

Application Number	Date of Appln	Committee Date	Ward
122638/FO/2019	27 th Feb 2019	30 th May 2019	Woodhouse Park Ward

Proposal Development of a combined bussing and motor transport service centre consisting of a part single/part two storey motor transport building, a single storey bus washing building, provision of a public long stay car park (2,700 car parking spaces), amendments to the layout of Wilmslow Old Road, together with the provision of landscaping and surface water drainage infrastructure and the demolition of four residential properties (Vicarage Cottages).

Location Land To The South Of Wilmslow Old Road And To The West Aviation Viewing Park, Manchester, WA15 8XQ

Applicant Manchester Airport Plc, Manchester Airport, Olympic House, Manchester, M90 1QX,

Agent Andrew Murray, Manchester Airports Group, Planning Team, Manchester Airport, Olympic House, Manchester, M90 1QX

Description

The application site comprises some 12.06 hectares (ha) of land located to the south west of the Airport's cargo and maintenance area. The site is bound by Wilmslow Old Road to the north east, the Runway Visitor Park to the east and two arms of Cotterill Clough ancient woodland to the west and south. Beyond Cotterill Clough lies a 2,500 space carpark operated by the applicant and approved under ref.

107821/FO/2015/S2 in October 2015. Cotterill Clough is a statutory designated Site of Special Scientific Interest (SSSI) and also encompasses a non-statutory designated Site of Biological Importance (SBI). The site is within land designated as Manchester Airport's Operational Area.

The site is predominantly made up of open fields that have previously been used for grazing. Within the site is a Grade II listed building, the former Cloughbank Farm, and a small complex of associated brick outbuildings and two metal barns. A compound area, containing some temporary portacabins and containers, is situated to the south west of these buildings, which has been used sporadically in association with airfield works. On the north-eastern boundary of the site are four residential properties, namely Vicarage Cottages. The site is shown overleaf.

The applicant is proposing the following:

- Erection of a combined bussing and motor transport (MT) service centre, including a 1,3889m² 9.8 metres high building, bus and operational vehicle parking area, bus wash facility, fuel point and staff office/ welfare facility. This would replace the existing facility that is currently being operated from Hangar 4 of the West Side Maintenance Area.

- Provision of a 2,700 space long stay surface car park and associated infrastructure.
- Installation of lighting columns and CCTV.
- Amendments to road infrastructure including realignment of Wilmslow Old Road and creation of 3 no. access/egress points.
- Landscaping, including landscape buffer adjacent to the SSSI/SBI and around the perimeter of the listed building to protect its setting.
- A series of ecological mitigation measures.
- Surface water drainage infrastructure.
- Boundary fencing.
- Demolition of 4no. residential properties and 2no. metal barns.
- Removal of temporary portacabins and containers from compound area.



Consultations

Local Residents – Five letters of objection have been received, the comments raised are as follows:

- Cotterill Clough is delicate and is vulnerable to erosion, this proposal would exacerbate the situation.
- It is common knowledge that bats and barn owls roost in the area (trees and outbuildings) of Vicarage Cottages, therefore it is a surprise see no Bat and Barn Owl survey for Vicarage Cottages. This is particularly important when deciding whether or not to demolish the species' homes.

- The great crested newt (GCN) confirms their presence at Cotterill Clough and Runway Viewing Park. Due to the close proximity of Vicarage Cottages a specific inclusion of the Cottages should have been within the report to verify the existence of GCN at the Cottages. The Council could then satisfy themselves of the position concerning GCN in the area before they agree whether or not to demolish the GCN's habitat at Vicarage Cottages.
- It is disappointing that Vicarage Cottages is not included in the heritage statement given its age.
- MAG group already has vast amounts of car parking around the airport, and should be looking to improve the number of people using public transport to the airport, not providing easier access for car users.
- The would lead to land downstream being flooded and inundated from water flowing into the River Bollin, flooding land along this river and in Lymm and further downstream in Warrington.
- It may conflict with the Greater Manchester Spatial Strategy.

Ringway Parish Council – Object to the proposal on the following grounds:

- Manchester City Council should be questioning why the Motor Transport facility was relocated to Hanger 4 and never developed as applied for previously. And why another green field site and four residential properties are to be destroyed because of this new application 122638/FO/2019.
- Vicarage Cottages can be seen on the 1872 ordnance survey map included in the Heritage Statement and are most probably contemporaries to Cloughbank Farm Since 2012 Manchester Airport have already been permitted to demolish 9 residential properties in Ringway Parish, enabling them to cover what was farming land with warehousing and car parks. The latest demolitions would make 12 cottages and a farm house, and yet the Greater Manchester Spatial Framework currently under consultation is calling for more homes to be built not destroyed. The loss of more of the Parish dwellings is distressing.
- The landscape mitigation package proposes a greater species diversity than is currently present within the site. How this statement can be justified by covering green field land and removing all but one hedge which is retained as a Proposed Bat Corridor seems impossible.
- The area obviously has a good species diversity already as confirmed by the surveys included with the planning application, able to support Owls, Great Crested Newts and a Bat roost within the brickwork of Cloughbank Farm. There is no Nesting Bird survey: Swallows nest in the barns at Cloughbank Farm every year. Sparrows (red listed) use the Vicarage Cottages for nesting. A Peregrine Falcon is often seen around this area of Cloughbank using the airport hangers to roost on. No Bat survey of Vicarage Cottages has been carried out.
- The applicant cannot provide a light spillage scheme to protect the SSSI/SBI wood and they state a detailed lighting design would not be available until contract to construct has been entered into. The wood would be sandwiched between two large car parks and a bussing and motor transport centre both illuminated and operational 24/7. This can only be detrimental to the wood itself and the species dependent on it health.

- Ringway Parish Council have been asking about the development of this last piece of green field land belonging to Cloughbank Farm for years, trying to establish for the residents of Vicarage Cottages what would be the time scale for the lands development and possibility of losing their homes. We were only informed once the plans were drawn and the planning application was near completion.

Highway Services – Have made the following comments:

- Suggest the imposition of a condition concerning improvements to the highway in the vicinity of the Pinfold Lane and Wilmslow Old Road junction.
- The motor transport (MT) service centre building replaces hangar 4 operations and comprises of a bus parking area, bus wash, fuel point and staff welfare facilities which is acceptable in principle to Highways.
- A separate entry and exit point is being provided for the MT facility. With regard to the vehicle entrance, it is adjacent to the vehicle entry and exit to the proposed long stay car park, and to avoid potential conflict, road markings would be needed here to provide clarity for road users. Operational vehicles that are utilising the MT facility are proposed to be routed via an improved access from Wilmslow Old Road into the West Side of the Airport. This existing access is to be improved but carried out in later works and outside the scope of this application.
- Passenger vehicles and passenger transfer buses that are utilising the long stay car park would access via the Wilmslow Road/ Sunbank Lane junction and along the new access road being provided in association with development proposals on the adjacent Cloughbank A site. The access to the long stay car park would comprise of a co-located entry and exit and is acceptable in principle.
- The application includes the upgrade and realignment of a section of adopted highway (Wilmslow Old Road) which is proposed to be incorporated into the development. It is noted that a proportion of road users access the viewing park on foot and it is recommended that this is accounted for when undertaking the detailed design for Wilmslow Old Road.
- The boundary treatment, lighting and cctv proposals are acceptable.

Environmental Health – Suggests the imposition of a number of conditions (e.g. acoustic insulation, contaminated land, lighting and refuse storage)

Aerodrome Safeguarding Officer – Requests the imposition of a condition requiring the applicant to submit a Bird Hazard Management Plan to limit the risk of birdstrikes.

Neighbourhood Team Leader (Arboriculture) – Any comments will be reported at the Committee.

Flood Risk Management – Suggests the imposition of a number of drainage conditions.

United Utilities – Suggests the imposition of a number of drainage conditions.

Environment Agency – No objections raised, subject to the imposition of a planning condition requiring a scheme to be agreed to ensure that the landscape within the site is managed in such a way as to protect and enhance the ecological value of the site including the Cotterill Clough buffer zone.

Historic England (North West) – Raise no objections to the proposal.

Natural England – Based on the plans submitted, Natural England considers that the proposed development would not have significant adverse impacts on designated sites and has no objection.

Greater Manchester Ecology Unit (GMEU) – Have made the following comments:

- The development proposal would cause harm to great crested newts, a specially protected species. A breeding pond would be lost, together with terrestrial habitat. As a minimum two new ponds and associated terrestrial habitat must be provided as compensation for the losses.
- The development proposal is immediately adjacent to a woodland SSSI, Cotterill Clough. It is proposed that to protect the SSSI a 15m-wide landscape buffer zone be created between the application site and the SSSI, that sensitive lighting is installed to reduce light impacts on the woodland and that drainage into the watercourse that runs through the SSSI is moderated and controlled. These proposals are broadly acceptable. Because of the potential impact of the scheme on the SSSI Natural England must be consulted on the application.
- Bat roosts have been recorded in buildings within Cloughbank Farm. Although the roosting sites would not be directly affected by this development the roosts would be separated from the feeding resource within the SSSI and this may affect the sustainability of the roosting sites. It is proposed that a line of trees is planted to connect the roosting sites to the woodland. Although in principle this is a reasonable idea the proposed commuting corridor as too narrow and likely to be fragmented by the car park development.
- Japanese Knotweed has been found on the application site. It would be an offence to cause this plant to spread and the development has potential to cause spread. It therefore recommends that a Method Statement be prepared giving details of measures to be taken to control Japanese knotweed. Once approved the Method Statement must be implemented in full.
- The fields and hedgerows to be lost to this scheme represent some of the last remaining functional agricultural land within the City boundary. The updated NPPF states that planning decisions should '*minimise impacts on and provide net gains for biodiversity*'. Further compensatory greenspace provision should be sought, perhaps by enhancing existing greenspace or through a contribution to the management of local greenspace. It should be borne in mind that compensation for harm to newts would require new and/or enhanced habitats to be made available.

Details of additional mitigation measures have been submitted and GMEU have been consulted. Any comments in respect of these measures will be reported at the committee.

Greater Manchester Police – No objections raised and suggests that a crime impact statement be prepared.

Trafford Council – Raise no objections to the proposal.

Policies

The National Planning Policy Framework (February 2019) – The National Planning Policy Framework (NPPF) 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 NPPF 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 this 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.

Paragraph 80 states that planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development

Paragraph 170 states that planning policies and decisions should contribute to and enhance the natural and local environment by:

- protecting and enhancing valued landscapes, sites of biodiversity
- recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services
- minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures;
- wherever possible, helping to improve local environmental conditions such as air and water quality,

Paragraph 192 in Section 16 (*Conserving and enhancing the historic environment*) states that in determining planning applications, local planning authorities should take account of:

- a. the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- b. the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- c. the desirability of new development making a positive contribution to local character and distinctiveness.

Paragraph 193 states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Paragraph 194 states that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.

Paragraph 195 states that where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

- a. the nature of the heritage asset prevents all reasonable uses of the site; and
- b. no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
- c. conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and
- d. the harm or loss is outweighed by the benefit of bringing the site back into use.

Paragraph 196 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

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 DM1, *Development Management* – This policy states that all development should have regard to a number of specific issues, the most relevant of which are:

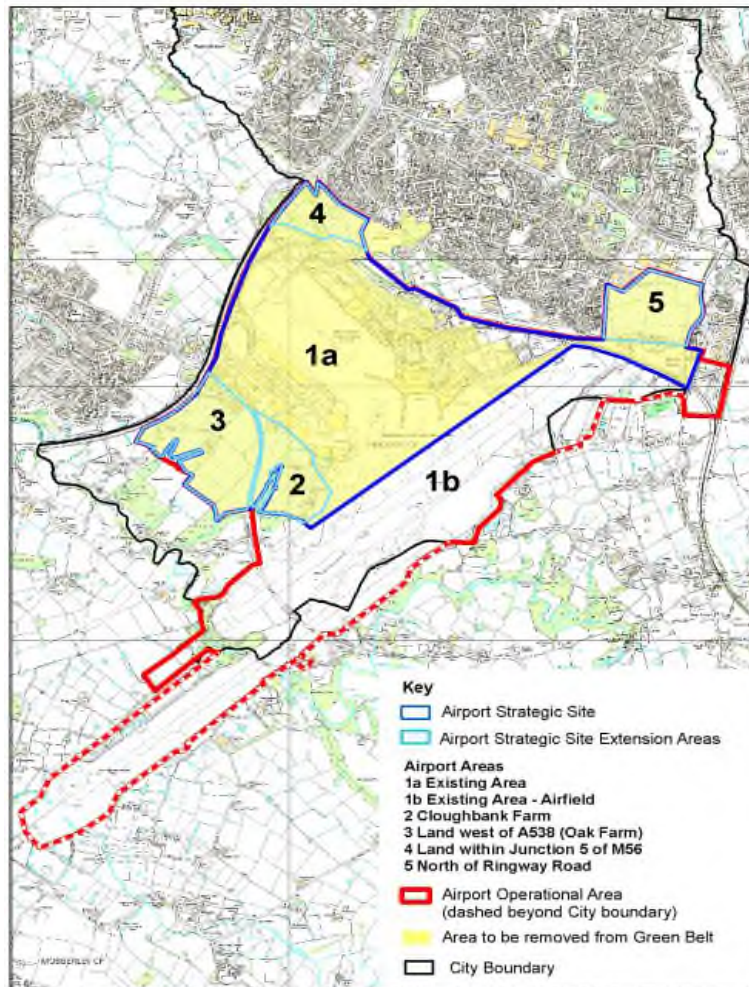
- Appropriate siting, layout, scale, form, massing, materials and detail.
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.
- Effects on amenity, including privacy, light, 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.
- Community safety and crime prevention.
- Design for health.
- 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.
- Flood risk and drainage.

Policy DM 2, *Aerodrome Safeguarding* – This policy states that development that would affect the operational integrity or safety of Manchester Airport or Manchester Radar would 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 would be the Regional Centre and Manchester Airport and the surrounding area.

Policy MA1, *Manchester Airport Strategic Site* – This policy, which designates the Airport as a Strategic Site, states that growth of Manchester Airport to 2030 would 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, area no 2 (*Cloughbank Farm*) on the plan below, as being suitable for "taxiways, aircraft apron, aircraft maintenance, operational facilities, cargo facilities and landscape mitigation." (Table 8.1, page 89)



Policy MA1 states further that development which does not reflect the uses above but which are within those listed in the reasoned justification would be acceptable, where the applicant has demonstrated:

- that it does not impede the operation of the airport and the planned growth outlined in this policy,
- that the development is a part of the phased development of the airport organisation,
- that development is needed due to the operational expansion of the Airport, and,
- that there would be no greater negative environmental effect, either alone or cumulatively, than would occur for the uses in table 8.1.

The list of uses contained within the reason justification are to be found in paragraph 8.100 of the Core Strategy. It states that appropriate development within the Airport should be necessary for the operational efficiency or amenity of the Airport and that it would be limited to that necessary for the operational efficiency and amenity of the Airport, including the following uses:

1. Operational facilities and infrastructure including: runways and taxiways; aircraft apron and handling services buildings and facilities; Aircraft fuelling and storage facilities; emergency Services and control authorities facilities; control tower, air traffic control accommodation, ground and air navigational aids, airfield and approach lighting; facilities for the maintenance, repair and storage of service vehicles; airfield drainage facilities.
2. Passenger and terminal facilities including: terminal facilities including passenger handling, lounges, baggage handling, catering and retail; administrative accommodation for airlines, handling agents; tour operators, airport authority and Government agencies; public and staff car parking; public transport facilities, including rail, light rail, buses, coaches and taxis; facilities for general and business aviation (including air taxi, helicopter and private use).
3. Cargo facilities including: freight forwarding and handling facilities and bonded warehouses; associated accommodation for airline agencies, freight forwarders, integrators and Government agencies; lorry parking, fuelling and servicing facilities; in-flight catering and flight packaging facilities.
4. Airport ancillary infrastructure including: car rental, maintenance and storage facilities; hotel accommodation; training centres for airlines and airport related services; ancillary office accommodation; maintenance facilities for aircraft and avionics; petrol filling stations; utility infrastructure including sewage, waste, telecommunications, water, gas and electricity.
5. Landscaping works including: strategic planting, earth mounding and habitat creation
6. Internal highways and infrastructure, including cycleways, footways and roadways.

Policy MA1 continues stating that all development proposed as part of the Airport expansion should seek to ensure that any environmental effects of development are assessed at the planning application stage to ensure any impact is acceptable. It would be necessary to mitigate or compensate any negative effects. In particular, development should:

- minimise any adverse impact on areas of international or national conservation, ecological and landscape value. In particular, development should avoid the Cotterill Clough SSSI. Where it is not possible to avoid harm, mitigation measures to compensate for any adverse impact would be necessary. Development within the expansion areas must implement the mitigation measures agreed with the Council,
- be informed by an up to date environmental assessment,
- support the retention and preservation of heritage assets. Detailed proposals which impact upon heritage assets within or close to the site, including listed buildings, would be required to show they have met the tests within PPS5. Development which has a detrimental impact on heritage assets should be necessary to meet operational capacity requirements, taking account of the availability of preferable development options within the Airport site.
- retain or relocate the allotments.
- include surface access and car parking arrangements which encourage the use of public transport, walking and cycling, and satisfactorily manage impacts on the highway network,

- seek the maximum possible reductions in noise through compliance with the Manchester Airport Noise Action Plan and Manchester Airport Environment Plan.
- demonstrate that the number of people affected by atmospheric pollution is minimised and the extent to which any impact can be mitigated.
- improve access to training and job opportunities, particularly for people in Wythenshawe.

Policy EN1, *Design Principles and Strategic Character Areas* – This policy states of the “Airport & urban fringe Character Area” that much of this area is open in character, including a significant area of agricultural land. It states further that built development is mainly associated with the Airport and associated uses, often large scale but height limited by flight path requirements and that other built development is small scale and takes the form of individual or small clusters of houses. This element of the policy concludes by stating that development in this area needs to accommodate the future operational needs of the Airport, whilst retaining the area’s open character as far as is possible.

Policy EN9, *Green Infrastructure* – New development would 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 would 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 would be required to demonstrate how this loss would be mitigated in terms of quantity, quality, function and future management.

Policy EN14, *Flood Risk* – This policy states that an appropriate Flood Risk Assessment would be required for all development proposals, including changes of use, on sites greater than 0.5ha within Critical Drainage Areas (CDAs). It states further that all new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of Green Infrastructure. Developers should have regard to the surface water run-off rates in the SFRA User Guide and in CDAs, evidence to justify the surface water run-off approach/rates would be required.

Policy EN15, *Biodiversity and Geological Conservation* – This policy states that the Council would seek to maintain or enhance sites of biodiversity and geological value throughout the City. Particular consideration would be given to sites with international or national designations for their biodiversity value or other sites of biodiversity value, including Sites of Biological Importance (SBIs). The policy states further that developers would be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on-site or adjacent to the site, contributing to linkages between valuable or potentially valuable habitat areas where appropriate.

Manchester Airport Master Plan to 2030 (Land Use Plan) – Appendix 2 of the Master Plan contains site assessments of all the areas proposed for adding to the Airport Operational Area setting out: site description, development principles, environmental impacts and mitigation and identifying possible future uses. The site subject to this application is identified as *Area A – Land to the East of the A538 (Cloughbank Farm)*. It suggested that the site would, because of its location adjacent to the existing taxiways and runways, provide an ideal location for uses requiring a direct link to the airfield. These are generally operational in nature. Future development scenarios would include apron extensions, additional stands and taxiways. The site also provides the optimal location for extension of the West Side aircraft maintenance village. It is clear that aircraft parking cannot be developed outside the Operational Area. Alternatives have been considered, but this is the only proposed Operational Area extension that has a direct link on to the airfield. Development in this area would be prioritised for apron and aircraft parking. Initial stages of the apron development may be in the period 2010 –2020.

Manchester Airport Draft Sustainable Development Plan 2016 – This sets out the strategic context for the long-term development of Manchester Airport and comprises an over-arching summary document and four detailed Action Plans that deal with Land Use, Environment, Economy and Surface Access, and Community.

The Land Use Plan advocates the Site for operational use and sets out the long term and intermediate development aspirations for the Site, which are in line with the Core Strategy.

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 would be an integral part of all neighbourhoods. The city's communities would be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses would be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models would 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

City Council Interests – Members should be aware that the City Council has a land ownership interest in this site. However, Members are discharging their duties as the Local Planning Authority and must disregard any other interests the City Council may have.

Principle of the Proposal – The *Manchester Airport Master Plan to 2030* issued in 2007 stated that the application site, due to its location adjacent to the existing taxiways and runways, would provide an ideal location for uses requiring a direct link to the airfield. These aspirations were cemented in the Core Strategy (policy MA1) with its adoption in July 2012, following the submission of evidence to support a variety of uses which was subsequently subject to an Examination in Public by an independent Inspector.

While the proposal does not fall within the uses expected for this site (Area no 2 *Cloughbank Farm* – "taxiways, aircraft apron, aircraft maintenance, operational facilities, cargo facilities and landscape mitigation."), it does fall within the list of uses contained within the reasoned justification (para 8.100), namely *facilities for the maintenance, repair and storage of service vehicles and public and staff car parking*.

The Airport's bussing operation is currently located at the World Freight Terminal within the external yard area of the former LSG Sky Chef Facility off Avro Way/ Pinfold Lane. However, this location was only ever temporary, and the site is now to be subject to redevelopment necessitating the displacement of the bussing operation. The existing motor transport facility is located within Hangar 4 at the World Freight Terminal. This building has been adapted in recent years to accommodate the use but has structural issues and a review of Airport assets has concluded that the cost required to re-furbish and maintain the facility to a suitable standard in the long term would be un-economical. The redevelopment of Terminal 2 and Airport City, all consented and commenced schemes, have necessitated the displacement of car parking from other parts of the Airport site. This capacity needs to be accommodated elsewhere in order to maintain sufficient on-site supply. This need is exacerbated by the decline and inconsistent supply of off-airport parking for various reasons and the subsequent increasing reliance upon on-site parking. Given the above, it is recognised that this proposal is needed due to the operational expansion of the Airport. As a result, the principle of the proposal is considered 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 would be addressed below.

Loss of Family Accommodation – The four dwellings that make up Vicarage Cottages are not a sustainable location and are far removed from local services and facilities. While the loss of any family housing is regrettable, it is considered acceptable in this instance given the locational constraints of the site and the wide planning benefits of the economic expansion of Manchester Airport,

The loss of existing family housing is not normally supported. However, there are a unique set of circumstances in relation to these properties which would justify the loss of the four dwellings that make up Vicarage Cottages. The cottages are located within the designated Operational Area of the airport and uses associated with the operation of the airport are supported in principle at this location. If the houses were to be retained they would be located in an island situation potentially surrounded by commercial uses which would not be suitable for a standard of residential amenity that would be sustainable or appropriate.

It must also be noted that the location of the existing four properties is isolated and remote from services and facilities. Although the loss of the family housing is regrettable given the locational constraints of the site and the benefits to the economy, including the creation of jobs, that the expansion of the airport would bring, the loss is considered acceptable in this case.

The applicant has confirmed that the tenants within the four houses have been informed at various times over the years that the houses would be required at some point for operational development. The applicant also stated that in respect of events leading up to the submission of the application direct contact was made with tenants explaining the application and the timescale involved. It was made clear that even if consent is granted it would be quite some time before the properties are required due to the ecological works that would be required. The applicant goes on to state that Manchester Airport has offered to assist in seeking alternative accommodation, either from its own residential portfolio or if not suitable then assistance would be offered in finding a property in the wider market.

Demolition of Vicarage Cottages – The demolition of the four houses would be undertaken in accordance with an approved method statement. This would ensure that any impacts from dust and vibration are minimised and the impact on protected species, such as bats and barn owls, would be mitigated against.

Impact On Heritage Assets – Cloughbank Farm, which is a Grade II listed building, is a multi-phase farmstead comprising of a partially timber framed 17th Century core with multiple 18th and 19th Century additions alongside significant 19th Century outbuildings and a substantial 19th Century barn. Two additional 20th Century barns at the rear are not listed.

The setting of the farm buildings forms a key part of their significance including the presence nearby of ancient woodland, namely Cotterill Clough, which has existed continuously since the earliest part of the farm complex was built.

The buildings have been subject to a detailed assessment of significance according to nationally accepted criteria. In consideration of this, the Grade II listed farmhouse is considered to be of high heritage value, the curtilage listed 19th century outbuildings and barn of medium heritage value, and the unlisted barns of no/detrimental heritage value.

It is recognised that the relationship between the Cloughbank Farm, the ancient woodland of Cotteril Clough and the later field patterns, would be lost due to the proposed works. Accordingly the heritage statement has concluded that the impact upon the setting of the listed building complex would be moderate (medium) adverse in effect. Notwithstanding this, it is also acknowledged that Cloughbank Farm has not been in use as a working farm for a considerable amount of time.

The NPPF states that impacts upon designated heritage are required to be justified by heritage benefits or wider planning benefits. The heritage benefits in this instance are the removal of the 20th Century barns and site cabins and the repair and re-use of Cloughbank Farm following completion of the car parking proposal. The wider planning benefits relate to the continued economic growth of Manchester Airport. The use of the site for car parking and motor transport uses would enable the continued provision of services vital to the running of the airport and expansion of ancillary services, all of which meet the aspirations of Core Strategy Policy MA1

Given the above, and the fact that woodland planting is proposed around Cloughbank Farm to act as a screen, it is considered that the impact can be mitigated against.

Vicarage Cottages, while of an age similar to Cloughbank Farm, are not listed and do not form part of the farm complex. In terms of a heritage asset, their loss is considered acceptable given the the wider planning benefits of enabling the continued economic growth of Manchester Airport.

Residential Amenity – The nearest residential accommodation to the site is located above The Romper PH, on Sunbank Lane, approximately 280 metres to the north. Any impact on residential amenity enjoyed by the occupants of that accommodation is likely to result from traffic movements along Sunbank Lane.

The traffic assessment that was submitted with the application used modelling based on a 3,500 space carpark as a worst case scenario. This resulted in the following traffic movements to and from the proposed site and along Sunbank Lane, past The Romper PH.

Barrier	AM Peak				PM Peak		
	5-6am	6-7am	7-8am	8-9am	4-5pm	5-6pm	6-7pm
Clough Bank B In	100	95	80	75	30	40	50
Clough Bank B Out	70	85	80	75	40	45	70

As the actual traffic movements would be less than this, as the carpark would be for 2,700 vehicles, it is not considered that the hourly traffic movements during the peak times would be excessive.

Given that considerable traffic already travels down Wilmslow Road (the A538) to and from Wilmslow town centre and along Sunbank Lane and Wilmslow Old Road to the Aviation Viewing Park, it is not considered that the traffic associated with the long stay car parking operation would have an unduly detrimental impact upon the levels of residential amenity enjoyed by the occupants of The Romper PH.

In terms of bus movements, the applicant has stated that the number of buses that would be used during the AM peak, Interpeak and PM peak times would be either three or four. This number is not excessive and as a result it is not considered that the number of round trips, at between 37 to 45 minutes in length, would have a detrimental impact on the levels of residential amenity enjoyed by the occupants of The Romper PH.

Visual Amenity – Views into the site from the public realm would be limited to a short section of the realigned Wilmslow Old Road and the site would not be visible from Wilmslow Road (A538) or Sunbank Lane given the presence of Cotterill Clough. Given the differences between the existing and proposed uses, i.e. grazing land and vehicle storage/car parking, there is no doubt that there would be some level of visual disamenity arising from the proposal. However, given the context of the site in relation to the airport operational area, it is not considered that the proposed use and the associated structures would have an unduly detrimental impact upon the levels of visual amenity enjoyed along Wilmslow Old Road.

Landscaping Treatment – The applicant is proposing to create a landscape buffer along the entire boundary of the site with the Cotterill Clough SSSI and SBI. The buffer would have a minimum width of 25 metres adjacent to the SSSI and a minimum width of 15 metres adjacent to the SBI. It would be designed to enhance the woodland edge and is similar in approach to that undertaken with the 2,500 space carpark to the west (ref. 107821/FO/2015/S2).

Where it is adjacent to the SSSI, the buffer would comprise of an existing vegetated strip that would be retained and supplemented by a further soft landscaped area incorporating woodland planting, grassland, species rich wetland and swale (a shallow, broad and vegetated channel designed to store and/or convey water runoff and remove pollutants). This additional landscaping would extend the width of the buffer with the SSSI. To the north of the site, where it is adjacent to the SBI, the buffer would similarly comprise of a soft landscaped area with swale and although would not be as wide as the buffer adjacent to the SSSI would still provide a minimum width of 15 metres. This buffer zone would not only provide a physical buffer between the Site and the SSSI / SBI but would also be unlit and act as a dark corridor allowing movement of nocturnal species at the edge of the Site, away from the lit car park.

A landscape buffer is also proposed around Cloughbank Farm to preserve the setting of the listed building. A new “bat corridor”, comprising a dark corridor of trees to enhance commuting and foraging habitat available for bats and birds, would be provided within the site which would link Cloughbank Farm to the SSSI.

In addition to these buffers, the applicant is proposing to undertake tree planting within and along the perimeter of the site and replace the 1.3 kilometres of hedgerow to be removed with approximately 2 kilometres of species-rich hedgerow.

Trees – To facilitate the proposal the following trees are to be removed:

- 4 category B (moderate quality) trees
- part of two category B tree groups,
- 4 category (low quality) C trees,
- 20 category C tree groups.

Given the difficulties in capturing the precise number of trees in the groups to be felled the applicants have taken a precautionary approach and have decided to replace on a 3 for 1 basis, resulting in the planting of 102 individual trees within the site. Furthermore, 50 road-side trees would be planted along the A538.

Ecology and Nature Conservation – The applicants have undertaken a number of habitat surveys of the site in 2018 in order to assess the ecological value of the site. These surveys comprised of an extended Phase 1 Habitat Survey and surveys for badgers, barns owls, bats and great crested newts. The findings of these surveys are outlined below:

Sites of Special Scientific Interest (SSSI) and Sites of Biological Interest (SBI) – Cotterill Clough SSSI and SBI sit to the west of the application site. The only physical intervention in the SSSI/SBI would be the provision of outfalls from the swales and the potential erosion damage due to high water run-off rates from them. The outfalls would be sited to minimise root disturbance and as a result it is anticipated that the affected area of habitat would be small and more than compensated for by the replacement landscaping. In terms of water run-off rates, the Flood Risk Management team has requested that conditions be imposed to ensure that run-off rates do not compromise the integrity of the Cotterill Clough Brook and the SSSI and SBI as a whole.

In addition to the specific drainage requirements, proposed lighting would be designed to avoid light spillage and intrusion into the SSSI and SBI in order to limit the impact on commuting and foraging bats.

Given the above, it is not considered that the proposal would have a detrimental impact upon the SSSI and SBI. Furthermore, any temporary impact from the construction stage can be mitigated against with the imposition of a condition requiring the submission of a Construction Environmental Management Plan.

Great Crested Newts – There is one pond within the site and three close to its southern boundary, all of which are known to be GCN breeding points. Eggs have been found in all four ponds and a number of GCN found during torchlight surveys in 2018. While it would be possible to physically retain the pond within the application site, the loss of the terrestrial habitat would isolate that pond and undoubtedly lead to the death or injury of the GCN in the future. To mitigate against the loss of the pond the applicant has submitted details of two replacement ponds to be located in the wooded area to the south of the car parking area. GMEU have been further consulted and any comments will be reported at the Committee.

Bats – The buildings, apart from Vicarage Cottages, and trees within the site were surveyed for the presence of bats. A further survey has been carried out and the results will be reported at the committee.

Cloughbank Farm consists of three buildings, A, B and C, and bats were recorded emerging from buildings A and C. No activity was recorded in building B. Building A has been classified as having a known roost, building B classified as having negligible potential to support roosting bats, while building C was classified as having high potential to support roosting bats.

The remaining building on site were also surveyed. Barns 1 and 2 are dilapidated and are both constructed from sheet metal and therefore have been classed as having negligible potential to support roosting bats. The site cabins were of pre-fabricated construction and no suitable cavities existed within them capable of supporting roosting bats and therefore these cabins have been classed as having negligible potential to support roosting bats.

A preliminary bat roost appraisal of two linear belts of trees which provide screening between the site and the Runway Visitor Park was undertaken. They were assessed as having negligible suitability to support roosting bats therefore no additional survey work or ecological watching brief for bats is required if these trees are to be removed. These recommendations are made based on the commencement of the works within a period of 24 months from October 2018.

Given the presence of bats with the Cloughbank Farm collection of buildings and the loss of existing landscaping and trees, the applicant is proposing to provide a 10 metres wide dark corridor of trees to aid bat access to the wider environment, i.e. the SSSI and SBI. This corridor would connect the extended buffer zone and SSSI/SBI and Cloughbank Farm. This would not only provide a suitable commuting/foraging corridor for bats but also provide suitable nesting habitat for birds.

Barn Owls – No evidence of barn owls was recorded in the three buildings of Cloughbank Farm. There was however evidence that barn owls had been present in the two barns, with barn 1 being classified as a potential nest site, though no nests were recorded.

Both of these barns are to be demolished, though this would take place outside of the barn owl nesting season. If nesting barn owls are discovered then an exclusion zone around the nest would be enforced. To mitigate against the loss of this potential nesting site a barn owl nesting box is proposed within the buffer zone. To encourage small mammals such as mice, voles and shrews to the buffer zone, species-rich grassland of local provenance containing species such as timothy, cock's foot, Yorkshire fog, fescues and bents, would be planted and managed to ensure the habitat remains suitable for barn owl prey.

Birds – Any vegetation to be cleared from the site would be controlled to limit any impact on nesting birds.

Badgers – No badger setts would be directly affected by the proposed development. The nearest sett to the site, an outlier sett, is within 100 metres of the site but given its location it would not be directly impacted by the proposed development and would not be subject to indirect impacts such as noise or vibration disturbance.

While it is acknowledged that further surveys of Vicarage Cottages are awaited, in respect of bats and barn owls, it is considered that the measures proposed above would ensure that any impact upon protected species is mitigated against.

Habitat Enhancement – The development would incorporate a number of elements designed to enhance the existing habitat, a number of which have been detailed previously in this report. To summarise, the applicant is proposing the following enhancements, all of which will be conditioned:

- Provide 10 metres wide bat corridor with sympathetic lighting, linking Cloughbank Farm to the SSSI and SBI.
- Provide two replacement great crested newt habitats in the wooded area to the south of the car parking area.
- Plant a 15 and 25 metre wide buffer zone along the boundary of the site with the SSSI and SBI
- Undertake a 3 for 1 tree replacement programme.
- Provide suitable replacement accommodation for great crested newt
- Plant approximately 2 kilometre of species-rich hedgerow
- Provide a more biodiverse grassland area to encourage smaller mammal habitation.
- Ensure the landscape management plan is sympathetic to biodiversity requirements, e.g. less mowing.
- Introduce reed planting to swale.
- Add adjacent off-site areas of woodland/grassland into the management plan to improve quality/biodiversity

Air Quality – As the site is located in an Air Quality Management Area because NO₂ levels in the area exceed European Standards any potential impact upon air quality must be assessed.

While the proposal is introducing vehicle storage and car parking to an area where none previously existed, it is acknowledged that the proposal is relocating existing uses within the airport to this site and not creating additional parking facilities. Accordingly, it is not considered that the proposed use would have a detrimental impact upon existing air quality levels.

Dust generated during construction and subsequent operation of the car park has the potential to impact upon the SSSI and SBI but it is considered that this can be controlled through appropriate mitigation measures and management of the car park.

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. As it is not considered that the development of the site as a proposed car park would in itself generate an increase in aircraft movements over and above that already considered during the preparation of the Core Strategy, it is acknowledged that the proposal would not result in an increase in emissions associated with aircraft movements.

Impact upon the Highway Network – All vehicles using the site would access it via the proposed entrance off Wilmslow Old Road, which in turn is accessed off Sunbank Lane and before that the new junction with Wilmslow Road (A538).

In terms of additional traffic movements, it is acknowledged that this proposal, when combined with the extant permissions on the World Logistic Hub, would bring the new junction close to its capacity and that future work would need to be undertaken to accommodate further expansion on both sides of the A538. However, as it stands, it is considered that the proposed level of vehicle movements would not have a detrimental impact upon the efficient operation of the highway network or impact upon the levels of pedestrian and highway safety enjoyed along Wilmslow Old Road and Sunbank Lane.

As requested by Highway Services a condition requiring the improvement of Pinfold Lane and Wilmslow Old Road would be attached to any consent granted.

Travel Planning – The provision of car parking at the airport is central to trying to reduce the number of vehicle movements associated with the airport's operation. Whilst the airport's surface access plan prioritises public transport and other sustainable means of access, the provision of a sufficient supply of reasonably priced car parking would attract customers who might ordinarily be dropped-off and picked up to park on-site and thereby reduce the number of vehicle movements on the highway (drop-off / pick-up four vehicle movements, parking on-site two vehicle movements).

Design - The proposed MT building would replace the existing facility that is currently being operated from Hangar 4 of the West Side Maintenance Area. The current structure has significant structural issues and is reaching the end of asset-life. The new MT building would be a 9.8m high steel structure. and its design and materials would be similar to the service buildings found on the periphery of Manchester Airport.

The proposed CCTV cameras would be located throughout the site and sited on top of 8 metres high poles. Approximately forty lighting columns, at a maximum of 8 metres in height and 1 metres along the proposed 'bat corridor', would be installed throughout the site. The lighting would be of a flat glass LED specification, ensuring that there is no light spill above the horizontal plane and it is designed sensitively to avoid impacting the SSSI/ SBI, bat corridor and the listed building. A condition requiring the submission of details of the lighting columns is suggested.

Flood Risk and Drainage – The vehicle storage and car parking areas would be constructed using unbound granular material with a network of tarmac access roads. While the unbound granular material would aid in the absorption of any rainwater it is still necessary to control water run-off from the site as this naturally goes to the Cotterill Clough Brook. In order to control flows into the brook, a network of attenuation tanks underneath the unbound granular material are proposed. These tanks and the swale would control the water run-off rates into the brook.

While this approach is welcomed in principle, the Flood Risk Management team have requested that a more detailed drainage scheme be submitted via the use of a planning condition to demonstrate that the proposal would not result in increased instances of surface water flooding nor damage the brook.

Crime and Safety – The proposed car park has been designed to meet the Park Mark standard set by the Association of Chief Police Officers Safer Parking Scheme. This means that GMP would have to sign off the final design of the car park to ensure that it has measures in place to create a safe environment, including quality management, appropriate lighting, effective surveillance and a clean environment.

The applicant is proposing to install 2.4 metre high weld-mesh fencing around the perimeter of the site, as well as incorporate lighting and CCTV surveillance to ensure safe usage of the facility.

Given the above, and the fact that a condition requiring the applicants to achieve Park Mark accreditation is suggested, it is not considered that siting the car park in this location would lead to an increase in vehicle related crime.

Aerodrome Safeguarding – The suggested condition would be attached to any consent granted.

Public Rights of Way – No known public rights of way exist over the site.

Conclusion

It is acknowledged that there would be some impact upon the setting of Cloughbank Farm and that this proposal would see the loss of four houses. In addition, the development has the potential to impact upon Cotterill Clough and the existing ecological features in and around it. However, it is recognised that there is a need to relocate the services that currently exist on the main airport site (transport facilities) and provide car parking for customers, this would enable Manchester Airport to grow economically and remain competitive. It is also acknowledged that the Policy MA1 in the Core Strategy has allocated this site for such a use.

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 Head 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 problems 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:

1. Drawing no. 60578226-MAN-CBB-DR-008 P1, stamped as received on 27th February 2019

2. Drawing no. DR 007 P7, stamped as received on 7th February 2019
3. Drawing no. CBB LL 101 P8, stamped as received on 17th May 2019
4. Drawing no. CBB LL 102 P6, stamped as received on 7th February 2019
5. Drawing no. DR 05 101 P4, stamped as received on 7th February 2019
6. Drawing no. DR 05 102 P3, stamped as received on 7th February 2019
7. Drawing no. CBB EE 001 P5, stamped as received on 7th February 2019
8. Drawing no. 403 A, stamped as received on 7th February 2019
9. Drawing entitled "general arrangement", stamped as received on 7th February 2019
10. Drawing entitled "location plan", stamped as received on 7th February 2019

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) With the exception of site clearance, no development shall commence until a detailed surface water drainage scheme for the site, based on sustainable drainage principles has been submitted to the local planning authority for approval in writing. The surface water drainage scheme shall include a timetable for implementation and details of the future management and maintenance of the scheme.

Reason - To prevent the increased risk of flooding and ensure future maintenance of the surface water drainage system, pursuant to Policies DM1, EN8 and EN14 in the Manchester Core Strategy.

4) No development to take place until a Bird Hazard Management Plan has been submitted to and approved by the City Council as local planning authority. The development will take place in accordance with the approved Bird Hazard Management Plan at all times.

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

5) Prior to the first use of the car park and installation of the following, samples and specifications of all materials to be used in the development, including lighting and CCTV columns and associated street furniture, shall have been first submitted to and approved in writing by the City Council as local planning authority. The development shall not be brought into use unless constructed utilising the approved material specifications.

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.

6) Prior to the commencement of above ground works, a highway improvement scheme for Pinfold Lane and Wilmslow Old Road, including a timetable for implementation, shall be submitted to and approved by the City Council as local planning authority.

Reason - In the interests of pedestrian and highway safety, pursuant to policies SP1 and DM1 in the Core Strategy Development Plan Document.

7) The hard and soft landscaping scheme approved by the City Council as local planning authority shown on drawing no. CBB LL 101 P8, stamped as received on 17th May 2019, shall be implemented not later than 12 months from the date of commencement of works. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

8) Notwithstanding the details shown on drawing no. CBB LL 101 P8, stamped as received on 17th May 2019, no above ground works shall commence until a detailed landscaping scheme for the SSSI and SBI "buffer zone" 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 development 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 and DM1 of the Manchester Core Strategy.

9) Any trees or buildings to be removed to facilitate the scheme shall be inspected for the possible presence of bats prior to any tree removal work commences. If bats are found to be present then all tree removal and demolition work shall cease and no further work shall proceed until a scheme to mitigate the impact on bats has been submitted to and approved in writing by the Council as local planning authority. Any such scheme shall be implemented in full in accordance with the approved details and a timetable agreed in writing by the 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 Manchester Core Strategy.

10) Prior to the commencement of the development hereby approved, a further inspection of the site for the presence of badger setts shall be submitted to and be approved by the City Council as local planning authority. If badger setts are discovered on the site a Method Statement shall be submitted giving details of the measures to be incorporated to avoid any possible harm to the badgers. The development shall then be carried out in accordance with the approved Method Statement.

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 Manchester Core Strategy.

11) Prior to the commencement of the development hereby approved or any phase thereof, an ecology mitigation, maintenance and management scheme shall be submitted and approved by the City Council as local planning authority and implemented in accordance with the approved details:

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.

12) Details of the measures to be incorporated into the development (or phase thereof) to demonstrate how Park Mark accreditation will be achieved shall be 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 Park Mark accreditation.

Reason - To reduce the risk of crime pursuant to policies SP1 and DM1 of the Manchester Core Strategy and to reflect the guidance contained in the National Planning Policy Framework.

13) 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 EN9 and EN15 of the Manchester Core Strategy.

14) 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.

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 policies DM1 and EN18 of the Manchester Core Strategy (2012).

15) Prior to the occupation of the development hereby approved, a Contaminated Land Verification Report shall be submitted to the City Council as local planning authority.

Reason - To confirm that appropriate remedial action has been taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Manchester Core Strategy (2012).

16) The storage and disposal of waste shall be undertaken in accordance with the Waste Management Strategy incorporated into the Planning Statement, stamped as received on 7th February 2019 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.

17) No development shall take place, including any works of demolition, until a Construction Management Plan (CMP) with detailed method statements of construction, including details of and position of any proposed cranes to be used on the site, a detailed programme of the works and risk assessments, has been submitted to, and approved in writing by the Local Planning Authority. The CMP 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. construction and demolition methods to be used; including the use of cranes
6. the erection and maintenance of security hoarding;
7. measures to control the emission of dust and dirt during construction and;
8. a scheme for recycling/disposing of waste resulting from demolition and construction works

Reason - In the interests of highway safety, to safeguard the amenities of the locality and to ensure that the developer complies with all the necessary system clearances, pursuant to policies SP1 and DM1 in the Manchester Core Strategy.

18) 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 during demolition;
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, pursuant to policies SP1 and DM1 in the Core Strategy Development Plan Document.

19) The installation of lighting shall not commence until full details of the schemes of lighting required during construction and for the completed development have been submitted to and approved in writing by the Local Planning Authority. The lighting scheme is to be designed so as not to conflict with any safeguarding criteria and shall specify that lighting is of flat glass, full cut off design with horizontal mountings and no light spill above the horizontal.

Reason - To ensure that the lighting does not confuse or distract pilots and Air Traffic Controllers in the vicinity of the aerodrome 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 and Policy DM2 in the Manchester Core Strategy.

20) No removal of or works to any hedgerows, trees or shrubs shall take place during the main bird breeding season 1st March and 31st July inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the 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.

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: 122638/FO/2019 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:

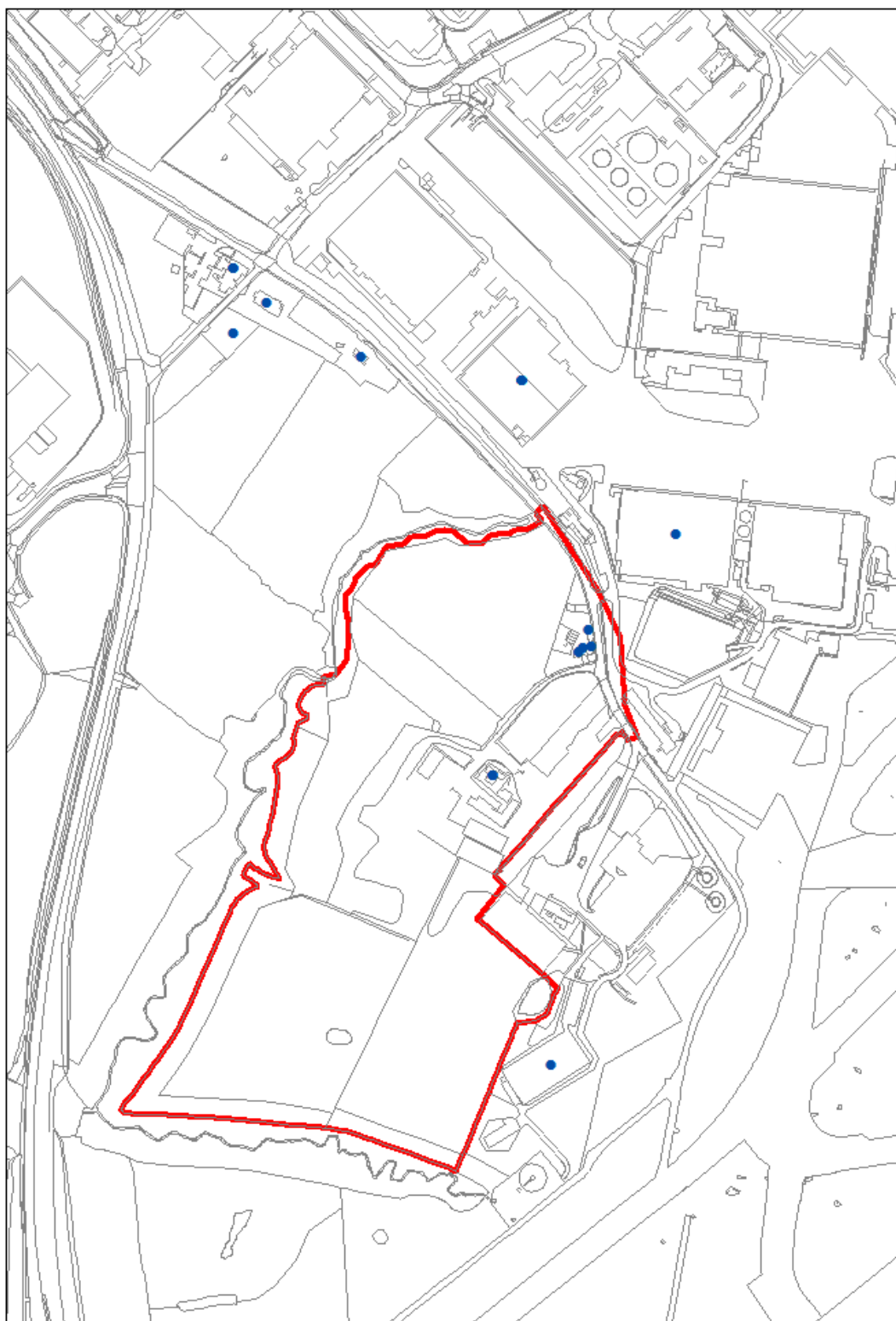
Manchester Airport Safeguarding Officer
Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
Corporate Property
MCC Flood Risk Management
Greater Manchester Police
United Utilities Water PLC
Historic England (North West)
Environment Agency
Transport For Greater Manchester
Natural England
Greater Manchester Ecology Unit
Trafford Council
Cheshire East Council
Ringway Parish Council

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:

Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Historic England (North West)
Environment Agency
Natural England
Greater Manchester Ecology Unit
Trafford Council

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



 Application site boundary  Neighbour notification
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