

Application Number	Date of Appln	Committee Date	Ward
120302/FO/2018	28th Jun 2018	14th Feb 2019	Woodhouse Park Ward

Proposal Creation of a 743 space off-airport car park with access road off Styal Road, installation of 2.4 metre high weld mesh fencing and gates, 45 lighting columns and office cabin with associated landscaping

Location Heald Green House, Irvin Drive, Manchester, M22 5LS

Applicant Ensco 1174 Limited, C/o Agent

Agent Mr Chris Sinton, CBRE, 10th Floor, One St Peters Square, Manchester, M2 3DE

Background

This application was reported to the Committee on 17th January 2019. As Members resolved that they were minded to refuse the proposal, the application was deferred for the following reasons and asked that a report be brought back which addresses these concerns and provide for further consideration of potential reasons for refusal:

- Loss of visual amenity for local residents and loss of amenity relating to traffic and noise
- Loss of residential units
- Air quality – cumulative impact
- Pressure on the road network
- Sustainable Transport

Loss of Residential Units

Officers are sympathetic with the concerns relating to the loss of apartments on the application site. However, the site has extant consent for the implementation of airport car parking schemes that entailed the loss of Heald Green House on the site. These schemes have been kept live by the applicant and can therefore be implemented at any time. On this basis it is not considered a reason for refusal based on the loss of residential units could therefore be sustained in this instance.

Air Quality – Cumulative Impact

The scheme submitted was accompanied by an Air Quality Assessment that has been assessed by Environmental Health. The assessment was considered to be acceptable and there would be no technical reason to warrant refusal of planning permission on this basis.

Pressure on the road network

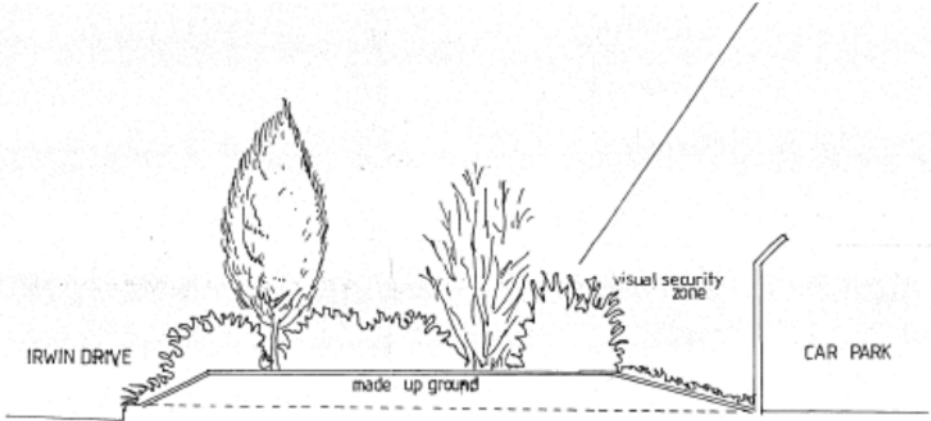
The scheme submitted was accompanied by a Transport Statement that has been assessed by Highways. Highways Services have reviewed this data and have confirmed that the proposed access and the existing local highway network within the vicinity of the application site can accommodate the proposal. In the absence of any evidence to the contrary it is not considered that a reason for refusal based on the impact upon the road network could be sustained in this instance.

Sustainable Transport

Sustainable methods of transport to Manchester Airport must be encouraged, however, in this instance the precedent has already been set by extant and historic consents for the principal of airport car parking in this location.

Loss of visual amenity for local residents and loss of amenity relating to traffic and noise

It is considered that whilst the scheme proposed does offer a level of landscaping which numerically would see an increase in the number of trees to the site over the previously consented schemes, landscaping previously approved for the site did involve landscaping bunds that raised the level of the land to provide a buffer to Irvin Drive both with regards to visual amenity and with regards to noise disturbance associated with the use of the site.



TYPICAL SECTION ON EARTHWORKS TO LANDSCAPING 1:50

An approval without this landscaped bund would present a long strip of airport car parking to the west side of Irvin Drive, when viewed in connection with the existing airport car parking use to the north of Irvin Drive, which could be said to impact detrimentally upon the visual amenity of residents to the east.

The denser heightened bund would have also served to reduce noise disturbance associated with the car movements within the site for the previously approved use on the site for 500 car parking spaces. This scheme includes a further 243 spaces.

If Members consider that the proposals would exacerbate already difficult circumstances, adding to miscellaneous, unaccustomed and irregular noise disturbance which would cause nuisance to residents particularly at sensitive times of

the day without satisfactory mitigation (noise disturbance relating to vehicle movements outside the site, increased operation of the car park, manoeuvring of vehicles during the period of storage, car alarms, shutting of car doors etc), the following reasons for refusal are suggested below:

The development proposals would result in a large expanse of surface level car parking that would be visible from outside of the site to the detriment of the character of the area thereby causing harm to the visual amenity of neighbouring property, contrary to policy DM1 of the Core Strategy and the National Planning Policy Framework.

The increase in comings and goings of vehicles and increase in the numbers of vehicles within the application site will lead to noise disturbance that would cause harm to the residential amenities of surrounding property, contrary to policy DM1 of the Core Strategy, saved policy DC26 of the Unitary Development Plan and the National Planning Policy Framework.

Description

The site measuring 0.9 hectares is currently occupied by a two storey residential apartment block known as Heald Green House.

The site sits to the south of a surface level airport car park consented under reference 072290/FO/2004/S2 for 640 long stay car parking spaces with associated landscaping and boundary treatment, access from Irvin Drive and 5 metre high lighting columns, operated by Peter Ashley.

To the east there is Ashbrook Office Park and residential accommodation located on Longstone Road and Sheen Gardens. To the immediate south sits the Flying Horse public house. To the south west on the other side of Styal Road sits a 9,000 space car park operated by Manchester Airport (consent reference 102834/FO/2013/S2). The site is located within the Public Safety Zone for Manchester Airport.

Consent is sought for the creation of a 743 space off-airport car park with access road off Styal Road, installation of 2.4m high weld mesh fencing and gates, 45 4.7m high galvanised steel lighting columns and office cabin with associated landscaping. The car park would be open 24 hours 7 days a week. 16 members of staff would be employed on site.

The application would involve the demolition of Heald Green House which currently accommodates 13 residential units.

The operation of the car park would be based on a 'park and ride' principle. Customers would enter the site via Styal Road and will park in a holding area, vehicles are then parked by the on site drivers and a mini-bus transfers the customer to the airport.



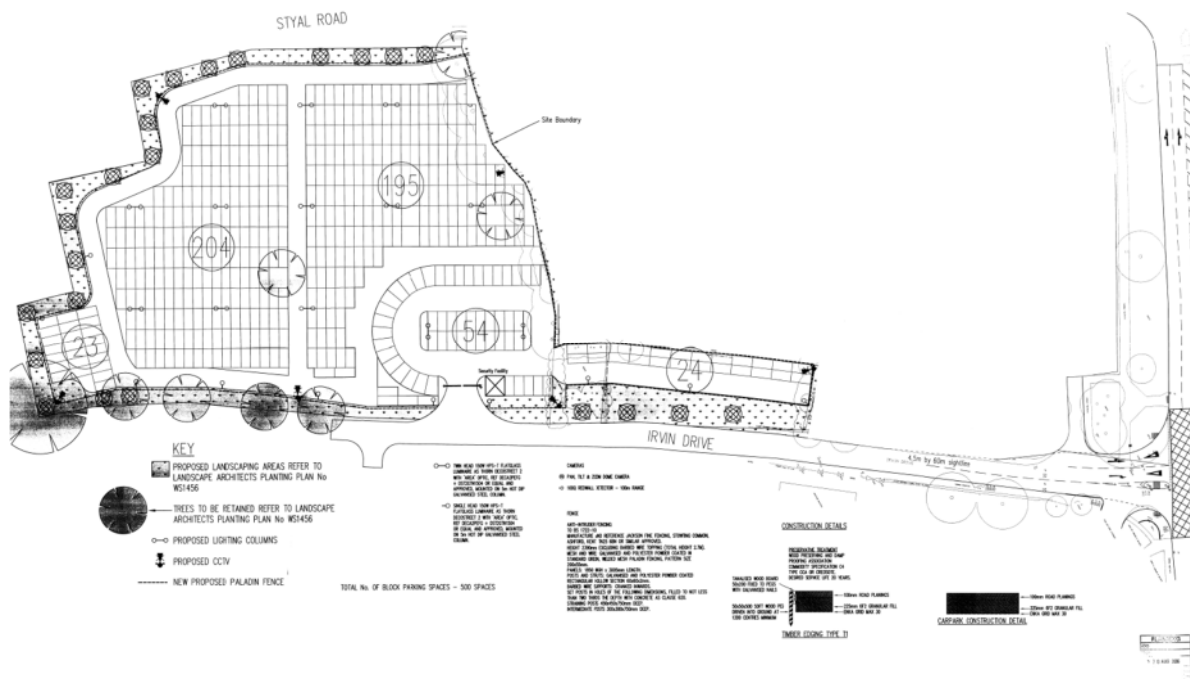
Proposed plans

History

The application site has had consent granted for the following:

080376/FO/2006/S2 - Change of Use of land to form proposed 'block park' car park to be used for off airport car parking with associated landscaping and boundary treatments following demolition of Heald Green House

This scheme accommodated 500 block parked long stay car parking spaces, accessed from Irvin Drive, it included a temporary building to provide office accommodation, paladin fencing and 27 5 metre high lighting columns and CCTV cameras. The approved plan is included below for reference.



When this application was submitted the case was made that this consent had been protected by a start on site, however, pre-commencement conditions were not discharged, consent 080376/FO/2006/S2 is therefore not a fallback consent, however, it is a material consideration in the determination of the application submitted.

Application 080376/FO/2006/S2 followed consent granted via appeal on the 29th April 2004 to create a 220 space self-park long stay “off airport” car park and a 292 space self-park long stay “off airport” car park on this site, references 066690/FO/SOUTH2/02 and 070072/FO/2003/S2 respectively. These consents are extant and can be fully implemented, the scheme for 292 spaces involves the loss of Heald Green House.

Since permission 080376/FO/2006/S2 was granted an application was submitted in 2017 (117992/FO/2017) for the creation of a vehicular access from Styal Road, rather than from Irvin Drive.

The access from Styal Road was approved subject to a condition requiring a detailed landscaping scheme to include tree planting within the site edged blue as the development resulted in the loss of five street trees in the verge.

The application was precipitated from the submission of an application and resubmission application 114349/FO/2016 for the development of the adjacent site on Irvin Drive operated by Peter Ashley for the erection of a 4 storey multi-storey car park to provide off-airport car parking facilities for 2,244 cars with associated landscaping (resubmission of planning application 112323/FO/2016/S2, reduction in spaces by 145 spaces, relocation of access to Styal Road, footprint reduction, modelling, elevational alterations and landscaping). This application was refused and dismissed at appeal for the following reasons:

1. The scale and massing of the development proposed would cause harm to residential amenity by virtue of providing an overbearing structure, contrary to policy DM1 of the Core Strategy and the National Planning Policy Framework.
2. The design of the development proposal constitutes an overly dominant incongruous structure in the street scene to the detriment of the visual amenity and character of the area, by virtue of the height and extent of the building, particularly along Styal Road contrary to policies SP1 and DM1 of the Core Strategy and the National Planning Policy Framework.

The highway arrangement and access onto Styal Road was found to be an improvement over the existing access from Irvin Drive for the surface level operation and did not form a reason for refusal.

Consultations

Three consultations have taken place on the application. The first change constituted an alteration to the layout to address the outcome of the Crime Impact Statement which involved moving the reception building closer to the entrance. The second change constituted a reduction in the number of car parking spaces from 772 to 743 (loss of 29 spaces) and the planting of 67 new trees (the plans also included the planting of native hedgerows to the eastern boundary and pollinator and bat-friendly shrubs).

Local Residents – 14 objections were received from 12 addresses to the original submission with the 772 spaces. Objections were made on the following grounds:

- The site next door was refused on the grounds of increase in traffic movements (as stated above this was not the case)
- People object to any further car parks in Heald Green and believe it will impact upon highway safety
- The addition of car parking spaces would increase levels of air pollution and noise nuisance
- The high fences and lighting columns would be an eyesore and cause light pollution
- The level of activity on site would be disruptive to residents during construction and operation
- Residents will have to look out onto a car park
- Proposals would have an effect on local wildlife and interrupt a green corridor
- The proposal would adversely impact upon house prices
- Proposals of no benefit to the economy of Heald Green
- The proposal will involve the loss of housing stock

48 objections were received from 45 addresses to the second consultation for the reasons set out above and for the additional reason that the reception building would be unsightly in a relatively green area, questioning the necessity of another car park, the safety of it within a Safety Zone and the sustainability of such a development. Comments were also received from Heald Green and Long Lane Ratepayers' Association.

34 further objections were received from 32 addresses to the third consultation for the reasons referred to previously above.

Councillor Eddy Newman – Objects to the planning application on behalf of his constituents.

An application for a car park was approved on this site previously. However, this was for a smaller number of vehicles and was over ten years ago. Since then residential properties on the nearby Sheen Gardens development have been built and occupied by residents of 150 houses and flats.

The increase in the comings and goings of vehicles, and the substantial increase in the number of vehicles within the application site will lead to noise disturbance-including at night. This will cause harm to the residential amenity of surrounding properties. The ten residential flats in Heald Green House will also be lost, as it is proposed to demolish this.

Under Manchester's Development Plan, there is no specific designation of this site for Airport related development.

The increase in traffic on Styal Road will bring added noise and pollution. It is already difficult for Sheen Gardens residents to turn right out of Longstone Road onto Styal Road during rush hours.

There are far too many vehicle spaces proposed for the size of this site. There is already a large off Airport Car Park bordering this site, and the proposed car park will damage the living conditions of the nearby residents. They should not have to put up with their immediate neighbourhood being dominated by huge 24 hour car parks.

Manchester Airport object to the description of the development as airport car parking as the development operated by a private operator. They state that there is a lack of demonstration of need and states that it will impact on their delivery of surface access objectives set out in the Surface Access Strategy contained within the Sustainable Development Plan undertaken to conform to the Government's Aviation Policy Framework. Car parking is a fundamental element of the Airport's surface access strategy but it requires careful management and integration with public transport mode share targets.

Environmental Health – Hours applied for, lighting information and the Air Quality assessment submitted is acceptable. Conditions are required relating to refuse and contaminated land.

MCC Flood Risk Management – Suggest conditions relating to sustainable urban drainage systems and the management of the drainage system.

Highway Services – The proposal is acceptable in principle.

Neighbourhood Team Leader (Arboriculture) – No objections from an arboricultural perspective, the net-gain on tree numbers will mitigate for tree loss.

Greater Manchester Ecology Unit – No overall objections on Ecology grounds. Due to the presence of breeding birds in the building on site and the potential of other parts of the site to support breeding birds it is recommended that the initial site clearance (including vegetation) and demolition works take place outside of the main breeding bird season (March to August inclusive). If this is not possible, a breeding bird survey should be undertaken prior to the commencement of works by a suitably experienced ecologist.

Greater Manchester Police – Recommend a condition making sure that the development accords with the Crime Impact Statement submitted.

Manchester Airport Safeguarding Officer – The proposed development has been examined by the Safeguarding Authority for Manchester Airport against aerodrome safeguarding measures; the location of this site is highly sensitive, and it does have the potential to cause a flight safety risk without careful management. Therefore, Manchester Airport requests the following conditions be applied should the scheme be approved:

- No development to take place until a detailed Bird Hazard Management Plan or the construction phase has been agreed with the safeguarding authority for Manchester Airport.
- No development to take place until a construction plan showing how dust and smoke will be prevented during the construction period.
- At all times, all lighting (permanent and temporary) to be capped below the horizon so there is no upward light spill.
- At all times, all trees to be carefully managed and pruned or pollarded to prevent growth above 15m AGL in height.
- Please note that any cranes or other tall equipment required during construction may present a hazard to aircraft and will need to be assessed separately to ensure that aircraft safety is protected. We therefore request that the following informative is attached to any approval granted:
- Cranes, whilst they are temporary, can be a hazard to air safety. The developer or crane operator must therefore contact Manchester Airport's Control of Works Office using the details provided below, at least 21 days in advance of intending to erect a crane or other tall construction equipment on the site. This is to obtain a Tall Equipment Permit and to ascertain if any operating restrictions would be required. Any operating restrictions that are subsequently imposed by Manchester Airport must be fully complied with.

United Utilities Water PLC – Has no objection to the proposed development subject to the imposition of conditions.

Policies

The National Planning Policy Framework (NPPF) - The NPPF was published in July 2018. The NPPF constitutes guidance for local planning authorities and decision-makers both in drawing up plans and as a material consideration in determining planning applications. It does not change the statutory status of the development plan, i.e. the Core Strategy, as the starting point for decision making and it states further that development that accords with an up-to-date local plan, such as the Core

Strategy, should be approved unless other material considerations indicate otherwise.

The NPPF states that the planning system must contribute to the achievement of sustainable development and that there are three dimensions to this: economic, social and environmental.

Core Strategy Development Plan Document - The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012.

It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development.

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

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

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

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

- Make a positive contribution to neighbourhoods of choice including:-
 - creating well designed places that enhance or create character.
 - making a positive contribution to the health, safety and wellbeing of residents
 - considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income.
 - protect and enhance the built and natural environment.
- Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible.
- Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

Policy DM1, Development Management - This policy states that all development should have regard to specific issues for which more detailed guidance may be given within a supplementary planning document. Of relevance to this application 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.
- 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.
- 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.
- Existing or proposed hazardous installations.

Policy DM2, Aerodrome Safeguarding - This policy states that development that would affect the operational integrity or safety of Manchester Airport or Manchester Radar will not be permitted.

Policy DM3, Public Safety Zones - This policy states that within the Public Safety Zones as defined by the Civil Aviation Authority, development or changes of use will not be permitted, except where that development conforms to that set out in Paragraphs 11 & 12 of DfT Circular 01/2010 or any replacement guidance.

EW9 The following sites are allocated for Class B1 business development:-

b) land at Styal Road, Irvin Drive, Moss Nook;

Reason: Sites (a) and (b) have been granted planning permission in accordance with Council policy on the location of business development. Sites (c) and (d) are appropriate for business use. Development falling within Use Class B1 of the Town and Country Planning (Use Classes) Order 1987 is acceptable on all these sites.

DC26.1 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.

DC26.2 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.

DC26.3 Developments likely to result in unacceptably high levels of noises will not be permitted:

- a. in residential areas;
- b. near schools, hospitals, nursing homes and similar institutions;
- c. near open land used frequently for recreational purposes.

DC26.4 Where the Council believes that an existing noise source might result in an adverse impact upon a proposed new development, or where a new proposal might generate potentially unacceptable levels of noise, it will in either case require the applicant to provide an assessment of the likely impact and of the measures he proposes to deal satisfactorily with it. Such measures might include the following:

- a. engineering solutions, including reduction of noise at source, improving sound insulation of sensitive buildings or screening by purpose-built barriers;
- b. layout solutions, including consideration of the distance between the source of the noise and the buildings or land affected by it; and screening by natural barriers or other buildings or noncritical rooms within a building; and
- c. administrative steps, including limiting the operating times of the noise source, restricting activities allowed on the site or specifying an acceptable noise limit. Any or all of these factors will be considered appropriate for inclusion in conditions on any planning permission.

DC26.5 The Council will control noise levels by requiring, where necessary, high levels of noise insulation in new development as well as noise barriers where this is appropriate.

DC26.6 Exceptions to the general policy will be considered on their merits. The Council accept, as an example, that the occasional use of outdoor facilities such as sports stadia for concerts can be acceptable in certain circumstances. Any such proposal will be considered in the light of consultation with local residents and others, and the practicability of appropriate conditions on any approval.

Department for Transport Circular 01/2010, Control of Development in Airport Public Safety Zones - The Circular states in paragraph 10 that there should be a general presumption against new or replacement development, or changes of use of existing buildings, within Public Safety Zones. In particular, no new or replacement dwellinghouses, mobile homes, caravan sites or other residential buildings should be permitted. Nor should new or replacement non-residential development be permitted.

However, the Circular also states that certain forms of new or replacement development, which involve a low density of people living, working or congregating, may be acceptable within a Public Safety Zone, one such example being:

(iv) long stay and employee car parking (where the minimum stay is expected to be in excess of six hours).

Guide to Development in Manchester Supplementary Planning Document (SPD) and Planning Guidance (April 2007)

Part 1 of the SPD sets out the design principles and standards that the City Council expects new development to achieve, i.e. high quality developments that are safe, secure and accessible to all. In relation to crime issues, the SPD requires that prevention measures should be demonstrated, and include the promotion of informal surveillance, CCTV, good lighting and stewardship.

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 – The proposed application is required to be considered in the context of the land to the north which is a 640 space surface level car park, also regard needs to be had to the approval of two extant off airport car parking appeals on the site (for 220 and 292 spaces respectively) and the subsequent consent in 2006 for 500 spaces and the presence of the 9000 space car park immediately to the south west. The site is not within the Green Belt. Notwithstanding this, consideration must be given to the impact an additional 243 parking spaces would have upon the residential amenity enjoyed by the occupants of the nearby residential accommodation, the highway network and ecology/nature conservation. These issues and others will be addressed below.

Residential Amenity - The impact of the proposal upon the levels of residential amenity enjoyed by local residents has been assessed, specifically in relation to noise and light generated by the use and the visual impact of the development itself.

The site lies in close proximity to the neighbouring residential properties on Irvin Drive (c. 11m from the front elevation of cottages on Irvin Drive), for the most part the site is screened by office development on Ashbrook Office Park to the east. Residential property beyond the Office Park is located on Longstone Road, Cunningham Drive and Sheen Gardens at a distance of c.19.5m, c. 15m and c. 69m at the nearest points. The impact of the development on sensitive noise receptors has been assessed in the submitted noise impact assessment and does not raise any significant noise disturbance concerns. Screening in the form of trees has been introduced to the boundaries.

It is acknowledged that there would be 45 4.7m high lighting columns, which would constitute an additional 18 columns over the previously approved 27 5m high lighting columns. Lighting information submitted has been assessed, it is considered that the proposed lighting columns would be sited and designed so as to minimise light spillage, as well as not compromising aerodrome safeguarding. A condition has been requested by Manchester Airport to assure that the lighting installed does not conflict with aerodrome safeguarding.

Siting and Design of Reception Building – The small scale (less than 30m²) single storey reception building proposed to be located near to the Styal Road entrance is a pre-fabricated modular building finished in plastisol coated galvanised steel cladding, which is considered to be acceptable. The building would largely be screened by tree planting to the Styal Road boundary.

Visual Amenity – A 2.4m high weld-mesh security fence would be installed to address the requirements of the Crime Impact Statement.

Given the differences between the existing residential and proposed car parking use, there is no doubt that there will be some level of visual disamenity arising from the proposal. However, it is considered that the proposed landscaping would help to mitigate against any such impact. The proposal would be seen in the context of existing car parks and the adjoining pub site, but would be screened by tree planting to the boundaries of the site, in this context the scheme is acceptable.

Landscaping Scheme – The previously approved scheme involved the planting of 38 trees around the perimeter of the site and retaining 5 trees on the site (43 in total), with the majority of new planting to screen the car park from dwellings on Irvin Drive.

The scheme as submitted was for 772 car parking spaces with 23 trees and no trees retained.

The scheme has now been reduced by 29 spaces to accommodate further landscaping and tree planting. The number of trees to be planted is now 67 new trees which would be 24 more trees than previously approved and 44 more than initially submitted.

Group G6 (category C Horse Chestnut and Elder) would to be retained on site and two off site groups (category B Ash and category C Ash, Hawthorn, Rose and Sycamore) and an individual tree (category C Goat Willow) would be retained to the Styal Road frontage. 5 existing trees (1x category B Beech, 2 x category C Oak, Sycamore and Ash and one dead tree) and 5 groups of trees (category C including Hawthorn, Rose, Birch, Ash, Goat Willow, Sycamore and Holly) would be removed from the site.

Landscaping now includes new native hedgerow planting along the eastern boundary to Irvin Drive and the planting of pollinator and bat friendly shrubs along boundaries. The landscaping now represents an improvement over and above the previously consented scheme.

Pedestrian / Highway Safety – The applicants have provided detailed transport assessment work which confirms that the local highway network could accommodate the traffic movements associated with the proposal. The development would result in an increase in two-way trips which would equate to 4 car trips per hour. Highways Services have reviewed this data and have confirmed that the proposed access and the existing local highway network within the vicinity of the application site can accommodate the proposal.

Aerodrome Safeguarding – The site lies within the Public Safety Zone associated with Runway 1, as a result consideration must be given to Circular 01/2010, Control of Development in Airport Public Safety Zones. This circular states that there should be a general presumption against new or replacement development, or changes of use of existing buildings, within Public Safety Zones. However, the Circular also states that certain forms of new or replacement development, which involve a low

density of people living, working or congregating, may be acceptable within a Public Safety Zone and that one such example is long stay and employee car.

In addition to this, the proposed lighting columns will be designed so that light does not spill above the horizontal plane.

Given this guidance and the fact that the Aerodrome Safeguarding officer has no objections to the proposal it is not considered that the proposal will have an adverse impact upon aerodrome safeguarding.

Air Quality – The City Council agree with the findings of the Air Quality Assessment which would be an approved document associated with the application, this sets out mitigation measures required to be undertaken (dust suppression and monitoring during construction) to be secured through a construction management plan. It is accepted that the additional vehicles attracted to the car park would have an impact on air quality but this impact would not be so significant so as to warrant a refusal of planning permission.

The applicant will provide 3 No. electric charging points to accommodate electronic vehicles to be secured by condition.

Loss of housing stock – The development would arguably result in the loss of 13 family homes, which in itself is contrary to policy contained within the Development Plan. However, the fallback consent granted for the site has established this principle, it would therefore be unreasonable to withhold consent for the scheme on this basis.

Ecology – The application was accompanied by an Ecology Briefing note and bat report that has been assessed. Greater Manchester Ecological Unit are satisfied subject to a condition with regards to breeding birds.

Flood Risk and Drainage - The application site is located in Flood Zone 1 as the risk of flooding from fluvial sources, i.e. rivers and brooks, is low. A condition recommending a Sustainable Urban Drainage system and the maintenance of said system is recommended.

Crime and Disorder – A condition requiring the development to achieve Secured by Design accreditation would be attached to any approval granted.

Conclusion – The principle of the use in this case has already been approved, at issue is the increase in the number of cars capable of being parked, i.e. from 500 spaces to 743 spaces. On the basis of the scheme as amended to include appropriate landscaping and tree planting, subject to appropriate conditions, it is considered that on balance the proposal would be acceptable.

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 polices 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 based on seeking solutions to problems arising in relation to dealing with the planning application. The proposal is considered to be acceptable and has been determined in a timely manner.

Reason for recommendation

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:

General Arrangement 01 Rev 03

Soft Landscape Plan 02 Rev 03

Landscape Supporting Notes 03 Rev 01

Existing Site Plan 05 Rev 01

Steel Tapered Column lighting information by Thorn

Red Line Boundary Plan 101

Site Location Plan 102

Car Park Lighting 206

Site Layout and Tracking 207 Rev B

Cora Technical Note 1 Dated 15th August 2018, Technical Note Dated 2nd November 2018

Proposed Access 001 Rev A

Addendum Planning, Design and Access Statement October 2018 prepared by CBRE

Arboricultural Impact Assessment June 2018 prepared by Urban Green
Crime Impact Assessment reference 2006/1070/CIS/01 Version A: 24/09/2018
prepared by Greater Manchester Police
Noise Impact Assessment dated June 2018 prepared by BWB
Air Quality Assessment dated June 2018 prepared by BWB
Ecology Briefing Note prepared by Tyler Grange
Bat presence / absence survey 5th September 2018 prepared by United
Environmental Services Ltd
Flood Risk Assessment and Surface Water Management Report reference 3120-01
September 2018 prepared by IGE consulting
Geo-Environmental Investigation Report reference 3120-01 Rev A June 2018
prepared by IGE consulting

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

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

4) Prior to the commencement of the development a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt shall include;

- Details of Wheel Washing;
- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Routing strategy and swept path analysis;
- Parking of construction vehicles and staff;
- Sheeting over of construction vehicles;
- Details of an emergency telephone number for the site manager on public display

Development shall be carried out in accordance with the approved construction management plan.

Reason - To safeguard the amenities of nearby residents and highway safety pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

5. The details of the hard and soft landscaping treatment scheme as set out within the approved drawing references: General Arrangement 01 Rev 03, Soft Landscape Plan 02 Rev 03, Landscape Supporting Notes 03 Rev 01 shall be implemented not later than 12 months from the date the buildings are first occupied. 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.

6. The development hereby approved shall only be carried out in accordance with the recommendations of the Crime Impact Statement prepared by Greater Manchester Police and shall not be occupied or used until the City Council as local planning authority has acknowledged in writing that it has received written confirmation of a secure by design accreditation.

Reason - To reduce the risk of crime pursuant to Policy DM1 of the Adopted Core Strategy for the City of Manchester.

7. No development to take place until a detailed Bird Hazard Management Plan for the construction phase has been submitted to and approved in writing by the local planning authority.

Reason - In the interests of aerodrome safeguarding having regard to policy DM2 of the Core Strategy.

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

Reason - In the interests of amenity and public health, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

9. In the event that ground contamination, groundwater contamination and/or ground gas are encountered on the site at any time before the development is occupied, then development shall cease and/or the development shall not be occupied until a report detailing what measures, if any, are required to remediate the land (the 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 agreed 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 DM1 and EN18 of the Unitary Development Plan for the City of Manchester.

10. No demolition of the building on site or 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 and to comply with policy EN15 of the Core Strategy.

11. No drainage shall be installed until the full details of a surface water drainage scheme has been submitted to and approved in writing by the City Council as local planning authority.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to Policy DM1 in the Core Strategy Development Plan Document and the policies and guidance within the NPPF and NPPG.

12. No development hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

- a. Verification report providing photographic evidence of construction as per design drawings;
- b. As built construction drawings if different from design construction drawings;
- c. Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to Policy DM1 in the Core Strategy Development Plan Document and the policies and guidance within the NPPF and NPPG.

13. All lighting to be installed at the development shall be designed to be capped below the horizon to prevent upward light spill.

Reason- To ensure the safe operation of Manchester Airport pursuant to policy DM2 of the Core Strategy.

14. At all times, all trees to be carefully managed and pruned or pollarded to prevent growth above 15m AGL in height.

Reason - To ensure the safe operation of Manchester Airport pursuant to policy DM2 of the Core Strategy.

15. Prior to the first occupation of the use hereby approved, details of the 3 No. electric car charging points shall be submitted for approval in writing by the City

Council, as Local Planning Authority. The approved details shall then be implemented and remain available for the duration of the use.

Reason - In the interest of air quality pursuant to policy EN16 of the Manchester Core Strategy (2012).

16. The approved access / egress shown on the submitted drawings shall remain open and in use for so long as the use is in operation. The access shall only be used in association with land set out within the site edged red accompanying this application and no internal accesses shall be created to adjoining sites without the prior approval of the local planning authority.

Reason – In the interest of Highway Safety having regard to policy DM1 of the Core Strategy.

Local Government (Access to Information) Act 1985

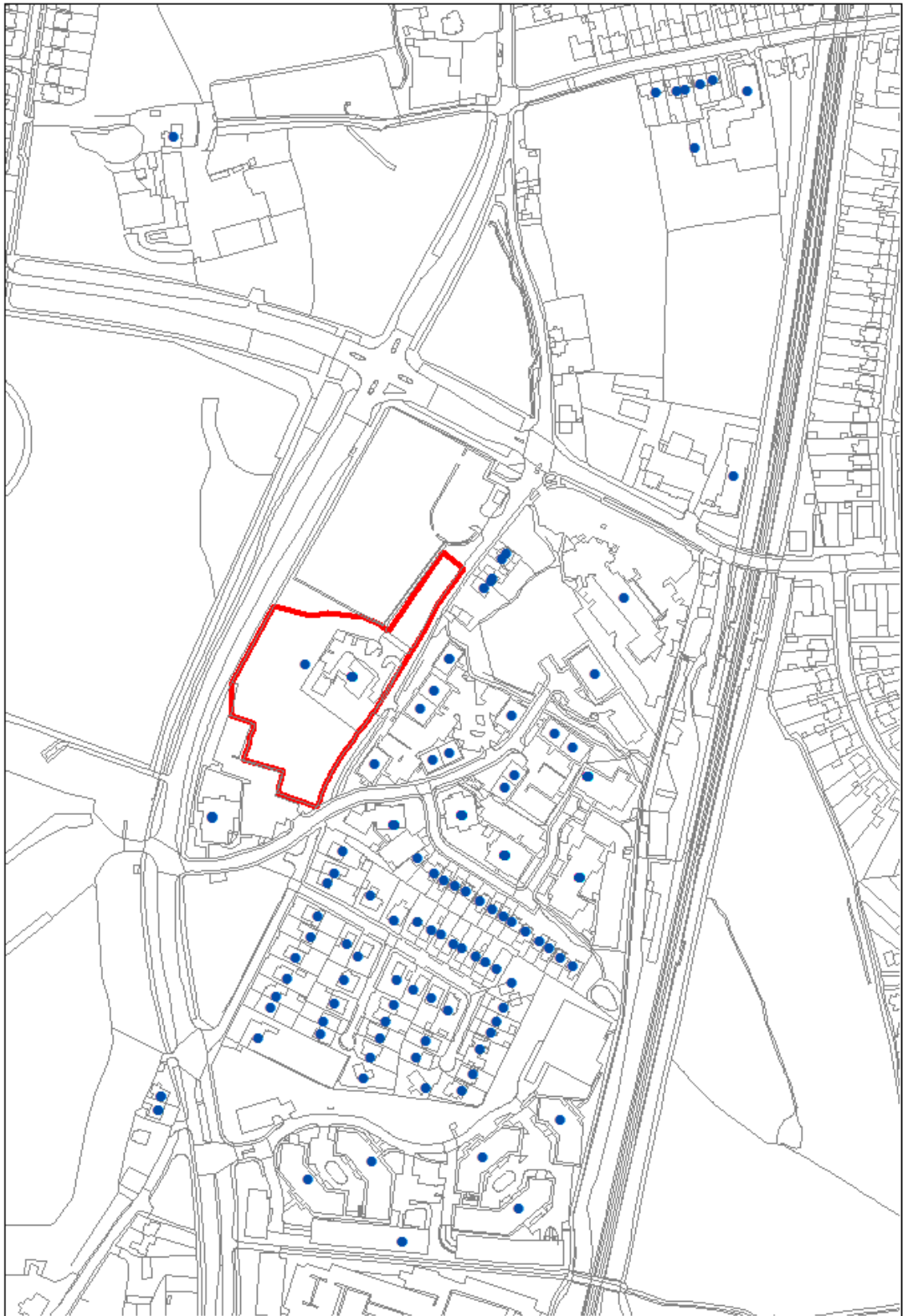
The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 120302/FO/2018 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions 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
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.

Relevant Contact Officer : Jennifer Connor
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□ Application site boundary ● Neighbour notification
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