

Planning Statement

Plot X, Temporary Car Park, Manchester Airport

Land to the north east of Enterprise Way bounded by Roxholme Walk & Dentdale Walk, Manchester M22 1PU

March 2024



1 Introduction

- 1.1 This Planning Statement has been prepared in support of bringing back into use a 729-space car park approved under application 124820/FO/2019. It is the intention to utilise the existing arrangements in its entirety, and therefore all impacts from construction have been accounted for.
- 1.2 The purpose of this planning statement is to detail the application proposals, examine the site context and consider the proposed development against the current planning policy framework. Finally, it addresses the merits of the scheme which should be taken into account in any planning decision. It should be read in conjunction with the following submitted documents and drawings:

Planning Documents:

Transport Technical Note
Air Quality Technical Note

Drawings:

3389 LP/01 T2 Location Plan
3989 CP/001/ Rev 3 Proposed Car Park and Access Layout

- 1.3 The planning statement demonstrates that the proposal is in accordance with the Development Plan and other national and local policies, and ultimately aids in the delivery of the Airport City North.

2 Site Context and Planning History

Site Context

- 2.1 The site is in Plot X of the Airport City North Masterplan, which falls in the administrative boundary of Manchester City Council and is shown on Figure 1. It is situated to the north of the existing Manchester Airport boundary and located to the north-east of Enterprise Way. The current Development Plan Proposals Map shows that the site is within the Manchester Airport Strategic Site designation (Policy MA1).



Figure 1: Aerial view of proposed development site (Source: Google Earth).

- 2.2 The site is approximately 2.9 ha in size and currently unused vacant. Its previous use comprised the provision for car parking of 729 vehicles. It is bordered by the residential area of Woodhouse Park, Wythenshawe to the North and East and by Manchester Business Park to the south and east.

Planning History

- 2.3 A desk-based planning history search for the site has been undertaken utilising the search engine on the Manchester City Council website and the results are set out in Table 1 below.

Table 1: Planning History

Application Ref.	Description	Decision	Date
100831/OO/2012/S2	Outline planning application for Airport City North, comprising of	Approved	8/2/2013

	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.		
124820/FO/2019	Construction of a temporary 729 space car park, with associated access arrangements onto Enterprise Way, for a temporary period of five years.	Temporarily Approved	19/02/2020

- 2.4 It is relevant to note that as part of application 100831/OO/2012/S2, the original outline consent for Airport City North, the majority of the area was shown as surface car parking.

3 The Proposed Development

- 3.1 The proposed development seeks to bring back into use Plot X as a temporary car park for a period of 5 years.
- 3.2 Development at Airport City is resulting in the need for further surface level car parking, until such a time that the business case stacks up for the delivery of the Multi Storey Car Park (MSCP) at Plot E.
- 3.3 Plot X is intended to accommodate parking demand associated with staff office facilities at Voyager and 4M who are being displaced from their current parking arrangement at Area 2, along with assisting in further commercial negotiations to bring forward developments on Airport City in advance of the development of the Plot E MSCP.
- 3.4 Area 2 is then required to cater for the commercial arrangements agreed as part of the development of hotels in the vicinity.
- 3.5 The development will utilise the existing car park previously built out under application 124820/FO/2019 in its entirety. Access arrangements will be via Enterprise Way. Automated barrier control will continue to be provided on entry and exit in order to restrict access to authorised vehicles only. 729 parking spaces will be maintained, including nine disabled car parking bays. 4 accessible spaces will remain at Voyager and a commercial arrangement has been put into place to accommodate additional accessible spaces at more commodious

locations on the estate.

- 3.6 The site is within walking distance of the Voyager and 4M buildings, with good quality, lit footways provided between the car park and the buildings. Signalised pedestrian crossing facilities are provided at the junctions of Enterprise Way / Ringway Road West and Outwood Lane / Airport Spur to safely accommodate pedestrian movements across these roads. Active travel between the car park and the buildings is therefore well-accommodated.
- 3.7 A soft landscaping scheme, a planted buffer to screen the residential areas, is to be implemented as per the original discharge of condition application (CDN/22/0017) which was approved in March 2022.
- 3.8 As part of the previous application approved in 2020, concerns were raised over residential amenity, however it is understood that no complaints have been received directly at MAG nor with the Local Authority whilst the car park was operating. We seek to maintain the operating hours of 0700 to 2100.

4 Pre-Application Advice

- 4.1 MAG Planning engaged in informal pre-application discussions with MCC in early 2024. The application submitted addresses the points raised.

5 Planning Policy Framework

National Planning Policy Framework

- 5.1 The National Planning Policy Framework (NPPF), revised September 2023, sets out that the purpose of the planning system is to contribute to the achievement of sustainable development, which itself is clarified as being composed of three dimensions: economic, social and environmental. These dimensions should be sought jointly and simultaneously.
- 5.2 In specific reference to development at / of airports the NPPF states that local authorities should work with neighbouring authorities and transport providers to develop strategies for the provision of viable infrastructure necessary to support strategies for the growth of airports. It explains that when planning for airports plans should take account of their growth and role in serving business and the Government Framework for UK Aviation.
- 5.3 The following specific paragraphs of the NPPF are relevant to this application:
- a) Transport and Access Paragraphs 114 - 117 detail that, *inter alia*, development should be located and designed where practical to give priority to pedestrian and cycle movements; provide access to high quality public transport facilities; create safe and secure layouts minimising conflict between traffic and cyclists or pedestrians, to consider the needs of people with disabilities by all modes of transport, allow for the efficient delivery of goods, and be designed to enable the charging of plug-in and ultra-low emission vehicles . Furthermore, all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment and a Travel Plan (paragraph 117).
 - b) Design – paragraph 131 states that “Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.”
 - c) Flood and Drainage – Paragraphs 165 - 175 describe the requirement to steer new developments to the areas with the lowest risk of flooding from any source.
 - d) Ecology – paragraph 180 states that the planning system should contribute to the enhancement of the natural and local environment by recognising the wider benefits of ecosystem services; minimising impacts on biodiversity and providing net gains to

biodiversity where possible;

- e) Ground Conditions and Pollution– paragraph 189 requires that a site is suitable for its proposed use taking account any risks arising from land stability and ground contamination. Paragraph 191 refers to both noise and light pollution and states that decisions should mitigate and reduce to a minimum any potential impacts resulting from noise from the new development as well as considering the sensitivity of the site to wider impacts. Paragraph 192 refers to air quality and states that planning decisions should ensure that any new development in an Air Quality Management Area is consistent with the local air quality action plan.

Greater Manchester Places for Everyone Joint Development Plan

- 5.4 The Greater Manchester Places for Everyone Plan will be the overarching framework within which nine of the Greater Manchester local planning authorities identify and manage the supply of land for jobs and new homes and associated infrastructure in Greater Manchester.
- 5.5 The plan has formally completed Examination and now just awaits adoption at full council meetings of the 9 Greater Manchester local planning authorities. It is expected to be adopted by all parties before the end of March and so holds considerable weight.
- 5.6 The document recognises Manchester Airport as a key asset that functions as a major economic driver. Paragraph 4.66 states 'More locally, the emerging Airport City development (part of the Greater Manchester Enterprise Zone) is creating a major new economic asset for Greater Manchester, attracting global occupiers and investment attracted by the unrivalled connectivity.' Paragraph 4.69 goes on to state '*...the airport therefore provides a major opportunity to boost the competitiveness and prosperity of Greater Manchester, and the wider UK, and support higher levels of economic growth... there is considerable potential to increase the scale of economic activity and housing near to the airport and the proposed HS2 station, enabling more residents and businesses to take advantage of the outstanding connectivity in an area of high market demand.*'
- 5.7 Policy JP-Strat 10 supports the continued operation and sustainable growth of Manchester Airport.

Manchester Core Strategy

- 5.8 The City Council adopted their Core Strategy in 2012, the key component of the Local Development Framework approach.
- 5.9 It is crucial to setting out the Council's vision for 2027 and detailing the planning policies that will help it to achieve that vision. Throughout the process, it has been clear that the airport's role in achieving the City's economic objectives and vision for the City is at once recognised

but also actively supported, with appropriate mitigation to manage impact. The Core Strategy is supported by a Sustainability Appraisal that assesses the economic, social and environmental effects of the policies set out in the Strategy. Policies EC1 and EC11 specifically support the development at Airport City.

5.10 The development proposals accord with the policies contained within the Core Strategy.

General Policies

5.11 Other more general policies relating to the proposed development are assessed below.

Transport

5.12 Policy T1 relates to Sustainable Transport. This policy advises the Council will support proposals that deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport.

5.13 Policy T2 seeks to actively manage the pattern of development to ensure that new development is located to ensure good access to the City's main economic drivers (including the Airport) and to ensure good national and international connections. In addition, this policy seeks to ensure that new economic development is easily accessible by walking, cycling and public transport and that residents in the south of Manchester benefit from improved connectivity with the Airport.

The Environment

5.14 Policy EN1 deals with required design principles and strategic character areas. The specific character area relevant to this scheme is the 'Airport & urban fringe' Character Areas. The development adheres to both character areas in its design. Policy EN6 requires that development over 1,000 sqm will be expected to comply with the target framework for CO₂ reductions from low or zero carbon energy supplies.

5.15 Policy EN14 relates to flood risk and states that development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding. The site is in an area of low risk of flooding, and given it is currently an area of hard standing there will be limited change to the flood risk on site.

5.16 Policy EN15 relates to biodiversity and advises that developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity. As a result of these proposed there will be a increase in the amenity landscaping which will ensure

compliance with this policy. Moreover, no protected species will be affected by this proposal.

5.17 The Council seeks to improve air quality within Manchester, particularly within the Air Quality Management Areas that are located along principal traffic routes including routes around Manchester Airport. Policy EN16 'Air Quality' sets out an expectation of developers to take measures to minimise and mitigate the local impact of emissions from the development, including its use and traffic generation. The Council will consider the impacts on air quality of development, including the cumulative impacts, particularly in Air Quality Management Areas.

5.18 Policy EN17 'Water Quality' requires that development avoids any adverse impact on water quality and where possible seeks to enhance water quality. Surface water run-off should also be minimised from development and associated roads and where appropriate maximise the use of sustainable drainage systems to minimise groundwater contamination and avoid pollutants reaching watercourses.

Development Management

5.19 Policy DM1 advises that all development should have regard to the following specific issues:

- Appropriate siting, layout, scale, form, massing, materials and detail;
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed road safety and traffic generation;
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin and birds;
- Accessibility;
- Community safety and crime prevention;
- Design for health;
- Adequacy of internal accommodation and external amenity space;
- Refuse storage and collection;
- Vehicular access and car parking;
- Effects relating to biodiversity, landscape, archaeological or built heritage;
- Green Infrastructure including open space, both public and private;
- The use of alternatives to peat-based products in landscaping / gardens within development schemes;
- Flood risk and drainage;
- Existing or proposed hazardous installations; and
- Sustainable construction techniques including the application of the Building Research

Establishment Environmental Assessment Method (BREEAM) standards.

- 5.20 The information provided within this Planning Statement demonstrates compliance with Policy DM1.
- 5.21 Policy DM2 – Aerodrome Safeguarding states that any development that would affect the operational integrity or safety of Manchester Airport or Manchester Radar will not be permitted. The development has been prepared in consultation with the airport’s specialist aerodrome safeguarding officers.

Summary

- 5.22 It is clear from the above review that the application proposal has considerable policy support from the latest relevant National and Local Planning Policy as well as other material strategy documents.
- 5.23 The application proposal is supported at every tier of planning policy and promotes the key objectives of national regional and local planning policy.

6 The Planning Considerations

- 6.1 The Planning and Compulsory Purchase Act 2004, S38 (6) requires that the determination of planning applications “must *be made in accordance with the plan unless material considerations indicate otherwise*”. The following section assesses the application proposals against the relevant development plan considerations. Other material considerations are discussed where relevant.

Principle of Development

- 6.2 The principle of development has been established as part of the Airport City North outline application under 121270/OO/2018 and later through the grant of planning permission for a temporary car park under application 124820/FO/2019.
- 6.3 Considering the car park has been constructed, the land is compatible with the current strategic policy for Manchester Airport and the principle of the development is acceptable. The proposed development therefore accords with the NPPF and JP-Strat 10 of Places for Everyone.

Air Quality

- 6.4 The impact of the proposed development on air quality is addressed in the supporting Technical Note.
- 6.5 An Air Quality Impact Assessment was undertaken in August 2019 for the same site (document reference: 60612080 – AQ01) and based on dispersion model outputs, it showed a maximum increase of no more than 5% from baseline values for NO₂, PM₁₀ and PM_{2.5} annual mean concentrations at sensitive receptor locations in 2021. Therefore, it concluded that there would be no significant effect on local air quality from the impacts of the proposed development.
- 6.6 With the proposed scheme generating fewer traffic movements than the previously assessed development and the general improvement in measured air quality, it can be concluded with confidence that the impacts of the proposed development would be less than those for the scheme approved in 2020, without the need to prepare a new dispersion modelling study.
- 6.7 Therefore, the proposed development is in accordance with development plan policies EN16 and DM1 and paragraph 192 of the NPPF as there is no significant environmental harm.

Transport and Access

- 6.8 The impact of the proposed development is addressed in detail in the supporting Technical Note. Critically, it is considered that the proposed development has been taken into account

in previous traffic modelling work and that these have shown that the level of assumed future development can be accommodated on the local highway work.

- 6.9 The proposed car park forms part of wider ACN development area which was granted outline planning permission in December 2018 (Planning Application Ref. 121270/OO/2018).
- 6.10 Vehicular access arrangements to the car park have been considered along with the provision of a pedestrian link between the car park and the surrounding highway network. Appropriate pedestrian access is arranged for employees between the temporary car park and the Voyager / 4M buildings.
- 6.11 The technical note has concluded that the impact of traffic associated with the Plot X surface car park is acceptable in principle. The site has been accounted for within a number of previously approved studies and traffic generation at Plot X would be less than the total cumulative impact for the Hut Group site as a whole, that was assessed within the 2018 The Hut Group Transport Statement.
- 6.12 Mitigation measures have been proposed and implemented for the interface between the surface car park and the residential areas to the north of the development site, to screen the housing from the operation of the car park.
- 6.13 It is therefore considered that the proposed development has been taken into account in previous traffic modelling work and that these have shown that the level of assumed future development can be accommodated on the local highway network. It is therefore considered that the impact of the development is acceptable in principle and accords with paragraph 114-117 of the NPPF and T1 and T2 of the Manchester Core Strategy.

Ecology and Landscape

- 6.14 Given that the proposed application site has already been built out as a car park, there will be no effects on the ecology and landscape.
- 6.15 A soft landscaping scheme, a planted buffer to screen the residential areas, will be implemented as per the discharge of condition application (CDN/22/0017) which was approved in March 2022.

Noise and Vibration

- 6.16 The impact of the proposed development in respect of noise was considered in detail as part of the original application. The results of the noise assessment indicated that there was anticipated to be a noise impact during construction, however this stage has been completed. The noise effects from traffic on the surrounding highways network was considered to have a

minor impact on the neighbouring residential properties.

- 6.17 The noise assessment indicated that the installation of a 3m high noise barrier would reduce impacts on the residential properties to minor during daytime hours. This noise barrier has been implemented and therefore on this basis, it is considered no noise impact or ingress that would give rise to any policy conflict under DM1 of the Manchester Core Strategy and paragraphs 191 of the NPPF.

Drainage

- 6.18 The impact of the proposed development in respect of drainage has been considered as part of the previous application. As part of the construction of the car park, a suitable surface water drainage scheme was discharged as part of CDN/21/0025.
- 6.19 On this basis it is considered that the proposed is in accordance with policy EN17 of the Manchester Core Strategy.

7 Summary & Conclusion

- 7.1 The economic growth at Airport City is supported nationally, regionally and locally. This development will allow for the temporary displacement of airport office-related car parking spaces in lieu of the delivery of an approved MSCP.
- 7.2 It has been demonstrated that the development has no significant environmental effects, which reiterates the assessments in respect of wider Airport growth made during the preparation of the Core Strategy. The proposed development bringing back into use this car park is therefore wholly consistent with adopted policy. It will enable the Airport to continue to fulfil its economic driver role and the delivery of Airport City.
- 7.3 As such, the proposal is in accordance with the Development Plan, and with no material considerations pointing to the contrary, as per the statutory test and the advice in NPPF, planning permission should be granted.