

<b>Application Number</b>	<b>Date of Appln</b>	<b>Committee Date</b>	<b>Ward</b>
100831/OO/2012/S2	2 <sup>nd</sup> Nov 2012	17 <sup>th</sup> Jan 2013	Woodhouse Park

**Proposal** Outline planning application for Airport City North, comprising of Class B1(a) office space (113,433 square metres); Class B1(c) and Class B2 light and general industrial space (49,046 square metres); Class C1 hotels (47,398 square metres); Class A1, A2, A3, A4, A5, D1 and D2 accommodation (5,761 square metres) and associated parking and public realm works.

**Location** Land Off Ringway Road West And , North Of M56 Spur , Woodhouse Park , Wythenshawe

**Applicant** Manchester Airport, Manchester, M90 1QX

**Agent** Mr Alistair Andrew, Manchester Airports Group, Olympic House, 3rd Floor, Manchester Airport, M90 1QX

## **DESCRIPTION**

As this application is of more than local significance it was placed before the Wythenshawe Area Committee at its meeting on 20<sup>th</sup> December 2012 in order that their views could be sought before the application was placed before the Planning and Highways Committee. At the meeting the Wythenshawe Area Committee resolved that it was minded to approve the application and expressed the need for the people of Woodhouse Park Ward and of rest of Wythenshawe to be able to access the jobs that will be created as a result of Airport City North.

This application relates to a site, 26.28 hectares in size, located to the north of the M56 spur, Outwood Lane West and Ringway Road West. The site is the northern component of Airport City, known as Airport City North and is also part of the Manchester Enterprise Zone.

The north-western boundary of the site is formed by Bailey Lane and Thorley Lane, with the latter continuing through the site to Outwood Lane West. The north-eastern boundary of the site runs along the rear boundaries of the residential properties on Hilary Road, Gorston Walk and Felskirk Road. The eastern boundary of the site partly runs along an overgrown field footpath which is accessed from Woodhouse Lane. The majority of the site consists of two areas of long stay airport car parking, namely Jet Parks 1 to the west and Jet Parks 2 to the east. The parking areas are divided by Thorley Lane. To the east of Jet Parks 2 is Baguley Brook and beyond that is scrubland and the residential properties referred to above. Land to the east of the site has been developed as Manchester Business Park. To the west of the site lies Painswick Park, a day nursery, Yew Tree Cottage, the grade II listed Etrop Grange Hotel and office accommodation administered by Emerson Properties.

This application is seeking outline planning permission for the construction of:

- 113,433m<sup>2</sup> of Class B1(a) office space, to be located centrally within Airport City North;

- 49,046m<sup>2</sup> of Class B1(c) and Class B2 light and general industrial space, to be located in the west and north of the Airport City North site;
- 1,293 hotel beds (Class C1 hotels), to be sited throughout Airport City North;
- 5,761m<sup>2</sup> of associated retail and amenity accommodation, e.g. small scale food and non-food retail, cafes, newsagents, gym and health facilities (Class A1, A2, A3, A4, A5, D1 and D2), to be located in ground floor elements of key buildings to provide active frontages;
- the provision of 4,182 car parking spaces and 547 cycle spaces;
- associated landscaping works consisting of a 5.2 hectare central park, a green bridge over the M56 spur and the diversion of two tributaries of Baguley Brook.

While consent is not being sought for the detail of the various buildings proposed, the applicant has confirmed that they will be between 12½ to 30 metres in height (approximately 3 to 10 storeys), with the tallest buildings being located the furthest away from the existing residential properties which are to the north of the site.

The only matter that is detailed is the proposed access to Airport City North. This will take the form of a new spine road and realigned Thorley Lane providing access from the Terminal 2 roundabout through Airport City North and on towards Ringway Road West and Manchester Business Park. The appearance, landscaping, layout and scale associated with Airport City North are to be dealt with as reserved matters. A separate application for this spine road was submitted in October 2012 (ref. 100268/FO/2012/S2) and approved on 20<sup>th</sup> December 2012.

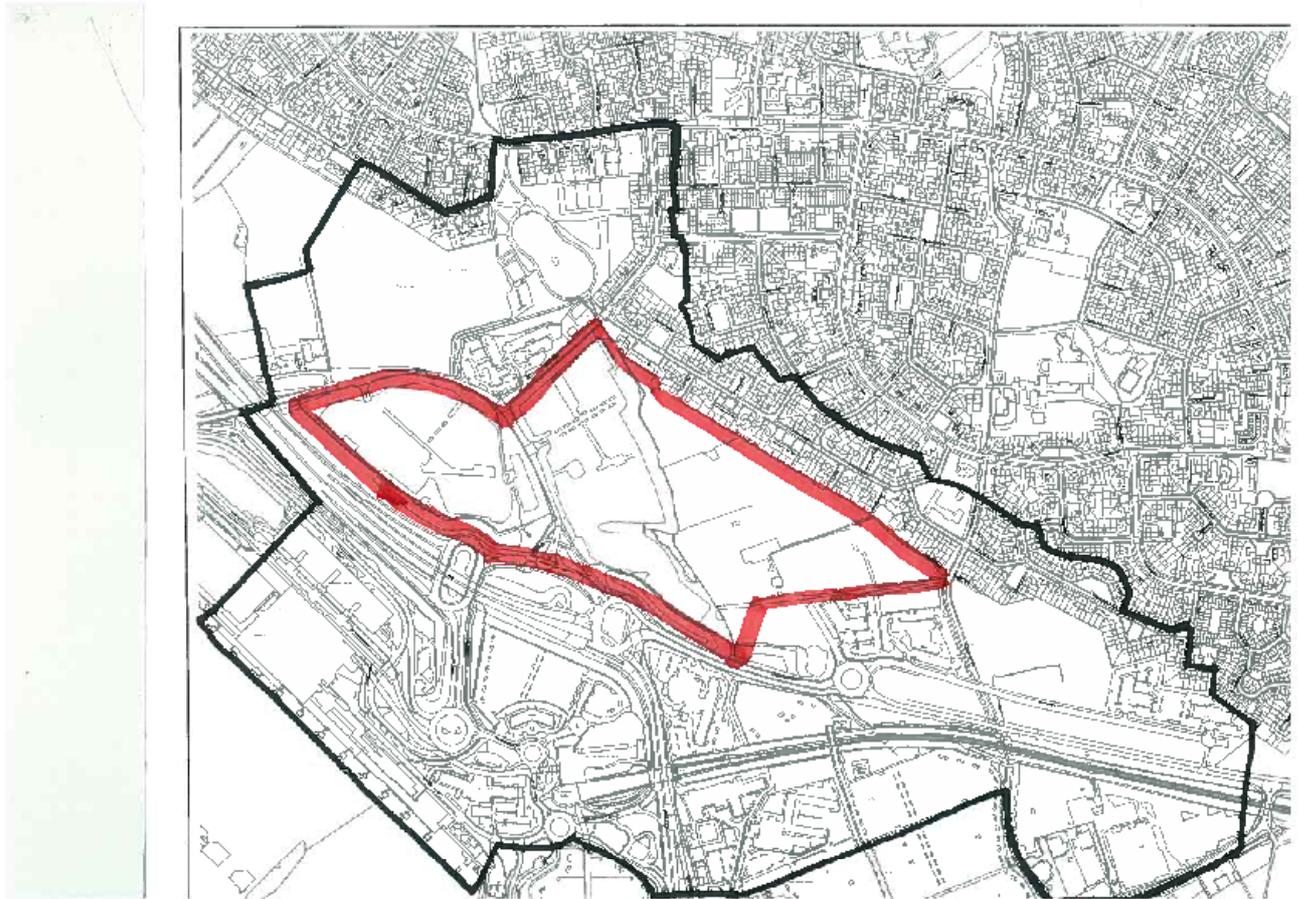
The applicants have recently received planning permission for the creation of a World Logistic Hub (ref. 100263/OO/2012/S2) on land to the west of the A538, a site that is also part of the Enterprise Zone.

## **NOTIFICATIONS AND CONSULTATIONS**

The applicants' pre-application consultation exercise took place at the Wythenshawe Forum in July and September 2012 and details of the proposals were included in editions of the Wythenshawe e-news that is widely circulated to the Wythenshawe community.

The pre-application consultation formally started on 24<sup>th</sup> August 2012. Public exhibitions were held between 11:00 and 14:00 on Tuesday 4<sup>th</sup> September 2012 and between 16:00 and 19:00, Wednesday 5<sup>th</sup> September 2012, with two further sessions being held between 11:00 and 14:00 and 16:00 and 19:00 on Thursday 13<sup>th</sup> September. A total of 231 people attended these consultation events. However, only 6 questionnaire responses were received during these events.

Following submission of the proposal the City Council issued 647 notification letters to local residents and businesses within the area edged black overleaf (application site is edged red). The proposal has also been advertised in the Manchester Evening News and site notices have been erected throughout the site as the application is a major development, affects public rights of way and the setting of a listed building and was submitted with an Environmental Statement.



**Local Residents** – Two letters of objection have been received from members of the public, the comments are outlined below:

- This land represents some of the last remaining open land in the whole of Manchester following on from the recent decision to concrete the open land along Sunbank Lane to the west side of the airport operational area. To allow relentless development and to in-fill this open site by Ringway Road West will effectively consign Manchester to having no open rural areas left, a sad sign of urban sprawl and lack of self-control on the City Council's part.
- The amenity value of the land on and around Woodhouse Park (Painswick Park) will be lost. This is an open area where myself and other local people use to get-fresh air in an appreciated semi-natural surrounding, to walk dogs and to take children into the outdoors. If this amenity value is lost, the people of the area including myself and future generations will suffer as more and more we are forced to get into our cars and drive for miles to find an open area to appreciate.
- The environmental value of the land as a place for wildlife to flourish and prosper will be lost if permission is granted for the construction of more offices and industrial units. This apparent need for more expansion of the airport also comes at a time when cargo demand is at it's lowest in many years. It risks being a white elephant, a scar on the environment. The profusion of wildlife rich mature hedgerows and rough grassland allows a whole community of species to inhabit the area including birds of conservation concern including the Song Thrush, Dunnock and the scarce Lesser Whitethroat. I have also

seen Great Crested Newts in the planned development area which are a species protected by law. So often these Newts just get moved during development projects and dumped in another (often unsuitable) pond where they die out.

- The complete and utter lack of democracy involved. There doesn't even seem to be any *pretence* that this is democratic. As with the World Logistics Hub, George Osborne publicly announced in January this year that it *would* happen, and MCC (owning 55% of Manchester airport) are both applicant and approver. Therefore it will be approved, completely regardless of public opinion. Having ignored a vast number of completely legitimate reasons for refusal in the case of the World Logistics Hub, including several very obvious breaches of the NPPF, it is difficult to see why this will be any different.
- Building a major shopping centre at the airport will result in significant loss of trade from local town centres such as Wilmslow and Altrincham, resulting in closure of shops and loss of livelihoods.
- It is likely that the development breaches the Aarhus Convention. This relates to the rights of the public with regard to the environment, including participation in environmental decision-making.
- Loss of wildlife habitat, including mature trees and species-rich hedgerows, with inadequate mitigation.
- The applicants have used inadequate and out-of-date wildlife surveys, failing to carry out an invertebrate survey, and failing to consult any independent wildlife or environmental organisations. The red and amber-listed bird species mentioned are not even named, presumably because this is not considered important.
- Inadequate consultation period, woeful lack of publicity, devious timing (when locals are still reeling from the approval of the World Logistics Hub) and failure to inform parties who would be expected to have an interest and who commented on the World Logistics Hub.
- Breaches the NPPF in several aspects: to name a few, it is not sustainable, does not support a low-carbon future, will destroy the natural environment rather than enhance and preserve it, will increase pollution rather than reduce it (which will not improve the health of locals), and therefore will not enhance and improve the area at all.
- Contravenes the Human Rights Act 1998 with regard to people's right of respect for a person's home and neighbourhood, and right to a fair hearing (clearly this has been breached in many ways including lack of publicity, tight and underhand timescales, and the fact that the decision has effectively already been made by way of George Osborne's announcement in January).
- Disastrous effect on traffic for miles around.
- This will inevitably lead to further development - more roads, and more housing when the new jobs are filled by people from outside the area.
- The airport has a long history of exaggerating job creation figures, and there are absolutely no measures in place to guarantee that the new jobs that do materialise actually go to local people.
- Increase in pollution and decrease in air quality.
- Decrease in quality of life for local residents.
- The disgraceful way that the World Logistics Hub was rubber-stamped, together with the lack of notification that the consultation period for this

second major development was following immediately, just before Christmas when there is a good chance that people will be caught unaware, means that there will be far fewer objections this time. The committee must be well aware that this is not because people approve.

- To state that the planned expansion of the airport to 30 million passengers per year is 'consistent with the Council's approach to sustainable development and climate change' would be laughable were it not so tragic. It is fundamentally wrong that a council has taken such an irresponsible and short-sighted approach. The evidence linking climate change with the aviation industry is irrefutable. Why does the committee think we have had such erratic weather patterns over the last few years? Surely the recent widespread flooding has not been forgotten already?
- The Environment Agency's requirements for protecting and enhancing the watercourses have not been followed.

**Local Businesses** – Correspondence has been received from Royal London Asset Management who has a freehold interest in land to the north of the M56 motorway. Part of their site is allocated in Trafford Council's Core Strategy for development in support of initiatives at Airport City. They have written in support of the proposal stating the following:

- Their highways advisors have studied the highway proposals in support of the application and believe the proposals are beneficial not only to the Airport City North site but also the wider geographic area.
- They see a potential reduction in congestion at junction 6 of the M56 motorway and potential future connectivity with other airport related infrastructure improvements.
- The proposals would bring benefits to the sub-region as a whole by improving transport links and offering greater potential for economic growth.

Correspondence has also been received from the Emerson Group, who own and manage Kingsley Hall and Thorley House which are both located on the northern side of Bailey Lane. They welcome the principle of the development, though they do have some concerns about the access arrangements to the aforementioned properties:

- The application substantially changes the road layout of Thorley Lane and Bailey Lane. Currently there does not appear to be any detailed design layouts for these junctions.
- It is vital to the operation of Kingsley Hall and Thorley House that the two entrances into those properties are adequately retained for tenant occupation, both throughout the construction period and beyond. Appropriately worded conditions should be used to secure this in the short and long term.
- In addition, confirmation is sought as to how Bailey Lane is to be accessed from the new link road, i.e. left and right turn, or left turn only.

**Ringway Parish Council** – Correspondence has been received from the parish council, the comments are detailed below:

- The land in question is not actually within Ringway Parish and the residents of the parish will not be directly affected visually by this development. The site is also a brownfield site. However, what is of real concern is the potential impact on residents of the parish from the increased volume of traffic the development will add to Thorley Lane and Runger Lane. For this reason it is requested that the traffic projections are researched by the relevant bodies to protect the capacity of the local roads.
- The parish council has also expressed concern for the local people of Wythenshawe who will have to contend with this awful development.

**Wythenshawe Regeneration Team (WRT)** – Support the outline planning application for Airport City North. As part of the continued development of Manchester Airport and a component of Airport City and Manchester Enterprise Zone, WRT view this proposal as a key opportunity to promote economic growth and contribute towards the future prosperity of Wythenshawe through providing increased job opportunities for local residents. The rationale for Airport City is established in the Wythenshawe Strategic Regeneration Framework (2004) (SRF) which identifies the need to support the growth of Manchester Airport and its supporting industries as key economic drivers, making the most of the areas economic assets.

**Highways Development Management** – The Highway Authority supports the proposals to develop Airport City and the potential economic and job creation opportunities the development proposals will bring to southwest Manchester and Wythenshawe in particular. There are a number of issues which need to be resolved though these can be addressed with the submission of subsequent Reserved Matters applications.

**Highways Agency** – The Highways Agency has no objection to the proposal and is minded to lift the previously served Article 25 notice, thereby allowing the application to be determined, once the final analysis of the proposal has been completed. The Highways Agency has also stated that in all likelihood they will require planning conditions to be imposed and that the lifting of the Article 25 Direction and suggested conditions will be received prior to the Planning and Highways Committee sitting on 17<sup>th</sup> January 2013.

**Transport for Greater Manchester (TfGM)** – TfGM welcomes the proposals which will have clear benefits to the economy and to job creation for the North West and Greater Manchester in particular, with a range of employment opportunities for local people. However, in order to ensure that these employment opportunities are available to everyone and to reduce the number of car journeys generated by the development, it will be important to ensure that the proposed development is accessible by sustainable modes of transport.

Should the application be approved it is suggested that further development, submission, implementation and monitoring of a full Travel Plan be attached as conditions of any planning consent.

**Strategic Area and Citywide Support** – Suggests the imposition of a number of conditions designed to protect residential amenity, e.g. noise insulation, fume extraction and refuse storage/collection.

**Contaminated Land Section** – Suggest the imposition of a condition designed to assess the impact of ground contamination and the suitable mitigation measures.

**Environment Agency** – Comments have been received in respect of ground contamination issues and a number of conditions have been suggested to prevent contamination of Baguley Brook and the watertable.

**English Heritage** – The application should be determined in accordance with national and local policy guidance. It is not necessary for English Heritage to be consulted again on this application.

**Cheshire Wildlife Trust** – The acknowledgement by the applicant of residual impacts arising from the development suggests that, were it to approve this proposal, the City Council would not be meeting its duty to conserve and, where possible, enhance biodiversity. Cheshire Wildlife Trust would suggest that, in addition to the mitigation that has been put forward as part of the scheme, compensation is also required if there is to be no net loss of biodiversity in connection with this proposal.

**Woodland Trust** – Express concerns about Manchester City Council's apparent emphasis on development, to the detriment of the protection of green spaces, woods, and trees. Both the National Planning Policy Framework and the Core Strategy for Manchester, emphasise the importance of the environment as one of the three dimensions of sustainable development. Woods and trees are recognised as important to furthering the government's policy of no net loss of biodiversity, and to protecting and enhancing green spaces.

The trees or groups of trees on the site are all middle aged or mature (with the exception of two young trees) and considered to have a medium to long term 'estimated remaining contribution'. The age and condition of the trees in the greater environment is what ascribes a value in ecological terms. New planting does not compensate for the loss of these trees, unless it is the applicants intention to plant trees of equal stature and age. Transplanting mature trees like these is usually not successful, and specimens of this age are not available from growers. The value and diversity of landscapes are dependent on trees of varying ages within it, including dead trees that support a different assemblage of flora and fauna. The intended mitigation measures are in our opinion a net loss to biodiversity in the area.

Since this is an outline planning application, the applicant should be encouraged to retain the wooded areas as part of their mitigation measures. It is still possible at this stage to reorient the planned development in order to retain the existing wooded areas and trees.

On this basis, the Woodland Trust objects to the intended loss of trees within the development site for this application.

**Greater Manchester Police (GMP)** – No objections to the broad principles of the development. However, there are likely to be significant security issues with these proposals and it would have been prudent to submit a crime impact statement with the outline application. It is advocated that a crime prevention statement accompany the individual phases.

**Greater Manchester Ecology Unit (GMEU)** – The ecological surveys and assessments have been undertaken by suitably qualified consultants and are to satisfactory standards. The application site is not designated for its nature conservation value and is considered unlikely to support any specially protected species, although a small number of bats are known to feed over the site. The site does support locally important areas of habitat, including species-rich hedgerows, mature trees, ponds, running water and woodland. The site also supports some important bird species including Bullfinch, Dunnock and Song Thrush.

At this outline stage proposals for mitigating for and/or compensating for losses of and fragmentation of these habitat types are not properly described, making it difficult to judge whether mitigation measures will be sufficient to compensate for habitat losses. However, the following is noted:

- The applicant's commitment in the environmental statement to carry out mitigation and compensation.
- The indicative masterplan shows a relatively large area set aside for landscaping.
- The applicant controls large areas of land around the airport where compensatory habitat creation could be located if necessary.
- The applicant's track records and experience in bringing forward habitat creation and long-term landscape and habitat management schemes.

In light of the above GMEU do not object to the scheme on nature conservation grounds and recommend that as part of any Reserved Matters application a compensatory Landscape and Habitat Creation and Management plan be prepared and submitted to the Council for approval. In addition, conditions preventing tree felling during the optimum period for bird nesting and also tree inspection for bat roosts prior to felling should be attached to any consent granted.

**Greater Manchester Archaeological Advisory Service (GMAAS)** – The cultural heritage impact assessment contains the key elements of historic documentary and cartographic analysis that might be anticipated in an archaeological desk-based assessment and certainly meets the requirements for such an assessment as set-out in paragraph 128 of the National Planning Policy Framework.

GMAAS advises that before the application is determined the applicant should arrange for a detailed programme of evaluation to be undertaken and the results used to inform a significance assessment. However, should the City Council take the view that there is sufficient information for an informed planning decision to be reached GMAAS would wish to see a thorough programme of archaeological work conditioned upon the consent.

## **ISSUES**

**The National Planning Policy Framework (NPPF)** – The NPPF was published on the 27<sup>th</sup> March 2012 and replaces and revokes a number of Planning Policy Guidance (PPGs) and Planning Policy Statements (PPSs) previously produced by Central Government. The NPPF constitutes guidance for local planning authorities

and decision-makers both in drawing up plans and as a material consideration in determining planning applications. It does not change the statutory status of the development plan, i.e. the Core Strategy, as the starting point for decision making and it states further that development that accords with an up-to-date local plan, such as the Core Strategy, should be approved unless other material considerations indicate otherwise.

The NPPF states that the planning system must contribute to the achievement of sustainable development and that there are three dimensions to this: economic, social and environmental. It has introduced a set of 12 Core Principles that should underpin both plan-making and decision-taking, these 12 principles are that planning should:

- Be genuinely plan-led,
- Not simply about scrutiny, but instead be a creative exercise in finding ways to enhance and improve places,
- Proactively drive and support sustainable economic development to deliver the homes, businesses/industrial units, infrastructure and thriving local places that the country needs,
- Always seek to secure high quality design and a good standard of amenity,
- Take account of the different roles and character of different areas,
- Support the transition to a low carbon future,
- Contribute to conserving and enhancing the natural environment and reducing pollution,
- Encourage the effective use of land,
- Promote mixed use developments,
- Conserve heritage assets in a manner appropriate to their significance,
- Actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable,
- Take account of and support local strategies to improve health, social and cultural well being for all.

The Manchester Core Strategy was adopted on 11<sup>th</sup> July 2012 after having been found to be sound after an Examination in Public. It represents the most up to date planning policy position as will be outlined later on in this report.

**North West of England Plan Regional Spatial Strategy (RSS) to 2021 (adopted September 2008)** – In July 2010 the Secretary of State announced the revocation of RSS, although this decision was subject to a successful High Court Challenge, where it was subsequently reinstated. It is still the Government's intention to abolish RSS but until such time it still forms part of the Development Plan

The Regional Spatial Strategy (RSS) for North West England provides a framework for development and investment in the region over the next fifteen to twenty years. It establishes a broad vision for the region and its sub-regions, priorities for growth and regeneration, and policies to achieve sustainable development across a wide range of topics – from jobs, housing and transport to climate change, waste and energy. The following policies are considered to be of relevance in this instance:

Policy DP1, *Spatial Principles* – The following principles underpin the RSS

- promote sustainable communities;
- promote sustainable economic development;
- make the best use of existing resources and infrastructure;
- manage travel demand, reduce the need to travel, and increase accessibility;
- marry opportunity and need;
- promote environmental quality;
- mainstreaming rural issues;
- reduce emissions and adapt to climate change.

Policy RT 5, *Airports* – This policy states that plans and strategies should support the economic activity generated and sustained by the Region's airports, in particular, the importance of Manchester Airport as a key economic driver for the North of England.

The future operational and infrastructure requirements, surface access demands and environmental impacts for each airport should be identified and measures to address and monitor them included in Airport Master Plans and other relevant plans and strategies, based on the strategic framework for the development of airport capacity set out in the White Paper 'Future of Air Transport'.

Airport boundaries, as existing or as proposed, should be shown in Local Development Documents. In determining requirements for the expansion of an airport beyond its existing boundary, plans and strategies should take account of:

- the scope for intensification and rationalisation of activities and facilities within the existing boundary;
- the scope for relocating existing activities or facilities off-site;
- the scope for developing proposed activities or facilities off-site.

In considering applications for development at airports, account will be taken of:

- the extent to which surface access and car parking arrangements encourage the use of public transport, walking and cycling;
- the effect of the proposed development on noise and atmospheric pollution, and the extent to which this can be mitigated;
- the effect of the proposed development on the health and wellbeing of local communities; and
- the adverse effects on sites of national and international nature conservation importance to ensure that these effects are avoided, mitigated or compensated as appropriate.

The policy concludes by stating that in formulating plans and strategies, account should be taken of the contribution general aviation makes to the regional and local economies.

Policy MCR 1, *Manchester City Region Priorities*, states that plans and strategies in the Manchester City Region should:

- support interventions necessary to achieve a significant improvement in the sub-region's economic performance by encouraging investment and sustainable development in the Regional Centre and other key locations in order to contribute to growth opportunities.
- maintain the role of Manchester Airport as the North of England's key international gateway in line with Policy RT5.

For reasons to be outlined below, it is considered the proposal accords with these policies.

**Draft Aviation Policy Framework, Department of Transport** – The Government introduced its draft aviation policy on 12<sup>th</sup> July 2012 and sent it out for consultation, with the consultation period expiring on 31<sup>st</sup> October 2012.

The framework states that the Government's primary objective is to achieve long term economic growth, that the aviation sector is a major contributor to the economy and that growth is supported within a framework which maintains a balance between the benefits of aviation and its costs, particularly climate change and noise.

It continues stating that the Government recognises the very important role airports across the UK play in providing domestic and international connections and the vital contribution they can make to the growth of regional economies.

In referring specifically to Manchester, the framework points to the designation of an Enterprise Zone around Manchester Airport and states that the "proposed *Airport City* is a £659 million, 150-acre development which will transform the airport into an international business destination and create up to 20,000 new jobs over the next 15 years. Manchester Airport is a key component of the Greater Manchester Strategy and contributes £3.5 billion to the UK economy, providing direct employment to 26,000 people and supporting a further 50,000 jobs"

**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 Greater Manchester Enterprise Zone is a set of linked sites around Manchester Airport, Wythenshawe Town Centre, 'Medipark' at University Hospital South Manchester Foundation Trust and Roundthorn Industrial Estate. A development and planning framework, namely the Manchester Airport City Enterprise Zone Framework Plan, has been produced to provide a structural policy context for development across the Enterprise Zone, explaining the role of each site and outlining development requirements across the Enterprise Zone. This framework was approved by the Executive Committee on 24<sup>th</sup> October 2012 and it was resolved that it would be a material consideration in decisions the City Council makes as local planning authority.

**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 unless material considerations indicate otherwise. 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:-
  - i) creating well designed places that enhance or create character.
  - ii) making a positive contribution to the health, safety and wellbeing of residents
  - iii) considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income.
  - iv) 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 as follows (In terms of energy targets this policy should be read alongside policy EN6 and the higher target will apply):-

a) For new residential development meet as a minimum the following Code for Sustainable Homes standards. This will apply until a higher national standard is required:

Year 2010 – Code Level 3;  
Year 2013 - Code Level 4;  
Year 2016 - Code Level 6; and

(b) For new commercial developments to demonstrate best practice which will include the application of the BREEAM (Building Research Establishment Environmental Assessment Method) standards. By 2019 provisions similar to the Code for Sustainable Homes will also apply to all new non-domestic buildings.

Policy DM2, *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 EC 10, *Wythenshawe* - Wythenshawe is expected to provide 55ha of employment land within B1a offices, B1b/c research and development and light industry and B8 logistics and distribution. The majority of economic development will be focused on four areas, one of which is the following:

- 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 EC 11, *Airport City Strategic Employment Location* – This policy states that the area to the north of Manchester Airport is a significant opportunity for employment development in Manchester. The development of this location will be promoted as the core of a wider Airport City opportunity, promoting functional and spatial links with nearby parts of Wythenshawe to maximise the catalytic potential of the airport to attract investment and increase economic activity.

It states further that the area is suitable for high technology industries, logistics, offices, warehousing and ancillary commercial facilities which will support further the business destination role at Airport City. Any development in this area should support the vision of the Core Strategy and complement the role of the Regional Centre and other centres in Greater Manchester.

Development should also maximise the employment and training opportunities and other regeneration benefits for local communities; and take full advantage of the existing transport hub at Manchester Airport and proposed extension of Metrolink and the South East Manchester Multi Modal Scheme (SEMMMS) road scheme, through layout and traffic management measures, such as the quantity of parking.

Any development proposal should be set within the context of a comprehensive scheme for the Strategic Location. This will have regard to access, delivery, design and layout, flood risk through the Manchester - Salford - Trafford SFRA, energy infrastructure, the scale of uses within the area and take full account of Baguley Brook and any wildlife in this corridor.

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 the area needs to accommodate the future operational needs of the Airport, whilst retaining the area's open character as far as is possible.

Policy EN8, *Adaption to Climate Change* – this policy states that all new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces. In achieving developments which are adaptable to climate change developers should have regard to the following, although this is not an exhaustive list:

- Minimisation of flood risk by appropriate siting, drainage, and treatment of surface areas to ensure rain water permeability
- Reduction in urban heat island effect through the use of Green Infrastructure such as green roofs, green walls, increased tree cover and waterways
- The need to control overheating of buildings through passive design
- The opportunity to provide linked and diverse green space to enhance natural habitats which will assist species adaptation
- Developers will be permitted to use green infrastructure elements such as green roofs, green walls, street trees and waterways to contribute to compliance with CO2 mitigation under Policy EN6, subject to sufficient evidence to quantify their contribution to compliance.

Policy EN9, *Green Infrastructure* – This policy states that new development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. Where the opportunity arises and in accordance with current Green Infrastructure Strategies the Council will encourage developers to enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure. Where the benefits of a proposed development are considered to outweigh the loss of an existing element of green infrastructure, the developer will be required to demonstrate how this loss will be mitigated in terms of quantity, quality, function and future management.

Policy T 2, *Accessible Areas of Opportunity and Need* – This policy states that the City Council will actively manage the pattern of development to ensure that:

- new development is located to ensure good access to the City's main economic drivers, one of which is Manchester Airport, and to ensure good national and international connections, and
- is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities.

**Unitary Development Plan (UDP)** – The UDP has been superseded by the Core Strategy Development Plan. However, a number of policies have been saved and are still considered as part of the planning process. Policy EW8 states that this site and the adjoining Manchester Business Park is allocated as one of the major strategic sites in the City for high technology industry.

For reasons to be outlined below, it is considered the proposal accords with these policies.

**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.

**Manchester Tree Strategy** – This Tree Strategy was developed in response to community interest about how trees are managed across Manchester. It is a key environmental strategy of the City Council and as such will influence all of the City Council's policies and operations that affect trees. One of the key fundamental policies of this strategy is the requirement for a 10% net increase in new tree planting on all new developments.

**Environmental Impact Assessment** – The applicant has submitted an Environmental Statement in accordance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2011.

During the EIA process the applicant has considered an extensive range of potential environmental effects in consultation with Natural England, the Environment Agency, English Heritage, the Highways Agency, the City Council, GMEU, Cheshire Wildlife Trust, Cheshire Bat Group, Greater Manchester Bird Recording Group, Greater Manchester Archaeological Unit and United Utilities. As a result of this scoping exercise it was considered that the issues that could give rise to significant impact are:

- Ecology and nature conservation
- Cultural heritage
- Landscape and visual impact assessment
- Air quality and dust
- Noise and vibration
- Water quality and drainage
- Land quality (contaminated land)
- Land uses and public rights of way

These issues will be covered below.

**Principle of the Proposal** – Proposals to create a high quality business park on this site have been developed over a number of years. In 1995 the City Council adopted a document entitled "Development Principles: Woodhouse Park Strategic Site". This document outlined the City Council's aspirations to develop both this site and the adjoining site for a high quality business park and summarised what kind of proposal would be acceptable on the site. These aspirations were cemented in the UDP, with the adoption of Policy EW8 and have now evolved with the adoption of the Core Strategy (policy EC11) and the Manchester Airport City Enterprise Zone Framework Plan, in July and October 2012 respectively.

Given the above and the newly adopted planning policy framework which clearly supports the concept of "Airport City" it is considered that the principle of this development is acceptable. Notwithstanding this, consideration must be given to the proposal's impact upon existing levels of visual and residential amenity, the highway network and ecology/nature conservation. These issues and others will be addressed below.

**Regeneration** – Regeneration is an important planning consideration. The NPPF (para 7) provides that the planning system needs to contribute to building a strong and responsive competitive economy, to support strong and vibrant communities and to contribute to protecting and enhancing the built and historic environment.

The Greater Manchester Enterprise Zone has been established to build on the significant economic opportunities presented by Manchester Airport, the University Hospital South Manchester, as well as the wider Wythenshawe area. The Enterprise Zone itself consists of a series of sites linked to these key economic drivers that together have the potential to drive growth that will impact at the Greater Manchester level. The Enterprise Zone has been designed to meet market demand and ensure that the number of net new jobs to Greater Manchester is maximised by focusing on the unique attributes of the locations and assets. This site, Airport City North, is an integral part of the Enterprise Zone and its delivery is vital for the success of the Enterprise Zone as a whole.

**Employment Opportunities** – The applicants have estimated that the proposed development would provide in the region of 11,400 jobs, comprising 9,358 office based jobs, 1,124 advanced manufacturing jobs and 911 hotel and retail jobs. A joint working group has been set up, comprising Manchester Airport Group, the City Council and Wythenshawe Regeneration Team, to liaise with the Local Enterprise Partnership to deliver employment, training and education initiatives during the construction and occupation phases with an emphasis on ensuring that local Wythenshawe residents are at an advantage in seeking employment as a result of the development. This group is tasked with exploring access to work issues faced by the population of Wythenshawe and to explore funding routes to address those issues.

**Landscape and Visual Impact Assessment** – The site is located within National Character Area 55 (NCA 55 - Manchester Conurbation) which is characterised by a countryside which extends throughout the urban area. It states further that forces for change within these countryside areas include ongoing pressure for development

such as business parks associated with key road intersections, major development sites and infrastructure projects.

The proposed development is located within a predominantly urban context on the edge of the Greater Manchester Conurbation. The site is heavily influenced by built development and transport infrastructure associated with the residential edge of Wythenshawe and Manchester Airport.

The proposed development would build on two areas of hard standing currently used as airport parking facilities (Jet Parks 1 and 2) as well as the diversion of two watercourses and the removal of a large amount of vegetation which includes pockets of broad leaved woodland, hedgerows and large areas of dense scrub, introduced non-native shrub species and unmanaged grassland. Due to the relatively unmanaged and inaccessible nature of the site and the lack of characteristic elements of the wider landscape, the site is assessed as having a medium/ low landscape value and low landscape quality. The site is also assessed as having a low sensitivity because of the surrounding urban built form, the presence of comparable development within close proximity to the site and the lack of a distinctive landscape character.

While the existing landscaped features are categorised as being of low quality the loss of any such features needs to be mitigated against. For this reason the applicant is proposing the creation of a central landscaped area and heavy planting around the perimeter of the site, especially along the northern boundary with the residential. Furthermore, the parking areas, footpaths and central spine road will all be landscaped to compensate for the loss of existing features. The details would be considered at a later stage, although the application provides an indicative strategy for such.

The applicants have undertaken a visual impact assessment to consider the visual effects associated with the proposed development upon local residents and passing motorists during both the construction and operational phases of the proposal. Visual impact is categorised as having either a major adverse or beneficial impact, a moderate adverse or beneficial impact, a minor adverse or beneficial impact, or a neutral impact.

A study of the site was taken from nine potential viewpoints:

1. Woodhouse Park (properties adjacent to Woodhouse Park Community allotments);
2. Thorley Lane overpass;
3. Properties adjacent to Thorley Lane (including Yew Tree Cottage and The Little Flyers Nursery);
4. Painswick Park Public Right of Way (footpath);
5. Etrop Grange (Grade II listed);
6. Woodhouse Park (properties adjacent to northern edge of site);
7. Woodhouse Park (at junction of Public Right of Way (footpath) and Manchester Business Park);
8. Public Right of Way (footpath) to edge of Airport runway boundary fencing;

9. Sustrans Route 85 (Manchester Airport Orbital Cycleway) along the B5166 Styal Road.

The visual impact assessment has confirmed that the development would have a major adverse effect during the construction phase at viewpoints 2 to 7 due to the loss of existing vegetation, the erection of hoardings and in the case of the Thorley Lane overpass (viewpoint 2), its elevated position.

Significant residual visual effects during the operational phase of Airport City North were identified at viewpoints 2, 3, 5, 6 and 7. However, these are all assessed as being moderate beneficial effects because of the creation of a safer, managed, high quality public urban realm, the incorporation of positive accessible public spaces, the incorporation of characteristic landscape elements and the creation of a more defined sense of place.

In light of the limited quality of the existing landscaped features and the findings of the visual impact assessment it is not considered that the proposal would have an unduly adverse impact upon existing levels of visual amenity enjoyed within the vicinity of the site. On the contrary, the creation of a central landscaped area and landscaped perimeter would, it is considered improve both the quality of the landscaped setting of the site and enhance levels of visual amenity enjoyed in the area.

**Residential Amenity** – The impact of the proposal in terms of air quality (dust and vehicle emissions), noise and vibration has been undertaken, both in terms of construction and the operation of Airport City North.

The construction process has the potential to generate dust. However, any dust generated by these activities should be controlled using best practice to the extent that there would only be a minor adverse impact upon local residents, both in terms of health and amenity. It is not anticipated that any dust would be generated through the day to day running of the various uses that would occupy Airport City North.

During construction the number of vehicles visiting the site is likely to be less than 200 per day, the recognised benchmark for requiring an air quality assessment for construction traffic emissions. Furthermore, predictions based on changes to traffic flows have indicated that once operational there would be an imperceptible increase in average concentrations of nitrogen dioxide and particulate matter from vehicles travelling to and via Airport City North. In light of this, it is not considered that vehicle emissions associated with the construction process and the day to day running of Airport City North are high enough to cause a significant adverse effect on any local residents.

Assessments of the predicted noise and vibration levels indicate that there will be a negligible impact during construction from both plant (e.g. piling machinery) and construction vehicles. The predicted increase in road traffic levels in and around the site also indicate that there will be a negligible to low increase in noise levels once Airport City North is operational. Notwithstanding these predictions, a suitably worded planning condition will ensure that all external plant and machinery is acoustically insulated.

The visual impact upon the residents of the nearest dwellings to the development has been assessed and while the visual impact during construction would be understandably *major*, once in operation it is considered that the proposal would have a moderate beneficial effect due to improvements to the landscaped setting that the proposal would bring.

In light of the above, it is not considered that the proposal would have a detrimental impact upon existing levels of residential amenity.

**Increased Airport Activity** - The overall growth of the Airport to 30 million passengers, the extra flights, and the environmental impact, was considered as part of the permission for Runway 2. The preparation of the Core Strategy included consideration of airport expansion and this was found to be consistent with the Council's approach to sustainable development and climate change. Given this, it is not considered that the development of the site as a proposed business park will in itself generate an increase in aircraft movements and as a result, an increase in emissions associated with aircraft movements.

**Impact upon the Highway Network** – One of the provisos of the 2<sup>nd</sup> runway planning approval was that a series of highway improvements have to be undertaken once the passenger through-put figure of 10,100 per hour, which roughly equates to 30 million passengers per annum, is attained. Below that figure (current passenger numbers stand at 19 million for 2011) it is recognised that the development of airport activity, such as the proposed World Logistics Hub (ref. 100263/OO/2012/S2) and this proposal, is capable of being accommodated within the existing highway network.

Notwithstanding the above, it is also noted that the capacity of the local highway network will be dramatically increased as a result of the highway improvements associated with the 2<sup>nd</sup> runway planning approval and it has been demonstrated in the supporting documents that Airport City North is aligned with these future highway improvements and this will allow the highway network to operate within capacity in the future. The new spine road/realigned Thorley Lane, which will provide access from the Terminal 2 roundabout through Airport City North and on towards Ringway Road West and Manchester Business Park was approved on 20<sup>th</sup> December 2012.

In conclusion, it is considered that the existing highway network, both at a local and national level can accommodate the expected traffic movements associated with such a use, especially given the historic and future investment in highway infrastructure around the airport site, i.e. highway improvements required in connection with the 2<sup>nd</sup> runway approval and the highway works associated with the South East Manchester Multi Modal Study.

**Travel Plan** – To ensure that the potential growth of private car usage associated with the development is managed, a condition requiring the submission of a Travel Plan, which is mutually supportive of the existing Airport Travel Plan, is suggested in this instance.

**Cultural Heritage** – Five undesignated archaeological assets were identified within the proposed site but due to previous development and construction on the site, only three have been identified as being impacted by the proposed development. Prior to mitigation significant adverse effects were identified on Oven House Meadow and Tan Pit Field. However, with the implementation of appropriate mitigation, including a programme of fieldwork, there will be no significant effects on archaeological assets during construction, opening or operation.

The development will have an impact on one listed building, namely the Etrop Grange Hotel (grade II), though the effects are minor and in the long term the improvements to the landscaping along the perimeter of the Airport City North site will improve the setting of this listed building.

**Ecology and Nature Conservation** – A number of field and desk-top surveys have been undertaken by Manchester Airport and SEMMMS in respect of the wider area and this specific site between 2004 and 2012. Those studies and the year they were undertaken are as follows:

- Bat – 2012
- Badger – 2012
- Great Crested Newts – 2012
- Otters – 2009
- Phase 1 habitat – 2009, 2010, 2012
- Ecology walkover survey 2011
- Ecology appraisal/assessment – 2004, 2012

Great Crested Newts – A total of seven static waterbodies are present within the application site and these have been assessed for their potential to support great crested newts. Only one of the ponds within the site boundary is considered to represent a true pond habitat, holding water for the majority of the year. The remaining ponds are pools, which are directly linked to watercourses and subsequently fluctuate in response to rainfall levels although remain dry for the majority of the year. These ponds do not support any protected species and are evaluated to be of negligible nature conservation importance.

A presence/ absence survey for great crested newts was undertaken at the pond referred to above on 29th March and 2nd, 19th and 25th April 2012 using a combination of nocturnal torching, egg searching and netting. No great crested newts were recorded in that pond during the surveys. In light of these results it is reasonable to conclude that great crested newts are absent from this site.

Bats – A series of three bat activity surveys were undertaken to characterise bat usage of the site for foraging and commuting, and to determine if it is likely that bats are roosting within the site boundary. Surveys were undertaken on 22nd May, 29th May and 25th June 2012 and they identified a low level of activity throughout the site, with foraging hotspots along the mature hedgerow to the east of Thorley Lane, along the eastern part of the site and along the stream corridor.

Bats were typically first recorded approximately one hour after sunset, indicating that they are roosting outside the site boundary and commuting into the site to forage.

There is an abundance of suitable roosting opportunities in the residential properties adjacent to the northern boundary of the site. As there was virtually no variation in the levels of bat activity detected throughout the three survey it is therefore considered unlikely that a maternity colony is present either within the site boundary or within close proximity, as numbers would be expected to be higher during the earlier surveys if this was the case.

The site provides a valuable local foraging and commuting resource for bats, although is evaluated to be of no more than local nature conservation value given the small number of common bats recorded during the surveys.

There are a number of mature trees within the site boundary that may provide potentially suitable habitat for roosting bats. However, further survey has been scoped-out of the assessment at this stage on the basis that the activity surveys did not identify any bats around dusk when they are most likely to be emerging from roosts. Bat activity was found to commence on the site no earlier than one hour after sunset, indicating that bats had commuted in to the site from roosts outside the site boundary.

In addition, given that this application is currently at the outline stage there is the potential for the status of any suitable roosting features on trees, such as cracked and flaking bark, woodpecker holes and broken limbs, to change over the intervening period prior to an application for full planning permission.

On the balance of evidence collected during the bat activity surveys, it is reasonable to conclude that it is unlikely that bats are roosting in the site boundary. However, if it is found that bats do indeed inhabit these trees then the applicant will either ensure that the habitat is retained on site or alternative roosts will be provided. In any event a European Protected Species Licence would need to be obtained in order to relocate them.

**Badgers –** Badger surveys of the site as recent as January 2012 did not record any evidence of badger habitation within the application site. It is therefore concluded that badgers are absent from this site.

**Breeding Birds –** A breeding bird survey was undertaken on 17th May 2012 and 11th June 2012 and a total of 24 breeding species were identified within the site.

All of the species recorded are widespread and common in woodland areas. Wren was the most frequently recorded species in the study area and wood pigeon, blackbird and robin were also frequently recorded. A small number of summer migrant species were recorded in low numbers. Of the species recorded, one is listed on the Red List of birds of high conservation concern, having undergone significant declines (>50%) in breeding numbers over the last 25 years and five species are listed on the Amber list of species of medium conservation decline, having undergone moderate declines in breeding numbers over the last 25 years.

The woodland, mature trees, dense scrub and hedgerow habitats within the eastern part of the site provide good opportunities for breeding birds, although the surveys only recorded typically low numbers of common species that have an extensive

range and distribution throughout the county. Based on the low numbers of birds identified, and the limited range of species recorded, it is considered that the breeding bird population within the site is likely to be of local nature conservation value only.

**Water Voles** – The watercourses within the site boundary provide sub-optimal habitat for water voles because they lack the characteristic type of banks that they prefer for burrowing. The general lack of aquatic and marginal vegetation provides limited foraging opportunities for water voles, and very little bankside cover. No evidence of water vole was identified on the watercourses during any of the previous surveys of the site and there are no records of this species within 2km of the site.

**Otters** – No signs of otters were identified during any of the previous surveys of the site. Given this and the fact that the watercourses within the site boundary provide sub-optimal foraging opportunities, because they are shallow and unlikely to support a good number of fish, it is reasonable to conclude that otter is absent from the site.

From the evidence provided it is apparent that no protected species inhabit the application site. A number of animals, namely bats and birds, use the site for foraging and while the loss of hedgerows and trees during the construction phase will impact upon this habitat, it is considered that the proposed perimeter planting and the central park area will more than compensate for this short term loss of habitat.

**Trees** – 28 individual trees and 28 groups of trees were recorded within the application site. Though the application is in outline only and the location of the various buildings are shown indicatively, it is envisaged that the majority of the trees will be required to be felled to facilitate the proposal. While the loss of the trees is regrettable it is considered that the extensive planting which would form the central park area and perimeter landscaping will compensate for their loss.

**Water Quality and Drainage** – Best practice methods during construction will ensure that any impact upon existing water features such as Baguley Brook, Fairywell Brook, Sinderland Brook, Painswick Pond and the secondary bedrock aquifer are minimised.

In addition, *Sustainable Urban Drainage Systems* will ensure that once in operation Airport City North will not have an impact upon the existing water features due to changes of flow, water quality or drainage, nor will it affect their Water Framework Directive status, a European directive requiring all member states to achieve good ecological status of watercourses by 2015. Adherence to best practice methods and the incorporation of a *Sustainable Urban Drainage System* will be required through the imposition of a suitably worded condition.

The only potentially adverse effect identified during the construction phase was associated with the diversion of the two tributaries of Baguley Brook. Unmitigated, the diversion would result in the loss of habitat for stream dependent fauna (fish, invertebrates). However, mitigation measures have been proposed, notably in the development of a detailed method statement for stream diversion and design measures to enhance biodiversity (varied substrate types, stream features such as berms etc). Following mitigation, the potential impact of the stream diversion is

anticipated to have an effect of neutral significance on two tributaries of Baguley Brook. The applicant has stated that where possible measures will be introduced to enhance the habitat compared to that which exists, though it is recognised that the potential for this is constrained by the space available for the diversion of the two tributaries.

Overall it is considered that the impact upon water quality and drainage will be minimal.

**Public Rights of Way** – One public right of way exists within the proposed development site and it runs from Woodhouse Lane along the southern boundary of the proposed development site, where it then cuts across the south-eastern corner of the proposed development site. Where it cuts across the proposed development site, it is flanked by overgrown hawthorn hedgerows on the western side and by Manchester Business Park car park to the east.

While the public right of way would be closed off and diverted during the construction phase, Airport City North will be developed to provide improved connectivity between the airport and surrounding residential areas. If planning permission is granted, the applicant will be required to apply for the closure and/or diversion of the footpaths under S257 of the Town and Country Planning Act 1990.

**Contaminated Land** – All contaminated land effects associated with the site have been investigated and have been assessed as not significant. Notwithstanding this, it is felt prudent to attach a planning condition requiring the provision of final verification reports to ensure that any risk from land contaminants is minimised.

**Impact upon Wythenshawe Town Centre** – The nature of the retail / leisure space within the site is wholly intended to serve the working population and not become a district centre or an otherwise anchored 'town centre' destination. The scale of units would be small and often be within the ground floor of larger units with no significant frontage of their own. As the offer would be very much ancillary, it would not be something that would compete with any other neighbouring centre and it is entirely intended to meet the needs of the employment generated on site.

**Access for Disabled People** – The details of the proposed buildings and their physical surroundings are not known at present given the outline nature of the application. However, the submission of any subsequent reserved matters application will have to include these details and it is at that stage that the issue of disabled access will be resolved.

**Positive and Proactive working** – Officers have worked with the applicant in a positive and proactive manner to resolve any problems arising in relation to dealing with the planning application. Pre-application discussions were held with the agents and no significant problems have arisen.

## **Conclusion**

The provision of a large airport related development, as outlined in this report, on the site has been recognised as being an important economic driver regionally and at a

national level with the adoption of the Core Strategy and the designation of the Manchester Enterprise Zone.

Whilst there would be some impact arising from the development it is considered that the proposal has been designed to reduce the impact upon the levels of visual and residential amenity enjoyed by the occupants of the nearby residential properties. Furthermore, the creation of a central landscaped area and associated landscaping treatment throughout the site will mitigate against the loss of the existing poor quality landscape features.

**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 the right to a fair hearing and to this end the Committee 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 Unitary Development Plan, the Head of Planning 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 approval of the application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

### **Recommendation**

**APPROVE** on the basis that the Council has taken the environmental information in the Environmental Statement (as defined in the EIA regulations) into consideration and the proposal is considered to accord with the following policies which are summarised in the body of the report: SP1, DM1, DM 2, EC1, EC10, EC11, EN1, EN8 and EN9 in the Core Strategy Development Plan Document;

- Policy SP1, as the proposal is a vital component in the growth of Manchester Airport, which is recognised as a catalyst for the regional economy,
- Policy DM1, as the proposal will not have a detrimental impact upon residential amenity or highway safety.
- Policy DM 2, as the proposal will not affect the operational integrity or safety of Manchester Airport or Manchester Radar.
- Policies EC1, EC10 and EC11, as the proposal is sited on a key for major employment growth and is a recognised aviation related use .
- Policy EN1, the proposal has been designed to retain the low rise character of Wythenshawe set within a landscaped setting.
- Policy EN8, the proposal has been designed to minimise flood risk by appropriate siting, drainage, and treatment of surface areas to ensure rain water permeability.

- Policy EN9, as the proposal will the enhance the quality and quantity of green infrastructure and it has been demonstrated that the loss of existing green infrastructure will be mitigated in terms of quantity, quality, function and future management.
- Policy T2, as the proposal is located to ensure good access to the City's main economic drivers, one of which is Manchester Airport, and will be easily accessible by walking, cycling and public transport.

The proposal is considered to accord with policies DP1, RT5 and MCR 1 in the North West of England Plan Regional Spatial Strategy (RSS) to 2021 (adopted September 2008):

- Policy DP1, as the proposal promotes sustainable growth and will improve environmental quality.
- Policy RT 5, as the proposal is a vital component in the successful growth of Manchester Airport; the impact upon local amenities and the local and national highway network is considered acceptable; and any impact upon national and international nature conservation assets have been mitigated against.
- Policy MCR 1, as the proposal will maintain the role of Manchester Airport as the North of England's key international gateway.

The proposal is considered to accord with saved policy EW8 in the UDP as it is for a high quality business park.

Finally, the proposal is considered to accord with the National Planning Policy Framework and there are no material considerations which outweigh the benefits of the proposal:

### **Conditions to be attached to the decision**

1) Applications for approval of reserved matters must be made not later than the expiration of five years beginning with the date of this permission. The development must be begun not later than the expiration of three years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matters to be approved.

Reason - Required to be imposed pursuant to Section 92 of the Town and Country Planning Act 1990.

2) Approval of the details of the appearance, landscaping, layout and scale (hereinafter called "the reserved matters") shall be obtained from the local planning authority in writing before any phase of development is commenced.

Plans and particulars of the reserved matters shall be submitted in writing to the local planning authority and shall be carried out as approved.

Reason - To ensure the satisfactory development of the site and because this application is in outline only.

3) The development hereby approved shall be carried out in accordance with the following drawings and documents:

05042 MP\_05\_001, 101A, 423, 424, 425 and 426.

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies SP1, DM1, DM 2, EC1, EC10, EC11, EN1, EN8, EN9 and T2 in the Core Strategy Development Plan Document,

4) No development that is hereby approved or any phase thereof shall commence unless and until samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as local planning authority. The development shall be constructed only using the approved materials.

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, pursuant to policies SP1 and DM1 in the Core Strategy Development Plan Document.

5) The car parking areas shall be surfaced, demarcated and made available for use prior to the building or phase of development hereby approved being occupied. The car park shall then be available at all times whilst the site is occupied.

Reason - To ensure that there is adequate parking for the development proposed when the building is occupied in order to comply with policies SP1 and DM1 in the Core Strategy Development Plan Document.

6) No development that is hereby approved or any phase thereof shall commence until details of the measures to be incorporated into the development (or phase thereof) to demonstrate how Secured by Design accreditation will be achieved have been submitted to and approved in writing by the City Council as local planning authority. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a Secured by Design accreditation.

Reason - To reduce the risk of crime, pursuant to policies SP1 and DM1 in the Core Strategy Development Plan Document.

7) The development or any phase hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of at least "very good". A post construction review certificate shall be submitted to and approved in writing by the City Council as local planning authority within 3 months of first occupation of each phase.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1 and DM1 in the Core Strategy Development Plan Document.

8) Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles and the Flood Risk Assessment (FRA) from ARUP (REP/223613/005 Issue date 3 August 2012), has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

The scheme shall also include details of how the scheme shall be maintained and managed after completion

The scheme shall be fully implemented and subsequently maintained, in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reason - To prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system, pursuant to Policy DM1 in the Core Strategy Development Plan Document.

9) The hard and soft landscaping scheme approved by the City Council as local planning authority as a reserved matter in connection with each phase shall be implemented within 12 months of the completion of each phase, in accordance with a management scheme to be agreed in writing with the City Council as local planning authority. 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 and DM1 in the Core Strategy Development Plan Document.

10) No development shall take place until a landscape management plan, including long- term design objectives, management responsibilities and maintenance schedules for all landscaped areas shall be submitted to and approved in writing by the local planning authority. The landscape management plan shall be carried out as approved and any subsequent variations shall be agreed in writing by the local planning authority.

The scheme shall include the following elements:

- details of any new habitat created onsite (particularly the new open diversion of the Baguley Brook tributary)
- detail extent and type of new planting (NB planting to be of native species)
- details of maintenance regimes
- details of treatment of site boundaries and buffers around Baguley Brook and its tributary
- details of management responsibilities

Reason – To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area and to ensure the protection of wildlife and supporting riverine habitat in accordance with policies SP1 and DM1 in the Core Strategy Development Plan Document.

11) Development of each individual plot, the Green Bridge, Central Park and biodiversity/ landscape corridors shall not begin until the associated landscaping and drainage scheme, which complies with the details contained in the attached Advice Note 3 'Potential Bird Hazards from Amenity Landscaping and Building Design', has been submitted to and approved in writing by the Local Planning Authority

Reason - To avoid endangering the safe operation of aircraft through the attraction of birds, pursuant to Circular 1/2003 Safeguarding Aerodromes, Technical Sites and Military Explosives Storage Areas: the Town and Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosives Storage Areas) Direction 2002

12) 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, 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 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 SP1 and DM1 in the Core Strategy Development Plan Document.

13) Any externally mounted ancillary plant, equipment and servicing required for each phase of development shall be acoustically treated in accordance with a scheme designed so as to achieve a noise level of 5dB below the existing background (LA90) in each octave band at the nearest noise sensitive location.

This should be in accordance with a scheme submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 in the Core Strategy Development Plan Document.

14) 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.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 in the Core Strategy Development Plan Document.

15) No development or phase thereof pursuant to this planning application shall be occupied until a detailed Travel Plan has been submitted to and approved by the City Council as local planning authority. The detailed Travel Plan shall be developed in accordance with the agreed Travel Plan Framework (August 2012) document and implemented in accordance within an agreed timeframe

Reason - To encourage the use of transport other than single occupancy of a car in accordance with the principles of sustainable transport, pursuant to the provisions contained policy SP1 in the Core Strategy Development Plan Document.

16) The heights of the buildings hereby approved shall not exceed those heights indicated on drawing no. 05042 MP\_00\_425.

Reason – In order to ensure a satisfactory development and to protect residential amenity, pursuant to policies SP1 and DM1 in the Core Strategy Development Plan Document.

17) The height of buildings and other structures within the proposed development must not infringe any of the protected surfaces above and around the aerodrome, which are defined in the CAA's licensing document CAP 168.

Reason - To ensure that Manchester Airport's obstacle limitation surfaces are protected and to ensure the safe operation of aircraft, pursuant to Circular 1/2003 Safeguarding Aerodromes, Technical Sites and Military Explosives Storage Areas: the Town and Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosives Storage Areas) Direction 2002

18) The installation of lighting in any phase of the development hereby approved shall not commence until details of the schemes of lighting required during construction and for the completed development in that phase have been submitted to and approved in writing by the Local Planning Authority. Such lighting schemes

shall be designed so as not to conflict with any aerodrome safeguarding criteria and shall specify that lighting is to be of flat glass, full cut off design with horizontal mountings and no light spill above the horizontal.

Reason - To ensure the safe operation of aircraft, pursuant to Circular 1/2003 Safeguarding Aerodromes, Technical Sites and Military Explosives Storage Areas: the Town and Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosives Storage Areas) Direction 2002

19) No vegetation clearance required for the development or phase thereof shall take place during the optimum period for bird nesting (March to July inclusive) unless nesting birds have been shown to be absent by a suitably qualified person and this has been agreed in writing by the City Council as local planning authority.

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

20) Any trees to be removed to facilitate the scheme and considered to have high potential to support bat roosts shall be inspected for the possible presence of bats prior to any tree work commencing.

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

21) Prior to commencement of the development hereby approved or any phase thereof, a local labour agreement addressing initiatives to employ people at Airport City North who reside in the vicinity of the development, in line with the aspirations of the Manchester Airport City Enterprise Zone Framework Plan (August 2012), shall be submitted to and be approved by the City Council as local planning authority. The employment strategy shall then be implemented in accordance with those approved details and kept in place thereafter.

Reason – To safeguard local employment opportunities, pursuant to policy SP1 in the Core Strategy Development Plan Document.

22) Prior to the commencement of the development hereby approved or any phase thereof a Construction Environmental Management Plan must be submitted to and be approved by the City Council as local planning authority and thereafter implemented in accordance with those approved details. The Construction Environmental Management Plan must show how the main construction effects of the development are to be minimised, with include detailed mitigation measure such as:

1. details of construction and demolition waste management;
2. details of pollution prevention;
3. dust control measures;
4. details of any lighting scheme proposed during construction;
5. details of site access, working and safety zones, together with temporary fencing proposals for the site access and site perimeter.

Reason – To safeguard the amenities of the occupiers of nearby residential accommodation and to avoid any damaging impacts on the qualifying interests of the SSSI, pursuant to policies SP1 and DM1 in the Core Strategy Development Plan Document.

23) No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by the City Council as local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

1. the designated route for construction and delivery vehicles
2. the parking of vehicles of site operatives and visitors
3. loading and unloading of plant and materials
4. storage of plant and materials used in constructing the development
5. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
6. wheel washing facilities
7. measures to control the emission of dust and dirt during construction
8. a scheme for recycling/disposing of waste resulting from demolition and construction works

Reason - In the interest of pedestrian and highway safety, as specified in policies SP1 and DM1 of Core Strategy Development Plan Document.

24) Before development or any phase thereof commences a scheme for the extraction of any fumes, vapours and odours from the premises hereby approved shall be submitted to, and approved in writing by, the City Council as local planning authority. The approved scheme shall be implemented prior to occupancy and shall remain operational thereafter.

Reason - In the interests of the amenities of the occupiers nearby properties in order to comply with policies SP1 and DM1 of the Core Strategy.

25) Before the development commences a scheme for the storage and disposal of refuse shall be submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

New developments should have refuse storage space for segregated waste collection and recycling. Internal and external storage areas are required.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 in the Core Strategy Development Plan Document.

**Local Government (Access to Information) Act 1985**

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 100831/OO/2012/S2 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

**The following residents, businesses and other third parties in the area were consulted/notified on the application:**

English Heritage (NW Region)  
Environment Agency  
The Highways Agency  
Manchester Airport Safeguarding Officer  
Transport For Greater Manchester  
Greater Manchester Police  
Greater Manchester Archaeological Advisory Service  
Greater Manchester Ecology Unit  
Trafford MBC  
Stockport Metropolitan Borough Council  
Cheshire East  
Ringway Parish Council  
Residential properties on Thornsgreen Road, Lambourne Close, Gorston Walk, Hilary Road, Felskirk Road, Thaxted Walk, Roxholme Walk, Lincombe Road, Woodhouse Road, Dentdale Walk, Burran Road, Lenham Walk, Rathvale Drive, Bretton Walk, Cranesbill Close, Kingsdown Road, Somerby Drive, Saltdene Road, Torridon Walk, Teynham Walk, Selstead Road, George Mann Close, Thorley Lane, Painswick Road, Porton Walk, Portway, Freshford Walk, Games Walk, Siblies Walk, Etrop Grange, Bailey Lane, Manchester, M90 4EG  
Kingsley Hall, 20 Bailey Lane, Manchester, M90 4AN  
Airport Hotel, Ringway Road, Manchester, M22 5WH  
Businesses at Manchester Airport

**Representations were received from the following third parties:**

Ringway Parish Council  
Wythenshawe Regeneration Team  
Highways Agency  
Transport for Greater Manchester (TfGM)  
Environment Agency  
English Heritage  
Cheshire Wildlife Trust  
Woodland Trust  
Greater Manchester Police  
Greater Manchester Ecology Unit  
Greater Manchester Archaeological Advisory Service  
Royal London Asset Management  
Emerson Group  
Member of the public, address withheld  
Member of the public at 3 Beech Court, Wilmslow, Cheshire

**Relevant Contact Officer :** David Lawless  
**Telephone number :** 0161 234 4543  
**Email :** [d.lawless@manchester.gov.uk](mailto:d.lawless@manchester.gov.uk)