

Planning

Growth & Development

Delegated officer report for planning application

Application no. 135933/NMC/2023

Date registered valid: 10 January 2023

Proposal: Non-Material Amendment to planning permission 133408/JO/2022 to allow for changes to the car parking layout, relocation of bike store and plant enclosure and installation of louvres

Address: Building 401 , Avro Way, Manchester, M90 5XR

Ward(s):

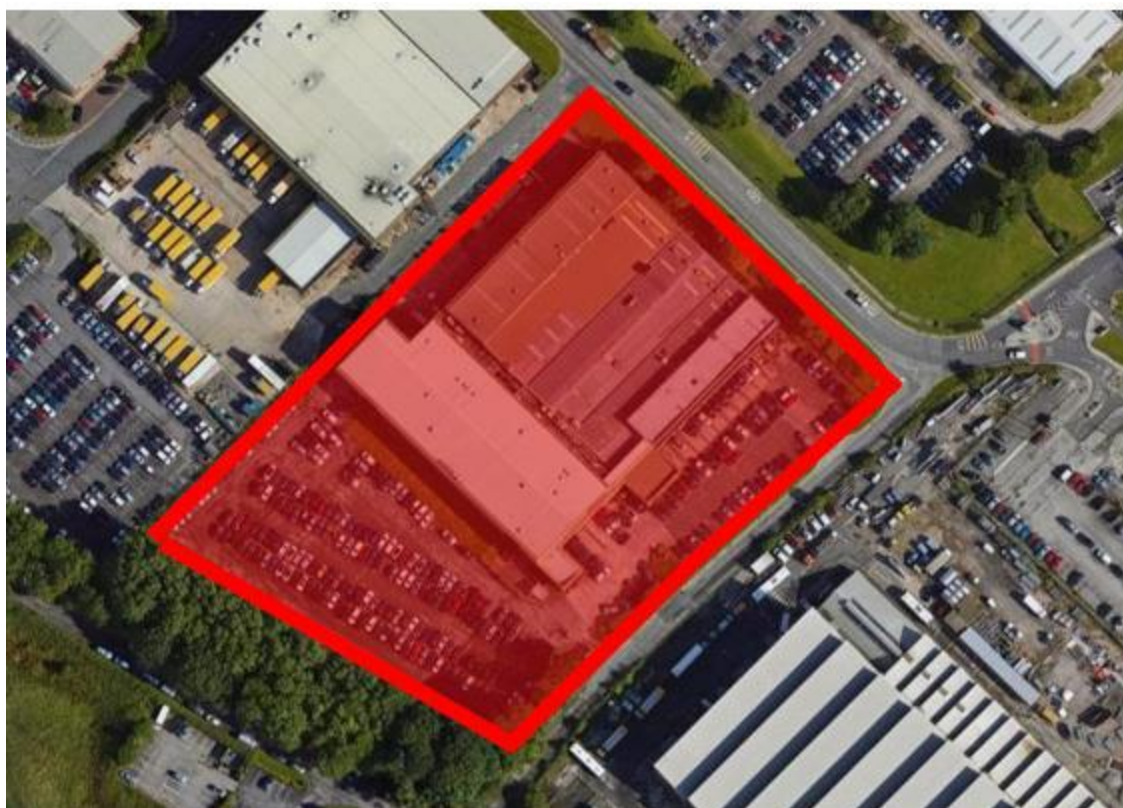
Applicant: Threadneedle Curtis Ltd

Agent (if any): Mrs Emily Davies Avison Young

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

Recommendation: Approve

Date of recommendation: 19 January 2023



Application details

Type of application: Non-Material Change Application

Development type: Notifications

Standard consultations:

Printed: 11 January 2023 Expired: 1 February 2023

Neighbour notifications

No neighbour notifications have been printed and sent.

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

The site of the former Building 401 is located on the southern side of Avro Way and within the freight and airport services estate which lies to the southwest of the Terminal 2 apron. The site is adjoined on three sides by similarly scaled buildings and uses, while to the south there is a landscaped buffer, beyond which lies the Wilmslow Old Road. The site is within the Enterprise Zone and within the Airport Operational Area.

Listed building: no

Conservation area: no

Tree Preservation Order: no

Description of development

The applicant obtained planning permission for the following in February 2022 (131892/FO/2021):

Erection of a terrace of three Class B8 warehouse units (7,845m² gross internal floor area) with associated parking, access and landscaping, following demolition of existing building.

They then applied to vary condition nos. 2 (approved drawings) and 9 (landscaping) to allow for amendments to design and layout of the development and application 133408/JO/2022 was approved in July 2022.

They are now applying for a non-material amendment to allow for changes to the car parking layout, relocation of bike store and plant enclosure and installation of louvres to the replacement building.

Consultations & Notification Responses

Environmental Health – Any differences made to the landscaped areas will still need to comply with Condition 12 (con land) and material (if recommended by the SI). If they are having louvres

fitted to plant enclosure could the noise break-out be covered under Condition 10 (external plant) ? If not can an NSE 1 condition be added and the same criteria as NSE 6 would apply?

Highway Services – The reorientated car park layout to Unit 1C (including the addition of an adjacent turning head space) is acceptable to us as is the repositioning of the cycle store to the rear of Unit 1A.

Policies

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

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

The Enterprise Zone in Manchester is a set of linked sites around Manchester Airport, Wythenshawe Town Centre, 'Medipark' at University Hospital South Manchester Foundation Trust and Roundthorn Industrial Estate.

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

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

Policy SP1, Spatial Principles – This states that the key spatial principles which will guide the strategic development of Manchester to 2027 are:

- The Regional Centre will be the focus for economic and commercial development, retail, leisure and cultural activity, alongside high quality city living.
- The growth of Manchester Airport will act as a catalyst for the regional economy, and will also provide the impetus for a second hub of economic activity in this part of the City.
- Beyond these areas, the emphasis is on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs, all in a distinct environment. The majority of new residential development in these neighbourhoods will be in the Inner Areas, defined by the North Manchester, East Manchester and Central Manchester Regeneration Areas.
- The City is covered by regeneration areas including the City Centre. All development should have regard to the character, issues and strategy for each regeneration area as described in the North, East, Central and South Manchester and Wythenshawe Strategic Regeneration Frameworks and the Manchester City Centre Strategic Plan.

- The City's network of open spaces will provide all residents with good access to recreation opportunities. The River Valleys (the Irk, Medlock and Mersey) and City Parks are particularly important, and access to these resources will be improved.
- New development will maximise the potential of the City's transport infrastructure, in particular promoting walking, cycling and use of the public transport. The extension to the Metrolink network through the Oldham and Ashton lines will create key corridors for new development.
- Core Development 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.
 - Making a positive contribution to the health, safety and wellbeing of residents
 - Considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income.
 - Protect and enhance the built and natural environment.
 - Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible.
 - Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

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.

Wythenshawe Strategic Regeneration Framework (2004) – The Wythenshawe Strategic Regeneration Framework (SRF) provides a strong vision for Wythenshawe over the next 10-15 years. It provides a guide for the improvement of public services for Wythenshawe residents, and aims to shape future investment. The rationale for Airport City is established in the Wythenshawe SRF.

It identifies the East-West Wythenshawe 'Economic Development Corridor' linking Sharston/Northenden in the east and University Hospital South/Roundthorn in the west – with Manchester Airport as the pivotal link.

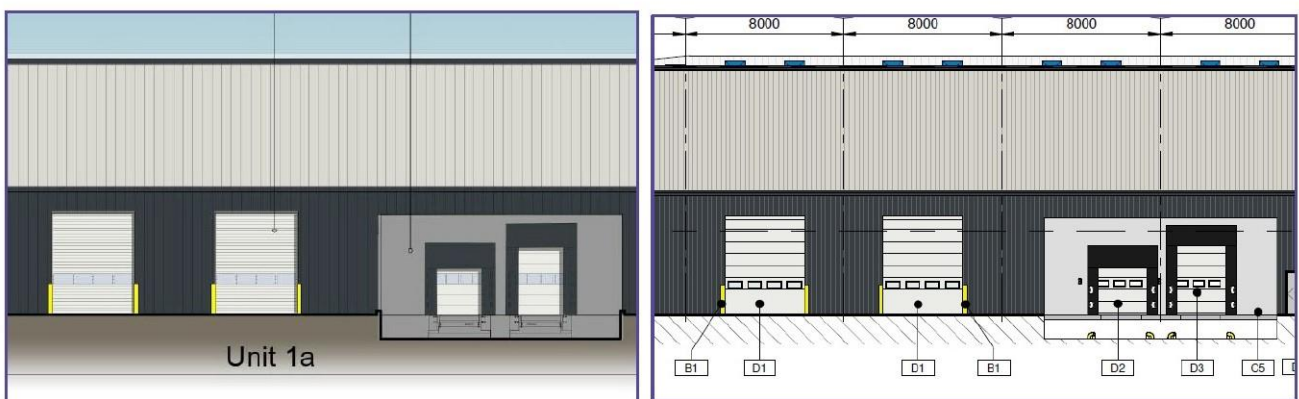
A key opportunity identified within the SRF is the continued development of Manchester Airport as this will contribute towards the future prosperity of Wythenshawe through providing increased job opportunities for local residents. The SRF identifies the need to support the continued growth of Manchester Airport as one of the UK's premier business locations, capable of attracting corporate end users on an international scale to the conurbation.

Issues

Principle of the Proposal – The minor elevational amendments and revisions to the layout are considered acceptable in principle.

Design – Apart from the additions of the louvres, shown below in the context of the originally approved scheme, the overall appearance of the proposed building would remain the same.

- Installation of louvres at rooftop which is indicated by the blue boxes on the submitted elevation plans



Approved Elevation 020598-RPS-SI-XX-DR-A-0111 Rev P04

Proposed Elevation 020598-RPS-MB-XX-DR-A-5300 Rev P06

The proposed elevations would consist of a mix of profiled and flat cladding. The colours would be of a neutral grey and cream and white palette with subtle greys and creams colours applied to key areas such as doors and glazing. The office element would be enhanced by the use of multistorey curtain wall glazing, to create a focal point on the corner of Avro Way and Pinfold Lane and add prestige to the building design and occupants. Ribbon windows will be introduced to each level of open plan offices for each unit.

Given the above, the design of the proposal is still considered acceptable.

Landscaping – The comprehensive landscaping scheme has been amended as follows given the revisions to the car park/service yard and the location of the bike store:



- Relocation of the bike shelter and plant enclosure to the rear of Unit 1A which has also impacted on the landscaping arrangements.



As these revisions do not reduce the number of trees to be planted within the site boundary, as discharged under application CDN/22/0637, the amendments to the overall landscaping scheme are considered acceptable.

Residential Amenity – The nearest residential accommodation is located above The Romper PH, on the opposite side of Wilmslow Old Road. Given the distances involved, the fact that there is landscaped area in between the opposing sites and any external plant would need to be acoustically insulated, it is not considered that the proposal would have a detrimental impact upon the levels of residential amenity enjoyed by the occupants of The Romper PH.

Visual Amenity– Due to the high level of screening provided by the topography, intervening vegetation and other buildings, the site is not highly visible from outside of the site. Given this, the design of the building itself and the proposed landscape treatment, it is not considered that the

amended proposal would have an unduly detrimental impact upon the levels of visual amenity enjoyed within the vicinity of the site.

Ecology – The impact upon ecological features is still considered to be negligible.

Car Parking – Given the proposed use and the public transport options available to future workers on the site, the level of parking provision, i.e. 72 spaces, is still considered acceptable in this instance. In addition, the provision of a 10% electric vehicle charging provision is welcomed.

Impact upon the Highway Network – It is not considered that the proposed amendments to the scheme would have a detrimental impact upon the highway network and upon the existing levels of pedestrian and highway safety enjoyed along Avro Way and the surrounding roads.

Contaminated Land – This issue would be dealt with via the Discharge of Condition application process.

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

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

1) The details of the proposed amendments are:

- a) changes to the car parking layout,
- b) relocation of bike store and plant enclosure,

c) installation of louvres

2) Following an assessment of the details submitted, it is confirmed that the proposed amendments are considered to be of a non-material nature and are considered to be acceptable to the City Council as the Local Planning Authority. The City Council is satisfied that the proposed changes will have no material impact upon the levels of visual amenity and pedestrian and highway safety enjoyed within the vicinity of the site.

3) Condition no.2) The development hereby approved shall be carried out in accordance with the following drawings and documents:

All received on 11 October 2021:

- a) Site Location Plan - 020598-RPS-SI-XX-DR-A-0100 Rev P01
- b) Unit 1 Proposed Site Levels - 60663052-ACM-XX-XX-DR-C-06001
- c) Lighting Strategy (ref. MAG401-ACM-ZZ-XX-RP-LT-0001)

All received on 16 November 2021:

- d) Landscape Management Plan & Maintenance Schedule, ref. JSL-RPS-XX-EX-DR-RP-L-9005_P01
- e) Tree Constraints Plan, drawing nos. 60663052-ACM-XX-XX-AB-TCP-001 P01, 002 P01, 003 P01 and 004 P01
- f) Tree Protection Plan, drawing nos. 60663052-ACM-XX-XX-AB-TPP-005 P01, 006 P01, 007 P01 and 008 P01
- g) Arboricultural Impact Assessment

All received on 18 January 2022:

- h) Dust Hazard Management Plan (demolition phase)
- i) Bird Hazard Management Plan (demolition phase)

All received on 20 January 2022:

- j) Construction Management Plan (demolition phase)

All received on 1 April 2022:

- k) Proposed Building Plan - 020598-RPS-SI-XX-DR-A-0112 Rev P02
- l) Proposed Roof Plan - 020598-RPS-SI-XX-DR-A-0114 Rev P03
- m) Quantified Tree and Shrub Palette - JSL4034-RPS-XX-EX-DR-L-9004 Rev P03
- n) Building 402 Rigid Vehicle Tracking (0663052-ACM-402-XX-DR-C-10003)
- o) Building 401 Dock Leveller Tracking (60663052-ACM-401-XX-DR-C-10001)
- p) Building 402 Articulated Vehicle Tracking (60663052-ACM-402-XX-DR-C-10002)
- q) Solar Panel Specification Product Information (VertexS Product: SM-DE09.08)

All received on 17 June 2022:

- r) Site layout including hard landscaping - 020598-RPS-SI-XX-DR-A-5001-P05-GA

All received on 5 July 2022:

- s) Landscape Strategy - JSL4034-RPS-XX-EX-DR-L-9001_Rev P04

All received on 10 January 2023:

- t) Detailed Soft Landscape Sheet 1 of 2 - JSL4034-RPS-XX-EX-DR-L-9002 Rev P08
- u) Detailed Soft Landscape Sheet 2 of 2 - JSL4034-RPS-XX-EX-DR-L-9003 Rev P07
- v) Proposed Block Plan - 020598-RPS-SI-XX-DR-A-0110 Rev P07
- w) Building Elevations - 020598-RPS-MB-XX-DR-A-5300 Rev P06

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies SP1, DM1 and DM2 of the Manchester Core Strategy.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health

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
HSE COMAH Zone - H3745 OZ - Manchester Storage Ltd Outer Zone
HSE COMAH Zone - H3745 MZ - Manchester Storage Ltd Middle Zone
HSE COMAH Zone - H3745 IZ - Manchester Storage Ltd Inner Zone
Green Belt Land - Greater Manchester Green Belt Local Plan 1984
Airport Noise Index Zone - Noise and Nuisance Index - 40-49
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Area Team Boundary - Name: SOUTH AREA