

Planning

Growth & Development

Delegated officer report for planning application

Application no. 138409/FO/2023

Date registered valid: 26 October 2023

Proposal: Elevational alterations to the exterior of the decked parking facility to create a new van exit point, internal reorganisation of the decked parking facility to allow for the loading of vans, together with the installation of a new ramp, 'sally port' and associated fencing.

Address: Plot 318 World Logistics Hub, Sunbank Lane, Manchester, WA15 8XL

Ward(s): Woodhouse Park Ward

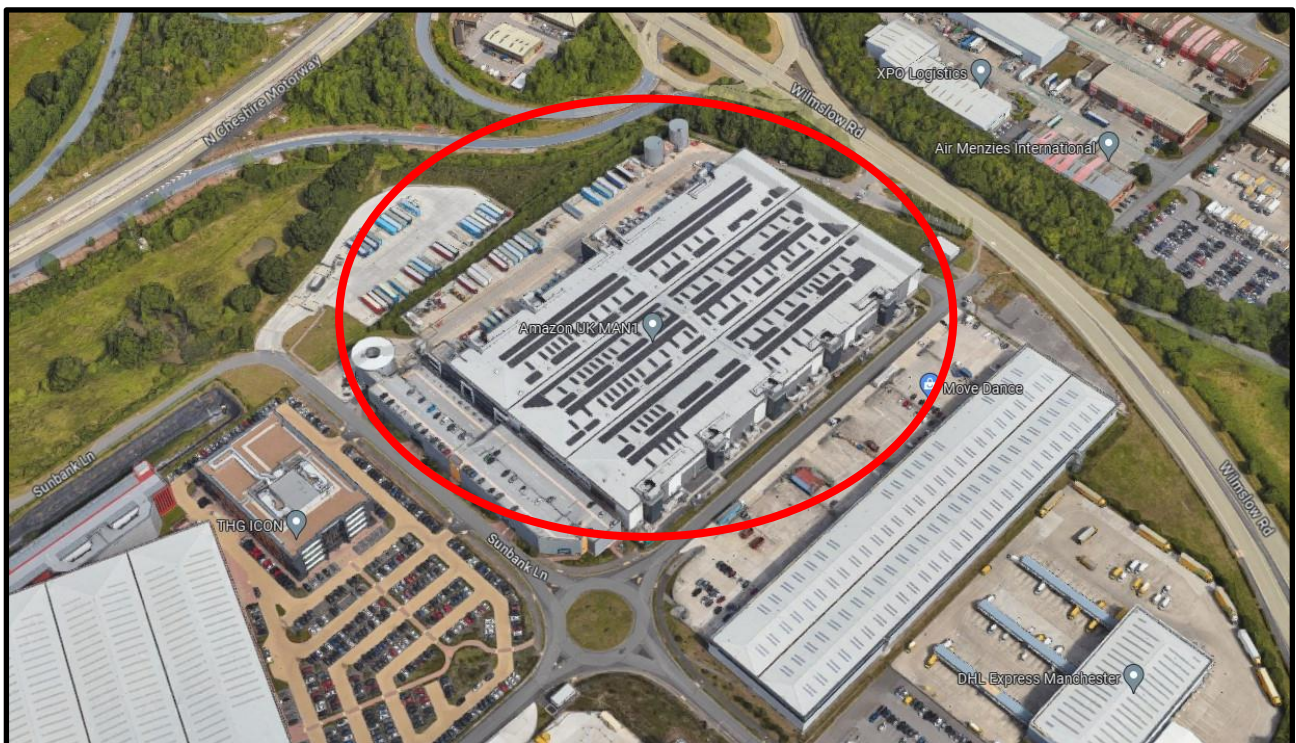
Applicant: Amazon UK Services Ltd

Agent (if any): Charlie Merry DWD LLP

Case officer: David Lawless
Tel: 0161 234 4543
Email: david.lawless@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 19 December 2023



Application details

Type of application: Full Application Consent

Development type: Minor Other

Standard consultations:

Printed: 2 November 2023 Expired: 23 November 2023

Neighbour notifications

Printed: 2 November 2023 Expired: 23 November 2023

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/area

This application relates to the Amazon site off Sunbank Lane and within the World Logistic Hub. To the north of the Amazon site is Wilmslow Road and the M56 while to the south and east there are further commercial units and offices occupied by The Hut Group.

Listed building: No

Conservation area: No

Tree Preservation Order: No

Description of development

The applicant is proposing the following:

- Elevational alterations to the exterior of the decked parking facility to create a new van exit point,
- Internal reorganisation of the decked parking facility to allow for the loading of vans,
- The installation of a new ramp, 'sally port'¹ and associated fencing.

The new van exit has already been created as can be seen below, but at present it is only used as a pedestrian access and egress point.

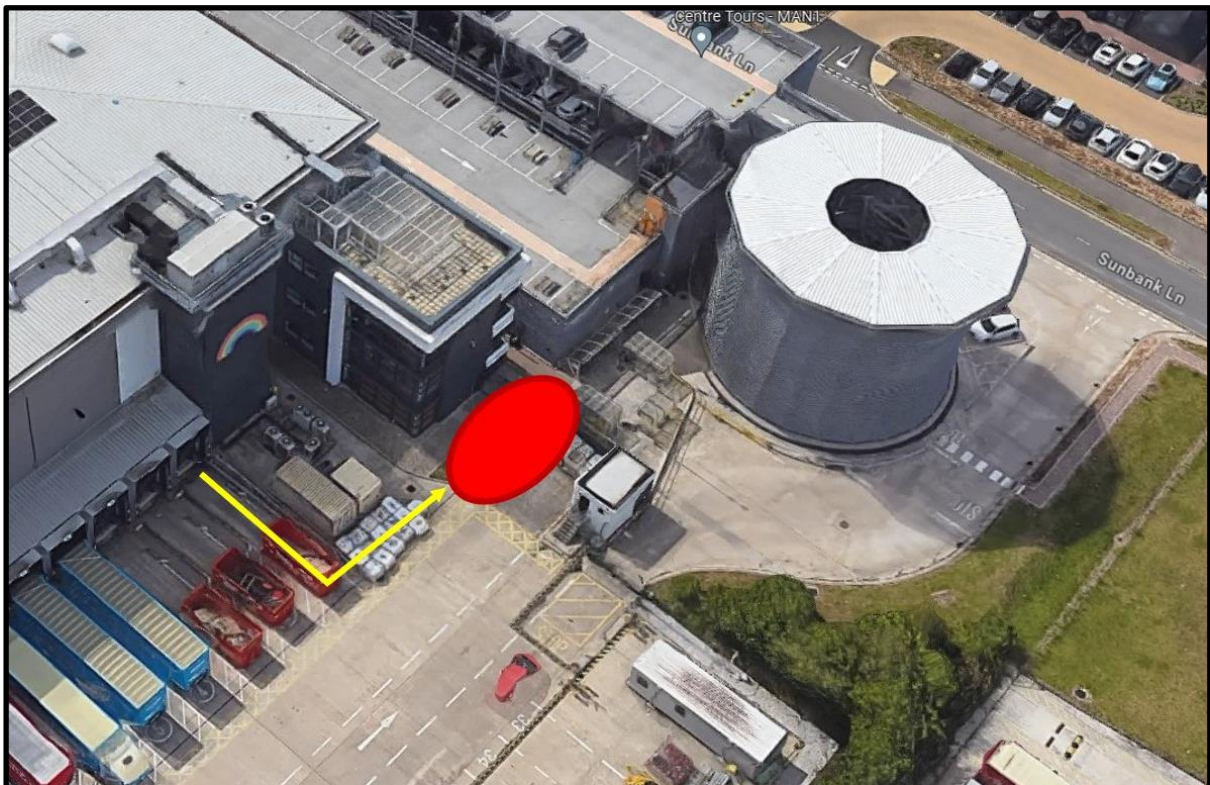
¹ A sally port is a secure, controlled entry way to an enclosure, e.g., a fortification or prison. A sally port may be an enclosed garage type building or a securely fenced or walled open-air parking area.



The internal reconfiguration of the car park would result in the following changes:

- Car Parking - 595 spaces, reduced to 543 spaces
- Disabled Car Parking - 14 spaces, remains the same
- Motorcycle Parking - 16 spaces, reduced to 2 spaces
- Cycle Parking - 36 spaces, increased to 56 spaces.

The ramp and sally port, with its associated fencing, would be located to the rear of the car park in the area shown below (red = sally port, yellow = access ramp):



Consultations & Notification Responses

Local Residents/Members of the Public – No comments received.

Highway Services – Have made the following comments:

- The reconfiguration of the site will result in a decrease of 52 car parking spaces, but it is noted that the car parking provision does fall within the applicant's template for parking demand and is similar to existing parking arrangements the applicant has across UK and Europe.
- The existing cycle provision of 18 Sheffield Stands (total of 36 parking spaces) will be relocated internally. The cycle parking spaces will provide safe and sheltered cycle parking and an additional 10 stands (20 cycle spaces).

Ringway Parish Council – The Parish Council has confirmed that they have no objection to the proposal.

High Speed Two (HS2) Limited – No objections raised.

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.

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:-

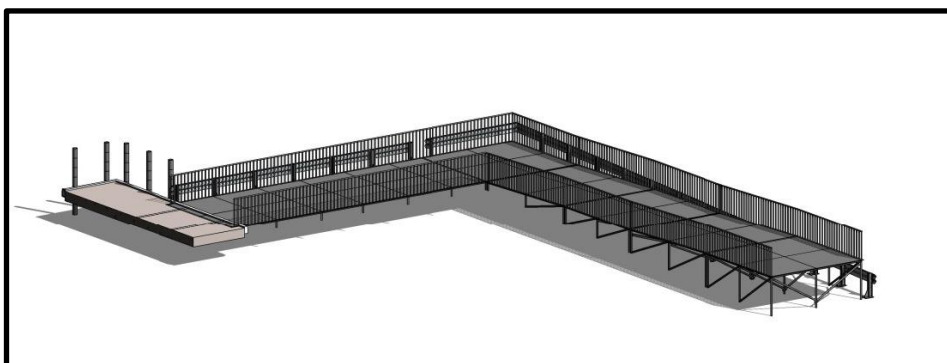
- Appropriate siting, layout, scale, form, massing, materials and detail.
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.
- Effects on amenity, including privacy, light, 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.

Issues

Principle of the Proposal – There is no objection in principle to the different aspects to the proposal. Notwithstanding this, any impact upon existing levels of visual and residential amenity must be assessed, along with any impact on pedestrian and highway safety as a result of the reduction in car parking numbers.

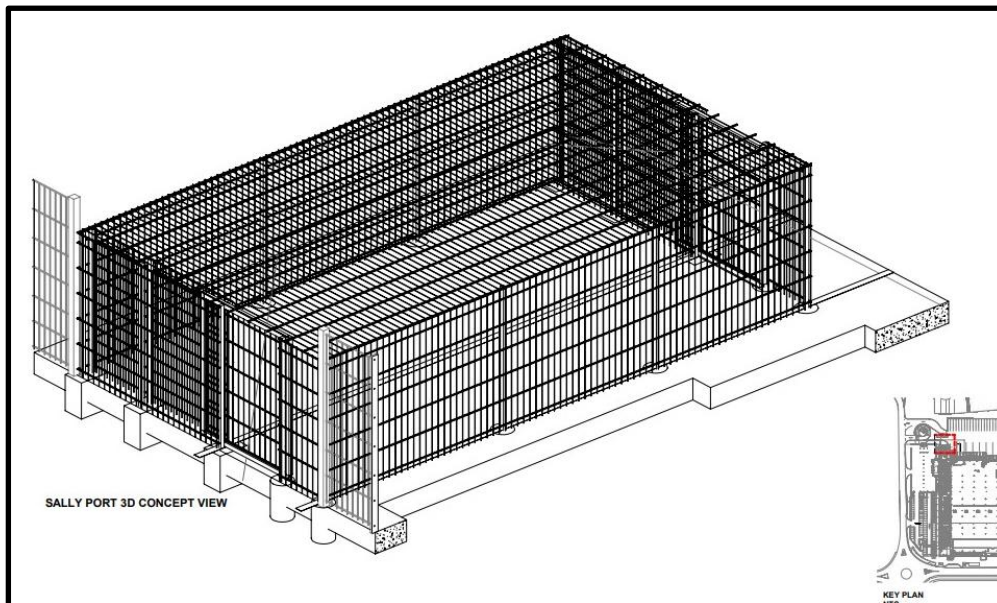
Design – The elevational alterations to the car parking building are minor and would not negatively impact upon its overall appearance.

The design of the access ramp, which can be seen here, is functional and in

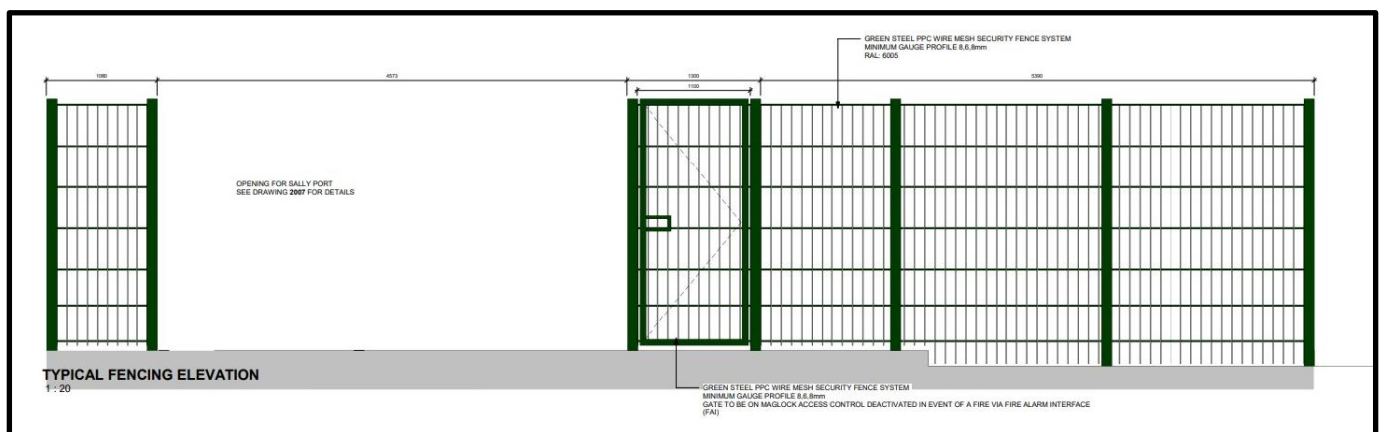


keeping with the appearance of the existing building.

The sally port is basically a box constructed from weld mesh fencing. As weld mesh fencing is used elsewhere on the site there is no objection to its use in this instance



The small section of replacement fencing would consist of weld mesh as shown below. This is



considered acceptable.

Overall, the design of the various element is considered acceptable.

Residential Amenity – Due to the large distances between the application site and the nearest residential properties it is not considered that the proposal would have a detrimental impact upon the levels of residential amenity enjoyed by the occupants of those properties.

Visual Amenity – Given the minor elevational alterations to the front of the car park building and the fact the sally port and access ramp are located to the rear of the circular car park access ramp, it is not considered that the proposal would have a detrimental impact upon the levels of visual amenity enjoyed along this section of Sunbank Lane.

Pedestrian and Highways Safety – Highways Services have not raised any concerns about the new vehicle egress point. They also note that the proposed car parking provision does fall within the applicant's template for parking demand and is similar to existing parking arrangements the applicant has across UK and Europe. As such there is no objection to the reduction in car park

provision. In light of this, it is not considered that the proposal would have a detrimental impact on the existing levels of pedestrian and highway safety enjoyed along Sunbank Lane.

Cycle Parking – The increase in cycle parking is welcomed.

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 matters 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:

- a) 7742-SMR-01-00-DR-A-2001-S3 P05 - SITE LOCATION PLAN
- b) 7742-SMR-01-00-DR-A-2002-S3 P05 - EXISTING SITE PLAN
- c) 7742-SMR-01-00-DR-A-2003-S3 P09 - PROPOSED SITE PLAN

- d) 7742-SMR-01-00-DR-A-2006-S3 P07 - ACCESS RAMP
- e) 7742-SMR-01-00-DR-A-2007-S3 P06 - SALLY PORT
- f) 7742-SMR-01-00-DR-A-2009-S3 P02 - BUS PARKING STRATEGY
- g) 7742-SMR-01-XX-DR-A-2008-S3 P06 - FENCING SCHEDULE
- h) 7742-SMR-01-ZZ-DR-A-2005-S3 P06 - ELEVATIONS

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 the materials detailed in drawings nos. 7742-SMR-01-00-DR-A-2006-S3 P07, 7742-SMR-01-00-DR-A-2007-S3 P06, 7742-SMR-01-00-DR-A-2009-S3 P02, 7742-SMR-01-XX-DR-A-2008-S3 P06 and 7742-SMR-01-ZZ-DR-A-2005-S3 P06, received on 1 November 2023.

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 Manchester Core Strategy.

Informatives

1) Highway Services – A S278 agreement is required for works to the adopted highway - a deposit is required to begin the S278 application, additional costs will be payable and are to be agreed with S278 Statutory Approvals team. Following an assessment of the scope of works, all additional estimated costs are required to be paid in full prior to the expenditure of the initial deposit, or work on the technical approval process will cease and can delay the programme for the start of works on site. The minimum standard S278 technical approval timescale is between 4-6 months and, if TRO's are included, can take 12 months so please programme this into your timetable. Please note: you will not be able to start works on the highway until technical approval has been given by the S278 Engineer and the relevant highways permits granted.

Any modifications / improvements to the public highway or footpath will require agreement with MCC's Highways Applications and Network Resilience teams. This will be funded at the applicant's expense. The following link provides access:

https://www.manchester.gov.uk/directory_record/287709/permission_to_work_on_the_highway_s_-_section_278_agreements/category/355/highways_and_pavements

Appendix 1 – List of consultees & neighbours notified.

Highway Services
 Ringway Parish Council
 High Speed Two (HS2) Limited
 Airport City, 4B Sunbank Lane, Manchester, M90 5AD
 9 Sunbank Lane, Manchester, WA15 0AF
 7 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
 Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - Within Outer Area
 Green Belt Land - Greater Manchester Green Belt Local Plan 1984
 HS2 Phase 2b Safeguarding Zones - HS2 Safeguarding Zones (June 2022)

HS2 Phase 2b Safeguarding Zones - HS2 Safeguarding Zones (October 2020)

Airport Noise Index Zone - Noise and Nuisance Index - 40-49

Area Team Boundary - Name: SOUTH AREA