport and to the strategic highway network, and its attractive open setting. The site is thus capable of

attracting high quality business uses which might otherwise not locate within the City or the conurbation.

### **Other Material Considerations**

5.22 There are a series of other planning policy guidance documents at local and national level that are relevant to the determination of this application which include:

- National Planning Policy Framework ('NPPF')
- National Planning Practice Guidance ('NPPG')
- The Emerging Manchester Local Plan;
- Mix Manchester Masterplan
- Supplementary Planning Guidance and Documents ('SPGs' and 'SPDs')

### **National Planning Policy Framework ('NPPF') (2023)**

5.23 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.

5.24 **Paragraph 8** highlights that achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways, so that opportunities can be taken to secure net gains across each of the different objectives:

- An economic objective - to help build a strong, responsive, and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation, and improved productivity; and by identifying and coordinating the provision of infrastructure.
- A social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being, and,

- An environmental objective – to contribute to protecting and enhancing our natural, built, and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

5.25 **Paragraph 11** states that plans and decisions should apply a presumption in favour of sustainable development. For decision taking this means:

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

5.26 **Paragraph 38** states that LPAs should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.

5.27 **Paragraph 39** states that early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality pre-application discussion enables better coordination between public and private resources and improved outcomes for the community.

5.28 **Paragraph 85** states that planning policies and decisions should help create the conditions in which businesses can invest, expand, and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future.

- 5.29 **Paragraph 123** states that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously developed or 'brownfield' land.
- 5.30 **Paragraph 131** stresses the importance of creating high quality buildings and places. Good design is highlighted to be a key aspect of sustainable development, creates better places to live and work, and helps make development acceptable to communities.
- 5.31 **Paragraph 135** states that planning policies and decisions should ensure that developments:
- a) Will function well and add to the overall quality of the area for the lifetime of the development;
  - b) Are visually attractive as a result of good architecture, layout, and appropriate and effective landscaping;
  - c) Are sympathetic to the local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
  - d) Establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming, and distinctive places to live, work and visit;
  - e) Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and,
  - f) Create places that are safe, inclusive, and accessible, and which promote health and well-being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

### **National Planning Practice Guidance**

- 5.32 On 6th March 2014, the former Department for Communities and Local Government published the National Planning Practice Guidance ("PPG"). The PPG is regularly updated

and provides further guidance on the interpretation of national planning policy within the Framework. It is, therefore, a material consideration in the determination of the application

### **The Emerging Manchester Local Plan**

- 5.33 MCC is undertaking a review of the Core Strategy and the Saved Policies of the UDP. The first stage of consultation on the Local Plan Issues document was consulted upon between 7th February 2020 and 1st May 2020. However, given that the Plan is at a very early stage and there are no draft policies that have been published at the time of writing, no weight has been afforded to the emerging Manchester Local Plan in the decision-making process.

### **MIX Manchester Masterplan**

- 5.34 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.
- 5.35 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.
- 5.36 The masterplan has been developed by Sheppard Robson over a two-year period and 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 by Manchester City Council.
- 5.37 The site is currently allocated for 'Hotel plots up to 9 storeys' and 'a total of 400 room keys'.

### **Supplementary Planning Guidance and Documents**

#### **Guide to Development in Manchester (April 2007)**

- 5.38 The Guide to Development in Manchester seeks to provide guidance which will help to develop and enhance an environment within Manchester that is visually attractive, has a unique and positive sense of place and that properly caters for the functions which it accommodates both now and in the future. The advice covers the following issues: design; accessibility; environmental standards; street hierarchy; parking guidelines;

housing density; promotion of a safer environment; design for health; and internal design principles.

### **The Manchester Strategy**

- 5.39 The Manchester Strategy sets out a long-term vision for the city following a period of consultation in 2015. The vision includes the objective to 'be a beacon for sustainable design' in order to be a thriving and sustainable city. The planning process is identified as being a facilitator in delivering these objectives. The proposed development of the site will clearly align with the overarching programmes being promoted by the Manchester Strategy and has been designed alongside the principles contained within this strategy. In particular, the proposed development will contribute positively to supporting a diverse and distinctive economy that creates jobs and opportunities and to creating well-designed office space, in line with the Manchester Strategy vision.

### **Manchester's Great Outdoors – a Green and Blue Infrastructure Strategy for Manchester**

- 5.40 The Manchester Green and Blue Infrastructure Strategy and Action Plan aims to build on investment to date and create a high quality, well maintained green and blue spaces which are integral part of neighbourhoods. The objectives of the Strategy include using appropriate infrastructure to create successful neighbourhoods and support the city's growth.

### **Summary**

- 5.41 This section has detailed the adopted and emerging planning policy framework and guidance at a local and national level, which is relevant to the site. The next section provides an assessment of the proposed development against the relevant policies of the adopted Development Plan for MCC and the NPPF (2023).

## 6 PLANNING ASSESSMENT

- 6.1 This section assesses the proposals against the relevant policies of the adopted Development Plan for MCC and the NPPF (2023).
- 6.2 The full suite of technical assessments used to inform this appraisal of the proposals are submitted in full alongside this planning application. The key planning considerations are as follows:

### **Principle of Development**

- 6.3 The site formed part of an early planning consent which included a range of uses including hotel use. Core Strategy Policy EC 10 Wythenshawe states that Wythenshawe is expected to provide 55ha of employment land within B1a offices, B1b/c research and development and light industry and B8 logistics and distribution. Most economic development will be focused on 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.
- 6.4 The 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 10 Wythenshawe & the draft Mix Manchester Masterplan for hotel use on the site.

### **A Confirmed End User**

- 6.5 Hotels have become an increasingly important use across Manchester, as recently identified by the MIX Manchester Masterplan. New hotel development which contributes to the quality of the Airport hotel offer will be supported. The below analysis confirms that the hotel will contribute to this offer and will also provide a number of benefits to the area.
- 6.6 The Dakota Hotel franchiser will occupy the hotel. Having a confirmed end user for the site provides the scope for ensuring a viable and deliverable scheme in line with specific franchisor requirements.

### **Viable Use**

- 6.7 The site has been used as a surface level car park. It is unattractive and fails to fully utilise the positive attributes of the site. As a use, a hotel will complement the mix of residential, retail, and commercial uses in the area. The redevelopment of the site will provide an attractive environment and will encourage further investment in the surrounding area as already identified by the MIX Manchester Masterplan.

## Employment and Supply Chain

- 6.8 The new hotel is projected to inject approximately £12million per annum to the local economy, with 145 jobs for local people. This is broken down into the following categories:

| Department             | No. of Jobs         |
|------------------------|---------------------|
| Housekeeping           | 30                  |
| Maintenance & Security | 7                   |
| Bar & Grill            | 50                  |
| Kitchen                | 25                  |
| Front of House         | 25                  |
| Office                 | 8                   |
| <b>TOTAL</b>           | <b>145 (FTE 90)</b> |

- 6.9 The Employment and Skills Plan prepared by Dakota demonstrates a range of ways in which local skills will be enhanced, including:

- Recruiting individuals with little or no experience in hospitality & harnessing their enthusiasm and training them internally;
- Emphasis on Learning & Development (L&D) shown by a dedicated 'Head of Learning, Development & Engagement' within Dakota's People & Culture Team;
- Industry-leading training resources which contribute to over 75% of their leadership positions coming from internal promotions; and
- Trademarked 'Dakota Academy' brand which provides extensive catalogue of internal training sessions

- 6.10 The L&D Strategy for the proposed development at Manchester Airport includes:

- Using established relationships with local apprenticeship providers, FE and HE institutions to partner with on skills enhancement;
- Dakota Academy to provide training framework and content to be able to take local talent and train them with all skills required to succeed internally; and
- Sophisticated learning management systems (LMS) providing learning solutions in multiple languages.

6.11 Dakota is committed to working with MCC, local stakeholders and MAG to ensure that local people will benefit from the new development. Dakota is keen to engage locally to provide local people with an opportunity to work at the hotel.

### **Vitality**

6.12 The redevelopment of the site as a Hotel will animate the area and make it a more welcoming environment for pedestrians. The current use as a surface carpark and its location invites anti-social behaviour as identified by pre-application consultation. The redevelopment of the site will create 24hr natural surveillance and discourage anti-social behaviour in the area.

### **Choice & New Offer**

6.13 The proposal would be the second Dakota Hotel to open in Manchester and will assist in diversifying the hotel offer at Manchester Airport. It provides more choice for tourists wishing to stay in the area that is well connected to all modes of transport and to a range of leisure and business opportunities.

### **Design Quality**

6.14 It is considered that the proposed scheme represents high quality design principles which will ensure a positive environment and create a high quality public realm. The Dakota Hotel will provide a high quality 4/5 star service in a strategic location. The Dakota Hotel will differentiate itself and add value to the existing offer which is budget and mid-range.

## 7 TECHNICAL CONSIDERATIONS

- 7.1 This Section of the SPS assesses the planning application proposals in the context of the following environmental and technical considerations:

### **Air Quality**

- 7.2 An Air Quality Assessment has been prepared by Dragonfly Consulting to support the planning application. A summary of the findings is set out below.
- 7.3 Institute of Air Quality Management (IAQM) guidance has been used to inform the qualitative assessment of the potential impacts on local air quality from construction phase activities at the site, with the results used to determine the level of mitigation required at the site to reduce dust emissions and associated impacts.
- 7.4 Due to the proximity and number of nearby residential receptors, the site is considered to have a medium risk of dust soiling impacts and a low risk with regard to PM10 concentrations. However, through good site practice and the implementation of the recommended, appropriate mitigation measures, the effects of dust and PM10 associated with the construction phase of the proposed development are not significant.
- 7.5 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, in terms of exposure to NO<sub>2</sub>, PM10 and PM2.5 concentrations. Based on the above, air quality does not pose a constraint to the development of the site for the proposed hotel use.

### **Arboriculture**

- 7.6 The following information has been prepared by JCA Arboricultural & Ecological Consultants to support the planning application:
- i. **Arboricultural Report (Ref: 21843/AJB):** The report recommends that no tree works are required under the current context of the site. However, all trees which are to be retained within the proposed development should be inspected on a regular basis in the interests of risk management. General tree related advice to assist the design proposals has been provided in Section 4 of the report in conjunction with the Tree Constraints Plan at Appendix 5. Upon provision of specific proposals, site-specific advice should be given with regards to the impact on trees. In accordance with Section 5.4 of BS 5837: 2012, the next stage should be the preparation of an Arboricultural

Impact Assessment (AIA), which will illustrate and discuss the impact of the proposals on the trees.

- ii. **Arboricultural Impact Assessment (Ref: 21843-A/AJB):** An area of trees within G1 require removal in order to facilitate the proposed development. Tree works required to accommodate the proposals are detailed in Appendix 1 of the report and trees requiring removal are shown in red on the Arboricultural Implications Plan at Appendix 6. The protection of retained trees can be achieved by the creation of a Construction Exclusion Zone based on the Root Protection Area of a tree. The Root Protection Area of each tree or group is marked on the Tree Constraints Plan at Appendix 5.

## Crime Impact

- 7.7 A Crime Impact Statement has been prepared by Greater Manchester Police to support the planning application. A summary of the findings is set out below.
- 7.8 The proposed development has been assessed using the principles of 'Crime Prevention Through Environmental Design' (CPTED) to reduce the opportunities for crime, the fear of crime, and anti-social behaviour. The location and the proposed development is acceptable; however, hotels can attract criminal and antisocial behaviour.
- 7.9 A number of recommendations made to improve the security of the buildings, deter criminals, and alert staff to unwanted/suspicious behaviour include:
- Access control into and around the hotel
  - Comprehensive CCTV system, particularly covering the restaurant/bar
  - Measures to reduce the potential for fly parking

## Ecology

- 7.10 The following information has been prepared by Envirotech to support the planning application:
- iii. **A Preliminary Ecological Appraisal (May 2024):** A data search and desk study of the site and an area within 1km of the site were undertaken to establish the presence of protected species and notable habitats. The site was then visited by a licenced ecologist from Envirotech NW Ltd on the 9th of February 2023. A full botanical survey of the site was initially undertaken and this was followed by surveys to establish the presence or absence of notable species at the site or in proximity such that they may

be affected by the proposed development. The plant species assemblages recorded at the site are all common in the local area and are of low ecological value. Sympathetically landscaped open space is considered to offer habitat of equal or greater ecological value. Low numbers of common bat species may forage along the site boundary. No suitable bat roosts were recorded on or near site. Birds are likely to utilise scrub on site boundary for nesting between March and September. Any vegetation clearance should therefore be undertaken outside of this period. No other notable or protected species were recorded on the site.

- iv. **Bird Hazard Management Plan (May 2024):** This seeks to minimise the potential bird strike risk to aircraft operating into and out of Manchester Airport. The bird strike risk arising from the Development Proposals has been considered and a number of measures have been identified that will minimise this risk. This Bird Hazard Management Plan will remain enforceable by Manchester Airport and the CAA or any successor to these bodies throughout the existence of the building. These obligations will be passed to any subsequent owners or operators of these buildings and land.
- v. **Biodiversity Net Gain & Biodiversity Metric (June 2024):** This report presents the results of this desk-based study to assess net change in biodiversity 'units' in connection with the removal of habitats for the proposed development at the site. The sites baseline BNG value was calculated at a total of 2.26 Habitat units, 0.00 Hedgerow units and 0.36 Watercourse units. Under the current proposals there will be a GAIN of 0.99 biodiversity area units (+43.61%), and a GAIN of 0.46 terrestrial linear biodiversity units and a GAIN of 0.48 watercourse biodiversity units (+133.40%).

## **Flood Risk & Drainage**

7.11 The following documents have been prepared by JPG to support the planning application:

- i. **Flood Risk Assessment (Ref: 6338-JPG-XX-XX-RP-D-0620-S2-P02):** This report has considered all potential sources of flood risk at the site and can concluded that these are considered low from all sources.
- ii. **Drainage Impact Assessment (Ref: 6338-JPG-XX-XX-RP-D-0622-S2-P03):** The reports supporting calculations and drawings provide a robust case for justifying the means of surface water drainage and that the site can be suitably, safely, and sustainably drained. Overall, this report demonstrates that the surface water drainage systems reasonable and acceptable for the proposed development.

- iii. **Drainage Maintenance & Management Plan (Ref: 6338-JPG-XX-XX-RP-D-0623-S2-P01):** The main objective of this maintenance document is to establish procedures to ensure the private drainage system functions appropriately in the long term within an environment of fiscal control. The foul and surface water drainage system proposed as part of the works is shown on JPG drawings 6338-JPG-ZZ-ZZ-DR-D-1400. The foul and surface water drainage system form part of the proposed development and will require maintenance to ensure continued satisfactory operation for the lifetime of the development.

## Ground Conditions

7.12 The following documents have been prepared by JPG to support the planning application:

- i. **Factual Report on Geoenvironmental Ground Investigation (6338-JPG-XX-XX-RP-G-0603-S2-P01):** This report provides all the factual ground investigation information and is used to inform the interpretative report for the site (see below).
- ii. **Interpretative Report on Geoenvironmental Ground Investigation (6338-JPG-XX-XX-RP-G-0604-S2-P02):** Based on the results of the chemical analysis and hazardous ground gas monitoring, no potential sources of contamination have been identified. Therefore, there is negligible risk to human health or controlled waters. The ground gas assessment carried out classifies the site as Characteristic Situation (CS) 1 in accordance with BS8485:2015+A1:2019. Therefore, no gas protection measures will be required. No radon protective measures are required.
- iii. **Geoenvironmental Desk Study Report (6338-JPG-XX-XX-RP-G-0601-S2-P03):** To further assess the potential geotechnical and environmental constraints to the proposed development, it is recommended that the following investigative works be carried out:
  - Trial pitting to assess the shallow ground conditions at the site and confirm the composition, extent, depth, and nature of any made ground and underlying natural strata. These provide general coverage and will allow soil samples to be obtained submitted for chemical analysis and geotechnical testing.
  - Cable percussive boreholes with in-situ SPT tests to provide geotechnical information from greater depth and inform foundation design. These will then be followed-on by rotary core drilling. Selected boreholes will be installed with deep groundwater monitoring wells.

- Window sample boreholes with in-situ SPTs to assess the nature of the subsurface and to confirm the depth and distribution of any made ground and shallow natural ground. Selected boreholes will be installed with shallow hazardous ground gas and groundwater monitoring wells.
- Chemical analysis of soil and leachate samples to determine the concentrations of potential contamination on the site and classify selected materials for disposal off-site (not including WAC testing).
- Geotechnical testing to classify materials and inform foundation design and geochemical testing to assess the Aggressive Chemical Environment for Concrete classification.
- Monitoring of gas and groundwater wells for hazardous ground gases, methane, carbon dioxide, oxygen, flow rate and groundwater level.

7.13 The investigation outlined above could be carried out in a phased approach. On completion a Phase 2 geoenvironmental ground investigation report, to include a Tier 2 Generic Quantitative Risk Assessment, will be prepared.

## Lighting

7.14 The following documents have been prepared to support the planning application:

- External Lighting Report (May 2024) prepared by Orbis:** The document provides an indicative external lighting strategy for the external operational lighting to support the development planning application. The strategy is for an external lighting scheme that provides safe levels of illumination to support the proposed use of the site whilst mitigating the impact of the lighting in terms of obtrusive light and light pollution on surrounding properties and wildlife. The planning stage strategy adopts the principles and guidance set out in BS 5489-1 2020: Code of Practice and the Institution of Lighting Professionals (ILP): Guidance.
- Glint & Glare Assessment (May 2024) prepared by Mabbett:** This assessment was requested by Manchester Airport's Safeguarding Officer due to the proposed development's proximity to the airport and the proposed PV panels on the hotel roof and reflections from the glass façade of the hotel and general car parking. Technical glare modelling for the roof, façade and car parking was undertaken for the potential impact of the proposed development on aviation receptors at Manchester Airport. Each model predicted that the maximum predicted ocular impact to the visual circuits and final

approach paths is '*low potential for temporary after-image*' (green glare). This corresponds to a 'low' magnitude impact. The results of this assessment indicate that the proposed development does not introduce an unacceptable operational hazard to Manchester Airport and no further mitigation will be required.

## Noise

- 7.15 A Noise Impact Assessment has been prepared by Dragonfly Consulting to support the planning application. A summary of the findings is set out below.
- 7.16 The noise assessment has been conducted with reference to the National Planning Policy Framework and the appropriate British Standards, recognised guidance & reference documents relevant to this site as well as Evans Dakota Hotels' own acoustic requirements for guest bedrooms.
- 7.17 This report describes a noise survey of the site and the subsequent analysis to determine the noise environment of the proposed development. It then compares the results with the adopted criteria and, where applicable, recommendations are made with respect to the design of the development.
- 7.18 The assessment identifies that, with suitable double glazing and ventilation specifications, internal noise levels are below the LOAEL for this assessment and therefore below the criteria set out in BS 8233:2014 for daytime, night-time and the maximum criteria as set out by the ProPG. The LOAEL is defined as:

**LOAEL – Lowest Observed Adverse Effect Level** – Noise Levels within BS 8233:2014 target criteria.

- 7.19 Maximum plant noise limits at any noise sensitive receptor have been proposed based on the measured background noise levels. Compliance with the above proposed plant noise limit will not cause an unacceptable adverse impact and therefore meets the requirements of the NPPF and the MCC Local Plan.
- 7.20 Furthermore, no negative impact on residents will occur through vehicular noise or during the construction period or operational phase of the hotel development.
- 7.21 As such, these levels are acceptable and meet the requirements of Manchester City Council, the NPPF and the Noise Policy Statement for England.

## Sustainability

- 7.22 A Sustainability Statement has been prepared by Orbis to support the planning application. A summary of the findings is set out below.
- 7.23 The statement addresses the sustainability and energy requirements as set out within the Manchester's Local Development Framework 'Core Strategy Development Plan Document' adopted 11th July 2012.
- 7.24 The report considers that air source heat pumps (ASHP) and PV panels would be suitable renewable energy technologies at the site. ASHP have since been proposed within the energy efficient design to provide space heating and cooling and PV panels have been introduced on the roof of the seventh floor and above the external bar/restaurant terrace on the ground/first floor.
- 7.25 The scheme will provide an improvement on a Building Regulation Part L 2021 building by 0.51kg/m<sup>2</sup>/annum of CO<sub>2</sub> emissions. This is equivalent to a 4.19% saving in the predicted CO<sub>2</sub> emissions compared to the 2021 Building Regulations Target Emission Rate.
- 7.26 A 4.19% saving in the predicted CO<sub>2</sub> emissions compared to the 2021 Building Regulations compliant building, significantly exceeds the 15% reduction when compared to the 2010 compliant building as required by policy EN6 of the adopted Manchester's Local Development Framework 'Core Strategy Development Plan Document' (2012).

## Transport

- 7.27 The following documents have been prepared by Hydrock Fore to support the planning application:
- i. **Transport Assessment (May 2024):** The Transport Assessment has been prepared in accordance with the approach set out in the Scoping Note and subsequent Technical Note, with comments received from MCC Highways considered. It has been demonstrated that:
    - There are opportunities available to access the proposed hotel by sustainable modes of travel including walking, cycling and public transport (bus, tram, and rail).
    - A review of the Crashmap website indicates that there have been no collisions recorded in the immediate vicinity of the site during the most recently available five-year period.

- The proposed development accords with national and local transport policy.
- Appropriate access can be achieved for all modes of transport.
- Car and cycle parking is to be provided in line with MCC's prevailing standards,
- The level of increase in traffic predicted to be generated by the proposed hotel Way is not considered to be significant and would not represent a material impact on the operation of the local highway network. As such, and given the scale of the proposed development, it is considered that no detailed junction capacity assessments should be required.

7.28 It is therefore concluded that the development proposal is acceptable from a transport perspective.

- ii. **Travel Plan (May 2024):** The Travel Plan ensures that hotel employees and guests can choose from a range of options for travelling by non-single occupancy car journeys. This will be achieved through communicating the Travel Plan to employees and guests, and by providing the measures to help make sustainable travel practical and attractive. Table 3 provides a summary of the measures that are to be implemented at the proposed hotel to encourage staff and visitors to travel to the hotel by sustainable modes including: a communication strategy; walking and cycling initiatives; public transport; airport shuttle bus service; and sustainable car travel.

## TV Reception

7.29 A TV Reception Report has been prepared by Gtech Surveys to support the planning application. A summary of the findings is set out below.

7.30 The result of the baseline survey shows that with appropriate mitigation and design, no adverse effects will occur to the current reception quality in the surrounding area.

## Summary

7.31 In summary, a suite of technical reports have been submitted in support of this planning application and the development is acceptable in relation to air quality; arboriculture; crime impact; ecology; flood risk and drainage; ground conditions; lighting; noise; transport; and sustainability measures.

## 8 SUMMARY AND CONCLUSION

8.1 This SPS has been prepared by Asteer Planning LLP on behalf of the Applicants in support of an application for full planning permission at Land off Enterprise Way, Wythenshawe (known as Dakota Hotel, Manchester Airport).

8.2 The description of development is as follows:

*“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.”*

8.3 The site extends to approximately 1.22 hectares and is located to the north-eastern end of Manchester Airport. The site comprises a significant area of hardstanding used for surface-level car parking and debris. Unmaintained shrubbery exists along Bailey Lane and Enterprise Way and a number of mature trees fronts the site’s eastern boundary.

8.4 Meaningful consultation has been undertaken by the Applicant prior to submission of this application. All feedback has been considered and where relevant amendments to the proposals have been made.

8.5 The principle of the proposed development accords fully with the adopted Development Plan for MCC and current national planning policy, being high-quality, high-density development within a strategic location, contributing towards a demonstrated need for hotel development within Manchester Airport. Furthermore, the proposed development will make a positive contribution to MCC’s regeneration objectives, delivering numerous environmental, economic, and social benefits.

8.6 The proposed development:

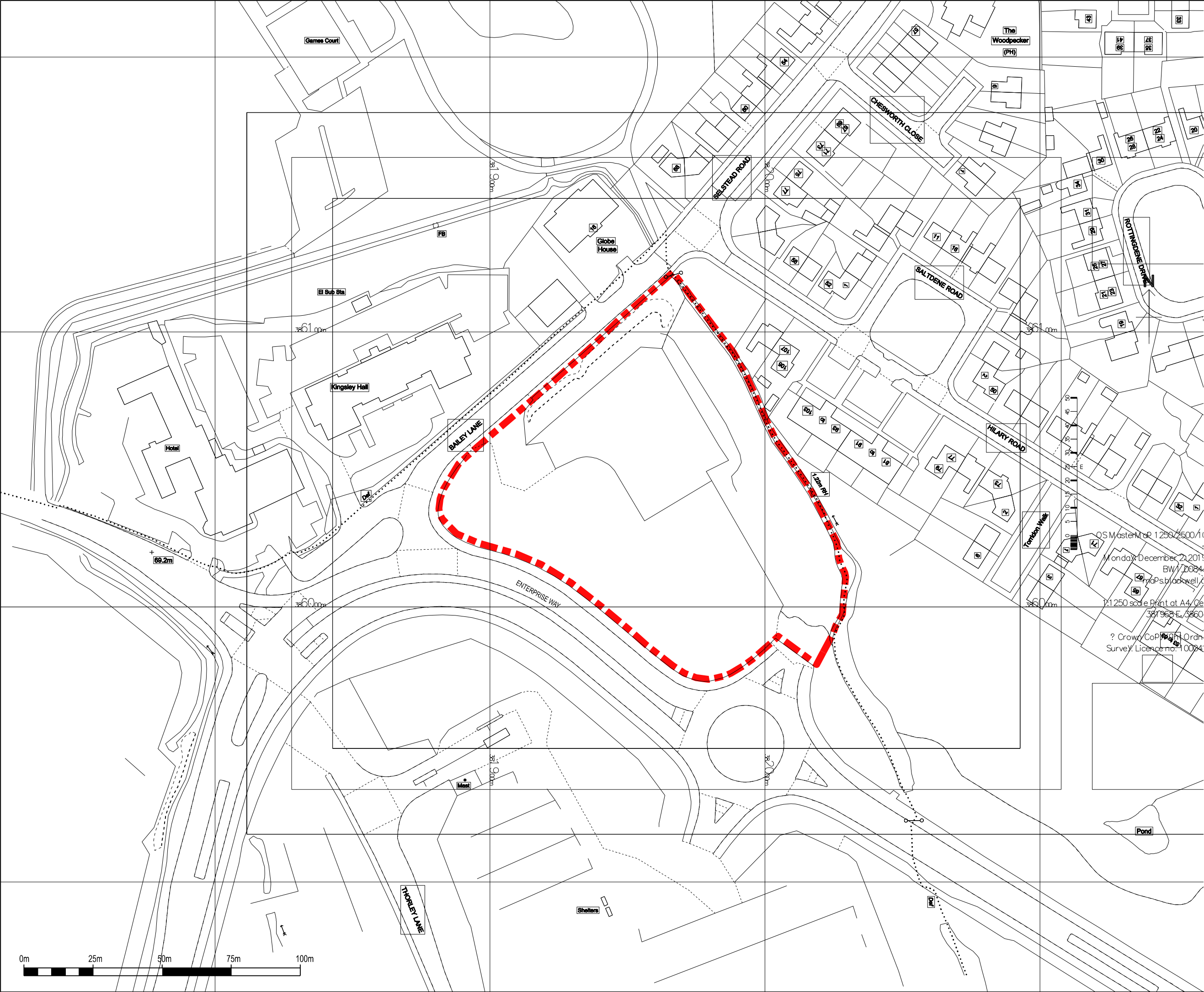
- Accords with development plan policy;
- Is located on a site which has previously had planning consent for hotel-use;
- Accords with the draft MIX Manchester Masterplan;
- Will provide high quality hotel accommodation to compliment the existing offer at the airport;
- Will create 145 jobs which will provide opportunity for local people to work at the hotel which will develop strong links with local stakeholders once operational; and

- The hotel building has been designed to minimise energy consumption through a range of energy efficiency measures.

8.7 A suite of technical reports have been submitted in support of this planning application and the development is acceptable in relation to air quality; arboriculture; crime impact; ecology; flood risk and drainage; ground conditions; lighting; noise; transport; and sustainability measures.

8.8 It is therefore requested that planning permission is requested without delay.

**APPENDIX 1 – SITE LOCATION PLAN**



Notes:  
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Do not scale from this drawing. Any discrepancies on site should be brought to the attention of KPP Architects Ltd.  
Work and materials must comply with the current building regulations and codes of practice and be read in conjunction with building specifications and other sub-contractors information. All materials are to be installed in strict accordance with the recommendations of the manufacturers.



|                                                                                                                                                                                                     |             |         |       |         |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|---------|-------|---------|
| OS MasterMap 1:250/2500/10000<br>Monday, December 21, 2010<br>BW/20084<br>wop:blackwell, L<br>1:1250 scale Print at A4, 06<br>381968 E, 5860<br>? Crown Copyright Ordnance Survey Licence no. 10004 |             |         |       |         |
| Rev                                                                                                                                                                                                 | Description | By      | Chkd  | Date    |
| Client                                                                                                                                                                                              |             |         |       |         |
| EVANS DAKOTA HOTELS LTD.                                                                                                                                                                            |             |         |       |         |
| Project Title                                                                                                                                                                                       |             |         |       |         |
| DAKOTA HOTEL                                                                                                                                                                                        |             |         |       |         |
| LAND OFF ENTERPRISE WAY                                                                                                                                                                             |             |         |       |         |
| WYTHENSHAW                                                                                                                                                                                          |             |         |       |         |
| Drawing Title                                                                                                                                                                                       |             |         |       |         |
| LOCATION PLAN                                                                                                                                                                                       |             |         |       |         |
| KPP ARCHITECTS                                                                                                                                                                                      |             |         |       |         |
| Lodge House<br>12 Town Street<br>Horsforth, Leeds LS184RJ<br>T : +44 (0) 113 2390460<br>E : architects@kpp-leeds.co.uk<br>W : www.kpp-leeds.co.uk                                                   |             |         |       |         |
| Scale                                                                                                                                                                                               | Site        | Date    | Drawn | Checked |
| 1:1250                                                                                                                                                                                              | A3          | MAY '24 | JH    | .       |
| Status                                                                                                                                                                                              |             |         |       |         |
| PLANNING                                                                                                                                                                                            |             |         |       |         |
| KPP Job No                                                                                                                                                                                          |             |         |       | Rev     |
| 2019-08                                                                                                                                                                                             |             |         |       | P1      |
| Number                                                                                                                                                                                              |             |         |       |         |
| 2000                                                                                                                                                                                                |             |         |       |         |

## APPENDIX 2 – SCHEDULE OF SUPPORTING PLANS AND DOCUMENTS

| Title                                                                        | Reference           | Author               |
|------------------------------------------------------------------------------|---------------------|----------------------|
| <b>Drawings</b>                                                              |                     |                      |
| Site Location Plan                                                           | 2000 Rev P1         | KPP Architects       |
| Proposed Site Plan                                                           | 2001 Rev P1         | KPP Architects       |
| Ground Floor Plan                                                            | 2003 Rev P1         | KPP Architects       |
| First Floor Plan                                                             | 2004 Rev P1         | KPP Architects       |
| Proposed Second to Fifth Floor Plan                                          | 2005 Rev P1         | KPP Architects       |
| Sixth Floor Plan                                                             | 2006 Rev P1         | KPP Architects       |
| Seventh Floor Plan                                                           | 2007 Rev P1         | KPP Architects       |
| Proposed Roof Plan                                                           | 2008 Rev P1         | KPP Architects       |
| Proposed South East & South West Elevations                                  | 2009 Rev P1         | KPP Architects       |
| Proposed North-West & North-East Elevations                                  | 2010 Rev P1         | KPP Architects       |
| Landscape Outline Masterplan                                                 | PWP 872 001 Rev P03 | PWP Design           |
| Softworks Specification                                                      | PWP 872 002 Rev P01 | PWP Design           |
| <b>Documents</b>                                                             |                     |                      |
| Application Form                                                             | June 2024           | Asteer Planning      |
| Covering Letter                                                              | June 2024           | Asteer Planning      |
| Supporting Planning Statement (including Statement of Community Involvement) | June 2024           | Asteer Planning      |
| Design & Access Statement                                                    | May 2024            | KPP Architects       |
| Air Quality Assessment                                                       | DC4542-AR1          | Dragonfly Consulting |
| Arboricultural Report                                                        | 21843/AJB           | JCA                  |
| Arboricultural Implications Assessment                                       | 21843-A/AJB         | JCA                  |
| Bird Hazard Management Plan                                                  | May 2024            | Envirotech           |
| Biodiversity Net Gain                                                        | June 2024           | Envirotech           |
| Biodiversity Metric                                                          | June 2024           | Envirotech           |

|                                                                |                                 |                        |
|----------------------------------------------------------------|---------------------------------|------------------------|
| Construction Management & Methodology Plan                     | April 2024                      | GMI Construction Group |
| Crime Impact Statement                                         | 2024/0103/CIS/01                | GMP                    |
| Detailed Unexploded Ordnance Risk Assessment                   | 8750                            | MACC                   |
| Drainage Impact Assessment                                     | 6338-JPG-XX-XX-RP-D-0622-S2-P03 | JPG                    |
| Drainage Maintenance and Management Plan                       | 6338-JPG-XX-XX-RP-D-0623-S2-P01 | JPG                    |
| Employment & Skills Plan                                       | June 2024                       | Dakota Hotels          |
| Employment & Skills Plan                                       | June 2024                       | GMI Construction       |
| External Lighting Report                                       | May 2024                        | Orbis                  |
| Factual Report on Geoenvironmental Ground Investigation        | 6338-JPG-XX-XX-RP-G-0603-S2-P01 | JPG                    |
| Flood Risk Assessment                                          | 6338-JPG-XX-XX-RP-D-0620-S2-P02 | JPG                    |
| Geoenvironmental Desk Study Report                             | 6338-JPG-XX-XX-RP-G-0601-S2-P03 | JPG                    |
| Glint & Glare Assessment                                       | May 2024                        | Mabbett                |
| Interpretative Report on Geoenvironmental Ground Investigation | 6338-JPG-XX-XX-RP-G-0604-S2-P02 | JPG                    |
| Landscape Statement                                            | PWP 872 500 Rev P01             | PWP Design             |
| Noise Impact Assessment                                        | DC4482-NR1v2                    | Dragonfly Consulting   |
| People, Culture and Brand                                      | June 2024                       | Dakota Hotels          |
| Preliminary Ecological Appraisal                               | May 2024                        | Envirotech             |
| Sustainability Statement                                       | May 2024                        | Orbis                  |
| Transport Assessment                                           | June 2024                       | Hydrock Fore           |
| Travel Plan                                                    | June 2024                       | Hydrock Fore           |
| TV Reception Report                                            | June 2024                       | Gtech Surveys          |
| Ventilation Statement                                          | May 2024                        | Orbis                  |