

Planning

Growth & Development

Delegated officer report for planning application

Application no. 131335/FO/2021

Date registered valid: 16 September 2021

Proposal: Erection of a single storey building to form Drive Thru Cafe together with associated landscaping and parking

Address: Manchester International Office Centre , Styal Road, Manchester, M22 5WB

Ward(s): Woodhouse Park Ward

Applicant: Mr Liam MacCarthy Infinity (MIOC) LLP MIOC, Styal Road, Manchester, M22 5WB

Agent (if any): Mr Jamie Wood Pozzoni Architecture Limited Woodville House, 2 Woodville Road, Altrincham, WA14 2FH

Case officer: David Lawless
Tel: 0161 234 4543
Email: david.lawless@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 3/2/22



Application details

Type of application: Full Application Consent

Development type: Minor Retail

Date of site visit: 29 October 2021

Standard consultations:

Printed: 24 September 2021

Expired: 15 October 2021

Neighbour notifications

Printed: 24 September 2021

Expired: 15 October 2021

Site notice

No site notice has been produced

Press advert

No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building/area

This site is located to the front of Gateway House and the Manchester International Office Centre and adjoins Styal Road. It currently consists of an estate road, car parking area, boundary landscaping and lawned area, the site is edged red below:



To the north of the site lies the estate road/access point off Styal Road, beyond which there is further car parking. To the south of the site there is a lawned area in front of the MIOC office building, upon which outline consent has been granted for a three storey office block (127154/OO/2020) – this application site occupies the area to be used as the office car park. To the east stands Gateway House, while to the west, on the opposite side of Styal Road, lies a small residential estate.

Listed building: No

Conservation area: No

Tree Preservation Order: No

Description of development

Erection of a single storey building to form Drive Thru Cafe together with associated landscaping and car parking. The development, with its replacement tree planting, is shown below:



Consultations & Notification Responses

Local Residents – Correspondence has been received from a local resident and the commercial tenants at 500 Styal Road. The comments are summarised below:

- The Transport Assessment documentation provided by the applicant is totally inaccurate and invalid. Data obtained via CrashMap stated no accidents in the vicinity of the application site. This is not true, there have several accidents in the vicinity of the application including one death at the junction of Ringway Road and Styal Road. CrashMap is not accurate and should be used only as a guide. Indeed CrashMap shows several accidents in the vicinity that the applicant has not disclosed.
- The 130 and 368 bus service information is invalid. The 130 does not run along Styal Road and the 368 has only one service a day along Ringway Road at 5.30am terminating at the Airport. All the bus stops on Styal road have been closed for several years. There are no bus services operating along Styal Road.
- The applicant stated the nearest bus stop (walking distance) was 150m well within the required 400m/300m. This is incorrect the nearest operational bus stop is on Simonsway which is 840m walking distance.
- The 24/7 drive through restaurant is directly opposite a row of residential houses and will increase noise throughout the night and add to the already littered area from the Costa Coffee at the nearby garage located at the junction of Styal Road and Ringway Road.

and

- No objection to the proposal, but ask that a planning condition is imposed which imposes an absolute obligation on both the operators and owners to ensure that there is no litter caused by the proposal. There is already a high incidence of litter from the nearby garage (currently closed for rebuilding works) but thankfully the operators have taken much needed steps to abate this.

Environmental Health – Suggested the imposition of a number of conditions designed to protect existing levels of residential amenity and public health – acoustic insulation, waste management, timing of deliveries and light pollution.

MCC Flood Risk Management – Suggested the imposition of condition designed to prevent flooding and contamination of ground water.

Highway Services – Highway Services have made the following comments:

- Both TfGM and Highway Services note that since the development impact is unlikely to be severe there is no requirement for further trip generation or modelling to support the application.
- Based on the submitted information, it is accepted that in principle there are no underlying highway safety issues in the vicinity of the proposed development.
- It is proposed that deliveries and refuse collection will be provided from the existing main business park internal spine road, refuse would be pulled to the area of hardstanding on collection days. These arrangements are similar to existing refuse collection arrangements within the business park and so are acceptable in principle.
- The proposed new access is acceptable in principle.
- Dropped kerbs and tactile paving should be provided across all vehicle access points to the site - existing and proposed.
- A S278 agreement is required for works to the adopted
- An independent 'Stage 2' Road Safety Audit will be required; this may necessitate design changes with all costs attributable to the Developer.
- There does not appear to be a designated crossing point or route across the access road and through the car park towards the main building - this should also be provided to enhance pedestrian safety.
- As footfall and traffic movements are likely to increase within the car park, it is recommended that traffic calming is installed in the car park to maintain safe speeds.
- MCC's parking standards for drive throughs (located outside of city or district centres) is a maximum of 1 space per 7.5sqm of gross floor area. Based on MCC's parking standards, the proposed drive through should provide a maximum of 28 spaces. The proposed drive through will provide 18 spaces. It is suggested that there will be linked trips and that the MIOC car park will be available for overspill from the drive thru. A car park management strategy should be conditioned to ensure that car parking is suitably managed for all visitors to the site/MIOC/drive thru and that all tenants etc are aware that spaces could be used by coffee shop customers.
- Electric vehicle charging facilities are provided in the car park.
- It is recommended that secure and weatherproofed cycle parking is provided for staff and customers, this should be conditioned.

Greater Manchester Police – Suggested that the development be implemented in accordance with the recommendation of the submitted Crime Impact Statement.

Manchester Airport Safeguarding Officer – Suggested the imposition of conditions and informatives designed to ensure the safe running of Manchester Airport, as well as amending the landscaping scheme to remove bird attracting trees.

Cadent Gas Ltd – Highlighted the presence of a low pressure gas pipeline underneath the proposed car parking area.

United Utilities Water PLC – Suggested the imposition of a condition designed to prevent flooding.

Policies

The National Planning Policy Framework July 2021 (NPPF) – The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced. Planning law requires that applications for planning permission be determined in accordance with the development plan, i.e. the Core Strategy Development Plan Document and accompanying policies, unless material considerations indicate otherwise. The National Planning Policy Framework is a material consideration in planning decisions.

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

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

In Section 7, *Ensuring the vitality of town centres*, paragraph 87 states that local planning authorities should apply a sequential test to planning applications for main town centre uses that are not in an existing centre and are not in accordance with an up-to-date Local Plan. Paragraph 88 states that when considering edge of centre and out of centre proposals, preference should be given to accessible sites that are well connected to the town centre.

Paragraph 90 state that when assessing applications for retail, leisure and office development outside of town centres, which are not in accordance with an up-to-date Local Plan, local planning authorities should require an impact assessment if the development is over a proportionate, locally set floorspace threshold (if there is no locally set threshold, the default threshold is 2,500 sq m). This should include assessment of:

- the impact of the proposal on existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal; and
- the impact of the proposal on town centre vitality and viability, including local consumer choice and trade in the town centre and wider area, up to five years from the time the application is made. For major schemes where the full impact will not be realised in five years, the impact should also be assessed up to ten years from the time the application is made.

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

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

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

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

Policy C9, *Out-of-centre development* – Development of town centre uses in locations which are outside a centre identified in policy C1 or a strategic location identified for such uses will be inappropriate unless it can meet the following criteria:

- There are no sequentially preferable sites, or allocated sites, within the area the development is intended to serve that are available, suitable and viable
- The proposal would not have unacceptable impacts, either individually or cumulatively with recently completed and approved schemes and having regard to any allocations for town centre uses, on the vitality and viability of the City Centre and designated district and local centres. An assessment of impacts will be required for retail developments of more than local significance; and,
- The proposal is appropriate in terms of its scale and function to its location.

Policy EC1, *Employment and Economic Growth in Manchester* – This policy states that key locations for major employment growth showing indicative distribution figures will be the Regional Centre and Manchester Airport and the surrounding area.

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

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

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

- Appropriate siting, layout, scale, form, massing, materials and detail.
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- Community safety and crime prevention.
- Design for health.

- Adequacy of internal accommodation and external amenity space.
- Refuse storage and collection.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Flood risk and drainage.

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

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

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

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

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

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

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

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

Issues

Principle of the Proposal – It is considered that this type of commercial use, within an established office park, is acceptable in principle. It would bring an active use closer to Styal Road (the existing office building are set back by approximately 64 metres) and this would provide a

more active frontage to that road and as a result increase passive surveillance and helping enliven the streetscene.

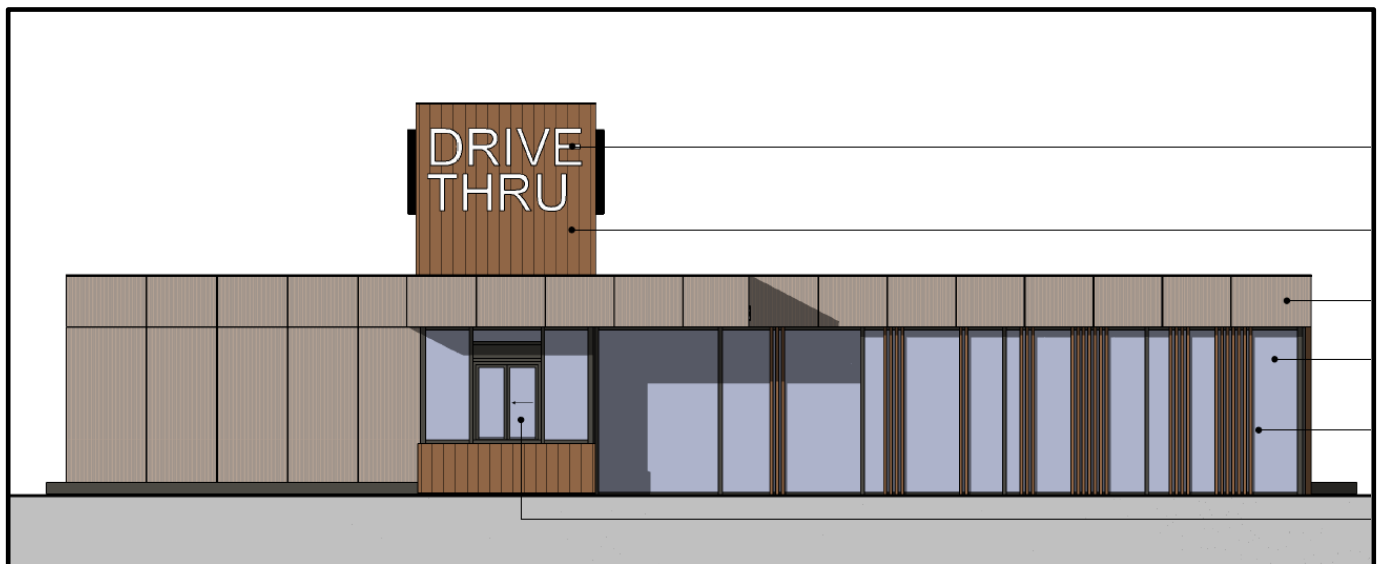
Out of Centre Uses – Policy C 9 of the Core Strategy confirms that an assessment of impact will be required for commercial development of more than local significance. The supporting text to this policy sets a floorspace threshold of 650m² below which, commercial proposals will be regarded as ‘of local significance only’. At 198m², the proposed drive through unit is below the threshold for which an impact assessment is required.

Notwithstanding the above, the impact of the development upon the viability of the Wythenshawe District Centre has been assessed. It is not considered that this small-scale operation would have a detrimental impact upon the viability of that district centre.

Residential Amenity – The proposed car park and building would be between 58 to 68 metres away from the nearest residential accommodation on Maroon Road and separated from it by the four lane section of Styal Road. Given these separation distances, it is not considered that the proposed use would have a detrimental impact upon the levels of residential amenity enjoyed by the occupants of those dwellings.

Nonetheless, in order to protect existing levels of residential amenity, two acoustic insulation conditions (building and external plant) are suggested, along with one limiting deliveries to between 0730hrs to 2000hrs on Mondays to Saturdays and 1000hrs to 1800hrs on Sundays and Bank Holidays.

Design – The proposed building would be single storey in height, apart from a central “feature tower” element and would occupy a rectangular footprint. It would be constructed from a mix of façade panels, larch timber cladding and aluminium curtain walling, with large glazed areas bordered by vertical timber fins. Overall, the design of the proposed building is considered acceptable.



Visual Amenity – Given the design of the proposal and the associated landscaping scheme it is not considered that the proposal would have a detrimental impact upon the levels of visual amenity enjoyed within the vicinity of the site.

Car Parking – It is acknowledged that there is a shortfall of parking spaces when judged against the requirements of the Core Strategy, i.e. 18 spaces are proposed, while the Core Strategy recommends that 28 be provided. However, given the prevalence of parking spaces nearby and the fact that many of the trips to and from the site would be combined with visits to the adjoining

business parks, it is considered that the number of parking spaces provided is acceptable in this instance.

Pedestrian and Highway Safety – Given the anticipated vehicle movements and existing traffic levels experienced along Styal Road, it is not considered that the comings and goings of customers and staff to the site would have a detrimental impact upon the levels of pedestrian and highway safety enjoyed in the vicinity of the site.

Notwithstanding this, as requested by Highway Services, a condition requiring that the applicant undertake a Road Safety Audit would be attached to any consent granted. While the applicant has stated his attention to install tactile paving at the crossing points again the imposition of a condition will ensure that this takes place.

Cycle Parking – As requested by Highway Services, a condition requiring the provision of cycle parking facilities will be attached to any approval granted.

Trees – Forty-one trees have been surveyed and of these trees, 25 are proposed to be felled, the categories of the trees to be felled is as follows:

- 1 x B
- 21 x C
- 3 x U

It should be noted that the majority are young self-seeded Ash trees that are tightly packed together with a life expectancy of less than 10 years. The trees in question are shown below:



Given the standard of the trees to be felled and the fact they are to be replaced by the 18 trees and the beech hedge listed below, the impact upon the existing tree coverage is considered acceptable.

Landscaping – To complement the proposed building and compensate for the loss of the trees referred to above, the applicant is proposing a comprehensive landscaping scheme consisting of trees, hedging, evergreen ground covering plants and ornamental grasses and perennials.

The trees to be planted would consist of 14 Silver Birch and 4 Ornamental Pear, while the beech hedge would consist of 22 beech trees at 1.2 metres in height. The originally proposed pine trees were omitted from the scheme for aerodrome safeguarding reasons. Given the above, the proposed landscaping scheme is considered acceptable.

Waste Management – Condition requiring the applicant to submit a Waste Management Strategy will be attached to any approval granted.

Crime and Safety – A condition requiring the applicant to incorporate the recommendations of the Crime Impact Statement (Section 4 - physical security measures) will be attached to any approval granted.

Human Rights Act 1998 considerations

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

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

Recommendation: Approve

Article 35 Declaration

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

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

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

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

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

- a) P5759_1100 A, stamped as received on 12 August 2021
- b) P5759_1200 A, stamped as received on 12 August 2021
- c) P5759_1250 A, stamped as received on 12 August 2021
- d) P5759_1260 A, stamped as received on 12 August 2021
- e) P5759_1350 A, stamped as received on 12 August 2021
- f) 268-LYR-XX-ZZ-DWG-L-3001 rev 1, stamped as received on 3 November 2021
- g) Arboricultural Impact Assessment and Tree Survey, stamped as received on 12 August 2021

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

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

4) The car parking hereby approved shall be laid out, demarcated and made available prior to the occupation of the development hereby approved.

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

5) Above-ground construction works shall not commence until details of the vehicle charging points to be incorporated into the development have been submitted to and approved by the City Council as Local Planning Authority. The approved scheme shall thereafter be implemented prior to the occupation of the development hereby approved.

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

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

- a) 0730hrs to 2000hrs Monday to Saturday and
- b) 1000hrs to 1800hrs Sunday/Bank Holiday

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

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

Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 5dB below the LA90 (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63Hz and 125Hz octave frequency bands shall be controlled so as not to exceed (in habitable rooms) 47dB and 41dB (Leq,5min), respectively.

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

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation and commercial premises, pursuant to Policy DM1 in the Manchester Core Strategy and Saved UDP Policy DC26.

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

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

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation and commercial premises, pursuant to Policy DM1 in the Manchester Core Strategy and Saved UDP Policy DC26.

9) Prior to the commencement of above ground works, 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 in the Manchester Core Strategy.

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

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

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

b) When the development within each phase commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification

Report shall be submitted to and approved in writing by the City Council as local planning authority.

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

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

11) The hard and soft landscaping scheme approved by the City Council as local planning authority, shown on drawing 268-LYR-XX-ZZ-DWG-L-3001 (dated 16 September 2021), shall be implemented not later than 12 months from the date of completion of building 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.

12) 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.

13) 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.

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

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

15) Before the use hereby approved commences any external lighting shall be designed and installed in accordance with a scheme approved in writing by the City Council as local planning authority so as to control glare and overspill onto nearby residential properties and to prevent ocular hazard and distraction to pilots using Manchester Airport.

Reason - To safeguard the amenities of the occupiers of nearby properties and in the interests of aerodrome safety, pursuant to Policies DM1 and DM2 in the Manchester Core Strategy.

16) No development shall take place until surface water drainage works have been implemented in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards and details that have been submitted to and approved in writing by the Local Planning Authority.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to Policies EN08 and EN14 in the Manchester Core Strategy and the guidance contained within the NPPF and NPPG.

17) 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:

- o Verification report providing photographic evidence of construction as per design drawings;
- o As built construction drawings if different from design construction drawings;
- o 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 manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development, pursuant to Policies EN08 and EN14 in the Manchester Core Strategy and the guidance contained within the NPPF and NPPG.

18) The development hereby approved shall be implemented in accordance with the recommendations of the Crime Impact Statement (Section 4 - physical security measures), stamped as received by the City Council as local planning authority on 12 August 2021.

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.

19) A Safety Audit Report to assess the impact of the proposal upon pedestrian and highway enjoyed along Styal Road shall be undertaken and submitted to the City Council as Local Planning Authority no later than six months after the commencement of the “drive-thru” use. In the event of the Safety Audit Report identifying risks to pedestrian and highway safety as result of the operational phase of the development, it shall identify measures necessary to minimise such risks and these measures shall be implemented and thereafter maintained in accordance with a timetable to be agreed with the City Council as local planning authority.

Reason - In the interests of pedestrian and highway safety, pursuant to Policy DM1 of the Manchester Core Strategy.

20) Details of the dropped kerbs and tactile paving to be provided across all vehicle access points to the site (both existing and proposed) shall be submitted to and approved by the City Council as local planning authority. The approved details shall be implemented and thereafter maintained in accordance with a timetable to be agreed with the City Council as local planning authority.

Reason - In the interests of pedestrian and highway safety, pursuant to Policy DM1 of the Manchester Core Strategy.

21) (a). Three months prior to the first occupation of the development, a Local Benefit Proposal Framework that outlines the approach to local recruitment for the end use(s), shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the occupation of the development.

(b). Within 6 months of the first occupation of the development, a Local Benefit Proposal which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council, as Local Planning Authority. Any Local Benefit Proposal approved by the City Council, as Local Planning Authority, shall be implemented in full at all times whilst the use is in operation.

Reason - The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy.

22) No part of the development shall be occupied until space and facilities for bicycle parking have been provided in accordance with details to be submitted to and approved in writing by the City Council as local planning authority. The approved space and facilities shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with policies SP1, T1 and DM1 of the Manchester Core Strategy.

23) Above ground construction works shall not commence until a construction management plan or construction method statement has been submitted to and approved in writing by the Local Planning Authority. The approved plan/statement shall be adhered to throughout the demolition/construction period. The plan/statement shall provide for:

- a) A construction programme including phasing of works;
- b) 24 hour emergency contact number;

- c) Expected number and type of vehicles accessing the site:- i) Deliveries, waste, cranes, equipment, plant, works, visitors; ii) Size of construction vehicles; iii) The use of a consolidation operation or scheme for the delivery of materials and goods; iv) Phasing of works;
- d) Means by which a reduction in the number of movements and parking on nearby streets can be achieved (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction):- Programming; Waste management; Construction methodology; Shared deliveries; Car sharing; Travel planning; Local workforce; Parking facilities for staff and visitors; On-site facilities; A scheme to encourage the use of public transport and cycling;
- e) Routes for construction traffic, avoiding weight and size restrictions to reduce unsuitable traffic on residential roads;
- f) Locations for loading/unloading, waiting/holding areas and means of communication for delivery vehicles if space is unavailable within or near the site;
- g) Locations for storage of plant/waste/construction materials;
- h) Arrangements for the turning of vehicles, to be within the site unless completely unavoidable;
- i) Arrangements to receive abnormal loads or unusually large vehicles;
- j) Swept paths showing access for the largest vehicles regularly accessing the site and measures to ensure adequate space is available;
- k) Any necessary temporary traffic management measures;
- l) Measures to protect vulnerable road users (cyclists and pedestrians);
- m) Arrangements for temporary facilities for any bus stops or routes;
- n) Bird Hazard Management Plan during construction
- o) Method of preventing mud being carried onto the highway;
- p) Method of dust suppression;
- q) Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

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

Reason: In the interests of safe operation of the adopted highway in the lead into development both during the demolition and construction phase of the development, pursuant to policies SP1, EN19, DM1 and DM2 of the Manchester Core Strategy.

Informatives

1) Informative for Condition 14 (External Lighting) - To prevent distraction or confusion to pilots using Manchester Airport, all exterior lighting to be capped at the horizontal with no upward light spill.

2) Aerodrome Safeguarding - a) No reflective materials to be used in the construction of these buildings and no solar photovoltaics to be used on site without first consulting with the aerodrome safeguarding authority for Manchester Airport.

b) Given the location of this property relative to the flight path, the applicant should be aware that Manchester Airport will take action against anyone found in contravention of the Air Navigation Order ("Order"). In particular in contravention of the following provisions under that Order:-

Part 10: 240: A person must not recklessly or negligently act in a manner likely to endanger an aircraft, or any person in an aircraft.

Part 10: 241: A person must not recklessly or negligently cause or permit an aircraft to endanger any person or property.

c) The applicant's attention is drawn to the new procedures for crane and tall equipment notifications, please see:

3) Informative for Condition 15 (Drainage) - In order to avoid/dischage the above drainage condition the following additional information has to be provided:

- o Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for 40% climate change in any part of a building; the hydraulic model needs to include the same information as the proposed drainage layout (manhole numberings, invert and cover levels, pipe sizes and manhole diameters).
- o Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site.
- o Where surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice.
- o Hydraulic calculation of the proposed drainage system;
- o Construction details of flow control and SuDS elements.

Appendix 1 – List of consultees & neighbours notified

Cadent Gas Ltd
United Utilities Water PLC
Corporate Property
Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
South Neighbourhood Team
Greater Manchester Police
Manchester Airport Safeguarding Officer
TREMAR Residents Association

Second Floor 206C, Trident 1, Styal Road, Manchester, M22 5WN
Stables Cottage, Trenchard Drive, Manchester, M22 5LZ
First Floor, Trident 2, Styal Road, Manchester, M22 5XB
27 Trenchard Drive, Manchester, M22 5LZ
Suite 2E, Manchester International Office Centre, Styal Road, Manchester, M22 5WB
Suite 14, Manchester International Office Centre, Styal Road, Manchester, M22 5WB
Suite 2D, Manchester International Office Centre, Styal Road, Manchester, M22 5WB
LOKSYS SOLUTIONS LIMITED, Suite 5C, Manchester International Office Centre, Styal Road, Manchester, M22 5WB
Suite 11C, Manchester International Office Centre, Styal Road, Manchester, M22 5WB
Vitablend Ltd, Trident 1, Styal Road, Manchester, M22 5XB
Second Floor 209, Trident 1, Styal Road, Manchester, M22 5WN
Ground Floor Room 6, Trident 1, Styal Road, Manchester, M22 5WN
Bravura Solutions Ltd, Trident 1, Styal Road, Manchester, M22 5XB
Trident 1, Styal Road, Manchester, M22 5WN
13 Trenchard Drive, Manchester, M22 5LZ
7 Emerald Road, Manchester, M22 5WA
10 Trenchard Drive, Manchester, M22 5NA
Suite 3E, Manchester International Office Centre, Styal Road, Manchester, M22 5WB
Second Floor 206B, Trident 1, Styal Road, Manchester, M22 5WN
Suite 15F, Manchester International Office Centre, Styal Road, Manchester, M22 5WB
Conference Room, Manchester International Office Centre, Styal Road, Manchester, M22 5WB
Suite 2F, Manchester International Office Centre, Styal Road, Manchester, M22 5WB
Suite 11A, Manchester International Office Centre, Styal Road, Manchester, M22 5WB
Ground Floor Room 15, Trident 1, Styal Road, Manchester, M22 5WN
First Floor Room 103, Trident 1, Styal Road, Manchester, M22 5WN
First Floor Room 114, Trident 1, Styal Road, Manchester, M22 5WN
Renold House, Styal Road, Manchester, M22 5WL
Trident 3, Styal Road, Manchester, M22 5XB
Second Floor 201, Trident 1, Styal Road, Manchester, M22 5WN
Suite 10, Manchester International Office Centre, Styal Road, Manchester, M22 5WB
Suite 16E, Manchester International Office Centre, Styal Road, Manchester, M22 5WB
Suite 15A, Manchester International Office Centre, Styal Road, Manchester, M22 5WB
6 Emerald Road, Manchester, M22 5WA
7 Maroon Road, Manchester, M22 5NB
5 Maroon Road, Manchester, M22 5NB
3 Maroon Road, Manchester, M22 5NB
15 Trenchard Drive, Manchester, M22 5LZ
11 Trenchard Drive, Manchester, M22 5LZ
Second Floor, Trident 3, Styal Road, Manchester, M22 5WN

Suite 3A, Manchester International Office Centre, Styal Road, Manchester, M22 5WB
Second Floor 206A, Trident 1, Styal Road, Manchester, M22 5WN
Suite 12, Manchester International Office Centre, Styal Road, Manchester, M22 5WB
HARRISON IP LIMITED, Suite 5D, Manchester International Office Centre, Styal Road, Manchester, M22 5WB
Second Floor 204, Trident 1, Styal Road, Manchester, M22 5WN
Second Floor 205A, Trident 1, Styal Road, Manchester, M22 5WN
Ground Floor And First Floor, Trident 1, Styal Road, Manchester, M22 5WN
Ground Floor Room 4, Trident 1, Styal Road, Manchester, M22 5WN
Ground Floor Room 7, Trident 1, Styal Road, Manchester, M22 5WN
Ground Floor Room 17, Trident 1, Styal Road, Manchester, M22 5WN
Ground Floor Room 19, Trident 1, Styal Road, Manchester, M22 5WN
First Floor Room 111, Trident 1, Styal Road, Manchester, M22 5WN
Second Floor, Trident 2, Styal Road, Manchester, M22 5WN
Second Floor 203, Trident 1, Styal Road, Manchester, M22 5WN
Suite 15G, Manchester International Office Centre, Styal Road, Manchester, M22 5WB
First Floor Room 107, Trident 1, Styal Road, Manchester, M22 5WN
Ground Floor South, 500 Styal Road, Manchester, M22 5HQ
9 Maroon Road, Manchester, M22 5NB
6 Maroon Road, Manchester, M22 5NB
17 Trenchard Drive, Manchester, M22 5LZ
First Floor, Trident 3, Styal Road, Manchester, M22 5WN
Second Floor, 500 Styal Road, Manchester, M22 5HQ
Ground Floor, 500 Styal Road, Manchester, M22 5HQ
22 Trenchard Drive, Manchester, M22 5NA
First Floor, Trident 1, Styal Road, Manchester, M22 5WN
Second Floor 207, Trident 1, Styal Road, Manchester, M22 5WN
Suite 4B, Manchester International Office Centre, Styal Road, Manchester, M22 5WB
Suite 5B, Manchester International Office Centre, Styal Road, Manchester, M22 5WB
Suite 15B, Manchester International Office Centre, Styal Road, Manchester, M22 5WB
Styal Road Service Station, Styal Road, Manchester, M22 5WX
Trident 2, Styal Road, Manchester, M22 5WN
Ground Floor, Trident 3, Styal Road, Manchester, M22 5WN
Ground Floor, Trident 2, Styal Road, Manchester, M22 5WN
Suite 3, Manchester International Office Centre, Styal Road, Manchester, M22 5WB
Suite 8C, Manchester International Office Centre, Styal Road, Manchester, M22 5WB
Ground Floor Room 11, Trident 1, Styal Road, Manchester, M22 5WN
First Floor Room 101, Trident 1, Styal Road, Manchester, M22 5WN
Wesco Distribution International Ltd, Trident 1, Styal Road, Manchester, M22 5XB
Suite 1, Manchester International Office Centre, Styal Road, Manchester, M22 5WB
Suite 16A, Manchester International Office Centre, Styal Road, Manchester, M22 5WB
3 Emerald Road, Manchester, M22 5WA
26 Trenchard Drive, Manchester, M22 5NA
14 Trenchard Drive, Manchester, M22 5NA
Suite 3B, Manchester International Office Centre, Styal Road, Manchester, M22 5WB
Suite 3D, Manchester International Office Centre, Styal Road, Manchester, M22 5WB
Second Floor 208, Trident 1, Styal Road, Manchester, M22 5WN
Suite 2A, Manchester International Office Centre, Styal Road, Manchester, M22 5WB
Suite 4C, Manchester International Office Centre, Styal Road, Manchester, M22 5WB
Suite 13, Manchester International Office Centre, Styal Road, Manchester, M22 5WB
Second Floor 202, Trident 1, Styal Road, Manchester, M22 5WN
Second Floor 211, Trident 1, Styal Road, Manchester, M22 5WN
First Floor Room 105, Trident 1, Styal Road, Manchester, M22 5WN
First Floor Room 106, Trident 1, Styal Road, Manchester, M22 5WN

First Floor Room 108, Trident 1, Styal Road, Manchester, M22 5WN
Suite 9, Manchester International Office Centre, Styal Road, Manchester, M22 5WB
Ground Floor Room 5, Trident 1, Styal Road, Manchester, M22 5WN
First Floor Room 104, Trident 1, Styal Road, Manchester, M22 5WN
First Floor Room 109, Trident 1, Styal Road, Manchester, M22 5WN
First Floor, 500 Styal Road, Manchester, M22 5HQ
Suite 15D, Manchester International Office Centre, Styal Road, Manchester, M22 5WB
2 Emerald Road, Manchester, M22 5WA
1 Maroon Road, Manchester, M22 5NB
44 Trenchard Drive, Manchester, M22 5NA
42 Trenchard Drive, Manchester, M22 5NA
20 Trenchard Drive, Manchester, M22 5NA
First Floor South, 500 Styal Road, Manchester, M22 5HQ
25 Trenchard Drive, Manchester, M22 5LZ
Suite 7B, Manchester International Office Centre, Styal Road, Manchester, M22 5WB
12 Trenchard Drive, Manchester, M22 5NA
Moss Nook House, Trenchard Drive, Manchester, M22 5NA
Suite 16D, Manchester International Office Centre, Styal Road, Manchester, M22 5WB
Suite 11B, Manchester International Office Centre, Styal Road, Manchester, M22 5WB
Suite 6, Manchester International Office Centre, Styal Road, Manchester, M22 5WB
Suite 15E, Manchester International Office Centre, Styal Road, Manchester, M22 5WB
18 Trenchard Drive, Manchester, M22 5NA
24 Trenchard Drive, Manchester, M22 5NA
Suite 3G, Manchester International Office Centre, Styal Road, Manchester, M22 5WB
Suite 3C, Manchester International Office Centre, Styal Road, Manchester, M22 5WB
Suite 4A, Manchester International Office Centre, Styal Road, Manchester, M22 5WB
Ground Floor Room 2, Trident 1, Styal Road, Manchester, M22 5WN
Suite 8B, Manchester International Office Centre, Styal Road, Manchester, M22 5WB
Suite 16B And 16C, Manchester International Office Centre, Styal Road, Manchester, M22 5WB
Second Floor 205B, Trident 1, Styal Road, Manchester, M22 5WN
Ground Floor Room 10, Trident 1, Styal Road, Manchester, M22 5WN
First Floor Room 110, Trident 1, Styal Road, Manchester, M22 5WN
First Floor Room 112, Trident 1, Styal Road, Manchester, M22 5WN
First Floor Room 113, Trident 1, Styal Road, Manchester, M22 5WN
Suite 7A, Manchester International Office Centre, Styal Road, Manchester, M22 5WB
Second Floor 206, Trident 1, Styal Road, Manchester, M22 5WN
Second Floor 205, Trident 1, Styal Road, Manchester, M22 5WN
Ground Floor Room 8, Trident 1, Styal Road, Manchester, M22 5WN
Ground Floor Room 13, Trident 1, Styal Road, Manchester, M22 5WN
5 Emerald Road, Manchester, M22 5WA
2 Maroon Road, Manchester, M22 5NB
Suite 15C (1), Manchester International Office Centre, Styal Road, Manchester, M22 5WB
Ground Floor Room 3, Trident 1, Styal Road, Manchester, M22 5WN
Ground Floor Room 12, Trident 1, Styal Road, Manchester, M22 5WN
Suite 5A, Manchester International Office Centre, Styal Road, Manchester, M22 5WB
Ground Floor Room 16, Trident 1, Styal Road, Manchester, M22 5WN
Ground Floor Room 18, Trident 1, Styal Road, Manchester, M22 5WN
Amsel And Co, Trident 1, Styal Road, Manchester, M22 5XB
4 Emerald Road, Manchester, M22 5WA
1 Emerald Road, Manchester, M22 5WA
8 Maroon Road, Manchester, M22 5NB
16 Trenchard Drive, Manchester, M22 5NA
23 Trenchard Drive, Manchester, M22 5LZ
Second Floor 210, Trident 1, Styal Road, Manchester, M22 5WN

Suite 8A, Manchester International Office Centre, Styal Road, Manchester, M22 5WB
Ground Floor Room 9, Trident 1, Styal Road, Manchester, M22 5WN
Ground Floor Room 14, Trident 1, Styal Road, Manchester, M22 5WN
Suite 2B, Manchester International Office Centre, Styal Road, Manchester, M22 5WB
Ground Floor Room 1, Trident 1, Styal Road, Manchester, M22 5WN
Hexagon Services Ltd, Trident 1, Styal Road, Manchester, M22 5XB
Hecny Transportation Ltd, Trident 1, Styal Road, Manchester, M22 5XB
General Guarantee Collections, Trident 1, Styal Road, Manchester, M22 5XB
Gateway House, Styal Road, Manchester, M22 5WY
2 Trenchard Drive, Manchester, M22 5NA
21 Trenchard Drive, Manchester, M22 5LZ
Smithy Farm, Tedder Drive, Manchester, M22 5UB
4 Maroon Road, Manchester, M22 5NB

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
Airport Noise Index Zone - Noise and Nuisance Index - 50-59
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: SOUTH