

Planning

Growth & Development

Delegated officer report for planning application

Application no.	132366/JO/2021
Date registered valid:	30 November 2021
Proposal:	Variation of condition nos. 3 (drainage), 4 (bird hazard), 10 (ecology), 15 (contam land) and 18 (construction management) attached to planning permission 122638/FO/2019 to amend the trigger for the submission of information
Address:	Land To The South Of Wilmslow Old Road And West Of Aviation Viewing Park, Manchester, WA15 8XQ
Ward(s):	Woodhouse Park Ward
Applicant:	Manchester Airport plc Olympic House, Manchester Airport, Manchester, M90 1QX
Agent (if any):	Andrew Murray M.A.G Planning Team, Manchester Airport, Olympic House, Manchester, M90 1QX
Case officer:	David Lawless Tel: 0161 234 4543 Email: david.lawless@manchester.gov.uk
Recommendation:	Approve
Date of recommendation:	28 March 2022

Application details

Type of application: Variation or Removal of Condition

Development type: Smallscale Major Other

Standard consultations:

Printed: 6 December 2021 Expired: 27 December 2021

Neighbour notifications

No neighbour notifications have been printed and sent.

Site notice

Posted: 22 December 2021 Expired: 12 January 2022

Press advert

Published: 14 December 2021 Expired: 4 January 2022

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

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 in the Core Strategy as the Manchester Airport Strategic Site and is allocated as Airport 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. Listed Building Consent (ref. 122399/LO/2019) was granted in April 2019 to undertake works to existing farmhouse and to demolish a number of outbuildings. 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.

Listed building: Cloughbank Farm

Conservation area: no

Tree Preservation Order: no

Description of development

In July 2019 the applicant obtained planning permission for the following under planning permission 122638/FO/2019:

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).

The applicants are now applying to vary the wording of conditions 3, 4, 10, 15 and 18 to enable the phased development of the site. The proposed amendments to the conditions are highlighted below:

3) With the exception of site clearance, no development, or any phase thereof, 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 except where that phase would involve connection to the foul drainage network when the details for the full site will be required. 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, **or any phase thereof**, 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.

10) Prior to the commencement of the development hereby approved, **or any phase thereof**, 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.

15) Before the development hereby approved commences, **or any phase thereof**, 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.

18) No development shall take place, **or any phase thereof**, 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.

Consultations & Notification Responses

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

Highway Services – No objections to the proposed variations.

Environmental Health – No objections to the proposed variations.

MCC Flood Risk Management – FRM have no problem in principle to this proposed variation on the basis no other wording in Condition 3 is changed. The requested variation, as worded above, will not allow the drainage strategy to be presented in phases. This would preserve the requirement that a drainage strategy be presented for the whole site prior to commencement of development. To consider allowing a phased drainage scheme, we would need to be given details of proposed phasing.

United Utilities Water PLC – United Utilities objects to the proposed variation of Condition 3. This is because the scheme should be developed in line with a single drainage strategy for the whole development. Any phases that are brought forward should be delivered in line with the approved strategy for the entire site.

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.

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*, - States that 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.

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:

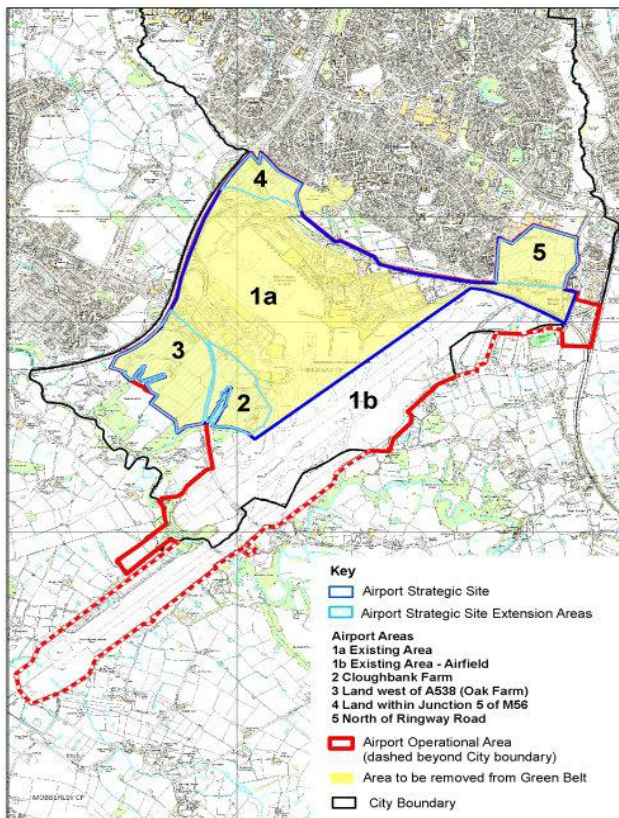
- Appropriate siting, layout, scale, form, massing, materials and detail.
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.
- Effects on amenity, including privacy, light, 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 EC10, *Wythenshawe*, - This policy states that Wythenshawe is expected to provide 55ha of employment land within B1a offices, B1b/c research and development and light industry and B8 logistics and distribution. The majority of economic development will be focused on four sites, one of which is Manchester Airport. The policy states further that Manchester Airport and specifically Manchester Airport Strategic Site and Airport City Strategic Employment Location are suitable for aviation related development and a mix of economic development uses including offices, high technology industries, logistics, warehousing and airport hotels.

Policy 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 Sustainable Development Plan (2016) – The Sustainable Development Plan (SDP) sets out the vision and strategic context for the long-term development of the airport site and describes the challenges and opportunities that will be faced. The SDP comprises an over-arching Summary document and four detailed Action Plans that deal with Land Use, Environment, Economy and Surface Access, and Community. It is intended that these help to inform the long term spatial and transport planning of the wider area, as set out in the Aviation Policy Framework. 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

Principle of the Proposal – The principle of the variation is considered acceptable. Notwithstanding this, an assessment needs to be undertaken to ascertain whether the amendments to the wording of the five conditions would have a detrimental impact upon the issues listed below.

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.

It is not considered that the variation to the wording of the five conditions would have a detrimental impact upon the listed building as the mitigation planting around it is still proposed.

Residential Amenity – The proposed amendments to the five conditions would not have a detrimental impact upon existing levels of residential amenity.

Visual Amenity – It is still 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 proposal would not have an impact upon the previously approved landscaping scheme.

Trees – Variations to the five conditions would not have a detrimental impact upon the delivery of the following tree planting:

- 102 individual trees within the site
- 50 road-side trees would be planted along the A538.

Ecology and Nature Conservation – Variations to the aforementioned five conditions would not have a detrimental impact upon any existing ecological features.

Habitat Enhancement – Variations to the five conditions would not have a detrimental impact upon the delivery of 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 newts
- 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 allows for a degree of growth. Accordingly, it is still 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, to 45 million passengers, 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 bus and motor transport service centre and 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 – It is still 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.

Design – The proposal variations would not have an impact upon the previously approved design of the MT building and associated structures.

Flood Risk and Drainage – There was initial concern that the phased development of the site would impact upon delivery of an appropriate drainage system. However further amendments to the wording was suggested (second highlighted text below) which it is considered would overcome these concerns:

3) *With the exception of site clearance, no development, or any phase thereof, 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 except where that phase would involve connection to the foul drainage network when the details for the full site will be required. The surface water drainage scheme shall include a timetable for implementation and details of the future management and maintenance of the scheme.*

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. 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 varying of the five conditions would not have a detrimental impact upon aerodrome safeguarding

Human Rights Act 1998 considerations

This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have a right to a fair hearing and to this end the local planning authority must give full consideration to their comments.

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

Recommendation: Approve

Article 35 Declaration

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

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

1) The development must be begun not later than the expiration of three years beginning with the date of the original planning permission (122638/FO/2019) approved on 1 July 2019.

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

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

- a) Drawing no. 60578226-MAN-CBB-DR-008 P1, stamped as received on 27th February 2019
- b) Drawing no. DR 007 P9, stamped as received on 29th May 2019
- c) Drawing no. CBB LL 101 P9, stamped as received on 29th May 2019
- d) Drawing no. CBB LL 102 P8, stamped as received on 29th May 2019
- e) Drawing no. MAN CBB SK LUX P3, stamped as received on 29th May 2019
- f) Drawing no. DR 05 101 P4, stamped as received on 7th February 2019
- g) Drawing no. DR 05 102 P3, stamped as received on 7th February 2019
- h) Drawing no. CBB EE 001 P8, stamped as received on 29th May 2019
- i) Drawing no. 403 A, stamped as received on 7th February 2019
- j) Drawing no. GA01, stamped as received on 7th February 2019
- k) 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 Manchester Core Strategy.

3) With the exception of site clearance, no development, or any phase thereof, 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 except where that phase would involve connection to the foul drainage network when the details for the full site will be required. 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, or any phase thereof, 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 Manchester Core Strategy.

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 Manchester 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 removal work commencing. A methodology for the surveying of Vicarage Cottages, based on the details contained within the AECOM letter stamped as received on 29th May 2019, shall be submitted to and approved by the City Council as local planning authority and thereafter undertaken in accordance with those approved details.

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, or any phase thereof, 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 Manchester Core Strategy.

12) DISCHARGED ON 23/3/21, UNDER APPLICATION CDN/21/0014 - Prior to the development commencing, details of the Great Crested Newt mitigation, based on drawing no. 60578226-MAN-CBB-DR-08-001 R1 stamped as received on 20th June 2019, shall be submitted to and approved by the City Council as local planning authority. The approved scheme shall be provided prior to any works taking place and thereafter retained.

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.

13) 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.

14) 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.

15) Before the development hereby approved commences, or any phase thereof, 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.

16) 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.

17) 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.

18) No development shall take place, or any phase thereof, 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.

19) 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 Manchester Core Strategy.

20) 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.

21) 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 Manchester Core Strategy.

Appendix 1 – List of consultees & neighbours notified

United Utilities Water PLC
Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Ecology Unit

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - Within Outer Area
Site of Biological Interest - Name: Cotteril Clough
Green Belt Land - Green Belt Area (LDF)

Green Belt Land - Greater Manchester Green Belt Local Plan 1984

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

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

Airport Noise Index Zone - Noise and Nuisance Index - 60

Site of Special Scientific Significance - Site of Scientific Interest

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Middle) -

Susceptible to Surf Water Flood (Middle) -

Susceptible to Surf Water Flood (Middle) -

Susceptible to Surf Water Flood (Middle) -

Susceptible to Surf Water Flood (Middle) -

Susceptible to Surf Water Flood (Middle) -

Susceptible to Surf Water Flood (More) -

Susceptible to Surf Water Flood (More) -

Area Team Boundary - Name: SOUTH