MANCHESTER CITY COUNCIL

Planning

Growth & Development

Delegated officer report for planning application

Application no.	144882/JO/2026
Date registered valid:	7 January 2026
Proposal:	Variation of Conditions 2 (Specified Plans), 9 (Landscaping) and 10 (Boundary Treatments) of Planning Permission 140206/FO/2024 to allow amendments to: the condenser compound; elevational alterations; rooftop lift overruns; the external ground floor terrace area; and, to the approved landscaping scheme.
Address:	Land Off Enterprise Way And Bailey Lane, Manchester Airport, Manchester
Ward(s):	Woodhouse Park Ward
Applicant:	Evans Dakota Hotels Limited
Agent (if any):	Mr Joe Horne, Kilmartin Plowman & Partners Ltd
Case officer:	Robert Griffin Tel: 0161 234 4527 Email: robert.griffin@manchester.gov.uk
Recommendation:	APPROVE
Date of recommendation:	**26.03.2026**

Application details

Type of application: Variation or Removal of Condition

Development type: Major Other

Date of site visit: 11 February 2026

Standard consultations:
Printed: 13 January 2026 Expired: 3 February 2026

Neighbour notifications
Printed: 13 January 2026 Expired: 3 February 2026

Site notice
Posted: 14 January 2026 Expired: 4 February 2026

Press advert
Published: 20 January 2026 Expired: 3 February 2026

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable on the site. Etrop Grange (Grade II) is located to the south west of the application site.

Description of area

The application site extends to approximately 1.23 hectares and is located to the north-east of Manchester Airport and to the south of the residential areas of Wythenshawe and Woodhouse Park.

The site is bound by Bailey Lane to the north; an area of mature woodland to the east; and Enterprise Way to the south and west. Bailey Lane is located immediately beyond the north western boundary beyond which are office units together with the Grade II listed Etrop Grange which is currently used for housing homeless people.

Beyond the existing woodland to the site's northern eastern boundary are residential properties along Hilary Road and Selstead Road forming part of the Woodhouse Park area in south of Wythenshawe, Manchester. A roundabout is located beyond the site to the south-east and Enterprise Way is beyond the site to the south-west. Manchester Airport is approximately 600m south of the site.

The nearest bus stop is located 10m from the site on Bailey Lane, the nearest Metrolink and Train stations at Manchester Airport which is 620m south of the site. Planning permission reference 140206/FO/2024 was for the development of the site to erect a 7 storey 154 bedroom hotel, with associated car parking, vehicular drop off area and canopy, service yard,

landscaping and highways works to the existing access onto Bailey Lane. The proposed Hotel would also comprise:
o Restaurant and bar on the ground floor with external terrace
o Reception lobby with luggage storage
o 130 car parking spaces, including 8 accessible spaces (with 2 EV provision to these) and 8 EV parking spaces

This permission is currently being delivered on site. The ground floor consists of hotel back of house, entrance lobby and reception area, bar, dining area (including private dining rooms), kitchen, and laundry area.

The external appearance of the building includes a consistent grid structure to the façade using a simple palette of materials, these include traditional facing black brickwork and recessed crittall style windows.

The development will utilise the existing entrance off the Enterprise Way roundabout as the main entrance to the hotel. New pedestrian access is proposed from the existing public footway. The existing access off Bailey Lane will be adapted to form a segregated service yard entrance. The majority of landscaping belt to the north east of the site would be retained to provide screening to residential properties east of the development, although the proposals would require the removal of an element of this tree belt.

The southern area of the site would include a semi-screened landscape buffer along the southern perimeter. Feature landscaping elements would also be added to the vehicular and pedestrian entrances.

A previous non-material amendment was granted approval under reference 141780/NMC/2024 and comprised:
- Relocation of the condenser compound has moved location from adjacent to the substation to adjacent the cycle shelters and closer to the building, due to incoming services routes in this area. The cycle shelters have adjusted position to accommodate this but do not reduce the level of storage provision, they still accommodate the approved number
- The external terrace has altered layout to suit the ground floor, with an additional access door from the bar area. There is a glazed canopy over the terrace, with trellising to the perimeter and brick planter to match the building.
- The substation has changed to an anthracite grey GRP construction with graphite black doors.

A further subsequent non-material amendment was granted approval under 143282/NMC/2025 and comprised: the omission of 7 no. rear elevation windows at ground floor to be replaced by recessed brick panels to back of house accommodation; and amendments to cladding panels due to fire regulations.

A further subsequent non-material reference 144497/NMC/2025 was refused in December 2025. Whilst a follow up application reference 144817/NMC/2025 was approved at the end of December and comprised: alteration to the louvre setting out on North West elevation due to free area requirements for fire regulations.

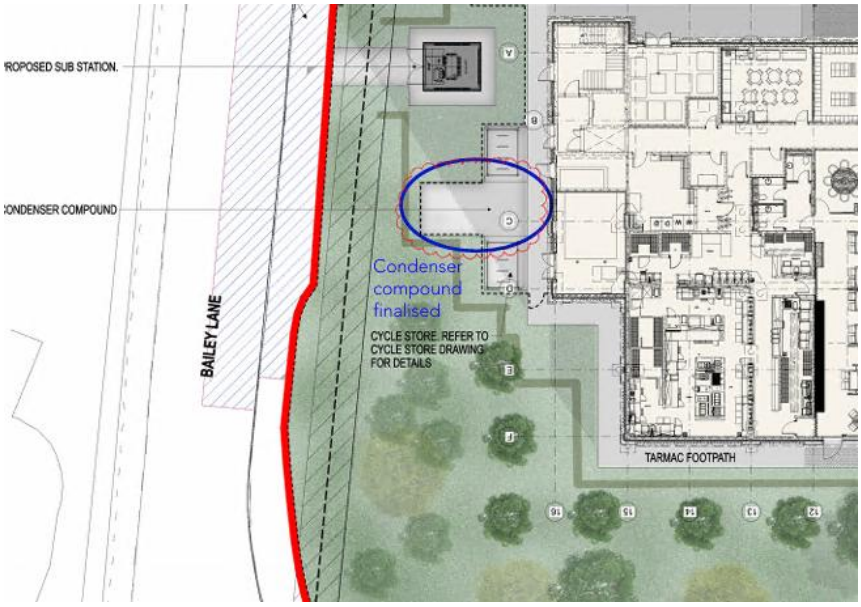
Description of development

The current application seeks to include minor material amendments to the previous approval and subsequent non -material amendments to the proposal that were previously considered to be material in nature and refused under 144497/NMC/2025.

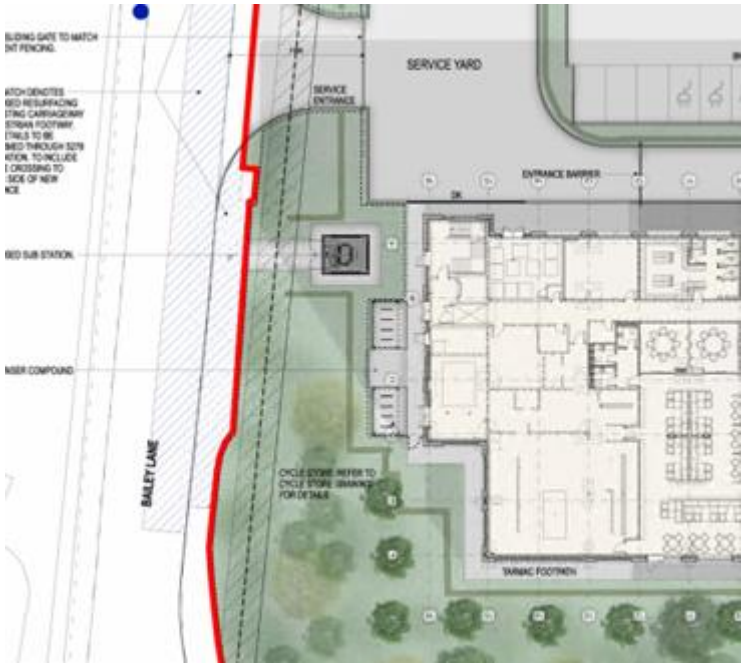
The current amendments relate to:

- The condenser compound.
- Elevational alterations.
- Rooftop lift overruns.
- The external ground floor terrace area; and,
- The approved landscaping scheme.

The condenser compound



Proposed location of condenser compound



Location and scale of compound approved under 141780/NMC/2024

The condenser compound has been enlarged due to the final mechanical design of the building. The compound would be located behind a 2.4m high acoustic timber fence and hedgerow planting.

Elevational alterations, rooftop *lift overruns and the external ground floor terrace area*

The drawings below highlight the proposed amendments to those previously approved identified in blue.



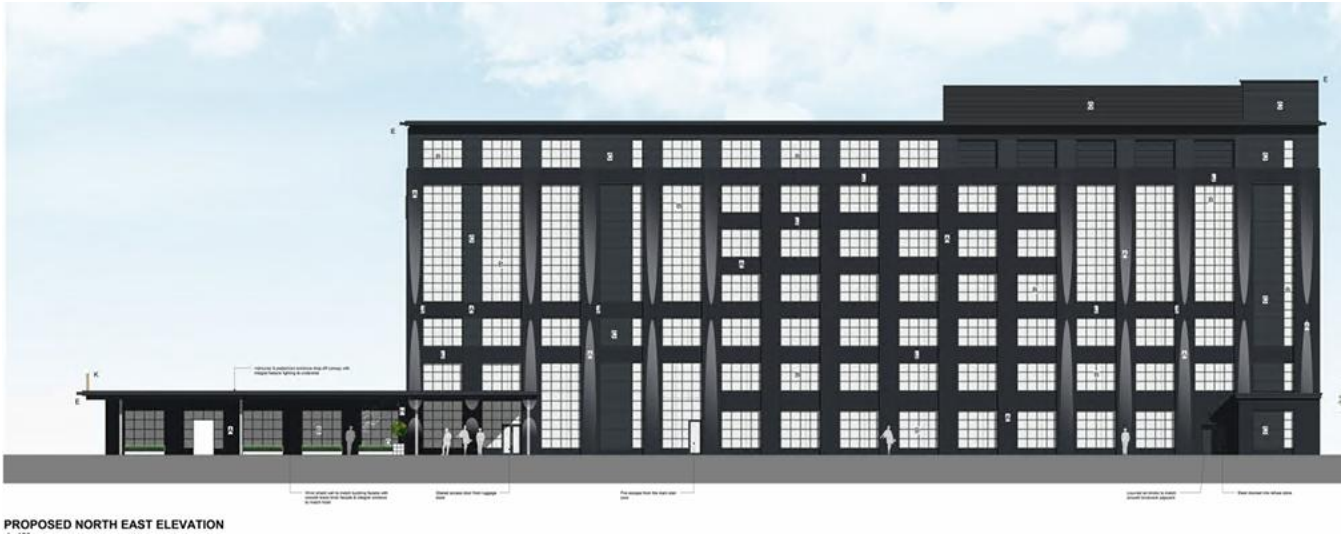
Proposed north west elevation



Previously approved north west elevation



Proposed north east elevation



Previously approved north east elevation



Proposed south east elevation



Previously approved south east elevation



Proposed south west elevation



Previously approved south west elevation

Landscape amendments

The proposed quantity of trees and species have changed since the original planning submission. The required level of BNG is still exceeded.

The primary trees proposed along Enterprise Way are fastigiate hornbeams. The species haven't changed, but the quantity has reduced by 5 to accommodate a water main and a condenser compound. A green street frontage is to be retained with feature trees forming evergreen avenues either side of the two footpaths leading to the main entrance. These have changed from pleached Holm oak to Northen white cedar. The applicant advises that the Holm oak cannot currently be imported due to the processionary moth. The ultimate canopy size and production of acorns were also not compliant with Manchester Airport Aerodrome Safeguarding guidelines. The quantity has been reduced to create rows with even spacing between the columnar form of the cedar. The previous pleached specification meant more trees were required to create a strong visual impact with touching canopies.

Consultations & Notification Responses

Nearby occupiers were notified of the proposals, and a site notice was posted and an advertisement was placed in the Manchester Evening News. No responses were received as a result of this notification.

Manchester Airport Aerodrome Safeguarding – Have no objections to the proposals.

Manchester City Council Arborists – Have no objections to the amended proposals and tree planting but have requested a change in type of trees to be planted.

Manchester City Council Environmental Health – Raise no objections and the plant noise condition would remain the same.

Manchester City Council Highway Services – Raise no objections to the proposals.

Manchester City Council as Local Lead Flood Authority – No comments to make on the proposed amendments.

Greater Manchester Ecology Unit – Raise no objections to the proposed variations.

Policy

Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that decisions should be made in accordance with the Development Plan unless material considerations indicate otherwise.

The relevant adopted Development Plan Documents ('DPD') for the area include:
• Places for Everyone ('PfE') Joint Development Plan Document (2024)
• Manchester Core Strategy 2012-2027 (2012)
• Saved Policies of the Manchester Unitary Development Plan ('UDP') (1995)

The site is located within the 'Airport City Strategic Employment Location' (policy EC11 of the Core Strategy) and is also allocated under the PfE for future development under Airport City North.

Places for Everyone (March 2024) - Places for Everyone (PfE) Joint Development Plan Document has been produced by nine Greater Manchester districts (Bolton, Bury, Manchester, Oldham, Rochdale, Salford,Tameside, Trafford, and Wigan for jobs, new homes, and sustainable growth. It has been published by the Greater Manchester Combined Authority (GMCA) on behalf of the nine districts.

The Places for Everyone Plan took effect and became part of the statutory development plan for each of the nine PfE authorities on March 21, 2024.

The following PfE policies are relevant to the proposal:
Policy JP-Strat10: Manchester Airport
Policy JP-S2 Carbon and Energy Policy JP-S6 Clean Air
Policy JP-G6 Urban Green Spaces
Policy JP-G9 A Net Enhancement of Biodiversity and Geodiversity
Policy JP-G2 Digital Connectivity
Policy JP-C4 Streets for All
Policy JP-C5 Walking and Cycling
Policy JP-C7 Transport Requirements for New Development

Manchester Core Strategy (2012)

The Core Strategy 2012 - 2027 was adopted on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy 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. The following policies are relevant to the proposal:
Policy SP 1 Spatial Principles
Policy EC1 Employment and Economic Growth in Manchester
Policy CC 4 Visitors - Tourism, Culture and Leisure
Policy EN 1 Design Principles and Strategic Character Areas
Policy EN 2 Tall Buildings Policy EN3 Heritage
Policy EN4 Reducing CO2 Emissions
Policy EN6 Target Framework for CO2 reductions
Policy EN8 Adaptation to climate change
Policy C9 Out of Centre development
Policy EN14 Flood Risk
Policy EN15 Biodiversity and Geological Conservation
Policy EN16 Air Quality
Policy EN17 Water Quality
Policy EN18 Contaminated Land
Policy EN19 Waste
Policy EC 10 Wythenshawe
Policy EC11 Airport City Strategic Employment Location
Policy DM1 Development Management
Policy DM2 Aerodrome Safeguarding Zone

Saved Policies of the Manchester Unitary Development Plan (‘UDP’) (1995) -
The Unitary Development Plan for the City of Manchester (the UDP) was adopted by the Council on 21 July 1995 as the statutory document which set out guidelines for all development in Manchester and provided a framework from which to base decisions about planning applications. The following extant policies are relevant to the proposal:
Policy EW8 Economic Development (East Wythenshawe)
Policy DC26 Noise

National Planning Policy Framework ('NPPF') (2024) The revised National Planning Policy Framework ("NPPF") was published in December 2024. The NPPF sets out the Government's planning policies and guidance and how this is to be applied. The NPPF is a material consideration in the determination of planning applications.

Paragraphs 11, 39, 85, 123, 131, 135, 207, 210,and 215 are considered of relevance.

Other Material Considerations

MIX Manchester Masterplan - MIX Manchester is a revised masterplan for a science, innovation, and manufacturing campus at Manchester Airport. MIX Manchester will comprise two million sqft of advanced manufacturing and science space and is expected to support the creation of up to 8,000 jobs. Formerly known as Airport City Manchester, the 60-acre site will be developed in phases, subject to planning approval. A range of buildings will be available, including advanced manufacturing, research and development, laboratory and office spaces, alongside complementary amenities such as hotels, leisure facilities and public realm. The site is currently allocated for Hotel and Mid-Tech industrial within the SRF.

Issues

Principle of Development - The site has formed part of an allocated development site within the development plan for a significant period of time, these allocations continue to be relevant and have been renewed through the adoption of the Manchester Core Strategy and the Places for Everyone Development Plan Document in March 2024. A hotel use has been identified as a suitable ancillary use for the wider Airport City strategic allocation and the site has previously been determined as acceptable for hotel development through the granting of the primary planning permission that this application seeks to vary. As such the principle for the development of a hotel in this location is considered to be in accordance with the strategic allocations within the Core Strategy and Places for Everyone development plan document. The proposed use is complementary to the functioning of the airport and will add choice and quality for visitors to Manchester Airport. The use accords with Core Strategy Policy EC 11 Wythenshawe and PfE Policy JP-Strat10: Manchester Airport.

However, further consideration of the residential and visual amenity impacts of the development together with assessment of impacts on heritage assets is required and this is set out below.

Regeneration Benefit - The proposed hotel is projected to generate approximately £12million per annum to the local economy and create 145 jobs which would be available for local people. The redevelopment of the site would remove an unattractive site that currently fails to fully utilise the positive attributes of the site. A hotel use is considered to complement the mix of residential, and other commercial uses in the area.

Visual amenity - The proposals would represent a high-quality built form on the site and positively contribute to the surrounding area, the choice of a limited palette of materials would create a distinct development on a prominent site.

The proposed amendments to the elevations and inclusion of further lift overruns on the roof are considered to be acceptable and do not differ significantly from that granted planning approval where the general scale of the proposal, whilst acknowledged to be greater than the more domestic scale of buildings in the residential areas to the north and east of the application site, was considered to be acceptable.

Impact on the setting of the Etrop Grange Grade II Listed Building - Is a late 18th century house which has undergone extensive extensions and now provides accommodation for the homeless.

The original open country setting of the building has been substantially altered as the airport and surrounding road network have expanded in the 20th century. The building maintains a prominent position facing the junction of Thornley Lane, Bailey Lane and Enterprise Way.

It is considered that the proposed amendments to the building together with the additional area associated with the ground floor condenser compound would give rise to less than substantial harm to the significance of the heritage asset and its setting. The public benefits arising from the redevelopment of a vacant site and the provision of ancillary facility for Manchester Airport together with the employment opportunities arising are considered to outweigh this harm.

Residential Amenity – The original application was supported by a Noise Impact Assessment which was fully assessed at that time. Whilst the condenser compound would be amended the current application proposals, no objections have been raised by the Council's Environmental Health team in relation to noise impacts from the development and further the conditions relating to the performance of the external plant and equipment and acoustic insulation would be reimposed on any decision. The proposals are not considered to give rise to unacceptable impacts on the nearest residential properties to the north and north east of the application site.

The proposals including the external car parking area and servicing area are separated from residential properties by landscaping and proposed boundary treatments as such it is not considered that activities associated with vehicle movements and activity would give rise to unacceptable impacts on residential amenity in terms of noise generated by the development its use and operation.

Overlooking/Loss of Privacy – The proposed building is set approximately 58m from the closest rear garden boundary of the residential properties to the east and 65m from the rear elevation of those properties. There is a landscaped tree buffer existing between the proposed building and the existing residential properties which are largely to be retained and enhanced through additional landscaping and tree planting. As such whilst the building represents a taller structure into the area with windows serving hotel rooms, given these distances and intervening landscaping it is not considered that the proposals would give rise to significant overlooking or loss of privacy to those existing residential properties. The proposed amendments to elevations are not considered to significantly alter the relationships with existing residential properties and the original conclusions around impacts are considered to be the same.

Loss of daylight/Overshadowing – The proposed building is sited to the west of the nearest residential properties. The existing residential properties would be impacted by the tree belt adjacent the external garden areas albeit these impacts would be reduced as daylight would penetrate through foliage and branches particularly in the winter months. However, given the separation distances from the closest residential properties (65m) and the height of the proposed building (26m) together with its siting it is not considered that significant overshadowing or loss of daylight would occur.

Ecology and Trees - The original application was supported by: a Preliminary Ecological Appraisal, Bird Hazard Management Plan, Biodiversity Net Gain & Biodiversity Metric, together with an Arboricultural Report and an Arboricultural Impact Assessment. The current application is supported by updated landscape plan and BNG metric.

The development proposals have seen the removal of part of the group of trees on the eastern, north-eastern boundary of the site. The applicant has submitted a revised landscaping scheme together with a Biodiversity Net Gain Metric which indicates that the habitats to be lost as part of the development can still be be mitigated on-site through enhancements with a 38.9% gain of biodiversity area units from the current baseline position. The development would still be subject

to the statutory condition and the Council has discharged the conditions previously imposed for the 30 year habitat management and monitoring plan.

Whilst the reduction in tree planting from the original scheme is regretted the applicant has demonstrated that this loss can be successfully mitigated. The proposed landscaping scheme is considered to be acceptable and would be subject to a condition for implementation.

Whilst it is noted that the Council's arborists requested a change in tree type to be planted at the site, the applicant has confirmed that the species of trees to be planted has been guided by the safeguarding requirements of the Aerodrome Safeguarding Officer at Manchester Airport and in this instance the change in tree species is accepted on this basis.

Other Matters – A number of conditions attached to the original planning approval have been approved and as a result this is reflected in the proposed conditions to be attached to this decision.

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 polices 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

The application has been determined in a positive and proactive manner and where any clarifications have been requested from the applicant responses have been received. The proposed amendments are considered to be acceptable and a decision has been issued within a timely manner.

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

1) The development hereby approved shall be carried out in accordance with the following drawings and documents:
Site Location Plan 2000 Rev P1
First Floor Plan 2004 Rev P1
Proposed Second to Fifth Floor Plan 2005 Rev P1
Sixth Floor Plan 2006 Rev P1
Seventh Floor Plan 2007 Rev P1
Fence and Gate details 2013 Rev P1
Softworks Specification PWP 872 002 Rev P01
Geoenvironmental Desk Study Report, JPG, February 2024
Factual Report on the Geoenvironmental Ground Investigation, JPG, May 2024
Interpretative Report on the Geoenvironmental and Geotechnical Ground Investigation, JPG, May 2024
Design & Access Statement May 2024
Air Quality Assessment DC4542-AR1
Arboricultural Report 21843/AJB
Arboricultural Implications Assessment 21843-A/AJB
Biodiversity Net Gain June 2024
Biodiversity Metric June 2024
Crime Impact Statement 2024/0103/CIS/01
Detailed Unexploded Ordnance Risk Assessment 8750
Employment & Skills Plan June 2024
Employment & Skills Plan June 2024
Flood Risk Assessment 6338-JPG-XX-XX-RP-D-0620-S2-P01 5th April 2024
Glint and Glare Assessment Project No: 314872 Rev 1 15th May 2024
Landscape Statement PWP 872 500 Rev P01 03/06/2024
Preliminary Ecological Appraisal May 2024
Sustainability Statement May 2024
Transport Assessment June 2024 reference 4131 Issue V2.0
Travel Plan June 2024 reference 4131 Issue V2.0
TV Reception Report Issue 1 June 2024
Ventilation Statement May 2024
All as received by the City Council as local planning authority on the 5th June 2024

Local Labour proposals and reporting template as received by the City Council as local planning authority on the 12th June 2024
Certification of Calibration QED as received by the City Council as local planning authority on the 26th July 2024
Drainage Impact Assessment reference 6338-JPG-XX-XX-RP-D-0622-S2-P04
Waste Management Strategy and accompanying waste collections plan as received by the City Council as local planning authority on the 15th July 2024
Delivery and Servicing Management Plan as received by the City Council as local planning authority on the 30th July 2024
Noise Impact Assessment prepared by Dragonfly Consulting reference DC4482-NR1v3 received by the City Council as local planning authority on the 1st August 2024

External Lighting Report by Orbis Revision No: P05 dated 9th August 2024
Construction Management and Methodology Plan prepared by GMI Rev 08/08/2024
Bird Hazard Management Plan reference 9070 version 4 prepared by Envirotech
All as received on the 9th August 2024.
Road Safety Audit Stage 1/2 Report and accompanying plans as received by the City Council

as local planning authority on the 5th September 2024
Arboricultural Method Statement reference 21843-B/AJB and Landscape Outline Master-plan PWP 872 001 Rev P05 both as received via email on the 6th September 2024
Proposed substation plans and elevations 2011 Rev P2
External Materials Schedule Rev A
All as received on the 19th December 2024

Approved condition discharge application documents for approval references: CDN/24/0860; CDN/24/0992; CDN/25/0850; CDN/25/1157;

Proposed Site Plan 2019-08 2001 Rev P06
Proposed Ground Floor Plan 2019-08 2003 Rev P03
Proposed Roof Plan 2008 Rev P03
Proposed North-West & North-East Elevations 2019-08 2010 Rev P03
Proposed South East & South West Elevations 2019-08 2009 Rev P03

Outline Master-plan PWP 872 001 Rev P05
Planting Plan and Schedules Sheet 01 OF 02 reference L051-PWP-12-EX.00-D-L-004001 Revision C01
Planting Plan and Schedules Sheet 02 OF 02 reference L051-PWP-12-EX.00-D-L-004002 Rev C01
Boundary treatment plan 2019-08 2012 Rev P04

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.

2) The development shall only be carried out in accordance with the approved construction management plan and Bird Hazard Management Plan detailed within condition 1 of this decision notice as received on the 9th August 2024.

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 residential amenity, highway and pedestrian safety and in the interests of aviation safety pursuant to policies DM1 and DM2 of the Core Strategy and saved policy DC26 of the Unitary Development Plan.

3) The development shall be carried out in accordance with the agreed reasonable avoidance measures method statement for amphibians and small mammals details as approved under condition discharge reference CDN/24/0860.

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

4) No vegetation clearance shall take place during the optimum period for bird nesting (1st March - 31st August inclusive) unless nesting birds have been shown to be absent by a suitable qualified expert and written confirmation of this has been submitted to and agreed in writing by the City Council, Local Planning Authority.

Reason - In order to protect wildlife from works that may impact on their habitats pursuant to policy EN15 of the Manchester Core Strategy.

5) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the approved plans and particulars; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars as set out within condition 1 of this decision, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)
(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.
(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars set out in condition 1 of this decision before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Manchester Core Strategy.

6) All tree work should be carried out by a competent contractor in accordance with British Standard BS 3998" Recommendations for Tree Work".

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Manchester Core Strategy.

7) The 30 year Habitat Management and Monitoring Plan of the on-site biodiversity enhancements approved under condition discharge reference CDN/24/0992 shall be implemented and maintained in accordance with the approved details from the first use of the development.

Reason - In the interests of biodiversity net gain being achieved on site pursuant to Policy EN15 of the Manchester Core Strategy, Policies JP-G8 of Places for Everyone, National Planning Policy Framework (NPPF) and Schedule 7A of the Town and Country Planning Act 1990 (as amended).

8) The hard and soft landscaping scheme approved by the City Council as local planning authority shown on drawing references: Outline Master-plan PWP 872 001 Rev P05; 'Planting Plan and Schedules Sheet 01 OF 02 reference L051-PWP-12-EX.00-D-L-004001 Revision C01',and 'Planting Plan and Schedules Sheet 02 OF 02 reference L051-PWP-12-EX.00-D-L-004002 Rev C01' shall be implemented within 12 months from the first occupation of the development. 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 Core Strategy.

9) Prior to the first use of the development hereby approved the boundary treatments as set out on drawing references: 'Boundary treatment plan 2019-08 2012 Rev P04', and 'Fence and Gate details 2013 Rev P1', shall be installed and completed and shall thereafter be retained whilst the development is in use.

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 and residential amenity of the area within which the site is located in order to comply with policies SP1, EN3 and DM1 of the Manchester Core Strategy.

10) The development shall be carried out in accordance with the agreed ground investigation and interpretive reports as set out in condition 1 of this decision notice and prior to occupation a Completion/Verification Report shall be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved Remediation Strategy. Any instances of non-conformity with the Remediation Strategy shall be detailed along with any measures required to ensure compliance with the agreed Remediation Strategy.

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 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 EN18 of the Core Strategy.

11) The development shall be undertaken in accordance with the surface water drainage as set out within the Drainage Impact Assessment reference 6338-JPG-XX-XX-RP-D-0622-S2-P04 received by the City Council as local planning authority on the 14th August 2024.

Reason- To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN8 and EN14.

12) The external elevations and finishes of the development hereby approved shall be undertaken in accordance with the 'External Materials Schedule' as detailed within condition 1 of this decision notice.

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.

13) Notwithstanding the approved plans, within 1 month of the date of this decision full details of all offsite highway works required shall be submitted to and approved in writing, the details shall include:

- Resurfacing of the footpath/carriageway on Bailey Lane including the footway to it's junction with Hilary Road
- Bus stop improvements on Bailey Lane - North and Southbound
-Traffic Regulation Orders, including waiting and loading restrictions, and double yellow lines
-Tie in works to the adopted highway
-Service access - including details of junction radii, dropped kerbs, and tactile paving
- Timescales for the implementation of the works
The development shall be completed in accordance with the agreed details.

Reason - In the interests of pedestrian and highway safety pursuant to policy DM1 of the Core Strategy.

14) a) The premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority. 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.

Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 5dBbelow the LA90 (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63HZand 125Hz octave frequency bands shall be controlled so as not to exceed (in habitable rooms) 47dBand 41dB (Leq,5min), respectively.

b) Prior to occupation of the development a verification report shall be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that acceptable 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 safeguard the amenities of the occupiers of the building and occupiers of nearby properties pursuant to policy DM1 of the Core Strategy and saved Unitary Development Plan policy DC26.

15) a) Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with the scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location as approved under condition discharge reference CDN/25/0850. The approved 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 of the Core Strategy and saved Unitary Development Plan policy DC26.

16) a)Fumes, vapours and odours shall be extracted and discharged from the premises in accordance with a scheme to be submitted to and approved in writing by the City Council as local planning authority before the use commences.

Mixed use schemes shall ensure provision for internal ducting in risers that terminate at roof level. Schemes that are outside the scope of such developments shall ensure that flues terminate at least1m above the eave level and/or any openable windows/ventilation intakes of nearby properties.

b)Prior to commencement of the use hereby approved confirmation shall be submitted for the approval of the City Council as local planning authority that the approved scheme has been implemented.

Reason - In the interests of the amenities of occupiers of nearby properties pursuant to policy DM1 of the Core Strategy and saved Unitary Development Plan policy DC26.

17) External terrace areas within the application site shall only be used in accordance with a schedule of days and hours of operation that has been submitted to and approved in writing by the City Council as local planning authority prior to the first use of the development, no use of amplified sound or any music in these external areas shall be allowed at any time.

Reason - To safeguard the amenities of the occupiers of nearby properties pursuant to policy DM1 of the Core Strategy and saved Unitary Development Plan policy DC26.

18) Within one month prior to construction work being completed, a detailed report which takes into account the information and outcomes about local labour recruitment during the construction of the development as set out within the approved Local Labour proposals and reporting template, shall be submitted for approval in writing by the City Council as Local Planning Authority.

Reason - The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy (2012)

19) a) The approach to local recruitment for the end user as approved under condition discharge reference CDN/25/1157 shall be implemented as part of the occupation of the development.

In this condition a Local Labour Proposal means a document which includes:
i) the measures proposed to recruit local people including apprenticeships
ii) mechanisms for the implementation and delivery of the Local Labour Proposal
iii) measures to monitor and review the effectiveness of the Local labour Proposal in achieving the objective of recruiting and supporting local labour objectives

b) Within 6 months of the first occupation of the development, a Local Labour Proposal which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council, as Local Planning Authority. Any Local Labour Proposal approved by the City Council, as Local Planning Authority, shall be implemented in full at all times whilst the use is in operation.

Reason - The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy (2012)

20) The maintenance and management of the approved surface water drainage scheme as detailed in condition 11 of this decision notice, shall be carried out in accordance with the

agreed details contained in condition discharge reference CDN/25/1157 throughout the lifetime of the operation of the approved sustainable drainage scheme.

Reason: To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development.

21) Prior to the first use of the development hereby approved details and specifications of the electric vehicle charging points to be installed as indicated on the approved site plan reference Proposed site plan reference 2019-08 -2001 Rev P06 shall be submitted to and approved in writing by the City Council as local planning authority. The agreed details shall then be installed and be made available for use prior to the first use of the development and be retained thereafter.

Reason - In the interest of air quality pursuant to policy EN16 of the Manchester Core Strategy.

22) The approved space and facilities for bicycle parking as shown within the approved plans and documents listed in condition 1 of this decision shall be installed, retained and permanently reserved for bicycle parking prior to the first use of the development hereby approved.

Reason - To ensure that adequate provision is made for bicycle parking so that persons working or visiting the development have a range of options in relation to mode of transport in order to comply with policies SP1, T1 and DM1 of the Manchester Core Strategy.

23) The car parking area indicated on drawing reference 2019-08 -2001 Rev P06 shall be surfaced, demarcated and made available for use prior to the first use of the development hereby approved. The parking area shall be available for use at all times whilst the development is in operation.

Reason - To ensure that there is adequate car parking for the development proposed when the building is in use, pursuant to policies DM1, T2 and SP1 of the Manchester Core Strategy.

24) The development whilst in use and occupied shall be operated in accordance with the Travel Plan approved under condition discharge reference CDN/25/0850.

In this condition a Travel Plan means a document which includes:

(1) The measures proposed to be taken to reduce dependency on the private car by those working and visiting the development;
(2) A commitment to surveying the travel patterns of staff and visitors during the first three months of the development and thereafter from time to time;
(3) Mechanisms for the implementation of the measures to reduce dependency on the private car; and
(4) Measures for the delivery of specified travel plan services; and measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car.

Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (2) above shall be submitted to the City Council as local planning authority for approval. Any Travel Plan or revision to it which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To reduce dependency on the car travel and to promote alternative means of transport, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Manchester Airport Safeguarding Officer
Greater Manchester Ecology Unit
Ringway Parish Council

Ground Floor, Thorley House, Bailey Lane, Manchester, M22 5NR
First And Second Floor, Thorley House, Bailey Lane, Manchester, M90 4AB
6 Saltdene Road, Manchester, M22 1PN
7 Saltdene Road, Manchester, M22 1PN
34 Hilary Road, Manchester, M22 1WP
1 Torridon Walk, Manchester, M22 1PP
3 Torridon Walk, Manchester, M22 1PP
77 Hilary Road, Manchester, M22 1PW
57 Hilary Road, Manchester, M22 1PQ
47 Hilary Road, Manchester, M22 1PQ
57 Selstead Road, Manchester, M22 1TP
101 Hilary Road, Manchester, M22 1PW
93 Hilary Road, Manchester, M22 1PW
97 Hilary Road, Manchester, M22 1PW
54 Hilary Road, Manchester, M22 1WQ
75 Selstead Road, Manchester, M22 1TP
58 Hilary Road, Manchester, M22 1WQ
64 Selstead Road, Manchester, M22 1TR
Thorley House, Bailey Lane, Manchester, M90 4AB
67 Hilary Road, Manchester, M22 1PQ
2 Torridon Walk, Manchester, M22 1PP
73 Hilary Road, Manchester, M22 1PW
6 Chesworth Close, Manchester, M22 1BZ
81 Hilary Road, Manchester, M22 1PW
91 Hilary Road, Manchester, M22 1PW
Etrop Grange, Bailey Lane, Manchester, M90 4EG
5 Saltdene Road, Manchester, M22 1PN
56 Hilary Road, Manchester, M22 1WQ
Global House, 16 Bailey Lane, Manchester, M90 4AB
3 Chesworth Close, Manchester, M22 1BZ
16 Saltdene Road, Manchester, M22 1PN
53 Hilary Road, Manchester, M22 1PQ
42 Hilary Road, Manchester, M22 1WQ
44 Hilary Road, Manchester, M22 1WQ
4 Torridon Walk, Manchester, M22 1PP
6 Torridon Walk, Manchester, M22 1PP
63 Hilary Road, Manchester, M22 1PQ
5 Somerby Drive, Manchester, M22 1PL
56 Selstead Road, Manchester, M22 1TR
85 Hilary Road, Manchester, M22 1PW
69 Selstead Road, Manchester, M22 1TP
68 Selstead Road, Manchester, M22 1TR
4 Chesworth Close, Manchester, M22 1BZ
12 Saltdene Road, Manchester, M22 1PN

14 Saltdene Road, Manchester, M22 1PN
71 Hilary Road, Manchester, M22 1PQ
46 Hilary Road, Manchester, M22 1WQ
4 Saltdene Road, Manchester, M22 1PN
41 Hilary Road, Manchester, M22 1PQ
65 Selstead Road, Manchester, M22 1TP
46 Selstead Road, Manchester, M22 1TR
95 Hilary Road, Manchester, M22 1PW
105 Hilary Road, Manchester, M22 1PW
67 Selstead Road, Manchester, M22 1TP
36 Hilary Road, Manchester, M22 1WP
71 Selstead Road, Manchester, M22 1TP
8 Saltdene Road, Manchester, M22 1PN
11 Saltdene Road, Manchester, M22 1PN
48 Hilary Road, Manchester, M22 1WQ
75 Hilary Road, Manchester, M22 1PW
79 Hilary Road, Manchester, M22 1PW
55 Hilary Road, Manchester, M22 1PQ
61 Hilary Road, Manchester, M22 1PQ
61 Selstead Road, Manchester, M22 1TP
54 Selstead Road, Manchester, M22 1TR
60 Selstead Road, Manchester, M22 1TR
73 Selstead Road, Manchester, M22 1TP
48 Selstead Road, Manchester, M22 1TR
50 Selstead Road, Manchester, M22 1TR
99 Hilary Road, Manchester, M22 1PW
107 Hilary Road, Manchester, M22 1PW
Kingsley Hall, 20 Bailey Lane, Manchester, M90 4AB
1 Saltdene Road, Manchester, M22 1PN
52 Hilary Road, Manchester, M22 1WQ
77 Selstead Road, Manchester, M22 1TP
79 Selstead Road, Manchester, M22 1TP
Crown Clinic Limited, Ground Floor, Global House, 16 Bailey Lane, Manchester, M90 4AB
2 Chesworth Close, Manchester, M22 1BZ
9 Saltdene Road, Manchester, M22 1PN
32 Hilary Road, Manchester, M22 1WP
69 Hilary Road, Manchester, M22 1PQ
51 Hilary Road, Manchester, M22 1PQ
63 Selstead Road, Manchester, M22 1TP
87 Hilary Road, Manchester, M22 1PW
103 Hilary Road, Manchester, M22 1PW
65 Hilary Road, Manchester, M22 1PQ
50 Hilary Road, Manchester, M22 1WQ
2 Saltdene Road, Manchester, M22 1PN
49 Hilary Road, Manchester, M22 1PQ
7 Somerby Drive, Manchester, M22 1PL
59 Selstead Road, Manchester, M22 1TP
58 Selstead Road, Manchester, M22 1TR
5 Chesworth Close, Manchester, M22 1BZ
62 Selstead Road, Manchester, M22 1TR
Alliance Medical Manchester Airport, Kingsley Hall, 20 Bailey Lane, Manchester, M90 4AB
3 Saltdene Road, Manchester, M22 1PN
66 Selstead Road, Manchester, M22 1TR
10 Saltdene Road, Manchester, M22 1PN

1 Chesworth Close, Manchester, M22 1BZ
3 Somerby Drive, Manchester, M22 1PL
1 Somerby Drive, Manchester, M22 1PL
59 Hilary Road, Manchester, M22 1PQ
38 Hilary Road, Manchester, M22 1WQ
40 Hilary Road, Manchester, M22 1WQ
5 Torridon Walk, Manchester, M22 1PP
45 Hilary Road, Manchester, M22 1PQ
43 Hilary Road, Manchester, M22 1PQ
25 Willow Tree Road, Altrincham, WA142EQ
67 Hilary Road, Manchester, M22 1PQ
66 Selstead Road, Woodhouse Park, Manchester, M22 1TR
52 Selstead Road, Manchester, M22 1TR
83 Hilary Road, Manchester, M22 1PW
89 Hilary Road, Manchester, M22 1PW
109 Hilary Road, Manchester, M22 1PW

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (More) -
Area Team Boundary - Name: SOUTH AREA