

Application Number	Date of Appln	Committee Date	Ward
128916/FO/2020	19 Feb 2021	16 Dec 2021	Woodhouse Park

Proposal Erection of a part two/part three storey building to form Hotel (C1 use) together with associated car parking and landscaping.

Location The Moss Nook, At The Corner Of Trenchard Drive And Ringway Road, Manchester, M22 5NA

Applicant Newpark Group , Unit 4 The Cottages, Deva Centre, Trinity Way, Salford, M3 7BE,

Agent Mr Andy Frost, Frost Planning Limited, Drumlins, 57 Chelford Road, Prestbury, Cheshire, SK10 4PT

Executive Summary

The applicant is proposing to erect a part two/part three storey hotel on the site of a now vacant restaurant.

Objections have been received from 38 local residents and representation has been received from the TREMAR Residents Association. Objections have also been received from Councillors S. Judge and Newman. While a number of people recognise the benefits of a hotel on the site, in terms of employment and prosperity to the local economy, objections have been raised in respect of the size of the development; the lack of parking and the resultant pressures this would place in the area; and the impact on residential amenity, resulting from noise and loss of privacy.

This application was placed before the Committee on 23 September 2021, but determination was deferred in order to allow the Committee to undertake a site visit. The application was then placed before the Committee on 21 October 2021. At that meeting the Committee resolved that it was 'minded to refuse' the application and requested officers bring a report to a future meeting to address the concerns.

Introduction

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The concerns can be broken down into three main points as follows:

- 1) Impact upon residential amenity due to the more intensive use.
- 2) Impact upon residential amenity and highway safety due to the inadequate number of parking spaces proposed, the fact a travel plan would not be able to adequately deal with this lack of parking spaces and no assurance where any overspill car parking would take place.

- 3) Impact upon visual amenity and the character of the area, due to the inappropriate design of the proposed building and lack of a landscaped setting.

In relation to these three points:

Impact On Residential Amenity – The Moss Nook is currently vacant but was last used as a restaurant circa 2011. Though the restaurant use was not restricted by an hours condition, meaning it could in theory operate late into the night/early morning, there is evidence to show that it closed at 10.00pm and did not open on Sundays.

The proposed hotel would be open 7 days a week and operate 24 hours a day. It is noted below that the applicant is proposing a number of measures designed to protect residential amenity, namely having the pedestrian access off Ringway Road, the introduction of an ANPR camera-controlled vehicle barrier and a number of parking spaces designated as *night spaces*, i.e. for use by guests arriving late at night. Notwithstanding this, the proposed hotel use could still have the potential to introduce a level of activity late into the evening and early morning that would be incompatible with the immediate neighbourhood and lead to a reduction in existing levels of residential amenity. Activity could include taxi's, voices, radios, slamming doors and general activity associated with comings and goings.

Highway Safety – Concerns were raised that the number of parking spaces originally proposed, i.e. 24, was insufficient and would potentially lead to on-street parking, to the detriment of pedestrian and highway safety. The applicant has now amended the proposal and has increased the number of parking spaces to 30, i.e. one space per bedroom. This is the maximum number of spaces recommended by the Core Strategy and as such the level of car parking is considered acceptable.

There is also concerns that customers of the hotel might leave their cars there while travelling via the airport, effectively turning an element of the car park into a long-stay parking facility. This would reduce the number of spaces available for subsequent customers who are not using the airport, leading to on-street parking which could prejudice pedestrian and highway safety. The applicant has stated his intention to arrange off-street parking facilities to supplement any requirements.

Full details of off site car parking and management could be managed through an appropriately worded condition. As stated within the main body of the report this is a sustainable location and not all customers are likely to arrive by private car. Given the level of car parking proposed and mitigation that can be provided through the imposition of conditions it is considered that it would not be possible to defend a reason for refusal due to concerns relating to the level of car parking proposed.

Visual Amenity – Trenchard Drive and the neighbouring residential streets consist of a variety of traditionally designed dwellings, dating from the 19th Century to the late 20th Century. They are typically constructed from red brick, though lighter bricks are also used and are topped by slate or tiled pitched roofs. The Tatton Arms PH opposite the site is also of a traditional design, as is the more modern 2 storey office building to the side of the application site. The entrance to Trenchard Drive has a very traditional character and sense of space.

The proposed hotel building is contemporary in design and uses a mix of traditional and more modern materials. It would occupy a prominent position at the junction of Ringway Road and Trenchard Drive and its modern design would set it apart from the more traditional buildings seen to the north and east of the application site.

Officers believe that the case setting out why the proposal warranted approval was clearly set out in the previous report. However, there are policies that seek to protect residential and visual amenity and if Members remain sufficiently concerned about the validity of the case to support the proposal the following reasons for refusal are suggested:

- 1) The proposal would have a detrimental impact on the amenity of neighbouring residents, particularly in relation to those residing on Trenchard Drive and Maroon Road, due to the increase in the comings and goings to and from the site and the associated noise and disturbance and increase in traffic late at night and during the early hours of the morning, contrary to Policy DM1 in the Manchester Core Strategy and Saved UDP Policy DC26.
- 2) The proposed development by reason of its design and scale would form an overly dominant and incongruous feature in the street scene to the detriment of visual amenity and the character of the area in general, contrary to Policy DM1 in the Manchester Core Strategy and the guidance contained within the NPPF.

Description

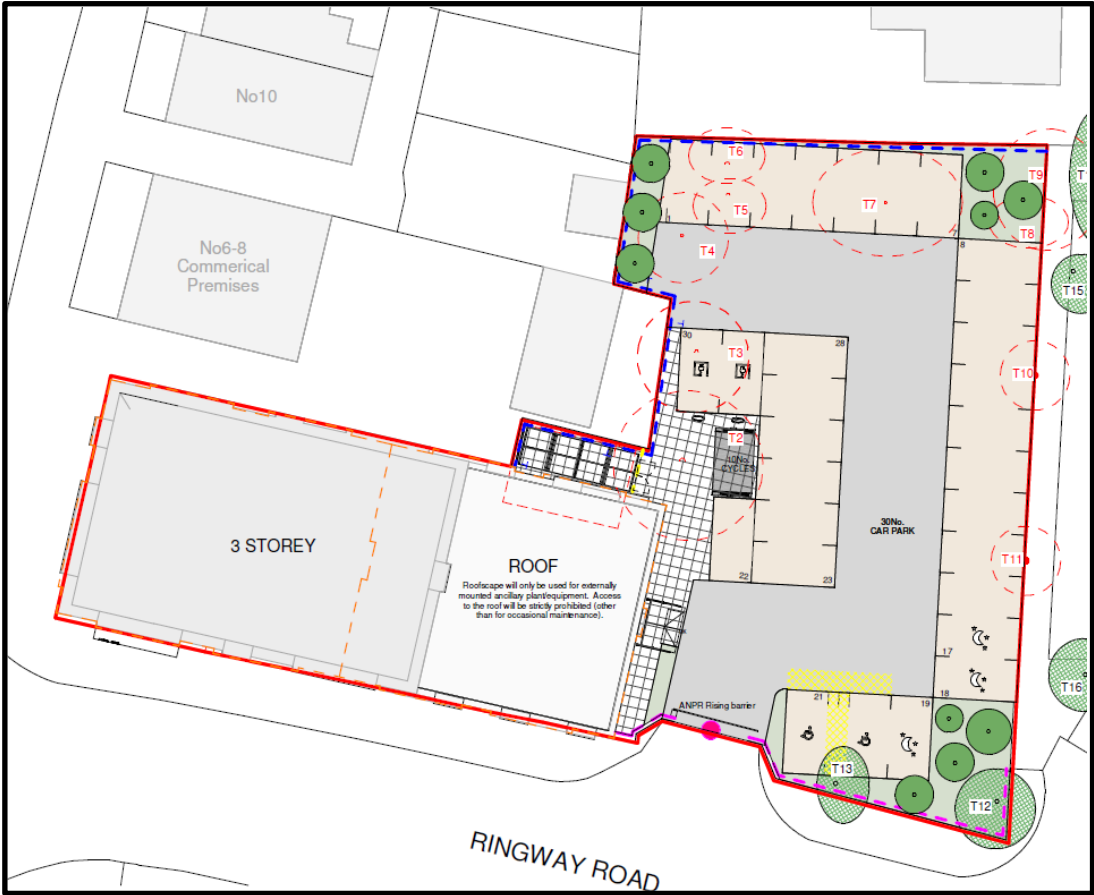
The Moss Nook is a part single/part two storey building with living accommodation in the roofspace. It sits on the north-eastern corner of the Trenchard Drive/Ringway Road junction and while currently vacant it was last used as a restaurant with living accommodation above. To the rear of the property there is a garden area and a 20 space car park. Beyond the car park stands a 2 storey office building and its associated car parking. To the front of the property, on the opposite side of Trenchard Drive, stands The Tatton Arms PH. To the side of the property stands nos. 6-8 Trenchard Drive, a detached 2 storey office building and a detached outbuilding which also serves as an office. The remaining properties on Trenchard Drive are all dwellinghouses. On the opposite side of Ringway Road stands Smithy Farm.

The applicant is proposing to demolish the existing property and erect a part two/part three storey 30 bed hotel. At the rear of the proposed building the applicant originally proposed a 24 space car park accessed off Ringway Road, along with a cycle and bin store. Following concerns about parking numbers, this element of the scheme has been amended and the number of parking spaces increased to 30. Access to the car park would be via an Automatic Number Plate Recognition (ANPR) controlled barrier. Two of the car parking spaces would be fitted with vehicle charging points; two would be designated disabled bays and three would be designated as *night spaces*, i.e. to be used for guests arriving late at night.

To facilitate the development, 10 of the 12 trees within the site would be felled. To compensate for their loss the applicant is proposing to plant 10 replacement trees.

Originally the applicant proposed the erection of a part three/part four storey hotel which included a roof garden. Given concerns about overlooking and the height of the building, the proposal was amended to that now before the Committee.

The site and proposed layout is shown below:



The applicant has requested that the following points be highlighted to the committee:

- The building has been reduced in height.
- The design of the building has been amended to facilitate access from Ringway Road to mitigate noise and disturbance to residents.
- The entrance is now further away than the entrance to the public house.
- The vehicle recognition system at the car park entrance would reduce impacts.
- The roof top garden has been omitted from the scheme.
- Materially the building directly borrows from the local residential palette along Trenchard Drive in utilising the brick detailing and render. The roofing material is colour matched to the surrounding roofscapes and it integrates with the street scene.

Consultations

Local Residents/Businesses – Objections have been received from 38 local residents and businesses, 10 of which were received after the first re-notification process and two in respect of the second re-notification process concerning the increase in car parking numbers. The comments are summarised below.

Comments received in respect of the second re-notification process (revisions to the car parking numbers:

- The design of the hotel is not in keeping with the other properties in the area and will be a blight on the landscape.
- There are already parking issues on the street, hence the residents parking scheme that is in place. The addition of a hotel will only make this worse bringing taxi drivers hanging about and leaving litter (as in the past) and causing further parking issues.
- Given this is an airport to service airport passenger there will no doubt be "comings and goings" at all times of the day and night causing a noise nuisance and disturbance for local residents.
- Extra car and taxi journeys generated by the proposed hotel together with the additional new residents will add to the already busy local road network and also create problems with residential parking. The increase in car movements and parking issues will have a severe impact on public and highway safety.
- The applicant states that the proposed development meets National Planning Policy Framework (NPPF) requirements with opportunities available to access the site by sustainable modes using existing public transport. This is incorrect as there are no viable public bus services within the vicinity of the proposed hotel.

Objections reported at the previous Committee meetings in September and October:

- Moss Nook is primary an area of domestic dwellings and this building intrudes by size and location to the detriment of the area.

- It will not fit in as the only four storey building in this small residential area – it will block out the sun from the back gardens of the 8 houses next door as well as overlooking them.
- The design of the proposed would be out of keeping with the area. A proposal more in keeping with the area and requires much less parking space would be supported.
- A 24/7 commercial use at this location would have an impact on local residents from the noise and activity of people coming and going.
- Where will the car parking overspill area be - 25 car spaces will not be enough for 33 bedrooms plus say 10 staff. There are no more parking spaces in Trenchard Drive, Emerald Road or Maroon Road and Ringway Road has double yellow lines, both sides, all the way along it.
- The hotel is too tall, too large and the design totally out of place with the current street scene. Noise from its operations and air-conditioning running 24/7 would be unacceptable. It would overlook and overshadow surrounding properties and completely dominate the area.
- The proposal is directly under Runway Two's flight path and within a Public Safety Zone (PSZ), as such it's development should be restricted to within current Government guide lines. This application will increase the number of people within the Public Safety Zone and produce a new development several storey's high directly under a flight path. This application clearly fails to meet Government guidelines on building within the PSZ and as such should be refused.
- The Moss Nook Restaurant was an upmarket exclusive Michelin starred establishment which fitted into our small residential area so why not keep the front facade and make it a three-story block the same height as the houses next to it. On the plan it looks like a down market Premier Inn or Travel Lodge not a quality 5-star country style Hotel matching the class that the Moss Nook Restaurant had in the 'golden triangle' on the Cheshire border of Wilmslow, Alderley Edge and Hale Barns.
- There is already more than 25,000 bedrooms in Airport City with swimming pools, gyms and decent restaurants where you can park your car for the duration of your holiday. This proposal is just a small 'out of the way' B & B that is an out of place 'eyesore' in Moss Nook.
- The close proximity of the development to the public house may raise the potential for future noise complaints around the use of the Tatton Arm's car park.
- The roof garden would lead to the overlooking of adjoining amenity space.
- A meaningful Construction Plan condition should be imposed if the proposal is approved.
- A site visit should be recommended to assess the true street scene and current elevations.

TREMAR Residents Association – The residents' association have submitted further correspondence following receipt of the amended car parking layout. Their comments are as follows:

- The applicant has submitted a revised layout which has reduced the number of beds to 30 while also increasing the number of parking spaces to 30, clearly in the belief that by complying with the minimum standard they will automatically gain approval. A local Budget Hotel chain has a unit in Heald Green which would be a direct competitor to this proposal, it has 85 rooms with 102 parking spaces which are free to guests that are registered at the Hotel. In addition, there are 10 employee / delivery spaces and 4 disabled spaces. There is further parking capacity of 300 spaces three minutes' walk away which they use as and when needed. Adjacent to the Budget Hotel is a restaurant chain outlet that has a further 30 spaces plus 3 disabled slots both units accommodate each other when parking space demands are high. The Tatton Arms opposite the proposed hotel has two parking areas – front and back. The former has 3 disabled and 6 normal spaces at the front with the back providing 38 spaces, 2 disabled and 7 employee slots. What this simple data shows is the number of parking spaces should be 20% more than the number of rooms – in this Application the minimum needed is 40 spaces for 30 rooms. We suggest that they really need 40 parking spaces plus 10 employee spaces (for a 24 / 7 business operation) as well as provision of spaces for guest pick up / drop-off and waiting taxi's etc.
- The combined impact of this proposal and other developers recently granted planning permission or currently being processed should be considered collectively. We believe this Application should not be considered as a single entity and urge the Committee to take into account the other developments.
- The Application is misleading when it claims that deliveries, drop-offs and pick-up will follow the existing previous practice. That is not correct given the current parking restrictions. It would be unacceptable for laundry collection vans etc. to double park while loading or unloading.
- We have a Resident Permit Parking Scheme for our small residential area, and we fear that approval of this application will mean detrimental changes imposed on our Scheme such as reducing the number of parking spaces and Business permits parking. We cannot accommodate a big business overpowering the area with high demands for hotel employees and guest 24/7 parking.
- The application proposes a monstrous 21st Century structure which faces a 17th Century coach house in a very small residential area of 19th Century houses.
- Not only will it overlook and invade the privacy of many Residents the 24/7 business operation will disturb the whole area and double the vehicular activity.
- Residents do not oppose the application as a business enterprise but oppose the size of the building, the number of transient people with the significantly increased traffic currently at a level of 85 vehicles from 34 houses which, in the New Year will swell to around another 40 vehicles when new neighbours take up residence in the new 15 house development.
- We believe the development should be contained within the existing structure the proposed structure is too big, does not match or fit in with the existing adjacent buildings and overlooks /dominates our small residential area.

- This 24/7 operation will cause vehicle congestions in Trenchard Drive and disrupt the current Residents Permit Parking Scheme by reducing the number of parking spaces
- The car park is too small to accommodate all the guest / rooms needs with no provision for employee parking spaces or deliveries.
- There is no adequate provision for guest pick-up / drop-off / waiting area or the prevention of double parking.
- We had a 30 bedroomed hotel, 50 car spaces (plus, then 25 on street parking) in Trenchard Drive 20 years ago – it failed because it could not compete with the extensive facilities and services offered by the Airport Hotels, we doubt that this proposition will fare any better.
- It is widely known that a further 9 hotels will be built as part of the Airport City project, a £250m Investment which will meet the growing needs adjacent to our small residential area thus this application development is vitally needed.
- The Airport Hotels provide a high standard of convenience and service as a consequence of their close proximity to an integrated UK wide motorway system and a hub transport facility for road, bus, train and tram. They provide wide variety of 1,000's car park spaces for short, long and holiday stay, quality restaurants, swimming pools, gyms, sauna, games rooms and spas etc. This application for a budget type hotel offers very few of the above facilities therefore needs to be considerably cheaper while offering a basic self-service of rooms and parking. The absence of a 'to their door' bus service' means that the only alternative is a taxi thus eliminating any cost benefit that could accrue due to lower room costs.
- Their policy to discourage and limited car parking spaces is not a good selling point with guests more than likely to opt for Airport Hotels with all the additional benefits.
- The Applicant wrongly states that Trenchard Drive has footpaths on either side of the road and that it has a 40mph speed limit. The true position is that there is only one narrow footpath, on the whole length of the road on Eastern or even house numbers. The western side or odd house numbers does not, if it did it would significantly narrow the road and would prevent two-way traffic. This would also eliminate many residential parking spaces and seriously affect the Permit scheme. Although the speed limit is 30mph all residents limit their speeds to 15 or less mph because there is a lot of pedestrians, dog-walkers, horse riders and mobility scooters and Airport workers use it going between Moss Nook and Heald Green on a daily regular basis.
- There appears to be no provision for car park sound proofing to reduce the guest nuisance noise of car doors slamming etc. 24/7 which will seriously disturb and impact on the residents in the adjoining Maroon Road. Those Residents whose gardens are overlooked by the development are concerned that the use of mirror glass means that the Hotel can look at the Residents but not the reverse.

- We supported the owner of the Moss Nook Restaurant when he made an application to add hotel accommodation to his existing very successful brasserie business but his application was declined on the grounds the project was incompatible with the area and the footprint was too small to accommodate the significant change of use. We believe that position still applies to this current Application when the traffic volumes, alone, have increased by at least fourfold! We request that the Committee substantiate their earlier “minded to Refuse” decision and reject this Application.

Ward Members – Objections to the latest revised scheme have been received from Cllrs S. Judge and Newman, their comments are as follows:

- As the Report states, the site is located in a small residential area. The hotel will have 30 bedrooms, but only 30 car parking spaces. There will be 10 cycle spaces. Despite the claims in the Report, it is not within easy walking distance of a tram stop, or frequent bus services, and hotel clients would not choose to walk with their luggage from public transport especially after dusk. The attraction of the hotel will be its proximity to Manchester International Airport.
- When all the 30 rooms are occupied, they may all need to park their cars. Inevitably, for short return air trips, they will want to park their cars for longer than their stay at the hotel. The supposed attraction of 10 cycle spaces is absurd. Guests will not arrive at an Airport hotel by bicycle, and most of the staff are unlikely to do so. So, even with 30 car parking spaces, many hotel guests would choose to leave their cars parked either in the car park or in the vicinity of the hotel whilst they are away in between their departure and return flights. This would aggravate the Airport related parking amenity for residents living near the Hotel.
- This is a small residential neighbourhood. It is not used to night-time comings and goings, and all the noise associated with guests arriving at night. The observation in the Report that the former use as a restaurant would have allowed opening late into the early hours is absurd and not relevant.
- To be economically sustainable, the restaurant would have needed an alcohol license for such hours, which would have been unlikely to be granted. Even if guests were parking at some other Airport car park, the hotel would be transporting their guests to and from the hotel to these car parks and the Airport, related to the times of flight departures and arrivals. These often occur late at night or early in the morning.
- The revisions do not address the concerns raised in relation to overdevelopment of the area, impact on traffic, the style of the building. The proposed parking revisions still do not make this a viable development in the area. This is a small residential area and is not the place for a hotel, the area does not have adequate road infrastructure to with stand deliveries etc.

A joint letter of objection was received from Cllrs S. Judge and Newman in respect of the original scheme. The comments are as follows:

- The site is located in a small residential area. The hotel will have 30 beds, but only 24 car parking spaces. There will be 10 cycle spaces. Despite the claims in the Report, it is not within easy walking distance of a tram stop, or frequent bus services, and hotel clients would not choose to walk with their luggage from public transport especially after dusk. The attraction of the hotel will be its proximity to Manchester International Airport. When all the 30 rooms are occupied, they may all need to park their cars. Inevitably, for short return air trips, they will want to park their cars for longer than their stay at the hotel. The supposed attraction of 10 cycle spaces is absurd. Guests will not arrive at an Airport hotel by bicycle, and most of the staff are unlikely to do so.
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- As local Councillors we support local business and local job creation, and regret that the current restaurant building has been unused for several years. However, this is not a good site for a hotel of this size

Highway Services – Highway Services have made the following comments:

- Trenchard Drive lies within the Shadowmoss Resident Parking Permit Area (Zone WP2) and on-street parking is restricted to vehicles displaying permits only.
- The site is considered to be suitably accessible by sustainable modes and is in close proximity to a range of public transport facilities including bus, tram and train.
- It is anticipated that the proposals are unlikely to generate a significant increase in the level of vehicular trips therefore they do not raise any network capacity concerns
- 100% parking for the hotel rooms should be provided.
- Whilst the electric vehicle (EV) bays have been repositioned, the number of spaces is still acceptable.
- It is noted that an ANPR operated barrier is proposed at the vehicle entrance and verification that vehicles awaiting access will not impede the free flow of traffic on Ringway Road is required.
- A dwarf boundary wall is being provided with permeable railings above and this arrangement is acceptable from a highway perspective.
- Ten secure cycle spaces are proposed which exceeds the core strategy minimum standards of one space for every ten guestrooms and which is therefore acceptable from a highway perspective.
- A Travel Plan conditions should be attached to any approval granted.
- Service arrangements need to be clarified.

Environmental Health – Suggests the imposition of a number of conditions designed to protect residential amenity and prevent ground contamination.

City Arborist – There are no objections to the proposal from an arboricultural perspective. The trees proposed for removal would not meet the criteria for TPO status.

There are 10 trees proposed for removal and it is suggested that as a minimum they should be replaced on and one for one basis. The replacement trees should be of a reasonable size for instant impact and to provide some screening from the neighbouring property.

Aerodrome Safeguarding Officer – No objection to the proposal subject to the imposition of a number of conditions designed to ensure aerodrome safety.

MCC Flood Risk Management – Suggests the imposition of a surface water drainage condition.

United Utilities Water PLC – Suggests the imposition of a surface water drainage condition.

Greater Manchester Police (GMP) – GMP recommends that a condition be attached to any approval granted which requires the incorporation of the physical security measures set out in the Crime Impact Statement.

Policies

The National Planning Policy Framework July 2021 (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.

Paragraph 11 states that plans and decisions should apply a presumption in favour of sustainable development, which for decision-taking means:

- approving development proposals that accord with an up-to-date development plan without delay; or
- where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

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

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

Policy SP1, *Spatial Principles* – Development in all parts of the City should make a positive contribution to neighbourhoods of choice including creating well designed places that enhance or create character and protect and enhance the built and natural environment.

Policy CC 4, *Visitors - Tourism, Culture and Leisure* – Proposals for new hotels outside of the City Centre will be supported where they support visitor-oriented development and where the Council is confident that they will be deliverable.

Policy EN 16, *Air Quality* – The Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes and at Manchester Airport. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself, including from Combined Heat and Power and biomass plant.

Policy EN 19, *Waste* – States that developers will be required to submit a waste management plan to demonstrate how the waste management needs of the end user will be met.

Policy T2, *Accessible areas of opportunity and need* – Seeks to ensure that new development is easily accessible by walking/cycling/public transport; provided with an appropriate level of car parking; and, should have regard to the need for disabled and cycle parking.

Policy DM1, *Development Management* – This policy states that all development should have regard to a number of issues, in this instance the most relevant are considered as follows:-

- 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.
- Flood risk and drainage.

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.

The Manchester Green and Blue Infrastructure Strategy (G&BIS) – The G&BIS sets out objectives for environmental improvements within the City in relation to key objectives for growth and development.

Building on the investment to date in the city's green infrastructure and the understanding of its importance in helping to create a successful city, the vision for green and blue infrastructure in Manchester over the next 10 years is:

By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

Four objectives have been established to enable the vision to be achieved:

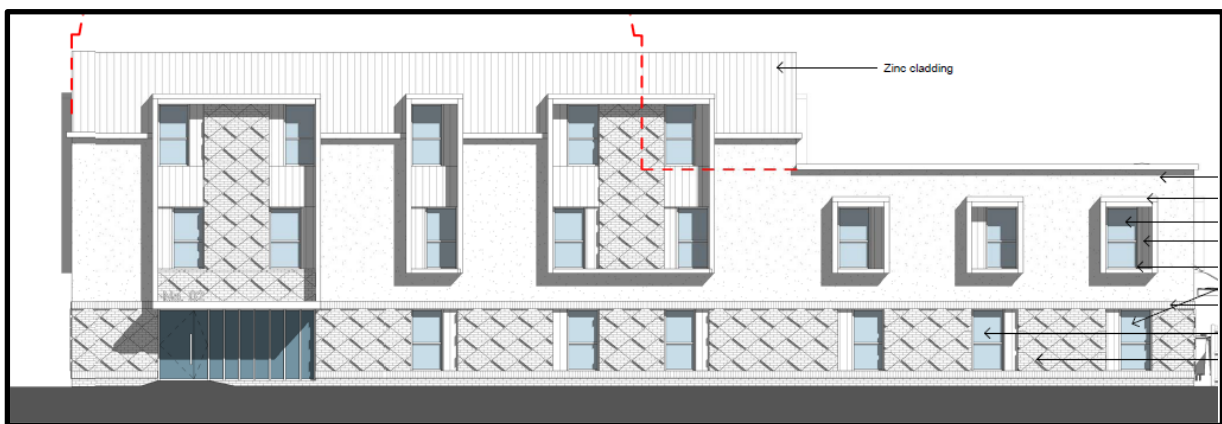
1. Improve the quality and function of existing green and blue infrastructure, to maximise the benefits it delivers
2. Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth
3. Improve connectivity and accessibility to green and blue infrastructure within the city and beyond
4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.

Issues

Principle of the Proposal – Although the building is currently vacant, the legal planning use of the site is for commercial purposes, i.e. a restaurant. Given this, there is no objection in principle to another commercial use, such as the proposed hotel, operating from this site. Notwithstanding the above, consideration needs to be given to the proposal's impact on the existing levels of residential amenity enjoyed by the occupants of the dwellings within the vicinity of the site and upon the levels of pedestrian and highway safety enjoyed along Ringway Road and Trenchard Drive.

Design – Trenchard Drive consists predominantly of modest two storey dwellings from a variety of periods in the late 19th and 20th Century. The wider area consists not only of these dwellings but a number of commercial and office buildings, most of which date from the latter half of the 20th Century. Given the variety of building ages and styles that exist in the area, there is no objection to the contemporary design proposed by the applicant.

The proposed building, which can be seen below, would be constructed from a mix of traditional and modern materials, primarily red brick and light grey render and topped by a zinc clad roof. The ground floor would be of red brick with the upper floors being clad in render, which would be broken up by red brick panels and dark grey framed windows within vertical box frames.



Overall the design of the building is considered acceptable.

Siting – The proposed building would adhere to the established building line on the eastern side of Trenchard Drive and be located at the back of pavement on the Ringway Road frontage. The cycle store and bin store would be sited to the north of the building.

Overall, the siting of the building and storage elements is considered acceptable.

Scale and Massing – When originally submitted, the proposal consisted of an additional floor at the front of the building. Even though the site is located on a corner and can accommodate a taller building than that currently there, it was considered that the fourth floor was excessive and the proposal was amended to that now before the Committee. The drawing below shows the proposed elevations to Trenchard Drive and Ringway Road and the outline of the original proposal can be seen annotated by a red dotted line.



The amendments to the proposal have resulted in a building which is of a scale more appropriate to this area. Given this reduction in height, the fact that the rear element is only two storeys high and the overall massing is broken up by the feature panels and box frames, the overall scale and massing of the proposal is considered acceptable.

Disabled Access – Level access would be provided into the hotel and lifts would allow access to all of the rooms throughout the building, all of which accessible. In addition, two bays within the car park have been designated as disabled bays and these have been sited close to the premises for ease of access.

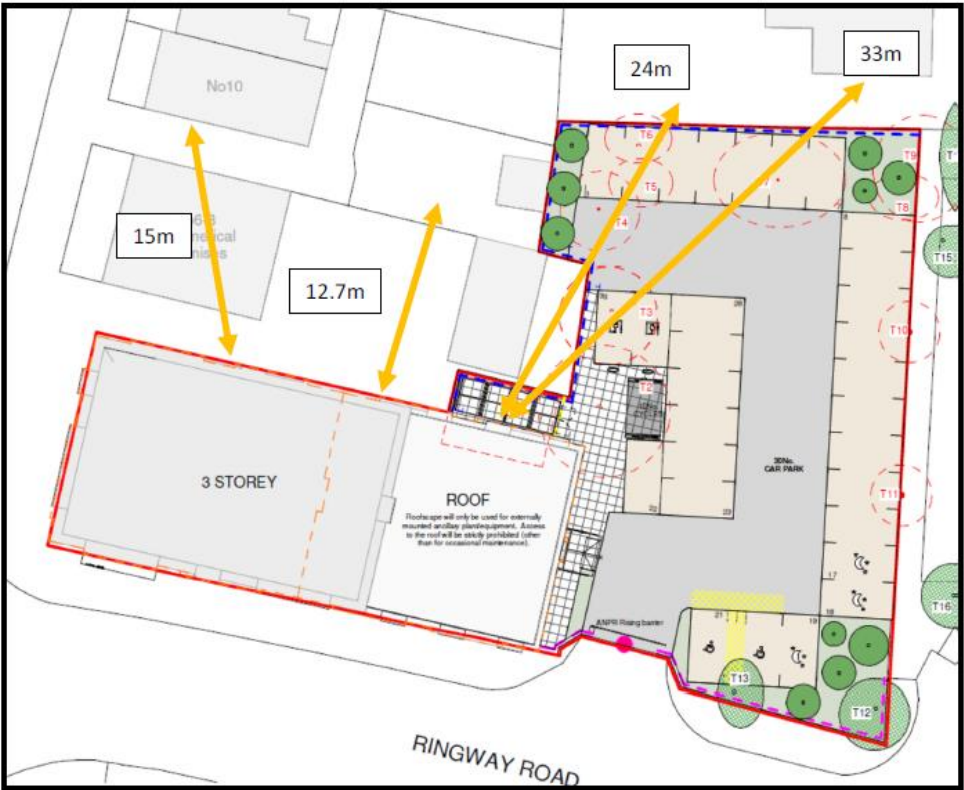
Overall the level of disabled access is considered acceptable.

Residential Amenity – A number of factors have been assessed in order to judge the impact of the proposal upon residential amenity:

Sunlight and Overshadowing – Given the siting of the proposed building in relation to the dwellings on Trenchard Drive and Maroon Road and the fact it has been reduced in height, it is not considered that the development would lead to the overshadowing of those dwellings closest to the application site.

Impact upon Privacy – The northern elevation of the proposed hotel, i.e. the elevation facing the nearest dwellinghouses, contains 18 windows spread over the ground, first and second floors. These windows would be obscurely glazed to prevent any overlooking and resultant loss of privacy. Given this and the removal of the second floor roof garden, it is not considered that the proposal would result in a reduction in the level of privacy enjoyed by residents on Trenchard Drive and Maroon Road.

The plan below shows the relationship of the proposed hotel to the nearest dwellings and their associated gardens. The nearest dwelling on Trenchard Drive is 15 metres away, whilst the nearest dwelling on Maroon Road is 33 metres away. Stables Cottage, at the rear of 6 and 8 Trenchard Drive is located considerably closer at 3.15 metres. However, that dwelling has a blank gable facing the proposed hotel and no private amenity space being sited at the rear of an existing office.



Noise – A number of residents have raised concerns about the noise levels generated by the development. Whilst it is not considered that the general day to day activity associated with the running of the hotel would generate unacceptable levels of noise, it is recognised that external plant and the comings and goings of customers, especially at night, has the potential to cause disamenity.

Environmental Health have suggested that a number of conditions, requiring the building and any external plant to be acoustically insulated, be attached to any approval granted. These would ensure that there is no break-out of noise from the hotel itself and minimise the noise generated by air-conditioning units or similar external plant.

It is not anticipated that the daily operation of the hotel would be inherently noisy, especially given the background noise levels generated by passing aircraft and traffic on the A555 and Styal Road. However, it is recognised that the comings and goings of customers to the car park during the night has the potential to cause disamenity resulting from vehicle associated noise such as engines starting, doors opening/closing and general conversation. In order to prevent this the applicant has introduced the following amendments to the scheme:

- The reception entrance has now been placed on Ringway Road, i.e. the elevation furthest away from the residential properties on Trenchard Drive and Maroon Road.
- Access to the car park would be controlled by an Automatic Number Plate Recognition (ANPR) controlled barrier which would ensure that customers could enter the car park without stopping for tickets, as they would have to register online for access. This would also prevent unauthorised access from taxis and others.
- Guests arriving late at night would be required to park in one of the three *night spaces* located along the Ringway Road frontage, i.e. the part of the car park furthest away from the Trenchard Drive and Maroon Road dwellings

A condition would be attached requiring the above to be implemented in perpetuity.

It is recognised that there could still be impacts on the amenities of neighbouring occupiers from comings and goings, car doors, radios, voices etc. However, given the size of the hotel it is not envisaged that the numbers of visitors at night would be such so as to warrant refusal as long as the mitigation measures listed are maintained. Given the acoustic insulation of the hotel building and any external plant, along with the introduction of the amendments and parking management strategy outlined above, it is not considered that the proposal would have an unduly detrimental impact upon existing levels of residential amenity as a result of noise.

It is also worth noting that existing restaurant use is not restricted by an hours condition and if in operation could open late into the night/early morning.

Visual Amenity – Given the design, siting and scale of the proposal, it is not considered that the development would have a detrimental impact upon the levels of visual amenity currently enjoyed within the vicinity of the site.

Car Parking – The Manchester Core Strategy parking standards are contained within Table 15.1 in Appendix B. The standards for car parking are “maximums” and for hotel developments the maximum number of spaces required is one space per bedroom, including staff. As thirty car parking spaces are proposed at the rear of the site the level of parking provision is considered acceptable. It should be noted that of these thirty spaces, two would be fitted with electric vehicle charging points, two would be designated for use by disabled guests and three would be designated as *night spaces*, i.e. for use by guests arriving late at night.

When a guest books, either by phone or on the website, they would be required to book a parking space on site if travelling by car. If no parking spaces are available then the guest would be advised to either travel to the site by tram, train or taxi, or to book a parking space at one of the many Airport car parks. If parking at one of the Airport car parks the hotel would arrange for a vehicle to collect the guest from the car park when they arrive. A vehicle would be organised the following day to drop the guest off at the Airport. All guests that have not booked a parking space on site would be advised that there are no opportunities for street parking in the local area.

Given the size of the development, the parking management strategy outlined above and the prevalence of public transport facilities within walking distance of the site, the number of parking spaces proposed is considered acceptable. Notwithstanding this, the applicant is aware of the previous parking pressures placed on Trenchard Drive and the surrounding streets and as a result is proposing a Travel Plan for both guests and staff in order to discourage use of the car wherever possible.

Pedestrian and Highway Safety – Highway Services have acknowledged that the proposed development is unlikely to generate a significant increase in the level of vehicular trips experienced in the area and that as a result there are no network capacity concerns. In light of this, the provision of adequate parking facilities and the number of parking prohibitions in the vicinity of the site, it is not considered that the proposal would have an unduly detrimental impact upon the levels of pedestrian and highway safety enjoyed along Trenchard Drive and Ringway Road.

Cycle Parking – The proposed cycle store would accommodate 10 cycles and this is deemed acceptable for the size of the proposed development. Highway Services have no objection to the cycle store.

Servicing Arrangements – Servicing and refuse collection would take place from the kerbside as it did with the restaurant. Notwithstanding this, the submitted swept path shows that a refuse vehicle can safely manoeuvre within the car park.

Trees – There are twelve trees within the curtilage of the site, ten of which would be felled to facilitate the development. All twelve trees have been designated as C1 - *unremarkable trees of very limited merit or such impaired condition that they do not qualify in higher categories*. Given their designation there is no objection to them being felled.

To compensate for their loss, the applicant is proposing to plant ten replacement trees, which is considered acceptable in this instance. Details of species and size would be subject to a landscaping condition. It is considered that the quality of the replacement trees would compensate for the loss of the poor quality trees.

Waste Management – Environmental Health has confirmed that the submitted Waste Management Strategy is acceptable. It consists of the following bins, the larger of which would be stored in an external timber store at the rear of the hotel:

- General Waste – 4 x 1,100 litre bins
- Pulpable Recycling – 2 x 1,100 litre bins
- Mixed Recycling – 2 x 1,100 litre bins

- Small bins in each room, the dining area and office

A condition requiring the implementation of this Waste Management Strategy would be attached to any approval granted.

Energy Efficiency – To maximise energy efficiency, the applicant has stated the development would exceed recommended U-values and use a fabric first approach. The following technologies would be incorporated into the scheme

- High specification building fabric with U values that will improve on Part L2 standard values
- Improved Psi values for limiting thermal bridging
- Hard coated glazing which will be BFRC certified
- Low air leakage rates
- The development will incorporate highly efficient mechanical ventilation units with heat recovery (MVHR)
- Electric panel heaters
- Dedicated LED low energy efficient light fittings within all areas
- 31kWp of photovoltaic panels have been included

The measures outlined above highlight that the scheme would achieve compliance with building regulations Part L 2016. Imposition of an appropriately worded condition would ensure that this is the case.

Air Quality – During the construction phase of the development there is the potential for air quality impacts as a result of dust emissions from the site. Assuming dust control measures are implemented as part of the proposed works, the significance of potential air quality impacts from dust generated by earthworks, construction and trackout activities is predicted to be negligible. It is considered that the imposition of a Construction Management Condition would ensure that appropriate dust management measures are implemented during the construction phase.

It is recognised that during the operational phase of the development there is the potential for air quality impacts as a result of vehicle exhaust emissions associated with traffic generated by the proposal, i.e. the comings and goings of guests and staff. However, given the size of the development, the introduction of two vehicle charging points and the prevalence of public transport the overall significance of potential impacts is considered to be low.

As a result of the above findings it is considered that the proposal would not have a detrimental impact upon the air quality levels experienced throughout the site and within the vicinity of it.

Crime and Security – In line with the recommendations of GMP, a condition would be imposed requiring their suggested security measures to be incorporated into the scheme.

Drainage – The conditions suggested by Flood Risk Management and United Utilities would be attached to any approval granted.

Aerodrome Safeguarding – The site is not located within the Public Safety Zone, the boundary for which is approximately 280 metres away to the northwest. As such, the restrictions required of the Circular 01/2010, *Control of Development in Airport Public Safety Zones*, are not relevant in this instance.

Notwithstanding the above, the Aerodrome Safeguarding Officer at Manchester Airport has suggested that a number of conditions be attached to any approval granted. These conditions would require to the applicant to submit a Glint and Glare Assessment for approval; limit the species of trees to be planted on the site and ensure the development is constructed in a safe manner.

Conclusion

The site is home to a commercial use, albeit one that ceased trading several years ago, as such the principle of another commercial use is acceptable. Despite this it was recognised that the original proposal was too high for the site and the scheme was duly amended to that before the Committee.

Whilst the wider area is a mix of residential and office uses, the immediate area to the north of the site is residential. Local residents were understandably concerned that a commercial use on the site that operates 24 hours a day would lead to a reduction in amenity and without the controls proposed by the applicant this would surely have been the case. However, it is considered that the proposed parking management strategy, that would be the subject of a planning condition, would minimise any disruption at night.

This, along with the provision of adequate parking facilities, ensures the delivery of an acceptable scheme.

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 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 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

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.

Conditions to be attached to the decision

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

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

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

- a) Drawing no. PL0110 REV 10, stamped as received on 6 December 2021
- b) Drawing no. PL0001 REV 5, stamped as received on 31 March 2021
- c) Drawing no. PL0002 REV 6, stamped as received on 31 March 2021
- d) Drawing no. PL0003 REV 10, stamped as received on 7 June 2021
- e) Drawing no. PL0060 REV 4, stamped as received on 17 December 2020
- f) Drawing no. PL0061 REV 4, stamped as received on 17 December 2020
- g) Drawing no. PL0100 REV 7, stamped as received on 7 June 2021
- h) Drawing no. PL0120 REV 3, stamped as received on 31 March 2021
- i) Drawing no. PL0121 REV 2, stamped as received on 31 March 2021
- j) Drawing no. PL0200 REV 8, stamped as received on 7 June 2021
- k) Drawing no. PL0210 REV 9, stamped as received on 7 June 2021

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

3) Above-ground construction works shall not commence until samples and specifications of all materials, to be used in the external elevations have been submitted to and approved in writing by the City Council as local planning authority. Thereafter the development shall be carried out in accordance with those details.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Manchester Core Strategy.

4) Above-ground construction works shall not 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 of the Manchester Core Strategy (2012) and to reflect the guidance contained in the National Planning Policy Framework.

5) The car parking hereby approved, which shall only be used by guests of the hotel, shall be laid out, demarcated and made available prior to the occupation of the development hereby approved.

Reason - In the interests of pedestrian and highways safety and to ensure the satisfactory development of the site, pursuant to Policy DM1 in the Manchester Core Strategy.

6) Prior to the operational phase of the development hereby approved, a detailed Parking Management Strategy shall be submitted to and be approved by the City Council as local planning authority. The Parking Management Strategy, which shall include the following details, shall be in place and remain in perpetuity before the development becomes operational:

- a) Usage of the night spaces between 2200hrs to 0700hrs
- b) Usage of the ANPR controlled barrier between 2200hrs to 0700hrs
- c) Details of off-site car parking to be made available for guests during times when those guests will not be staying at the hotel and details of the management of that booking system and continued availability when needed.

Reason - In the interests of pedestrian and highways safety and to ensure the satisfactory development of the site, pursuant to Policy DM1 in the Manchester Core Strategy.

7) Before the development hereby approved is first occupied a Travel Plan, based on the framework Travel Plan contained within the Transport Statement (ref 210324/SK22033/TS01(-03)) stamped as received on 31 March 2021, shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Plan means a document which includes:

- i) the measures proposed to be taken to reduce dependency on the private car by those residing at the development,
- ii) a commitment to surveying the travel patterns of staff during the first three months of use of the development and thereafter from time to time,
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car,
- iv) measures for the delivery of specified travel plan services,

v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car.

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

Reason - To assist promoting the use of sustainable forms of travel to the school, pursuant to policies SP1, T2 and DM1 of the Manchester Core Strategy and the Guide to Development in Manchester SPD (2007).

8) Above-ground construction works shall not commence until a hard and soft landscaping treatment scheme, based on drawing no. PL 0110 REV 7 stamped as received on 7 September 2021, has been submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the hotel becomes operational. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN9, DM1 and DM2 of the Manchester Core Strategy.

9) The approved electric vehicle charging points, as shown on drawing no. PL 0110 REV 7 stamped as received on 7 September 2021, shall be installed prior to the use of the development hereby approved and remain in-situ in perpetuity.

Reason - To promote sustainable development and in the interests of residential amenity, pursuant to Policies DM1 and EN16 in the Manchester Core Strategy

10) The storage and disposal of waste shall be undertaken in accordance with the Waste Management Strategy stamped as received on 17 December 2020 and shall remain in situ whilst the development is in operation.

Reason - In the interests of visual and residential amenity, pursuant to Policy DM1 in the Manchester Core Strategy.

11) Deliveries, servicing and collections, including waste collections shall not take place outside the following hours:

0730hrs to 2000hrs - Monday to Saturday,
1000hrs to 1800hrs - Sundays/Bank Holidays.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to Policy DM1 in the Manchester Core Strategy.

12) a) The premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

b) Prior to occupation of the development a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that acceptable criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties, pursuant to Policy DM1 in the Manchester Core Strategy and Saved UDP Policy DC26.

13) 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.

b) Prior to occupation of the development 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.

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

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

Reason - In the interests of the amenities of occupiers of nearby residential properties, pursuant to Policy DM1 in the Manchester Core Strategy.

15) a) Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority.

The measures for investigating the site identified in the Site Investigation Proposal shall be carried out, before development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

b) When the development within each phase commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority.

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development in each phase is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to Policy DM1 in the Manchester Core Strategy.

16) The development hereby approved shall be implemented in full accordance with the measures as set out within the Energy and Sustainability Statements, stamped as received by the City Council as local planning authority on 17 December 2020, including: measures to secure predicted carbon emissions and the attainment of specified environmental efficiency and performance. Within 3 months of the completion of the construction of the authorised development a verification statement shall be submitted to and approved in writing, by the City Council as local planning authority, confirming the incorporation of the specified measures at each phase of the construction of the development, including dated photographic documentary evidence of the implementation and completion of required works.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Core Strategy for the City of Manchester and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

17) Above-ground construction works shall not commence until a Glint and Glare Assessment has been submitted to and been approved by the City Council as local planning authority.

Reason - In the interests of aerodrome safeguarding, pursuant to Policy DM2 in the Manchester Core Strategy.

18) Prior to the commencement of the development hereby approved, a Bird Hazard Management Plan shall be submitted to and be approved by the City Council as local planning authority. The approved management plan shall be implemented and remain in-situ in accordance with the details contained within it.

Reason - In the interests of aerodrome safeguarding, pursuant to Policy DM2 in the Manchester Core Strategy.

19) No development shall take place, including any demolition works, until a construction management plan or construction method statement has been submitted to and approved in writing by the Local Planning Authority. The approved plan/statement shall be adhered to throughout the demolition/construction period. The plan/statement shall provide for:

- A construction programme including phasing of works;
- 24 hour emergency contact number;
- Expected number and type of vehicles accessing the site: Deliveries, waste, cranes, equipment, plant, works, visitors; Size of construction vehicles; The use of a consolidation operation or scheme for the delivery of materials and goods; Phasing of works;
- Means by which a reduction in the number of movements and parking on nearby streets can be achieved (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction): Programming; Waste management; Construction methodology; Shared deliveries; Car sharing; Travel planning; Local workforce; Parking facilities for staff and visitors; On-site facilities; A scheme to encourage the use of public transport and cycling;

- Routes for construction traffic, avoiding weight and size restrictions to reduce unsuitable traffic on residential roads;
- Locations for loading/unloading, waiting/holding areas and means of communication for delivery vehicles if space is unavailable within or near the site;
- Locations for storage of plant/waste/construction materials;
- Arrangements for the turning of vehicles, to be within the site unless completely unavoidable;
- Arrangements to receive abnormal loads or unusually large vehicles;
- Swept paths showing access for the largest vehicles regularly accessing the site and measures to ensure adequate space is available;
- Any necessary temporary traffic management measures;
- Measures to protect vulnerable road users (cyclists and pedestrians);
- Arrangements for temporary facilities for any bus stops or routes;
- Method of preventing mud being carried onto the highway;
- Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

Reason: In the interests of safe operation of the adopted highway in the lead into development both during the demolition and construction phase of the development, pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy.

20) Prior to the commencement of above ground works, details of the opening restrictors to be fitted to all the windows in the northern elevation shall be submitted to and be agreed by the City Council as local planning authority.

Before first occupation all the windows in the northern elevation shall be obscurely glazed (no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent) and fitted with the approved opening restrictors and shall remain so in perpetuity.

Reason - To protect the amenity and living conditions of adjacent residential property from overlooking or perceived overlooking and in accordance with policies SP1 and DM1 of the Manchester Core Strategy.

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: 128916/FO/2020 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:

Environmental Health
MCC Flood Risk Management
Highway Services
Neighbourhood Team Leader (Arboriculture)
Greater Manchester Ecology Unit
TREMAR Residents Association
Greater Manchester Police
Manchester Airport Safeguarding Officer
United Utilities Water PLC

A map showing the neighbours notified of the application is attached at the end of the report.

Representations were received from the following third parties:

United Utilities Water PLC
Highway Services
Greater Manchester Police
Environmental Health
MCC Flood Risk Management
TREMAR Residents Association

Relevant Contact Officer : David Lawless
Telephone number : 0161 234 4543
Email : david.lawless@manchester.gov.uk

