

Planning

Growth & Development

Delegated officer report for planning application

Application no.	133992/FO/2022
Date registered valid:	7 June 2022
Proposal:	Erection of an external sprinkler tank and pump house (including fuel tank) and associated pipe connection to the existing warehouse.
Address:	Icon 4, World Logistics Hub, Sunbank Lane, WA15 8XL
Ward(s):	Woodhouse Park Ward
Applicant:	Mr James Nichols Hut.Com Ltd C/o Agent
Agent (if any):	Miss Katie Daniels Euan Kellie Property Solutions Landmark House, Station Road, Cheadle Hulme, Cheadle, SK8 7BS
Case officer:	David Lawless Tel: 0161 234 4543 Email: david.lawless@manchester.gov.uk
Recommendation:	Approve
Date of recommendation:	19 July 2022



Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 14 June 2022

Standard consultations:

Printed: 10 June 2022 Expired: 1 July 2022

Neighbour notifications

No neighbour notifications have been printed and sent.

Site notice

Posted: 13 June 2022 Expired: 4 July 2022

Press advert

No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building/area

Icon 4 is a large standalone warehouse situated to the south of Sunbank Lane within the World Logistic Hub. Access to it is via Sunbank Lane and a recently constructed estate road off the petrol filling station roundabout.

Listed building: no

Conservation area: no

Tree Preservation Order: no

Description of development

The applicant is proposing to erect an external sprinkler tank and pump house (including fuel tank) and associated pipe connection to the existing warehouse.

Consultations & Notification Responses

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

Ringway Parish Council – The Parish Council are not objecting to the application if the pump house is required for safety reasons. What they are concerned about is the wording in brackets - (*including fuel tank*).

Is this an integrated part of the pumping system, how much fuel will be stored on site, is it petrol or diesel? Surely this information should be part of the application.

Highway Services – On-site parking is unaffected, and the vehicle swept path submission verifies that the necessary vehicle manoeuvres can be undertaken. Highways have no objection to this proposal.

Environmental Health – Suggests the imposition of a noise insulation condition.

Policies

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

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

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

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

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

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

- The Regional Centre will be the focus for economic and commercial development, retail, leisure and cultural activity, alongside high quality city living.
- The growth of Manchester Airport will act as a catalyst for the regional economy, and will also provide the impetus for a second hub of economic activity in this part of the City.
- Beyond these areas, the emphasis is on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs, all in a distinct environment. The majority of new residential development in these neighbourhoods will be in the Inner Areas, defined by the North Manchester, East Manchester and Central Manchester Regeneration Areas.
- The City is covered by regeneration areas including the City Centre. All development should have regard to the character, issues and strategy for each regeneration area as described in the North, East, Central and South Manchester and Wythenshawe Strategic Regeneration Frameworks and the Manchester City Centre Strategic Plan.
- The City's network of open spaces will provide all residents with good access to recreation opportunities. The River Valleys (the Irk, Medlock and Mersey) and City Parks are particularly important, and access to these resources will be improved.

- New development will maximise the potential of the City's transport infrastructure, in particular promoting walking, cycling and use of the public transport. The extension to the Metrolink network through the Oldham and Ashton lines will create key corridors for new development.

Core Development Principles, Development in all parts of the City should:-

- Make a positive contribution to neighbourhoods of choice including:-
 - 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.
- Vehicular access and car parking.
- Existing or proposed hazardous installations.

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

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

Saved UDP Policy DC26, "Development and Noise" – Policy DC26.1 states that the Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both:

- a) the effect of new development proposals which are likely to be generators of noise; and
- b) the implications of new development being exposed to existing noise sources which are effectively outside planning control.

Policy DC26.2 states that new noise-sensitive developments (including large-scale changes of use of existing land or buildings), such as housing, schools, hospitals or similar activities, will be permitted subject to their not being in locations which would expose them to high noise levels from existing uses or operations, unless the effects of the noise can realistically be reduced. In giving effect to this policy, the Council will take account both of noise exposure at the time of receiving a planning application and of any increase that may reasonably be expected in the foreseeable future.

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.

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

Issues

Principle of the Proposal – As the sprinkler tank and associated infrastructure is required for fire suppression purposes in the adjoining warehouse its installation is considered acceptable.

Design – The proposal is functional in design being constructed predominantly in sheet metal and is similar to the two sprinkler tanks installed at the side of the Amazon warehouse. Overall, the design of the development is considered acceptable.

Pedestrian and Highway Safety – The level of car parking would remain the same and the proposal would not prevent the free movement of service and delivery vehicles. As such it is not considered that the proposal would have a detrimental impact upon the levels of pedestrian and highway safety enjoyed within the vicinity of the site.

Residential Amenity – There are no residential buildings in close proximity to the site. Notwithstanding this, it is still considered prudent to attach the condition requested by Environmental Health.

Visual Amenity – As this is a logistics/commercial area it is not considered the proposal would have a detrimental impact upon the levels of visual amenity enjoyed within the vicinity of the site.

Ecology – The proposal would not have a detrimental impact upon any ecological 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 a right to a fair hearing and to this end the local planning authority must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the recommendation given is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation: Approve

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner to resolve any matters arising in relation to dealing with the planning application.

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

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

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

2) The development hereby approved shall be carried out in accordance with the following drawings stamped on 7 June 2022:

- a) Drawing no. WSP-TP-SK00 REV P01
- b) Drawing nos. P-001 to 003

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

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

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

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

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Ringway Parish Council

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4

Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - Within Outer Area

Green Belt Land - Greater Manchester Green Belt Local Plan 1984

Airport Noise Index Zone - Noise and Nuisance Index - 50-59

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

Area Team Boundary - Name: SOUTH