

Planning

Growth & Development

Delegated officer report for planning application

Application no. 138586/FO/2023
Date registered valid: 20 November 2023
Proposal: Erection of a 9-storey extension comprising of 216 bedrooms (net increase of 214 bedrooms) to the existing hotel
Address: Clayton Hotel , Outwood Lane, Manchester, M90 4HL,
Ward(s): Woodhouse Park Ward

Applicant: Dalata Hotel Group
Agent (if any): Mr Andrew Murray M.A.G.
Case officer: David Lawless
Tel: 0161 234 4543
Email: david.lawless@manchester.gov.uk

Recommendation: Approve
Date of recommendation: 24 April 2024



Application details

Type of application: Full Application Consent

Development type: Major Other

Standard consultations:

Printed: 22 November 2023

Expired: 13 December 2023

Neighbour notifications

Printed: 22 November 2023

Expired: 13 December 2023

Site notice

Posted: 19 December 2023

Expired: 12 January 2024

Press advert

Published: 28 November 2023

Expired: 12 December 2023

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building/area

This application relates to the Clayton Hotel, which is located in the northern part of the Manchester Airport campus. The site is 1.8 hectares in size and comprises of the hotel and associated car parking. To the north of the site is the airport rail link, while to the east stands the Crowne Plaza Hotel. The western and southern boundaries of the site face onto Outwood Lane and Hotel Road.

Listed building: No

Conservation area: No

Tree Preservation Order: No

Description of development

The applicant is proposing to erect a 9 storey extension to the south of the main hotel entrance in the location shown edged red. The extension would provide an additional 216 bedrooms, resulting in a net increase of 214 bedrooms.

In addition to the extension, the applicants are also proposing to re-organise the car parking layout, providing additional disabled car parking and charging facilities.



Consultations & Notification Responses

Members of the Public – No comments received.

Highway Services – Have made the following comments:

- TfGM are satisfied that the updated information addresses the previous comments and confirm that the flows are acceptable.
- The number of car parking spaces to be provided on site will decrease from the current 320no. spaces to 255no. spaces, equating to a loss of 65no. parking spaces. Of the remaining spaces, the TS states that 18no. disabled bays are proposed (increase of 12 spaces), this provision is considered acceptable by Highways as it exceeds the 6% minimum provision.
- Highways accept that any overspill parking demand would be appropriately managed as part of the Airport's overall parking strategy.
- A total of 14no. Electric Vehicle (EV) charging spaces are proposed which is an acceptable level of provision. Min 7kW EV provision should be provided.
- The provision of additional cycle storage is welcomed and its provision should be conditioned.
- The proposed delivery and servicing strategy is considered acceptable.
- The proposed pedestrian access strategy is considered acceptable, subject to crossing points being supported by zebra-crossing style markings, dropped-kerbs and tactile paving.

Environmental Health – Suggests the imposition of a number of conditions designed to protect residential amenity and public health.

Neighbourhood Team Leader (Arboriculture) – No objection to the proposals for this site from an arboricultural perspective.

United Utilities Water PLC – Suggests the imposition of two drainage conditions.

MCC Flood Risk Management – Raised the matter of the location of a nearby culvert.

Manchester Airport Safeguarding Officer – No objections to the proposal, subject to the imposition of conditions and informatives regarding aerodrome safeguarding.

National Air Traffic Safety (NATS) – NATS has no safeguarding objection to the proposal.

Greater Manchester Ecology Unit – No objection to the proposal and recommends the imposition of a condition restricting when vegetation can be cleared and informatives on bat habitation and invasive plants. Furthermore, a summary of a biodiversity net gain assessment has been provided that indicates a significant gain, given the majority of the existing site is hardstanding, there is no reason to doubt the report, accordingly the landscape proposals can be conditioned.

Network Rail – No objection to the proposal but requests that a number of condition regarding railway safety be attached to any approval granted.

Policies

The National Planning Policy Framework (December 2023) – The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other development can be produced. Planning law requires that applications for planning permission be determined in accordance with the development plan, i.e. the Core Strategy Development Plan Document and accompanying policies, unless material considerations indicate otherwise. The National Planning Policy Framework is a material consideration in planning decisions.

Paragraph 11 states that plans and decisions should apply a presumption in favour of sustainable development, which for decision-taking means:

- c) approving development proposals that accord with an up-to-date development plan without delay; or
- d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

Paragraph 12 states that the presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision-making. Where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.

The Places for Everyone Plan – This plan was adopted on 21 March 2024, as such the Plan and its policies are now a material planning consideration in the determination of planning applications. The Plan and its policies must therefore be given significant weight in the planning balance. The relevant policy is set out below:

Policy JP-Strat9, *Southern Areas* – This policy states that the economic competitiveness, distinctive local neighbourhood character and environmental attractiveness of the southern areas will be protected and enhanced. There will be a strong emphasis on making as much use as possible of suitable previously developed (brownfield) land and promoting the roles of the areas' town centres and its other key assets.

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

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

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

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

Policy DM1, Development Management – This policy states that all development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:-

- Appropriate siting, layout, scale, form, massing, materials and detail.
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- 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.
- Subject to scheme viability, developers will be required to demonstrate that new development incorporates sustainable construction techniques

Policy DM 2, Aerodrome Safeguarding – This policy states that development that would affect the operational integrity or safety of Manchester Airport or Manchester Radar will not be permitted.

Policy EC1, Employment and Economic Growth in Manchester – This policy states that key locations for major employment growth showing indicative distribution figures will be the Regional Centre and Manchester Airport and the surrounding area.

Policy EC10, Wythenshawe – This policy states that Wythenshawe is expected to provide 55 hectares of employment land within the office, research and development and light industry (Class B1) and logistics and distribution (Class B8) sectors. The majority of economic development will be focused on four sites, one of which is Manchester Airport. The policy continues stating that Manchester Airport and specifically Manchester Airport Strategic Site and Airport City Strategic Employment Location are suitable for aviation related development and a mix of economic development uses including offices, high technology industries, logistics, warehousing and airport hotels.

Policy MA1, Manchester Airport Strategic Site – This policy, which designates the Airport as a Strategic Site, states that growth of Manchester Airport to 2030 will be supported and sets out the policy context for development at the Airport. It identifies areas for expansion and shows the amendments to the Green Belt required to deliver that expansion. It specifically identifies the application site as being suitable for "Operational facilities, cargo facilities and car parking and landscape mitigation."

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:

- minimise any adverse impact on areas of international or national conservation, ecological and landscape value. In particular, development should avoid the Cotteril Clough SSSI. Where it is not possible to avoid harm, mitigation measures to compensate for any adverse impact will be necessary. Development within the expansion areas must implement the mitigation measures agreed with the Council,
- informed by an up to date environmental assessment,
- support the retention and preservation of heritage assets. Detailed proposals which impact upon heritage assets within or close to the site, including listed buildings, will be required to show they have met the tests within PPS5. Development which has a detrimental impact on heritage assets should be necessary to meet operational capacity requirements, taking account of the availability of preferable development options within the Airport site.
- retain or relocate the allotments.
- include surface access and car parking arrangements which encourage the use of public transport, walking and cycling, and satisfactorily manage impacts on the highway network,
- seek the maximum possible reductions in noise through compliance with the Manchester Airport Noise Action Plan and Manchester Airport Environment Plan.
- demonstrate that the number of people affected by atmospheric pollution is minimised and the extent to which any impact can be mitigated.
- improve access to training and job opportunities, particularly for people in Wythenshawe.

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

Issues

Principle of the Proposal – In the context of the policies outlined above (Core Strategy and Places for Everyone) there is no objection in principle to proposed development. Notwithstanding this, any impact upon aerodrome and railway safety, as well as pedestrian/highway safety and visual amenity must be assessed.

Design – The proposed extension would be constructed using three different types of rain screen cladding and a double glazed curtain wall system, all on top of a brickwork plinth. The window frames would be aluminium coloured RAL 7016.

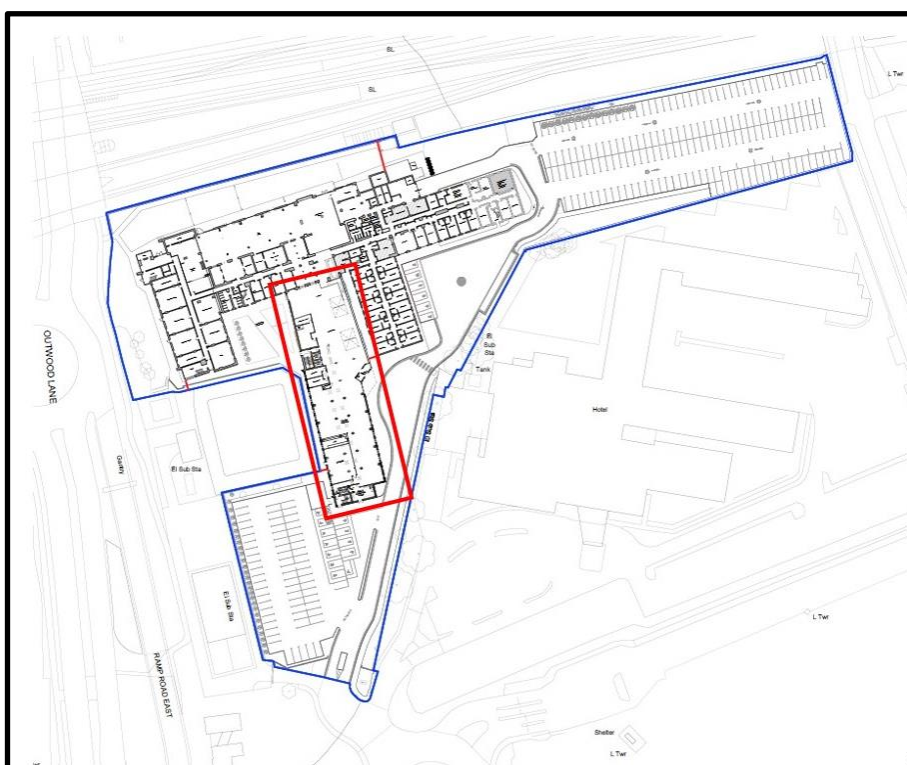
RAL 7016

The design and appearance of the proposal has been informed by the extension approved in 2004 and shown on the left below.



Overall, the design of the extension is considered acceptable.

Siting – The siting of the extension in the location edged in red below is considered acceptable.



Disabled Access – The applicant is proposing to provide 11 accessible bedrooms, i.e. 1 in every 20 rooms, as required by Part M of the Building Regulations. In addition, the larger rooms in the existing hotel would be converted to provide additional DDA provision in order to achieve 5% throughout the hotel. In addition, level access would be provided at the entrances and 18 accessible parking spaces would be provided.

Overall, the level of provision is considered acceptable.

Pedestrian and Highway Safety – TfGM and Highway Services have confirmed that the anticipated vehicle flows are acceptable and would not have a detrimental impact on the adjoining highway network. As such, it is not considered that the proposed development would have a detrimental impact on the existing levels of pedestrian and highway safety enjoyed within the vicinity of the site.

Car Parking – The proposed development would result in a reduction of on-site car parking from 320 paces to 255 spaces. As well as reducing the number of spaces the applicant is also proposing to re-organise the existing provision in order to increase the number of accessible parking spaces to 18 and provide 14 vehicle charging spaces.

Given the proximity of a variety of public transport options available to patrons and staff, the reduction in car parking numbers is considered acceptable in this instance and the increase in accessible parking spaces and charging points is welcomed.

Sustainability – The applicant has submitted a BREEAM pre-assessment estimator which indicates that the development would achieve 58.6% and a *very good* rating. To ensure that the development is implemented in accordance with the BREEAM estimator, condition no. 26 is recommended in this instance.

Residential Amenity – There are no residential properties in close proximity to the proposed extension, the nearest being over 500 metres away. Consequently, it is not anticipated that any activity associated with the proposed extension would impact upon existing levels of residential amenity. Notwithstanding this, it is still considered prudent to ensure that any external plant is acoustically insulated, hence the imposition of condition no. 23.

Visual Amenity – Given the design and siting of the proposal it is not considered that the development would have a detrimental impact upon the levels of visual amenity enjoyed within the vicinity of the site.

Landscaping/Ecology – The submitted landscaping scheme, which includes the planting of 13 trees, would achieve a 10% net gain in biodiversity by improving existing landscaped areas and introducing new feature landscaped area such as those highlighted in red.

GMEU have acknowledged the improvements proposed by the landscaping scheme and have recommended that its implementation be conditioned.



Air Quality – During the construction phase of the development there is the potential for air quality impacts as a result of dust emissions from the site. Assuming dust control measures are implemented as part of the proposed works, the significance of potential air quality impacts from dust generated by earthworks, construction and trackout activities is predicted to be negligible. It is considered that the imposition of a Construction Management Condition would ensure that appropriate dust management measures are implemented during the construction phase.

It is recognised that during the operational phase of the development there is the potential for air quality impacts as a result of vehicle exhaust emissions associated with traffic generated by the proposal, i.e. the comings and goings of patrons, staff and contractors visiting the site. However, given the existing activity associated with Manchester Airport the overall significance of potential impacts is considered to be low.

Aerodrome Safeguarding/Railway Safety – Both the Aerodrome Safeguarding Officer and Network Rail have no objections to the proposal, subject to the imposition of a number of conditions designed to ensure the safe operation of Manchester Airport and the adjoining railway line. The suggested conditions and informative would be attached to any approval granted.

Security – Given the location of the site within the Manchester Airport campus security throughout the site is well managed and this proposal would not impact upon any existing arrangements.

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 policies 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 to resolve any problems arising in relation to dealing with the planning application.

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

1) The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

2) The development hereby approved shall be carried out in accordance with the following drawings and documents received on 17 November 2023:

- A) THE LOCATION PLAN
- B) L 90 01 B EXISTING SITE PLAN
- C) L 90 04 A PROPOSED SITE PLAN (SECURED BY DESIGN)
- D) L 00 90 A GF PLAN
- E) L 00 91 1F PLAN
- F) L 00 92 2ND TO 8TH FLOOR PLAN
- G) L 00 93 ROOF PLAN
- H) L 00 94 A SECTION AA
- I) L 00 95 A NORTH AND SOUTH ELEVATIONS
- J) L 00 96 A EAST AND WEST ELEVATIONS
- K) D7938.01.001 DETAILED PLANTING PLAN - OVERALL PLAN
- L) D7938.01.002 DETAILED PLANTING PLANS - AREA 1
- M) D7938.01.003 PLANTING PLANS - AREA 2
- N) D7938.01.004 PLANTING PLANS - AREA 3
- O) DESIGN AND ACCESS STATEMENT (LEACH RHODES WALKER)
- P) ECOLOGICAL ASSESSMENT (TEP PARTNERSHIP)
- Q) BIODIVERSITY NET GAIN DESIGN STAGE REPORT (TEP PARTNERSHIP)
- R) WASTE MANAGEMENT STRATEGY
- S) VENTILATION STRATEGY (PATRICK MCCAUL ENVIRONMENTAL CONSULTING ENGINEERS LTD)
- T) ENERGY STATEMENT REPORT (PATRICK MCCAUL ENVIRONMENTAL CONSULTING ENGINEERS LTD)
- U) BREEAM 2018 NEW CONSTRUCTION PRE-ASSESSMENT REPORT (SUSTAINABLY BUILT LTD)
- V) CRIME IMPACT STATEMENT (GMP)

and the following document received on 4 March 2024:

- W) TRANSPORT STATEMENT (AECOM)

and the drawing received on 2 April 2024:

- X) L 90 02 D PROPOSED SITE PLAN

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

3) The materials to be used on external elevations shall match those on the external elevations of the existing tower in colour, size and texture, as referenced on the following drawings received on 17 November 2023:

A) L 00 95 A NORTH AND SOUTH ELEVATIONS

B) L 00 96 A EAST AND WEST ELEVATIONS

Reason - In the interests of visual amenity, pursuant to Policy DM1 of the Manchester Core Strategy.

4) Prior to the commencement of the development hereby approved, details of a sustainable surface water drainage scheme and a foul water drainage scheme shall be submitted to and approved in writing by the City Council as Local Planning Authority. The drainage schemes must include:

- (i) An investigation of the hierarchy of drainage options in the National Planning Practice Guidance (or any subsequent amendment thereof). This investigation shall include evidence of an assessment of ground conditions and the potential for infiltration of surface water in accordance with BRE365;
- (ii) A restricted rate of discharge of surface water agreed with the local planning authority (if it is agreed that infiltration is discounted by the investigations);
- (iii) Levels of the proposed drainage systems including proposed ground and finished floor levels in AOD;
- (iv) Incorporate mitigation measures to manage the risk of sewer surcharge where applicable; and
- (v) Foul and surface water shall drain on separate systems.

The approved schemes shall also be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards.

Prior to occupation of the proposed development, the drainage schemes shall be completed in accordance with the approved details and retained thereafter for the lifetime of the development.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, in light of national policies within the NPPF and NPPG and Policies EN08 and EN14 in the Manchester Core Strategy.

5) Prior to occupation of the development a sustainable drainage management and maintenance plan for the lifetime of the development shall be submitted to the local planning authority and agreed in writing. The sustainable drainage management and maintenance plan shall include as a minimum:

- (i) Arrangements for adoption by an appropriate public body or statutory undertaker, or, management and maintenance by a resident's management company; and
- (ii) Arrangements for inspection and ongoing maintenance of all elements of the sustainable drainage system to secure the operation of the surface water drainage scheme throughout its lifetime.

The development shall subsequently be completed, maintained and managed in accordance with the approved plan.

Reason - To ensure that management arrangements are in place for the sustainable drainage system in order to manage the risk of flooding and pollution during the lifetime of the development, in light of national policies within the NPPF and NPPG and Policies EN08 and EN14 in the Manchester Core Strategy.

6) Prior to the commencement of the development hereby approved, a Risk Assessment and Method Statement (RAMS) for all works to be undertaken within 10m of the operational railway shall be submitted to and approved by the City Council as Local Planning Authority. Thereafter the development shall be implemented in accordance with the approved RAMS.

Reason - To ensure that the construction and subsequent maintenance of the proposal can be carried out without adversely affecting the safety, operational needs or integrity of the railway, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

7) Detailed drawings of measures to prevent access to the adjacent railway line shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be implemented in accordance with the approved scheme before occupation of the development hereby approved.

Reason - To ensure the safety of future occupiers and to protect the adjacent railway from unauthorised access, pursuant to policies SP1 and DM1 of the Manchester Core Strategy

8) Prior to the commencement of any above ground works, a method statement giving details of any scaffolding works within 10m of the boundary with the railway, together with measures to be taken to prevent construction materials from the development reaching the railway (including protective fencing) shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved measures (including any protective fencing) to prevent any construction materials from the development reaching the railway line shall be implemented in full before development commences.

Reason - In the interests of railway safety, pursuant to SP1 and DM1 of the Manchester Core Strategy.

9) Prior to any vibro-impact works on site, a risk assessment and method statement shall be submitted to, and approved in writing by the City Council as Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason - To prevent any piling works and vibration from de-stabilising or impacting the railway, pursuant to SP1 and DM1 of the Manchester Core Strategy.

10) Prior to the commencement of the development full details of ground levels, earthworks and excavations to be carried out near to the railway boundary shall be submitted to and approved in writing by the City Council as Local Planning Authority. The development shall be implemented in accordance with the approved details.

Reason - To prevent any of ground levels, earthworks and excavations piling from destabilising or impacting the railway, pursuant to SP1 and DM1 of the Manchester Core Strategy.

11) Prior to any above ground works within 10m of the northern site boundary, details of appropriate vehicle safety protection measures along the boundary with the railway shall be submitted to and approved in writing by the City Council as Local Planning Authority. The development shall be implemented in accordance with the approved scheme.

Reason- To prevent the design and layout of the road and parking spaces from impacting the adjacent operational railway with accidental vehicle incursion, pursuant to policies T1 and DM1 of the Manchester Core Strategy for Manchester.

12) Prior to the commencement of above ground works, details of additional cycle parking facilities shall be submitted to and be approved by the City Council as Local Planning Authority. The approved facilities shall be completed prior to the development hereby approved being brought into use.

Reason - To ensure that adequate provision is made for bicycle parking so that persons working on the site have a range of options in relation to mode of transport in order to comply with Policies SP1, T1, T2, EN6 and DM1 of the Manchester Core Strategy (2012) and the guidance provided within the National Planning Policy Framework and the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance.

13) The car parking hereby approved shall be laid out, demarcated and made available prior to the occupation of the development hereby approved.

Reason - In the interests of pedestrian and highways safety and to ensure the satisfactory development of the site, pursuant to Policy DM1 in the Manchester Core Strategy.

14) Above-ground construction works shall not commence until details of the measures to be incorporated into the development to allow for the provision of electric vehicle charging points (Page 21 of the Transport Statement) have been submitted to and approved by the City Council as Local Planning Authority.

Reason - To promote sustainable development and in the interests of residential amenity, pursuant to Policies DM1 and EN16 in the Manchester Core Strategy.

15) Before the development hereby approved is first occupied, details of how the proposal has been incorporated into the Manchester Airport Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority.

Reason - To assist promoting the use of sustainable forms of travel to the school, pursuant to policies SP1, T2 and DM1 of the Manchester Core Strategy and the Guide to Development in Manchester SPD (2007).

16) The storage and disposal of waste shall be undertaken in accordance with the Waste Management Strategy received on 17 November 2023 and shall remain in situ whilst the development is in operation.

Reason - In the interests of visual and residential amenity, pursuant to Policy DM1 in the Manchester Core Strategy.

17) No part of the development (including construction equipment i.e. cranes) should exceed 100.880m in height (AMSL), in order to have no harmful impact on published safeguarded surfaces.

Reason - In the interests of aerodrome safety and to ensure adequate separation between aircraft and ground-based structures, pursuant to Policy DM2 in the Manchester Core Strategy.

18) Prior to the commencement of the development hereby approved, a Bird Hazard Management Plan for the construction period of the development shall be submitted to and approved by the City Council as Local Planning Authority. Thereafter the development shall be implemented in accordance with the approved Bird Hazard Management Plan

Reason - To prevent any increase in the number of hazardous birds in the vicinity of Manchester Airport (MAN) that would increase the risk of a Birdstrike to aircraft using MAN, pursuant to Policy DM2 of the Manchester Core Strategy.

19) Prior to the commencement of the development hereby approved, a Bird Hazard Management Plan for the operational phase of the development shall be submitted to and approved by the City Council as Local Planning Authority. Thereafter the development shall be managed in accordance with the approved details.

The BHMP should include the mitigation and management measures that will be in place to deter hazardous birds from the roof space. This should include detail on such things as:

- a) Safe roof access
- b) Monitoring programmes
- c) Actions on observing hazardous bird activity
- d) Reporting to MAN
- e) Access for MAN
- f) Failure criteria
- g) The BHMP should be in place for the lifetime of the building

Reason - To prevent any increase in the number of hazardous birds in the vicinity of Manchester Airport (MAN) that would increase the risk of a Birdstrike to aircraft using MAN, pursuant to Policy DM2 of the Manchester Core Strategy.

20) Notwithstanding the provision of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting that Order) no reflective materials other than clear or obscure glass, including solar PV shall be added to the building without the express consent of the local planning authority.

Reason - In the interests of aerodrome safeguarding and to prevent distraction and ocular damage to pilots using Manchester Airport, pursuant to Policy DM2 in the Manchester Core Strategy.

21) No removal of or works to any hedgerows, trees or shrubs shall take place during the main bird breeding season 1 March and 31 August inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the local planning authority.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended in order to comply with policy EN15 of the Manchester Core Strategy.

22) The hard and soft landscaping scheme approved by the City Council as local planning authority shown on the following drawings:

- a) D7938.01.001 DETAILED PLANTING PLAN - OVERALL PLAN
- b) D7938.01.002 DETAILED PLANTING PLANS - AREA 1
- c) D7938.01.003 PLANTING PLANS - AREA 2
- d) D7938.01.004 PLANTING PLANS - AREA 3

shall be implemented not later than 12 months from the date of completion of construction works. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Manchester Core Strategy.

23) a) Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. Prior to commencement of the use hereby approved the scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

b) Prior to the operation of the scheme a verification report shall be submitted to and approved in writing by the City Council as local planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the noise criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site, pursuant to Policy DM1 in the Manchester Core Strategy and saved UDP Policy DC26.

24) a) Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority.

The measures for investigating the site identified in the Site Investigation Proposal shall be carried out before development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

b) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and prior to occupation a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority.

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development in each phase is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to Policy DM1 in the Manchester Core Strategy.

25) Prior to the commencement of the development hereby approved, a construction management plan or construction method statement shall be submitted to and be approved by the City Council as Local Planning Authority. The approved plan/statement shall be adhered to throughout the demolition/construction period. The plan/statement shall provide for:

- a) A construction programme including phasing of works;
- b) A demolition methodology statement (including mitigation measures)
- c) 24 hour emergency contact number;
- d) Expected number and type of vehicles accessing the site:- i) Deliveries, waste, cranes, equipment, plant, works, visitors; ii) Size of construction vehicles; iii) The use of a consolidation operation or scheme for the delivery of materials and goods; iv) Phasing of works;
- e) Means by which a reduction in the number of movements and parking on nearby streets can be achieved (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction):- Programming; Waste management; Construction methodology; Shared deliveries; Car sharing; Travel planning; Local workforce; Parking facilities for staff and visitors; On-site facilities; A scheme to encourage the use of public transport and cycling;
- f) Routes for construction traffic, avoiding weight and size restrictions to reduce unsuitable traffic on residential roads;
- g) Locations for loading/unloading, waiting/holding areas and means of communication for delivery vehicles if space is unavailable within or near the site;
- h) Locations for storage of plant/waste/construction materials;
- i) Arrangements for the turning of vehicles, to be within the site unless completely unavoidable;
- j) Arrangements to receive abnormal loads or unusually large vehicles;
- k) Swept paths showing access for the largest vehicles regularly accessing the site and measures to ensure adequate space is available;
- l) Any necessary temporary traffic management measures;
- m) Measures to protect vulnerable road users (cyclists and pedestrians);
- n) Arrangements for temporary facilities for any bus stops or routes;
- o) Bird Hazard Management Plan during construction
- p) Method of preventing mud being carried onto the highway;
- q) Method of dust and smoke suppression;
- r) Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

Reason - In the interests of the safe operation of the adopted highway, adjoining railway and aerodrome safeguarding, during both the demolition and construction phase of the development, pursuant to policies SP1, EN19, DM1 and DM2 of the Manchester Core Strategy.

26) The development hereby approved shall be implemented in accordance with the measures as set out within the BREEAM 2018 NEW CONSTRUCTION PRE-ASSESSMENT REPORT (SUSTAINABLY BUILT LTD), as received by the City Council as local planning authority on 17 November 2023, including: measures to secure predicted carbon emissions and the attainment of specified environmental efficiency and performance. Within 3 months of the completion of the construction of the authorised development a verification statement shall be submitted to and approved in writing, by the City Council as local planning authority, confirming the incorporation of the specified measures at each phase of the construction of the development, including dated photographic documentary evidence of the implementation and completion of required works.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Manchester Core Strategy and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

Informatives

1) Access to Railway - All roads, paths or ways providing access to any part of the railway undertaker's land both temporary and permanent, must remain open and unblocked (24/7, 365 - around the clock) both during construction works and as a permanent arrangement.

a) The proposal must not encroach onto any Network Rail access road, paths or ways of access to any part of Network Rail land. This also includes emergency vehicles ability to access and exit Network Rail land.

b) The proposal construction works must not prevent Network Rail from accessing its land.

2) Protection of existing railway drainage assets within a clearance area - There are likely to be existing railway drainage assets in the vicinity of the proposed works. Please proceed with caution. No connection of drainage shall be made to these assets without Network Rail's prior consent to detailed proposals. Any works within 5m of the assets will require prior consent. There must be no interfering with existing drainage assets/systems without Network Rail's written permission. The developer is asked to ascertain with Network Rail the existence of any existing railway drainage assets or systems in the vicinity of the development area before work starts on site.

3) BAPA (Basic Asset Protection Agreement) - As the proposal includes works which could impact the existing operational railway and in order to facilitate the above, a BAPA (Basic Asset Protection Agreement) will need to be agreed between the developer and Network Rail. The developer will be liable for all costs incurred by Network Rail in facilitating this proposal, including any railway site safety costs, possession costs, asset protection costs / presence, site visits, review and agreement of proposal documents and any buried services searches.

The BAPA will be in addition to any planning consent. All new enquiries will need to be submitted via the

Asset Protection and Optimisation - Customer Portal Link to ASPRO ACE Portal ASPRO Network Rail Implementation (oraclecloud.com)

From there, the client can create an account and submit their enquiry. Enquiry will then be assigned to one of the Asset Protection team to progress. The assigned team member will then be in a position to review and comment on any submissions from the outside party.

4) Manchester Airport and Tall Equipment -The applicant's attention is drawn to the procedures for crane and tall equipment notifications, please see: <https://www.caa.co.uk/Commercial-industry/Airspace/Event-and-obstacle-notification/Crane-notification/>

5) Bats - Whilst the part of the building to be extended has been assessed as very low risk for bats, the applicant is reminded that under the 2019 Regulations it is an offence to disturb, harm or kill bats. If a bat is found all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s).

6) Invasive Species - It is an offence under the Wildlife & Countryside Act 1981, as amended to introduce, plant or cause to grow wild any plant listed in Schedule 9 part 2 of the Act. Species such as wall cotoneaster and monbretia are included within this schedule. If any such species will be disturbed as a result of this development a suitably experienced consultant should be employed to advise on how to avoid an offence.

Appendix 1 – List of consultees & neighbours notified

United Utilities Water PLC
Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Greater Manchester Police
Manchester Airport Safeguarding Officer
National Air Traffic Safety (NATS)
Greater Manchester Ecology Unit
Network Rail

Air House Building 200, Hotel Road, Manchester, M90 1QX
Manchester Airport Railway Station, Malaga Avenue, Manchester, M90 3RR
Crowne Plaza Manchester Airport, Ringway Road, Manchester, M90 3NS
Regus UK Ltd, 3000 Aviator Way, Manchester, M22 5TG
First Floor, 3000 Aviator Way, Manchester, M22 5TG
Ground Floor, 3000 Aviator Way, Manchester, M22 5TG
Third Floor, 3000 Aviator Way, Manchester, M22 5TG
3000 Aviator Way, Manchester, M22 5TG
Second Floor, 3000 Aviator Way, Manchester, M22 5TG
Bewleys Hotel, Outwood Lane, Manchester, M90 4HL
4M Building, Malaga Avenue, Manchester, M90 3RR
Hilton International, Outwood Lane, Manchester, M90 1WP
3500 Aviator Way, Manchester, M22 5TG
Microsoft Ltd, 3000 Aviator Way, Manchester, M22 5TG
Holdstock Technical Servces, 3000 Aviator Way, Manchester, M22 5TG
Tertio Ltd, 3000 Aviator Way, Manchester, M22 5TG

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - Within Outer Area
Green Belt Land - Greater Manchester Green Belt Local Plan 1984
Airport Noise Index Zone - Noise and Nuisance Index - 50-59
Airport Noise Index Zone - Noise and Nuisance Index - 40-49
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: SOUTH AREA