



KPP
ARCHITECTS

DESIGN & ACCESS STATEMENT

LAND OFF ENTERPRISE WAY, AIRPORT
CITY, MANCHESTER

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1.0 INTRODUCTION

Overview

This document has been prepared by KPP Architects in support of the the proposed site is within close proximity to Manchester Airport, posing an opportunity to develop a hotel of high quality, that provides a luxury experience for customers.

Evans Dakota Hotels Ltd, Airport City Limited Partnership (Developer) and Airport City (Manchester) Limited (Landowner) are working alongside eachother through this joint application to find a productive use of the site and to further establish the success of the Dakota Hotel brand across the UK.

This Full application document includes a detailed assessment of the existing site context, surrounding uses, highways / access review, and opportunities / constraints across the site and immediate context.

Purpose

The contents have closely followed the requirements set out in The Town and Country Planning (Development Management Procedure) (England) (Amendment) Order 2015 which sets out the formal requirements for Design and Access Statements tailored to suit the extent of the proposal including:

Site Context

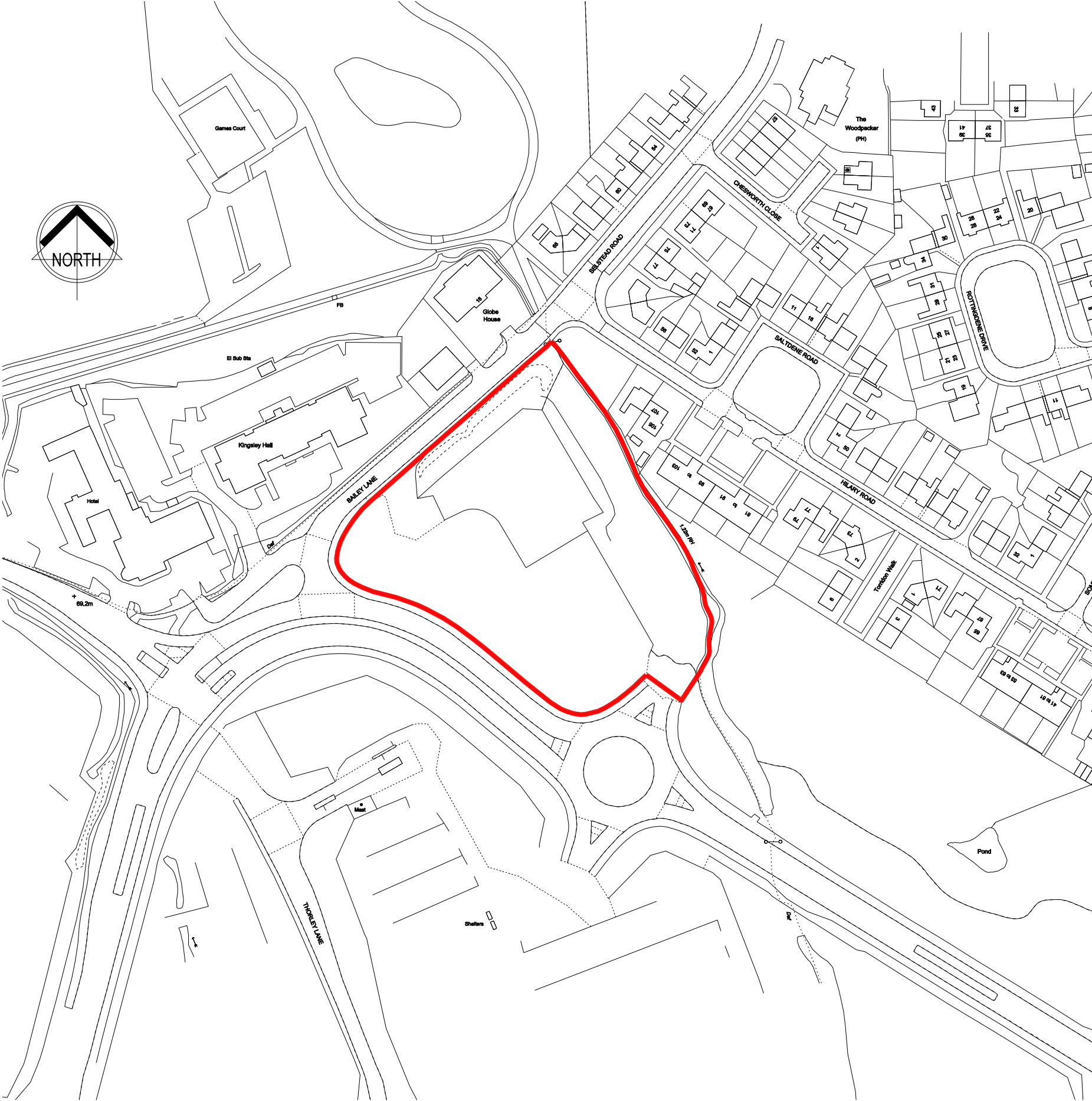
Assessment of the physical and cultural context of the site

Design

- Use:
- Amount:
- Layout:
- Scale:
- Landscaping:
- Appearance:
- How the buildings and spaces will be used
- How much would be built on the site
- How the buildings and surrounding spaces could be arranged on the site
- How big the buildings and spaces could be
- How open spaces could be treated to enhance and protect the character
- What the buildings and spaces could look like

Access

- Vehicular & Transport links: Why access points and routes have been chosen and how the site responds to the existing layout and public transport provision.
- Inclusive access: How everyone can get to and move through the place on equal terms.



Above - OS map with red line boundary denoted

2.0 SITE CONTEXT

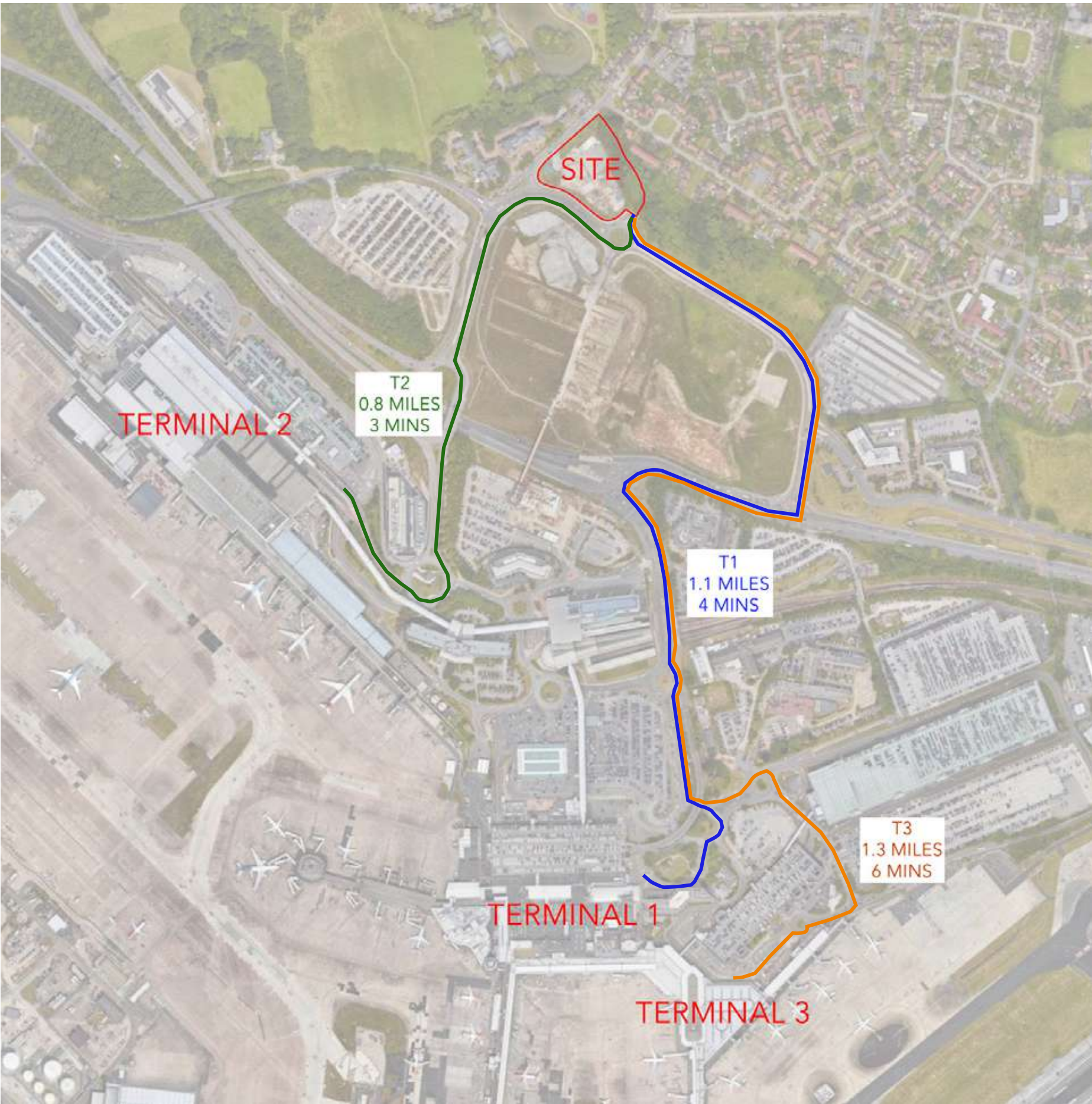
TRANSPORT CONNECTIONS

The application site is well connected for various public transport links, major road networks and Manchester Airport. This is beneficial for the users of the hotel by being widely accessible.



Above - Wider area of Site Location denoted with red line boundary and surrounding transportation links

- Key:
- Application site
 - Train Station
 - M56
 - A555
 - Direct Link to Manchester Airport
 - Train line
 - Bus Stop



Above - Site Location denoted with red line boundary and surrounding transportation links to Airport terminals, including transport times for vehicular access

CONTEXTUAL SITE LOCATION

The application site is located off Enterprise Way and Bailey Lane, within Airport City Manchester, a few miles from Wythenshawe. This is easily accessible from the M56 and within close proximity to all terminals of Manchester Airport.

Key:

- ① Application Site
- ② Car Park
- ③ Manchester Airport
- ④ Hostel
- ⑤ Kingsley Hall
- ⑥ Residential
- ⑦ Children's Nursery
- ⑧ Painswick Park
- ⑨ Lifestyle Centre
- ⑩ Airport Hotel



Above - Local Context & Character

SITE CONTEXT

The proposal sits within a context of matching land use (ref: purple):

Double Tree by Hilton Hotel

Raddison Blu Hotel

Holiday Inn Hotel

Ibis Budget Hotel

Clayton Hotel

Crown Plaza Hotel

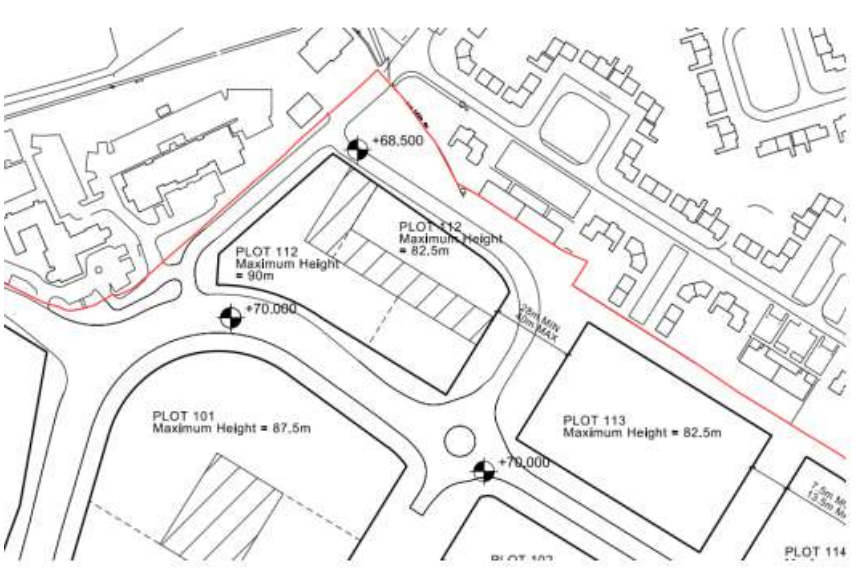
PLANNING CONTEXT

The site is not allocated for a specific use but falls within both the 'Wythenshawe Sub Area' and an 'Area for Economic Development' where a range of aviation-related development will be supported including airport hotels

The site forms part of a previous outline planning permission ref: 100831/OO/2012/S2 granted in Feb 2013 which covered Airport City North. As part of the outline planning permission, the site (known as Plot 112) was identified indicatively for 'Office / Hotel / Advanced Manufacturing' use.

The approved Plot Parameters Plan (opposite) and Development Schedule associated with the previous outline planning permission granted a maximum height of 20m; maximum GIA of 10,216 sqm; minimum width/length of 10.5 metres and maximum width/length of 75 metres on the site.

These approved parameters have been considered and have informed the design. 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. The approximate GIA is less than 7,000 sqm.



Above - From approved plot Parameters Plan



Above - Wide aerial demonstrating the surrounding site context, with red line application boundary



1 - View from Enterprise Way



2 - View from Bailey Lane Junction



3 - View from Bailey Lane



Above - Site Red Line Boundary



1 - View from top of Enterprise Way, looking onto site



2 - View from fence line on Enterprise Way



3 - View onto the site from Enterprise Way



Above - Site Red Line Boundary

OPPORTUNITIES & CONSTRAINTS

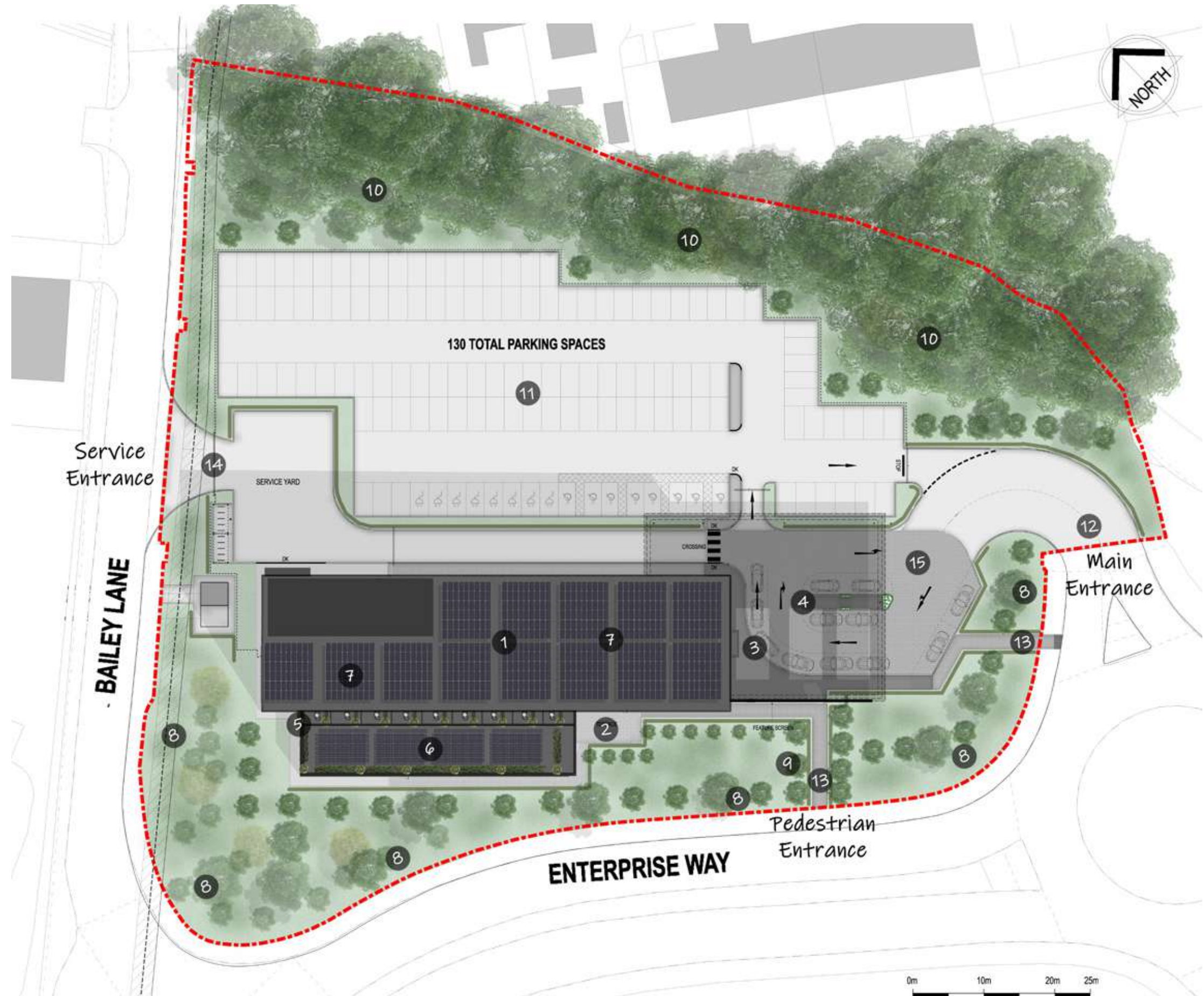
- 1 - Opportunity to utilise the existing access from the roundabout on Enterprise Way.
- 2 - Existing mature landscaping strip to be retained where possible to screen proposal from existing residential area
- 3 - Opportunity for new hotel on site with excellent access to airport
- 4 - Potential to create prominent road frontage to hotel
- 5 - Opportunity to utilise and adapt existing access for segregated service yard access
- 6 - Opportunity to link onto existing public footway to create pedestrian access into site
- 7 - Potential for landscape buffer to soften site perimeter
- 8 - Existing level change between highway and site
- 9 - Various views into and out of the site
- 10 - Existing hardstanding on site with potential for development into car park for hotel
- 11 - Existing ditch along site boundary and bank up to site
- 12 - Grade II listed building (Etrop Grange)
- 13 - Existing unadopted foul water pipe with easement



Above: Opportunities and constraints plan

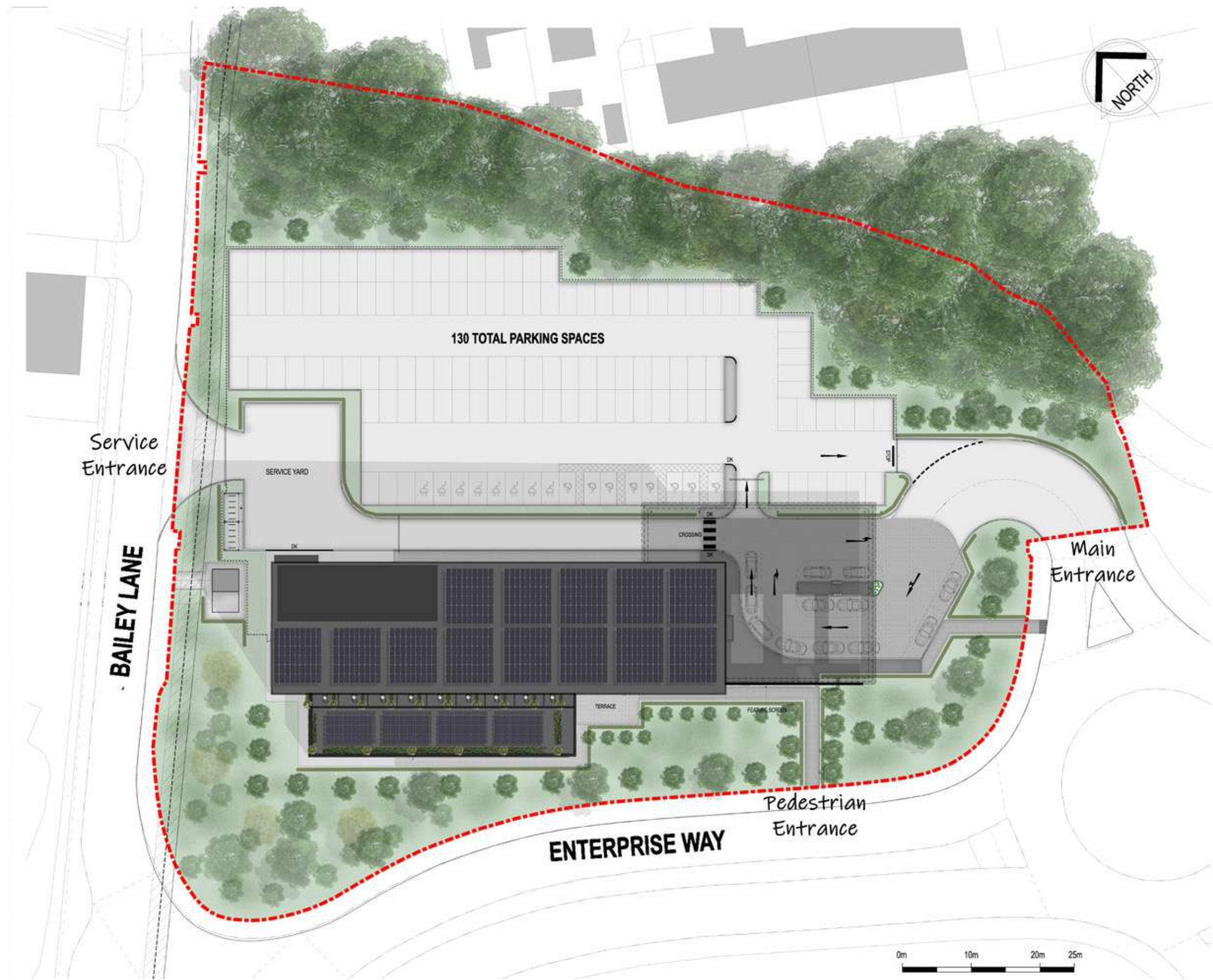
DESIGN PRINCIPLES

- 1 - 154 bedroom hotel with suites on the top floor
- 2 - Restaurant and bar on the ground floor with external terrace
- 3 - Reception lobby with luggage storage
- 4 - Drop-off and pick-up for cars and mini buses to the front entrance of the hotel, with large feature illuminated canopy
- 5 - High quality design and materials to the building and site elements
- 6 - Feature design elements to roadside and roundabout elevations to create street frontage
- 7 - PV panels to the roof
- 8 - Semi-screened landscape buffer to the perimeter of the site
- 9 - Feature landscaping to the vehicle entrance and pedestrian areas
- 10 - Retention of substantial existing landscaping belt to north-east of the site to provide screening to residential amenities
- 11 - Long stay car parking; 130 car parking spaces, including 8 Acc. and 8 EV parking spaces
- 12 - Utilisation of existing entrance off the roundabout, avoiding existing mature landscaping belt
- 13 - New pedestrian access proposed from existing public footway
- 14 - Adaption of existing access to form segregated service yard entrance
- 15 - Feature paved area to the principal approach into the hotel

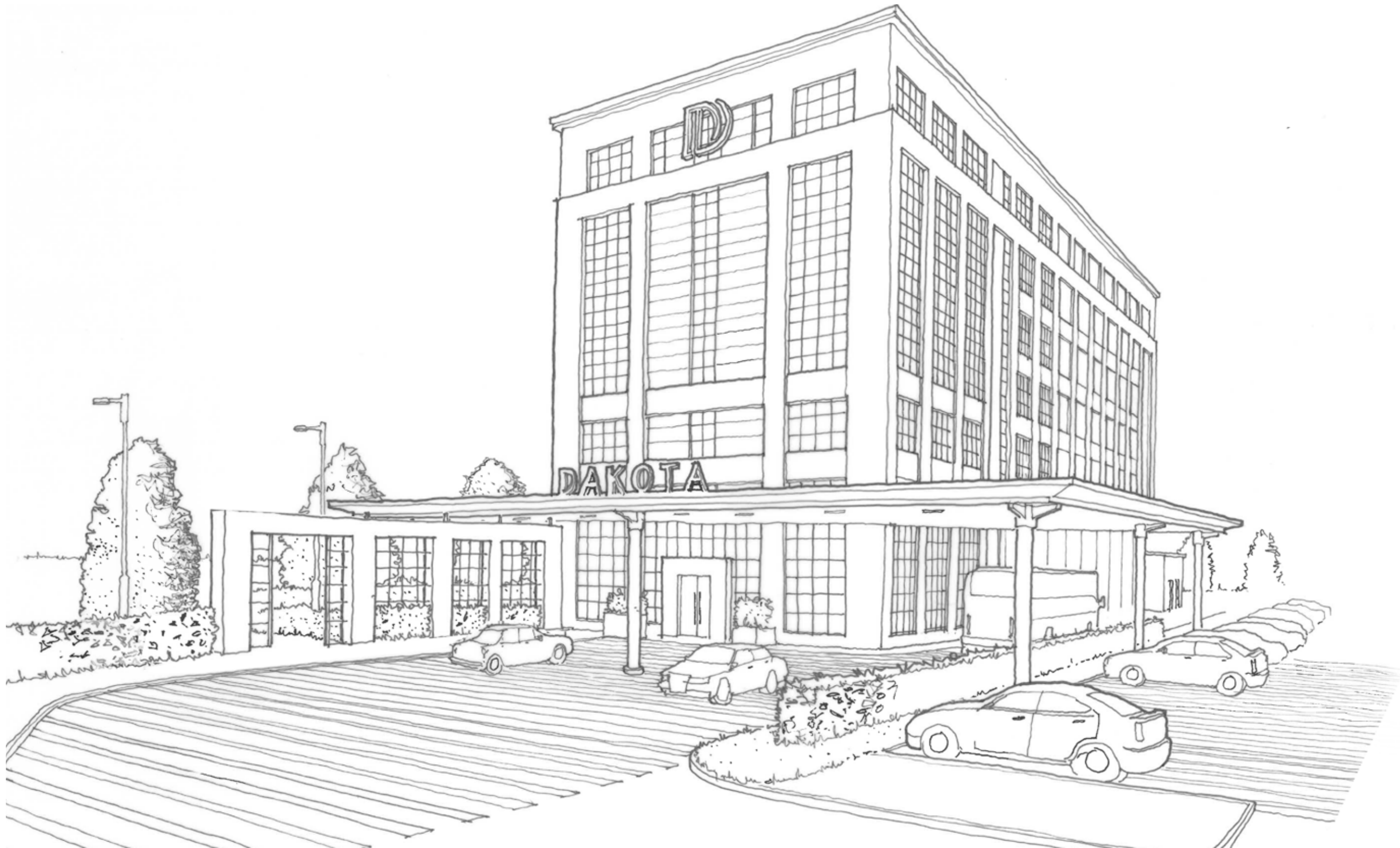


Above: Proposed design principles plan

3.0 EVALUATION & DESIGN EVOLUTION



Above: Proposed site plan









Champagne Room



Typical Bedroom

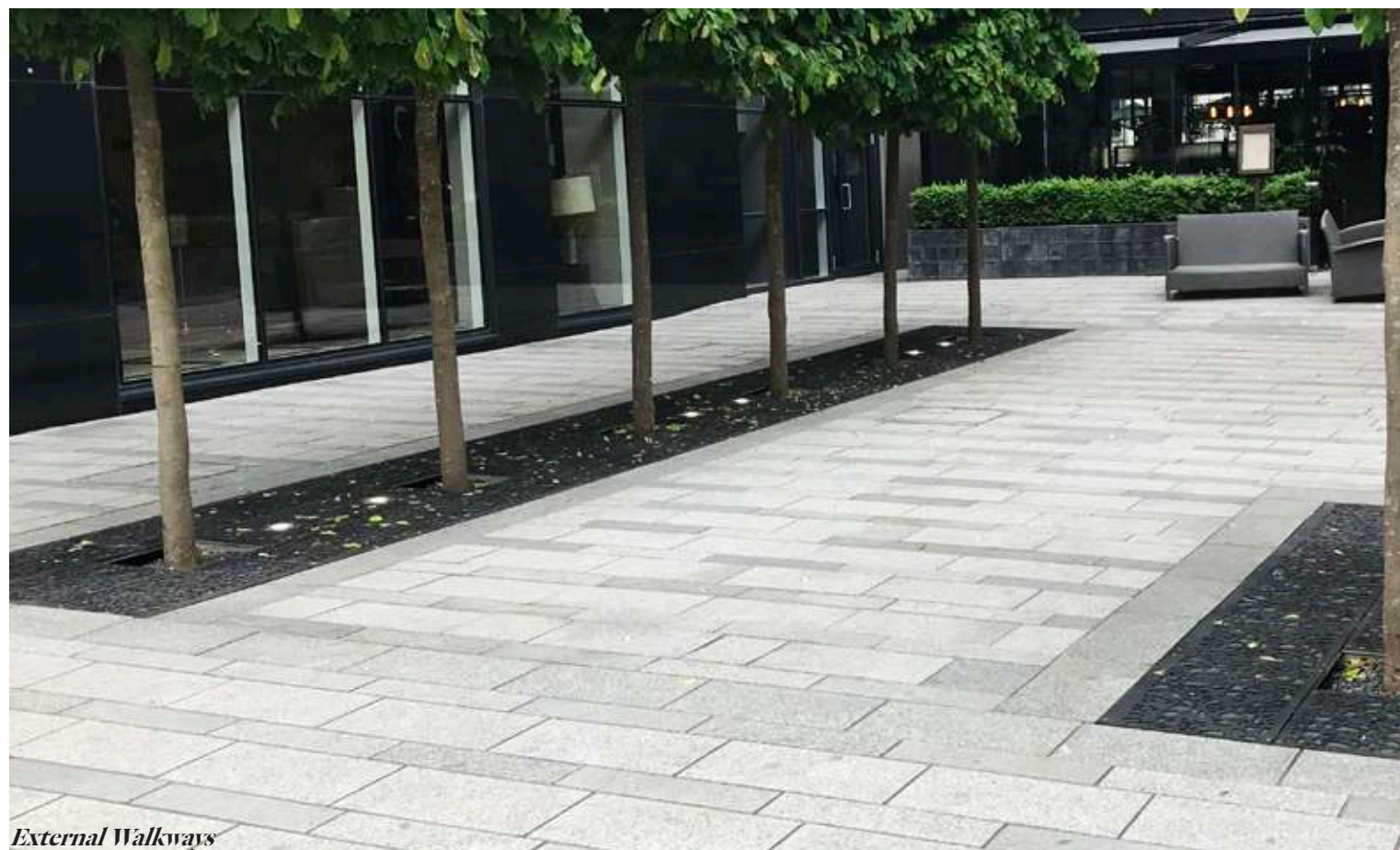


Typical Suite



Bar and Grill

3.4 DELINEATED PUBLIC AREAS AND EXTERNAL MATERIALITY PRECEDENT IMAGES



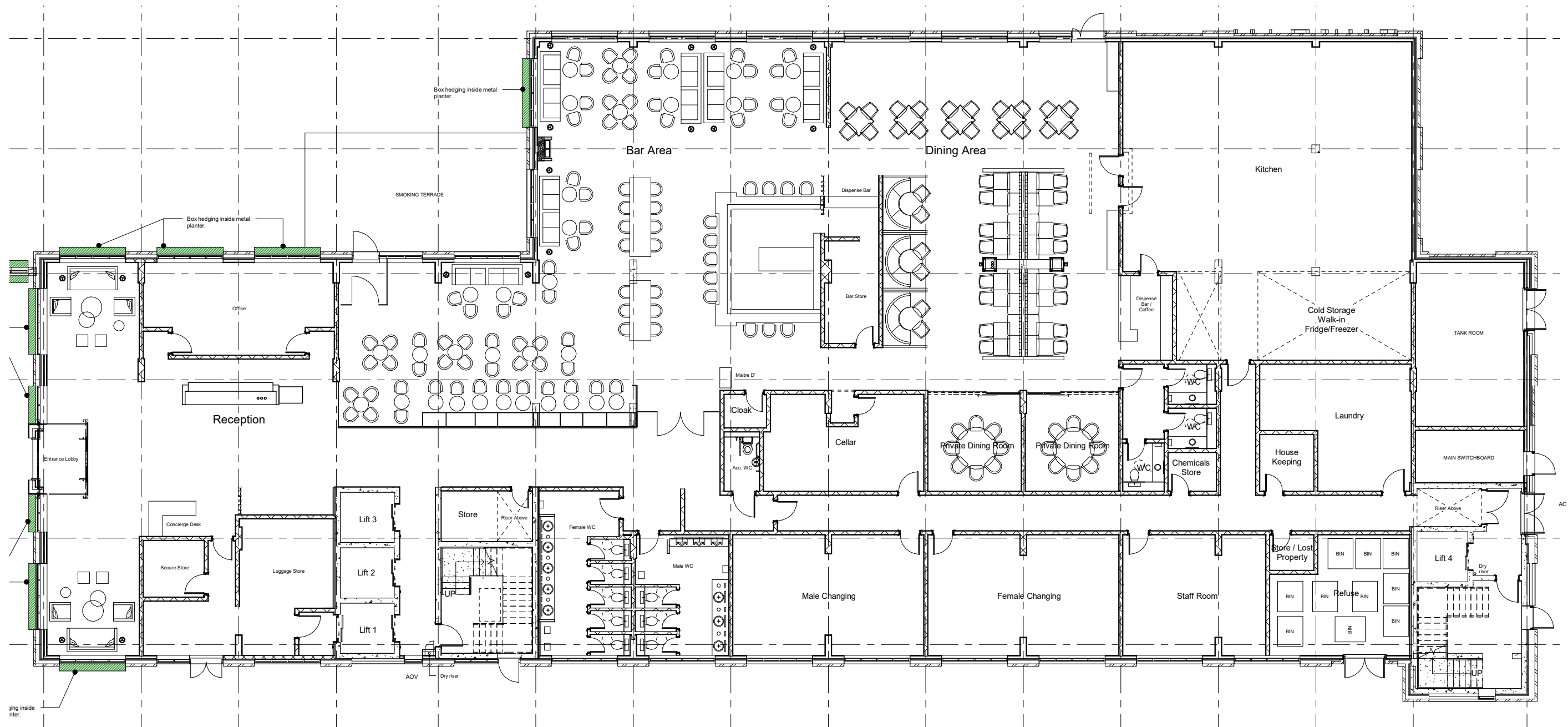
4.0 DESIGN PROPOSAL



Above - Proposed South East Elevation



Above - Proposed South West Elevation



Above: Ground Floor Plan

4.2 DESIGN PROPOSAL - PROPOSED TYPICAL UPPER FLOOR PLAN

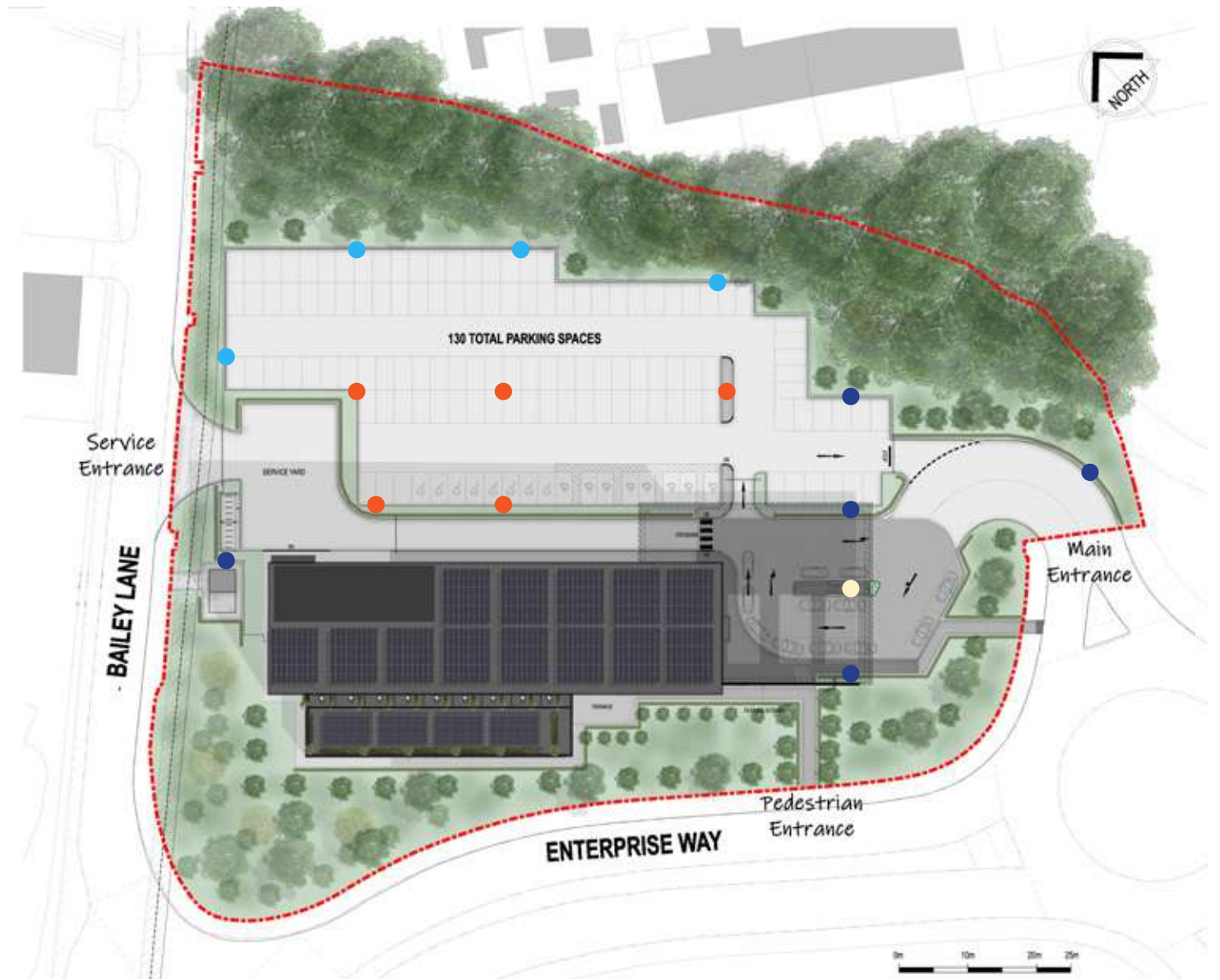


Above: Typical Upper Floor Plan









- Lighting on 6m column - 7,000 lm output
- Lighting on 6m high column - 7,000 lm output
- Lighting to drop off zone - 12,000 lm output
- Lighting on 6m high column - 12,000 lm output

NOTE: Please refer to specialist lighting strategy report for all details

Safeguarding - Manchester Airport Group

An initial meeting has been held with the MAG safeguarding team who requested the following information:-

- A full set of drawings, including site layout, accurate building mass and maximum height relative to ground level (for both construction and operation)
- Glint and Glare Assessment; this assessment needs to assess the impact of any roof top solar PV panels, including their specification, orientation, etc; reflectance of building façade materials; and the effect of the car park when full.
- Landscape Management Plan; the specification of plant species must respect the requirements of the BMP, in particular non-berry species, no large canopied trees to limit nesting birds. Landscape management plans must work alongside the waste and bird hazard management plans. The airport is safeguarded up to 13km from site so this will need factoring in if off-site BNG measures are required through the planning process.
- Bird Hazard Management Plan; the design of the terrace must discourage the “feeding of birds” and flat roofscapes must be avoided, as they could encourage landing for large birds. The large entrance canopy must discourage the landing/ nesting/ roosting of birds. A bird hazard management plan must be produced for the construction phase and operation of the hotel going forwards.
- Waste Management Plan; for construction the CEMP must include details on the nature and movement of material in/out of site, the control of stockpiled of material, and how this will be controlled. A waste management plan must be produced for the operation of the hotel going forwards
- Wind Shear Assessment
- Lighting Assessment; a detailed lighting assessment will be required for construction, the building, signage, paths and the car park, with associated Candela (cd) levels. Uplights need to be kept to a minimum.
- NATS Radar Assessment; OLS (Obstacle Limitation Surfaces) and IFP (Instrument Flight Procedure) assessments will be required.
- Construction Management Plan; this should include details of the build process and all machinery likely to be used throughout the construction period. Any machinery taller than 10m needs a specific permit from MAG. Details of any cranes (spec, height, lighting, location, etc) are required, including reference to CAA, H&S and aviation laws. The CEMP should include all items mentioned plus:- dust control; smoke control; management of debris in/ around site; temporary lighting; storage of materials/ waste and risks of/ management of standing water.

All these reports have been actioned and are accompanying this application.

HERITAGE IMPACT ASSESSMENT

CONTEXT AND SIGNIFICANCE

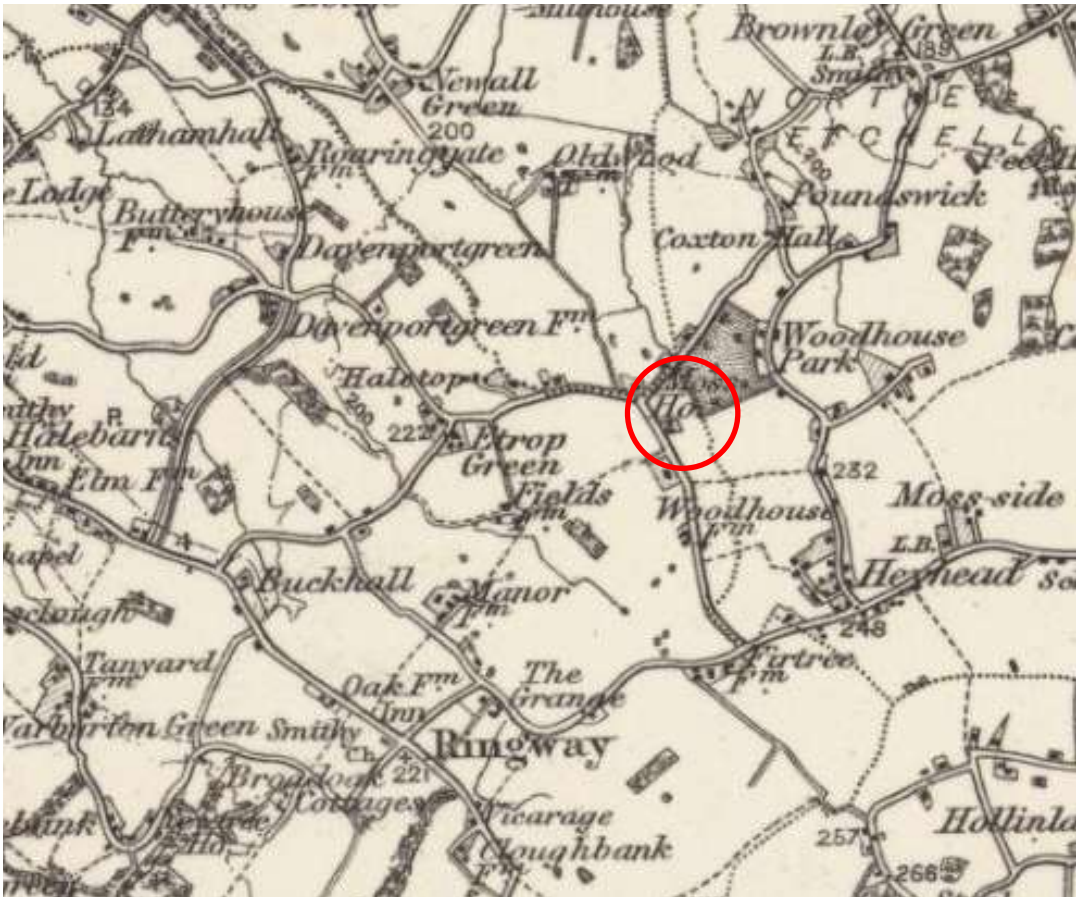
Etrop grange (formerly Moss House) is a grade II listed building on the periphery of the application site.

It is a late 18th century house which has undergone extensive extensions when it was a hotel and now functions as a as a hostel for the homeless.

Its open country setting has been Substantially altered as the airport and surrounding road network have expanded in the 20th century. It maintains a prominent position facing the roundabout at the junction of Thornley Lane, Bailey Lane and Enterprise Way.

IMPACT

The construction of a new hotel on the plot to the east of the listed building will have limited impact on the building. Despite the scale of the proposal being taller than the heritage asset, it's siting to the east, away from the principal facade and view allow Etrop Grange to retain its prominence and presence at the road junction.



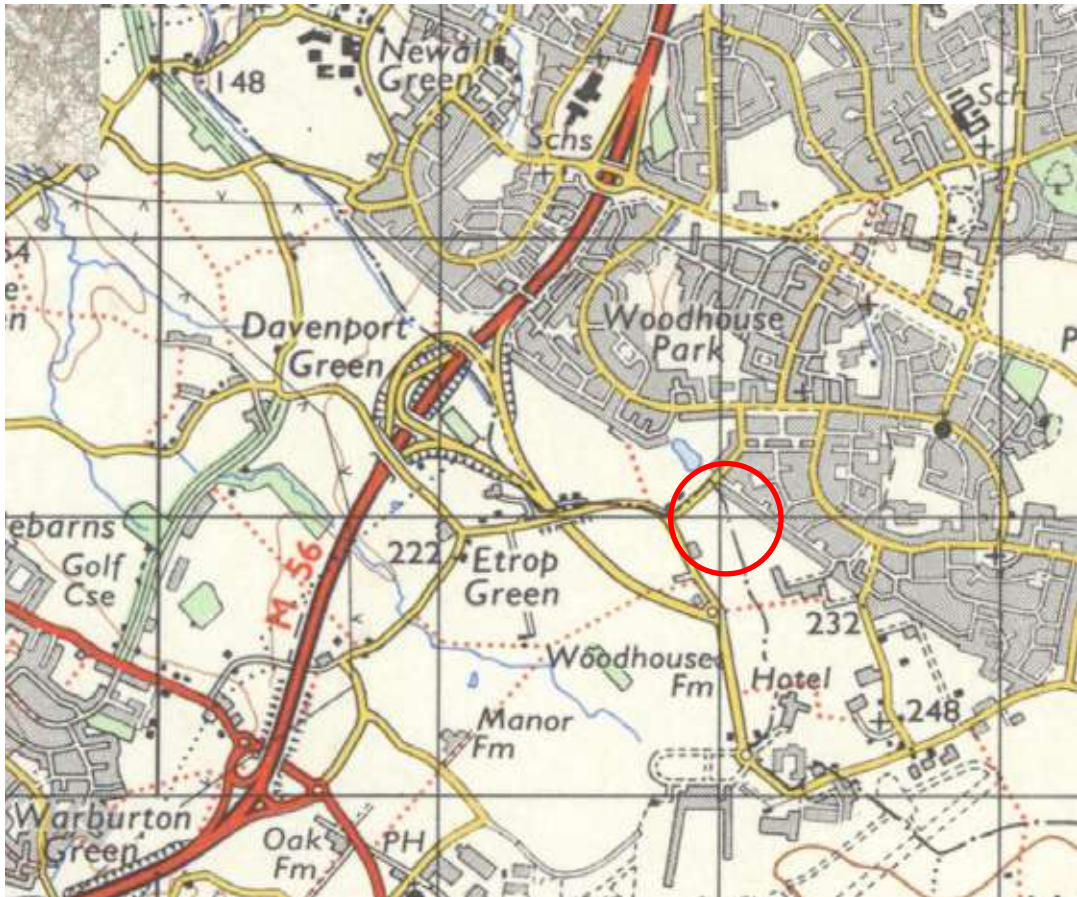
Above: 1870-1875



Above: 1919



Above: 1958-1971



Above: 1966-1971



CONCLUSION

The application site is allocated for commercial/ hotel use under the extant outline consent for Manchester Airport, which considered the listed building at the planning stage. Etrop Grange maintains a presence, despite its setting having changed unrecognisably in the last 100 years.

The proposed hotel will have limited impact on the heritage asset, located to the east of and perpendicular to the listed building.

The proposed use is complementary to the historic residential use and now hotel/ hostel use of Etrop Grange, thus not conflicting with its historic, evidential or aesthetic value.

5.0 CONCLUSION

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This proposal will compliment the established airport hotel accomodation. The design follows the established Dakota Hotel brand, however, the siting of the building has been carefully considered to limit the impact of its mass on Etrop Grange and the adjacent houses.

The award winning Dakota Hotel brand is renowned for promoting local employment and giving employees a chance to thrive through the business. This hotel promises to be a great addition to to the local area for community, social, financial, environmental and employment benefits.

There are numerous sustainable measures implemented in the design of the hotel through its construction and operation. These include air-source heating, a vast array of PV panels and Biodiversity Net Gain.





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