MANCHESTER CITY COUNCIL

Planning

Growth & Development

Delegated officer report for planning application

Application no.	140288/FO/2024
Date registered valid:	14 June 2024
Proposal:	Proposed Elevational Alterations.
Address:	Alpha 6, Airport City, Sunbank Lane, Manchester, M90 5AD
Ward(s):	Woodhouse Park Ward
Applicant:	FedEx
Agent (if any):	Miss Ruth Owen, Cushman and Wakefield
Case officer:	Janet Lawless Tel: 0161 234 4535 Email: janet.lawless@manchester.gov.uk
Recommendation:	Approve
Date of recommendation:	8 August 2024

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 4th July 2024

Standard consultations:
No consultations have been printed and sent.

Neighbour notifications
Printed: 25 June 2024 Expired: 16 July 2024

Site notice
No site notice has been produced

Press advert
No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building
The application site comprises Alpha 6, an industrial warehouse building, located within the Global Logistics Hub, Manchester. Outline planning permission was originally granted for the unit in 2015, with reserved matters consent granted in 2016. The unit was subsequently constructed and occupied, most recently by The Hut Group. The unit is now vacant.

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of area
The predominant character of the area comprises mainly of existing industrial/ logistics development including the units adjacent to the proposal site. There is allocated car parking and landscaped setting for the units. It is in close proximity to many transport links including rail and the M56 motorway network. The unit is located approximately 750m southwest of Manchester Airport.

Description of development
The application is to enable elevational changes to the existing Unit 6 to enable FedEx to reconfigure internal space to use the building for their specific purposes. The proposed changes would comprise of:
The installations of 2no. windows to the front elevation of the building;
The installation of 6no. windows to the side elevation of the building;
The installations of 2no. louvres to the front elevation of the building;
The installation of 2no. louvres to the rear of the building; and
10 black and yellow bollards positioned by the doors along the front elevation.

FedEx currently occupy a unit at the World Freight Terminal, York Drive, within which they have their existing international sorting and warehouse operations.
That building is to be demolished to facilitate development at Manchester Airport and as such FedEx need to relocate. Given the nature of FedEx's international business activities, they need a location that is sustainable and can support the international business, and a primary requirement for that is to be located close to Manchester Airport. The proposed minor alterations to the elevations of Alpha 6 will facilitate FedEx's use of the unit.

Consultations & Notification Responses
Neighbouring properties were informed- no representations have been received.

Policies
The National Planning Policy Framework (NPPF) - 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.

Enterprise Zone - Enterprise Zones were announced by the government in the 2011 budget. There are a number of Enterprise Zones across the country and their aim is to stimulate business growth in designated areas by providing financial incentives and simplified planning arrangements to businesses and to councils. The aim is that they will provide jobs and drive local and national
growth. The Enterprise Zone in Manchester is a set of linked sites around Manchester Airport,

Wythenshawe Town Centre, 'Medipark' at University Hospital South Manchester Foundation Trust and Roundthorn Industrial Estate.

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 DM1, Development Management - This policy states that all development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:-
o Appropriate siting, layout, scale, form, massing, materials and detail.
o 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.
o 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.
o Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
o Community safety and crime prevention.
o Design for health.

o Adequacy of internal accommodation and external amenity space.
o Refuse storage and collection.
o Vehicular access and car parking.
o Effects relating to biodiversity, landscape, archaeological or built heritage.
o Green Infrastructure including open space, both public and private.
o The use of alternatives to peat-based products in landscaping/gardens within development schemes.
o Flood risk and drainage.
o Existing or proposed hazardous installations.
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 EC10, Wythenshawe - This policy states that Wythenshawe is expected to provide 55 hectares of employment land within the office, research and development and light industry (Class B1) and logistics and distribution (Class B8) sectors. The majority of economic development will be focused on four sites, one of which is Manchester Airport. The policy continues stating that Manchester Airport and specifically Manchester Airport Strategic Site and Airport City Strategic Employment Location are suitable for aviation related development and a mix of economic development uses including offices, high technology industries, logistics, warehousing and airport
hotels.

Policy MA1, Manchester Airport Strategic Site - This policy, which designates the Airport as a Strategic Site, states that growth of Manchester Airport to 2030 will be supported and sets out the policy context for development at the Airport. It identifies areas for expansion and shows the amendments to the Green Belt required to deliver that expansion. It specifically identifies the application site as being suitable for "Operational facilities, cargo facilities and car parking and landscape mitigation."
It states further that all development proposed as part of the Airport expansion should seek to ensure that any environmental effects of development are assessed at the planning application stage to ensure any impact is acceptable. It will be necessary to mitigate or compensate any negative effects. In particular, development should:
o 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,
o informed by an up-to-date environmental assessment,
o 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.
o retain or relocate the allotments.
o 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,
o seek the maximum possible reductions in noise through compliance with the Manchester Airport Noise Action Plan and Manchester Airport Environment Plan.
o demonstrate that the number of people affected by atmospheric pollution is minimised and the extent to which any impact can be mitigated.
o improve access to training and job opportunities, particularly for people in Wythenshawe.

Issues

Principle of the Proposal - The minor elevational changes that are proposed for three sides of the building are considered acceptable in principle. With only minor visual changes to the external appearance, they do not increase the footprint height or massing of the existing unit. It is encouraging that the unit can provide the facilities required for the relocation of FedEx ensuring the employer remains within the City.

Design - The design of the proposed changes is sympathetic to the fenestration that already exists on the external elevations of Unit 6 and the other units within this series of buildings. They comprise of shades of grey cladding and simplistic styling of windows. The bollards are utilitarian and together with the elevational changes are considered acceptable.

Visual Amenity - As the elevational alterations mirror those on the building, they have no detrimental impact on the unit itself, or upon the character of the area within which it is located. The materials to be used would match those of the existing unit. Given the location of the unit within Airport City, it would not be a departure from the appearance of the other units.

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 problems arising in relation to dealing with the planning application. No significant problems have arisen during the consideration of this application and the application has been determined in accordance with the policies with the Development Plan, and in a timely manner.

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:
99010 Rev P01- Proposed Plans and Elevations.
90001 Rev P04- Location Plan
Received 14th June 2024

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

3) The development hereby approved shall be constructed using materials that match those of the existing property in terms of colour, size and texture.

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

4) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 or any legislation amending or replacing the same, no windows or doors shall be inserted in the development hereby approved, other than those expressly authorised by the granting of this planning permission.

Reason - In the interests of residential and visual amenity since any additions to the approved dwelling may adversely impact upon the neighbouring occupiers, pursuant to saved policy DC1 of the Unitary Development for the City of Manchester Policies DM1 and SP1 of the Manchester Core Strategy.

Appendix 1 – List of consultees & neighbours notified

Airport City, 4 Sunbank Lane, Manchester, M90 5AD
Airport City, 4A Sunbank Lane, Manchester, M90 5AD
Airport City, 4B Sunbank Lane, Manchester, M90 5AD
Airport City, 4D Sunbank Lane, Manchester, M90 5AD
2 Sunbank Lane, Manchester, WA15 0AF
5 Sunbank Lane, Manchester, WA15 0AF
9 Sunbank Lane, Manchester, WA15 0AF

Appendix 2 – Planning constraints

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