

Planning

Growth & Development

Delegated officer report for planning application

Application no.	141514/FO/2024
Date registered valid:	29 November 2024
Proposal:	Use of the site for the siting of two food trailers, with associated car parking, external seating area and bin storage
Address:	Lay-by Off Wilmslow Road Adjacent Amazon Logistics Warehouse, Manchester
Ward(s):	Woodhouse Park Ward
Applicant:	Mr Darren Murtagh
Agent (if any):	Mr Abdul Patel, ARP Designs
Case officer:	David Lawless Tel: 0161 234 4543 Email: david.lawless@manchester.gov.uk
Recommendation:	Approve
Date of recommendation:	30 September 2025



Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 14 January 2025

Standard consultations:

Printed: 11 December 2024

Expired: 4 January 2025

Neighbour notifications

Printed: 11 December 2024

Expired: 4 January 2025

Site notice

No site notice has been produced

Press advert

No press advert had been published

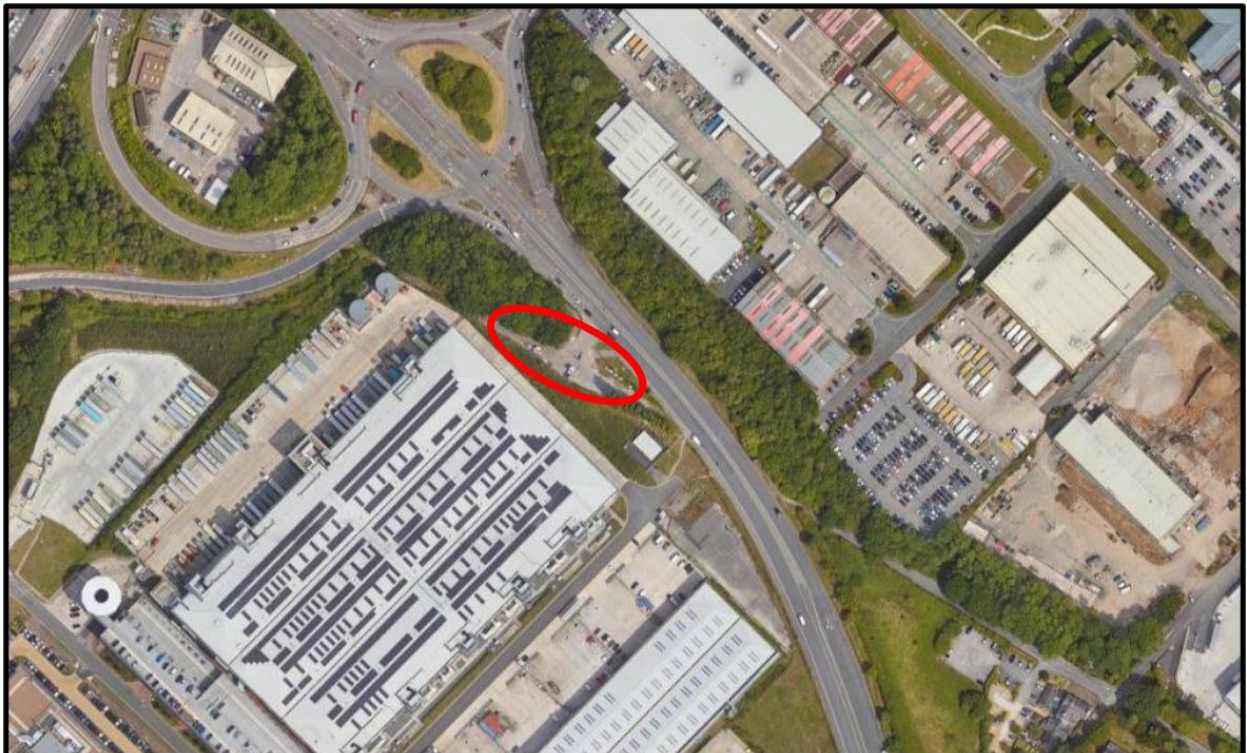
Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building/area

This application relates to a layby area to the south of Wilmslow Road (A538) which runs between the cargo/logistic uses adjoining Manchester Airport and the World Logistic Hub. The layby was formed following the closure of Wilmslow Old Road.

To the north of the site there is a small wooded area, while to the south stands the Amazon warehouse. Vehicular access to the site is via a short driveway off the A538.

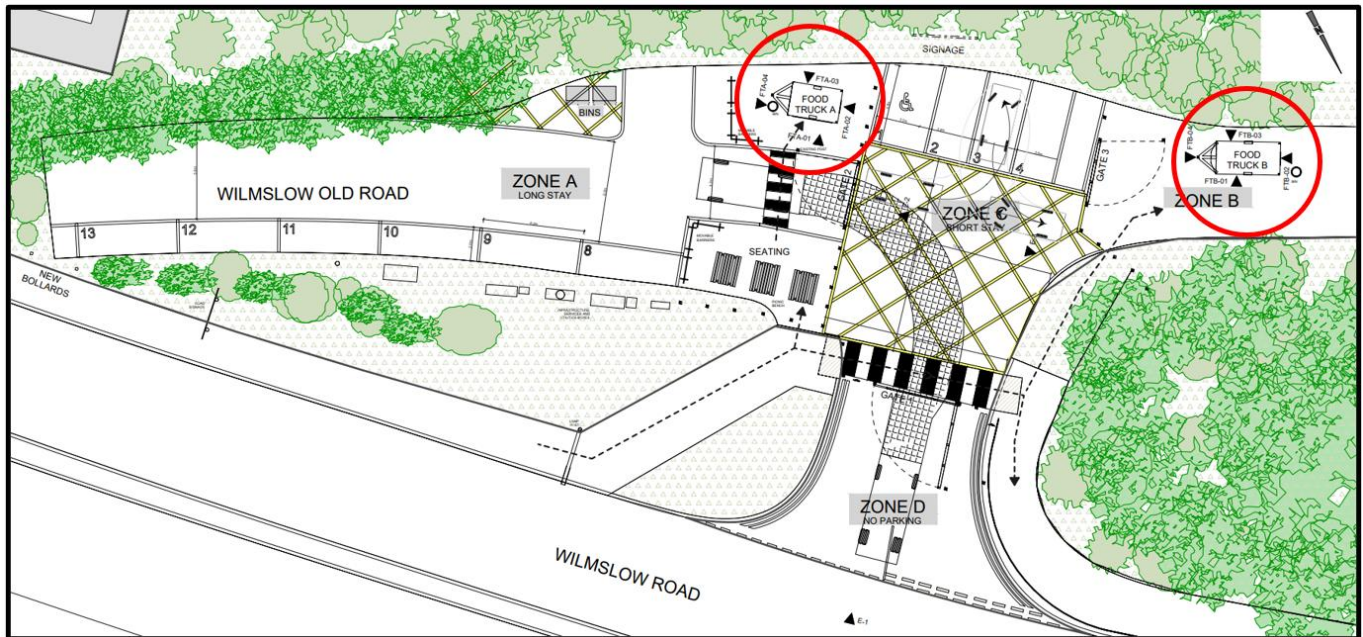


Listed building: No
Conservation area: No
Tree Preservation Order: No

Description of development

The applicant had previously sited two food trailers on the site without the benefit of planning permission. He is now proposing to regularise the use by applying for the appropriate permission.

In addition to the two food trailers circled in red below, the applicant is also proposing to provide a dedicated bin storage area, external seating and demarcated car parking areas:



Consultations & Notification Responses

Members of the Public – Correspondence has been received from a member of the public:

- I object to this planning application because I was previously informed by a Neighbourhood Team Officer that, “*due to known difficulties at this location, it is unlikely you would be granted planning permission for a catering unit.*” Given this, it is unclear how the current applicant is now able to seek permission, especially considering that two units have been trading since November 2023 without prior planning approval. Additionally, both units were issued new licences in either 2023 or 2024 and therefore should be subject to current planning regulations.

High Speed Two (HS2) Limited – Given the minor nature of the use (which it is noted from the submitted application form was started in excess of five years ago) HS2 Ltd raises no objections in planning terms but as safeguarding remains in place, in event the Council are minded to grant retrospective consent it is requested that the following standard informative is included on the decision notice for awareness:

The applicant is advised that the application site is located partially within land that is covered by HS2 Safeguarding Directions, which remain in place on the former Phase 2b route. As such, the applicant is advised to monitor future Government announcements on this subject.

Highway Services – Highway Services comments are summarised as follows:

- The Access Management Plan is acceptable in principle:
 - Refuse and maintenance vehicles will access the site outside operating hours.

- Waste collection will occur via the internal access route, not from Wilmslow Road.
- Signage will be installed to:
 - Indicate short-stay restrictions.
 - Mark no-parking zones.
 - Show traffic flow and gate-specific access rules.
- Swept Path Analysis drawings confirm:
 - Both cars and vans can safely access, manoeuvre, and exit the site in forward gear, which is acceptable to Highways.

Environmental Health – Suggests the imposition of a refuse storage condition.

Greater Manchester Police (GMP) – GMP have made the following comments:

- The site would benefit from lighting fitted with a dusk till dawn sensors so it can be used in the hours of darkness.
- Any permanent furniture should be secure in place, so it cannot be removed.

Manchester Airport Safeguarding Officer – Have made the following comments:

- Concern Over Vehicle Dwell Time: There is still concern about vehicles staying too long at the site, especially in the long stay area where no maximum time limit is specified. This could lead to taxis and private hire vehicles occupying spaces for extended periods, reducing availability for catering customers.
- Risk of Unauthorised Parking: Limited space availability may push vehicles to park in the bellmouth Zone D, potentially affecting highway safety on the A538.
- Requested Conditions for Approval:
 1. Parking Management Plan: A condition requiring submission and approval of a Parking Management Plan before development begins. This plan should include enforceable parking controls and time limits to ensure turnover and safety.
 2. Temporary Permission: A 12-month temporary permission is requested to test the effectiveness of the parking controls due to uncertainty about long-term enforcement.
 3. Refuse Management to prevent birdstrike
- Without robust parking control and enforcement, the site is considered unsuitable for the proposed operation, and planning permission should be refused

National Highways – No objections to the proposal.

Trafford Council – No objections to the proposal.

Ringway Parish Council – Ringway Parish Council objects to the proposal, main points raised include:

- Litter and Waste Management: The site has historically suffered from severe littering, particularly when used by taxis and food trailers. The current waste management plan is deemed inadequate, lacking provisions for food waste and recycling.
- Retrospective Nature and Inaccuracies: The application claims the food trailers were installed in 2019, but the Council asserts they appeared only recently, post-barrier installation.
- Traffic and Parking Issues: The site is considered unsuitable due to insufficient parking. Vehicles often block access to Wilmslow Road and use grass verges, creating traffic hazards near the M56 junction.
- Lighting Concerns: Floodlights mounted on food vans are reportedly unsafe for passing traffic, especially near a major junction.
- Lack of Facilities: No toilet facilities are provided, exacerbating existing issues with public urination and defecation in nearby hedgerows and gardens.
- Policy Enforcement: The Council urges enforcement of existing regulations and recommends taxis use authorised waiting areas.

- Alternative Provision: If such a facility is deemed necessary, it should be provided in a safer, properly equipped location by the Council or Airport, and be free to use

Policies

The National Planning Policy Framework (December 2024) – 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:

- c) approving development proposals that accord with an up-to-date development plan without delay; or
- d) 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 strong 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, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.

Paragraph 12 states that the presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision-making. Where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.

The Places for Everyone Plan – This plan was adopted on 21 March 2024, as such the Plan and its policies are now a material planning consideration in the determination of planning applications. The Plan and its policies must therefore be given significant weight in the planning balance. The relevant policy is set out below:

Policy JP-Strat9 (Southern Areas) – This policy states that the economic competitiveness, distinctive local neighbourhood character and environmental attractiveness of the southern areas will be protected and enhanced. There will be a strong emphasis on making as much use as possible of suitable previously developed (brownfield) land and promoting the roles of the areas' town centres and its other key assets.

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

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

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

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

- 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.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Flood risk and drainage.

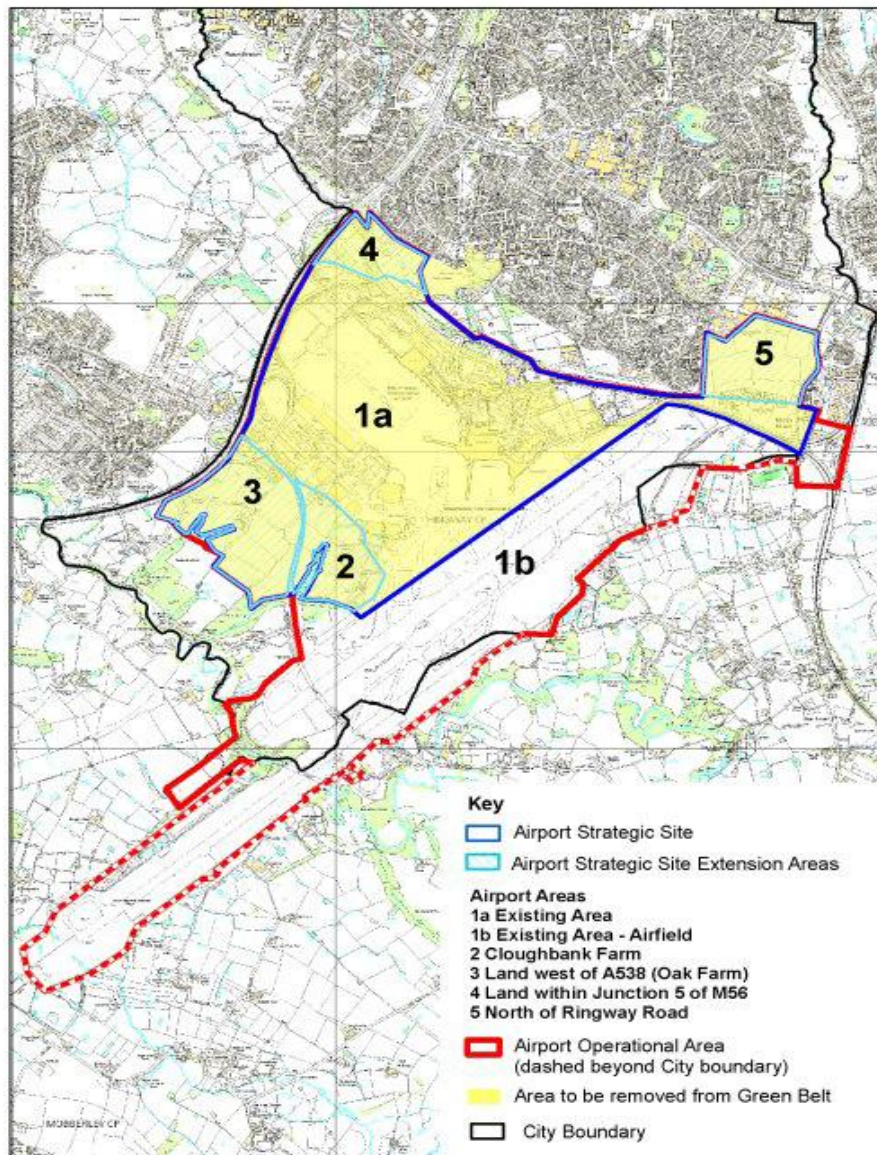
Policy DM2, *Aerodrome Safeguarding* – Development will not be permitted if it would adversely affect the operational integrity or safety of Manchester Airport or other aerodromes. This includes:

- The creation of structures or buildings that penetrate protected airspace;
- Uses that may attract large numbers of birds and increase the risk of birdstrike;
- Lighting that could confuse or distract pilots;
- Electronic emissions that could interfere with aircraft navigation or communication systems;
- Any other activity that could compromise aerodrome operations or safety.

Where appropriate, developers will be required to consult with Manchester Airport and other relevant bodies to ensure compliance with safeguarding requirements.

Policy MA1, *Manchester Airport Strategic Site* – This policy, which designates the Airport as a Strategic Site, states that growth of Manchester Airport to 2030 will be supported and sets out the policy context for development at the Airport.

This site is within Area 3 (Land west of A538, Oak Farm). Acceptable uses in Area 3 are as follows: operational facilities, cargo facilities and car parking and landscape mitigation.



Issues

Principle of The Proposal – There is no objection in principle to the introduction of ancillary uses within Area 3 of the Airport Strategic Site. Such uses are already established within the World Logistics Hub, including a petrol filling station with a modest retail offer and a separate food and drink outlet in the form of a drive-thru Costa Coffee.

However, given previous concerns regarding traffic management within the site, it is considered prudent to grant a temporary planning permission for a period of two years. This approach will allow for ongoing monitoring of site operations and traffic impacts, enabling a reassessment of the proposal's long-term acceptability once the temporary consent has expired.

Residential Amenity – The nearest residential accommodation is located over 300 metres from the application site, specifically at The Romper Public House on Wilmslow Old Road. Given this separation distance, it is not considered that the day-to-day operations associated with the proposed development would result in any material harm to the residential amenity currently enjoyed by the occupants of that property.

Visual Amenity – Given the established context of the site, characterised by a backdrop of substantial logistics buildings, it is considered that the siting of two food trailers in this location would not result in any significant harm to the visual amenity experienced along this stretch of the A538. The proposed units would be viewed in the context of existing large-scale commercial infrastructure and are unlikely to appear incongruous or visually intrusive within the wider setting.

Pedestrian and Highway Safety – Historical concerns have been raised regarding the presence of private hire vehicles parking on the site while awaiting fares from Manchester Airport, occasionally resulting in vehicles reversing onto the A538, thereby posing a potential safety hazard. However, following the applicant's implementation of improved signage and the resolution of radio frequency blackspots, such instances have significantly reduced.

To ensure the continued safe and orderly management of the site, and in accordance with the recommendations of Highway Services, it is proposed that a condition be attached requiring the submission and approval of a comprehensive Parking Management Plan. This plan would be implemented for the duration of the planning permission and is considered sufficient to mitigate any adverse impacts on pedestrian and highway safety.

It is also noted that the permission sought is temporary in nature, thereby allowing for a future reassessment of the site's operation. Should evidence emerge indicating an undue detrimental impact on pedestrian or highway safety, the use can be re-evaluated accordingly.

Waste Storage – The inclusion of a dedicated bin storage area within the proposal is welcomed. In order to ensure that the provision is appropriate in terms of both capacity and specification, it is recommended that the condition advised by Environmental Health be attached to any planning permission granted.

Aerodrome Safeguarding – In order to safeguard the operational integrity of Manchester Airport, particular attention has been given to the potential for the proposed use to attract birds, especially in relation to waste storage and management. To mitigate the risk of birdstrike, the waste management condition would require the implementation of robust measures to ensure that waste is stored and handled in an appropriate, thereby supporting the continued safe operation of the airport.

Drainage – The proposal has been reviewed in relation to drainage and flood risk and does not give rise to any concerns.

Ecology – The proposal would not have a detrimental impact upon any known protected species.

Security – The proposed food trucks are equipped with external lighting, in accordance with the recommendations of Greater Manchester Police. Any external seating is expected to consist of removable tables and chairs, which would not pose a security concern. Overall, the proposal is not considered to raise any issues in respect of site security.

Conclusion

The proposed development, comprising the siting of two food trailers within Area 3 of the Airport Strategic Site, is considered acceptable in principle, aligning with the established pattern of ancillary uses within the World Logistics Hub. The temporary nature of the permission, recommended for a five-year period, will allow for ongoing monitoring of operational impacts, particularly in relation to traffic management and site functionality.

The proposal is not anticipated to result in any material harm to residential amenity, given the significant separation distance to the nearest dwelling. Similarly, the visual impact is considered minimal, with the units viewed against a backdrop of substantial commercial infrastructure.

Subject to the implementation of a Parking Management Plan, the development is unlikely to give rise to significant concerns regarding pedestrian or highway safety. Matters relating to waste storage, aerodrome safeguarding, drainage, ecology, and site security have been satisfactorily addressed through proposed conditions and supporting information.

Overall, the proposal is considered to represent a modest and well-managed addition to the site, with no overriding planning objections. The temporary consent will provide an appropriate mechanism for future review, ensuring that the development remains compatible with its strategic context and operational surroundings.

Other Legislative Requirements

Equality Act 2010 – Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

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 based on seeking solutions to issues arising from the consideration of this application.

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

1) The permission hereby granted is for a limited period only, expiring on 10 October 2027 and the buildings, works and use comprising the development for which permission is hereby granted are required to be respectively removed and discontinued at the end of the said period and the land reinstated to its former condition within one month of the site being vacated or before the expiration of the period specified in this condition, whichever is sooner.

Reason - The use hereby approved is of a temporary nature only and in the interests of pedestrian and highway safety, pursuant to Policies SP1 and DM1 in the Manchester Core Strategy.

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

- a) Location Plan, received on 15 November 2024
- b) Drawing no. 24-1004-C-02B (as amended by drawing no. 25-1000-A), proposed site drawings, received on 29 November 2024
- c) Drawing no. 24-1004-C-03B (as amended by drawing no. 25-1000-A), proposed GA drawings, received on 29 November 2024
- d) Drawing no. 25-1000-A, layout drawings with swept paths, received on 7 July 2025
- e) Vehicle Tracking Drawings (Car 1, Car 2, Van 1, Van 2), received on 15 July 2025
- f) Access Management Plan, received on 17 April 2025

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) The development hereby approved shall not be open outside the following hours:-

Food Truck A, as identified on drawing no. 24-1004-C-03B, received on 29 November 2024:

- 0730hrs to 1430hrs, 7 days a week

Food Truck B, as identified on drawing no. 24-1004-C-03B, received on 29 November 2024:

- 1500hrs to 2200hrs, 7 days a week

Reason - In order to reduce noise and general disturbance in accordance with saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Manchester Core Strategy.

4) Within one month of the date of this permission, a Parking Management Plan shall be submitted to and approved in writing by the City Council as Local Planning Authority. The Parking Management Plan shall include details of all proposed parking control measures, including signage, enforcement mechanisms, and the maximum duration of stay for vehicles. The development shall thereafter be operated in full accordance with the approved Parking Management Plan for the lifetime of the use.

Reason - To ensure the effective management of on-site parking in the interests of pedestrian and highway safety, in accordance with Policy DM1 of the Manchester Core Strategy.

5) Within one month of the date of this permission, a detailed timetable for the implementation of the car parking layout and associated line markings, as illustrated on drawing no. 25-1000-A (received on 7 July 2025), shall be submitted to the City Council as Local Planning Authority for approval. The approved timetable shall thereafter be adhered to, and the car parking layout and line markings shall be implemented in full accordance with the approved details. The car parking spaces and associated markings shall be retained and maintained for the duration of the use of the site.

Reason - To ensure the provision and retention of adequate car parking facilities in the interests of pedestrian and highway safety, in accordance with Policy DM1 of the Manchester Core Strategy.

6) Within one month of the date of this permission, a scheme for the storage and disposal of refuse, including detailed measures to prevent birdstrike, shall be submitted to and approved in writing by the City Council as Local Planning Authority.

The scheme shall include:

- a) Enclosed and secure refuse storage containers;
- b) Regular waste collection schedules to prevent accumulation;
- c) Use of bird-proof lids and access controls;
- d) Measures to prevent spillage and windblown litter;
- e) Staff protocols for maintaining cleanliness around waste areas.

The approved scheme shall be implemented in full as part of the development and shall be retained and maintained for the duration of the use.

Reason - In the interests of amenity, public health and flight safety, pursuant to Policies DM1 and DM2 in the Manchester Core Strategy.

Informatives

1) Informative for Condition no. 4 (Refuse Storage and Birdstrike Avoidance) - Food outlets can result in dropped, discarded or improperly stored food waste which is an attractant for hazardous scavenging birds such as gulls, Feral Pigeons and Starlings all species that are hazardous to aircraft. Therefore, a robust waste handling management regime, with lidded bins and frequent litter picking to ensure that no food waste is available for hazardous birds to exploit is necessary. These procedures would need to be in place for the full time the trailers are in position, and will need to ensure that no birds are attracted to waste or food sold from the trailers. Signs alerting members of the public to the danger posed by slovenly behaviour e.g. 'Birds are a hazard to aircraft - Do Not feed birds or leave edible waste' should also be prominent at the site.

Given the location of this property relative to the airport, the applicant should be aware that the 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:-

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

2) HS2 Informative – The applicant is advised that the application site is located partially within land that is covered by HS2 Safeguarding Directions, which remain in place on the former Phase 2b route. As such, the applicant is advised to monitor future Government announcements on this subject.

Appendix 1 – List of consultees & neighbours notified

High Speed Two (HS2) Limited
Highway Services
Environmental Health
Premises Licensing
Strategic Development Team
South Neighbourhood Team
Greater Manchester Police
United Utilities Water PLC
Manchester Airport Safeguarding Officer
Electricity Northwest
National Highways
Trafford Council
Cheshire East Council
Manchester Airport Group
Ringway Parish Council
Airport City, 4 Sunbank Lane, Manchester, M90 5AD
Airport City, 4A Sunbank Lane, Manchester, M90 5AD
Airport City, 4B Sunbank Lane, Manchester, M90 5AD
Airport City, 4D Sunbank Lane, Manchester, M90 5AD
Amazon, Airport City, 6 Sunbank Lane, Manchester, M90 5AA
2 Sunbank Lane, Manchester, WA15 0AF
Assistant Managers Flat, The Romper, Wilmslow Old Road, Manchester, WA15 8XJ
M56 Maintenance Depot, Wilmslow Road, Woodhouse Park, Manchester, WA15 8XJ
Flat At, The Romper, Wilmslow Old Road, Manchester, WA15 8XJ
The Romper, Wilmslow Old Road, Manchester, WA15 8XJ
Building 320, Avro Way, Manchester, M90 5EX
Building 314, Avro Way, Manchester, M90 5EX
HOLIDAY INN EXPRESS, Manchester Airport, Runger Lane, Manchester, M90 5DL

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Green Belt Land - Greater Manchester Green Belt Local Plan 1984
HS2 Phase 2b Safeguarding Zones - HS2 Safeguarding Zones (June 2022)
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: SOUTH AREA