



Paul Butler Associates

Planning, Development & Heritage Consultants

Airport Parking and Hotels Ltd

APH Car Park and Astrodome, Bradnor Road, Manchester, M22 4TE

Full Statement of Case, October 2024

18 October 2024

Paul Butler Associates, 31 Blackfriars Road, Salford, Manchester M3 7AQ
t. 0161 835 3530 | e. pba@paulbutlerassociates.co.uk | w. www.paulbutlerassociates.co.uk

Professional Planning, Development & Heritage Advisors since 1992.

Our professional staff are Members of the Royal Town Planning Institute (RTPI) or the Chartered Institute for Archaeologists (CIfA)

© Paul Butler Associates Ltd. All Rights Reserved.

Client: Airport Parking and Hotels Ltd

File Name: Statement of Case 17 October 2024

Document Preparation/Checking Record:

	Name and Qualifications	Position	Date
Prepared by:	David Tye BSc MTPI MRTPI	Director	18.10.2024
Checked by:	Tom Flanagan MTCP MRTPI	Director	18.10.2024
Issued by:	David Tye BSc MTPI MRTPI	Director	18.10.2024

Document Revision Record:

Issue No.	Date	Details of Revisions

Contents

	Page
1. Introduction	3
2. The Appeal Site and Surrounding Area	8
3. Chronology of Events Leading up to the Appeal	20
4. Planning Policy Framework	30
5. Assessment Against Reason for the Refusal	57
6. Sustainable Development and the Planning Balance	86
7. Conclusions	87
8. Responses to Third Party Comments	88
9. Suggested Planning Conditions	94
 Appendix 1:	 137427/FO/2023 - Officer Report for 18 January 2024 Planning Committee
Appendix 2:	137427/FO/2023 - Delegated Officer Report
Appendix 3:	137427/FO/2023 - LPA Decision letter dated 24 June 2024
Appendix 4:	Previous Planning Decision Letters
Appendix 5:	Press Reports detailing scam parking operators

1. Introduction

Overview

- 1.1 This Full Statement of Case has been prepared by Paul Butler Associates Ltd on behalf of Airport Parking and Hotels Ltd (the appellant). It is submitted in support of an appeal against the refusal of planning permission for planning application 137427/FO/2023 ('the application') by Manchester City Council ('the Council') for the erection of a multi-storey car park to form 5 levels of airport car parking with refurbishment works to a grade II* listed former Bus Garage (known as the Astrodome) on premises occupied by Airport Parking and Hotels Ltd at APH Car Park and Astrodome, Bradnor Road, Manchester, M22 4TE. This Statement of Case forms part of an appeal under the written representations procedure submitted to the Planning Inspectorate in September 2024.
- 1.2 The appellant company focuses on delivering exceptional customer service and has won the coveted Best Airport Parking Provider category in the British Travel Awards (consumer voted) for 11 consecutive years. It operates its own car parks serving Gatwick and Manchester airports but offers car parking services on an agency basis across all major UK airports, including all of the Manchester Airport Group (MAG) airports. APH is a trusted trading partner of MAG.
- 1.3 Planning Application No: 137427/FO/2023 was validated by the Council on 20 September 2023. The target date for dealing with the application was 20 December 2023. The description of development given on the validation letter is for the '*Erection of a multi-storey car park to form 6 levels of airport car parking with associated landscaping and boundary treatments, following the demolition of an existing warehouse, together with refurbishment works to the Former Bus Garage and installation of replacement boundary treatments*'. The description of development is understood to have been subsequently amended to describe '*Erection of a multi-storey car park to form 5 levels of airport car parking with associated landscaping and boundary treatments, following the demolition of an existing warehouse,*

together with refurbishment works to the Former Bus Garage and installation of replacement boundary treatments’.

- 1.4 The target date for determination stated in the validation letter application 137427/FO/2023 was 20th December 2023, therefore a 13-week determination. It appears the Council had intent to recommend the planning application for approval at Committee on 18th January 2024 and a part drafted Committee Report provides an assessment of planning policies considered to be relevant to the determination of the application (Refer to Appendix 1). The application was not progressed to this Committee, likely due to an unresolved request for additional information made by the Highway Officer consultee. Additional Highway information was submitted by the applicant on 5th February although this was not forwarded by the Case Officer to the Highway Officer until 13th March. An extension of time was subsequently agreed between applicant and Council to extend the period for determination date to 19th April. After a further protracted period, the City Council refused the application under delegated powers (Refer to Appendix 2) raising a decision letter on 24 June 2024 (Refer to Appendix 3), five months after the target determination date.
- 1.5 The reason for refusal given in the refusal letter states ‘1) *The proposed development, due to the resultant intensification of off-airport car parking on the site, would involve the loss of land capable of attracting good quality employment generating industrial activity, contrary to saved UDP Policy EW13 and Policy EC 10 of Manchester Core Strategy*’ (Appendix 3).
- 1.6 The Full Statement of Case discloses the appellant’s case in support of the proposed development. This document and supporting appendices demonstrate why Manchester City Council’s reason for refusal of application 137427/FO/2023 is not based on planning merit, thus, making a case to overturn the decision for refusal. No planning obligation has been sought by the Council during the determination of the above application and no Planning Obligation is anticipated to be applied by the Inspector as part of the determination of this appeal.
- 1.7 Planning Application No: 137427/FO/2023 is associated with a Listed Building Consent application (No. 137428/LO/2023) for works to the grade II* listed Astrodome, Bradnor Road,

Manchester, M22 4TE. The listed building consent application was validated by the Council on 23 October 2023. The target date for dealing with this application was 18 December 2023, an 8-week determination. The description of works in the Council validation letter is for *'Listed Building Consent for repair works including reinstatement of boundary wall to entrance; repairs to concrete structure, guttering and render; installation of replacement roof covering, doors, lighting, windows, roof lights and guttering'*. The target date for determination in the validation letter for 137428/LO/2023 was stated to be 20th December 2023. At the time of writing this statement Listed Building Consent Application (137428/LO/2023) is undetermined but is anticipated to be approved with conditions imminently. If this does not happen the appellant will have no choice but to appeal against non-determination. There is reluctance to do this since MCC are understood to be supportive of the repair works proposed and the cost and expense of an unnecessary appeal is in nobody's best interests.

Positive working by Appellant before and during Planning Application 137427/FO/2023

- 1.8 The applicant worked positively with the Council before and during the application and sought to respond to issues that were of concern to the Council's Officers. Various technical issues were raised by the Council post submission of the application including the concerns arising with regard to potential noise, lighting, environmental and highway aspects. Section 3 of this Full Statement of Case and the supporting correspondence attached at Q6 and Q10 of the appeal form together provide a full chronology of the processing of the application. The applicant responded positively during the course of determination by submitting additional information allowing matters arising to be addressed.
- 1.9 Prior to the submission of the planning application a pre-application enquiry was submitted with regard to proposed repair works to the listed former Bus Garage. Options for erecting a new car park building were also discussed as part of this approach. During pre-application dialogue it is evident that the appellant worked positively with the Council to agree an appropriate scheme. The policy-based reason for refusal was not raised prior to or during submission, only by the decision letter at the point of refusal.

1.10 Given the open and constructive dialogue during the period in which the new build car park options and repairs to the listed building were being discussed with Officers, in retrospect and with reference to the reason for refusal, it is extremely surprising the Council did not take the opportunity to warn the applicant that the proposal being developed would be regarded to be contrary with saved UDP Policy EW13 and Policy EC10 of Manchester Core Strategy. The applicant acted fairly and reasonably throughout the pre-application dialogue period.

1.11 A full chronology of events is summarised in chapter 3 of this statement, supported by the relevant correspondence in response to appeal question 10.

Content of this Statement

1.12 The Full Statement of Case discloses the appellant's case in support of the '*Erection of a multi-storey car park to form 5 levels of airport car parking with associated landscaping and boundary treatments, following the demolition of an existing warehouse, together with refurbishment works to the Former Bus Garage and installation of replacement boundary treatments*'.

1.13 In this Statement we outline the clear reasons why planning permission should be granted for the proposed development, providing an assessment of the scheme against the relevant Development Plan policies and any other material considerations.

1.14 The development proposed is as described in the submitted planning application form and as identified on the supporting plans and information.

1.15 This Statement should be read in association with the supporting appeal documentation (including appeal forms, planning application documentation and schedule of appeal documents) submitted as part of the appeal.

1.16 The remainder of this Statement of Case is structured as follows:

- Chapter 2 introduces the appeal site and surrounding area and includes a summary overview of the recent planning history associated with the site.
- Chapter 3 provides a full chronology of events from the pre-application phase and through the application period. This is provided in the form of a detailed timeline which documents the key correspondence and events during the course of the application. This is supported and cross referenced by the correspondence submitted under Q.10 of the appeal form and supporting documents referenced in Q.6 of the appeal form. The table in this section identifies the relevant document references.
- Chapter 4 provides an overview of the relevant local and national planning policies and notes the policies mentioned in the decision letter.
- Chapter 5 provides a full appraisal against the reason given for the refusal and makes reference to the relevant planning policy framework.
- Chapter 6 examines how the development can be considered to constitute sustainable development and weighs up whether any adverse impacts of granting planning permission would outweigh the benefit when assessed against the policies in the National Planning Policy Framework (NPPF) taken as a whole.
- Chapter 7 provides a summary and conclusion of the appellant's statement of case.
- Chapter 8 provides a response to third-party comments generated in response to the planning application (as issued by the LPA to PBA).
- Chapter 9 suggests recommended planning conditions in the event that the appeal should be allowed.

2. The Appeal Site and Surrounding Area

The Appeal Site

- 2.1 The proposed development site is located at the existing APH Wythenshawe car park operation at Bradnor Road/Harling Road, Sharston Industrial Area. The application site is divided by Harling Road and in total comprises of 0.2 hectares of land. That part of the site to north of Harling Road is partly redeveloped on land which comprised of a vacant bakery. That part of the site to the south of Harling Road accommodates a former Bus Garage (known locally as the Astrodome or Astradome) dating from 1939 which has been repurposed for car parking by APH Ltd. The current use is lawful, and Airport Parking and Hotels Ltd has served Manchester Airport customers since 2001. APH is a trusted trading partner of Manchester Airport Group. APH Ltd is a member of the Independent Airport Parking Association (IAPA), which promotes best practice in the provision of airport parking services, monitoring security and customer service among its members. The combined site presently provides parking capacity for up to 2,050 vehicles, with the proposed scheme increasing this slightly to 2,488. Reference should be made to Figure 2.1 for a plan of the site.

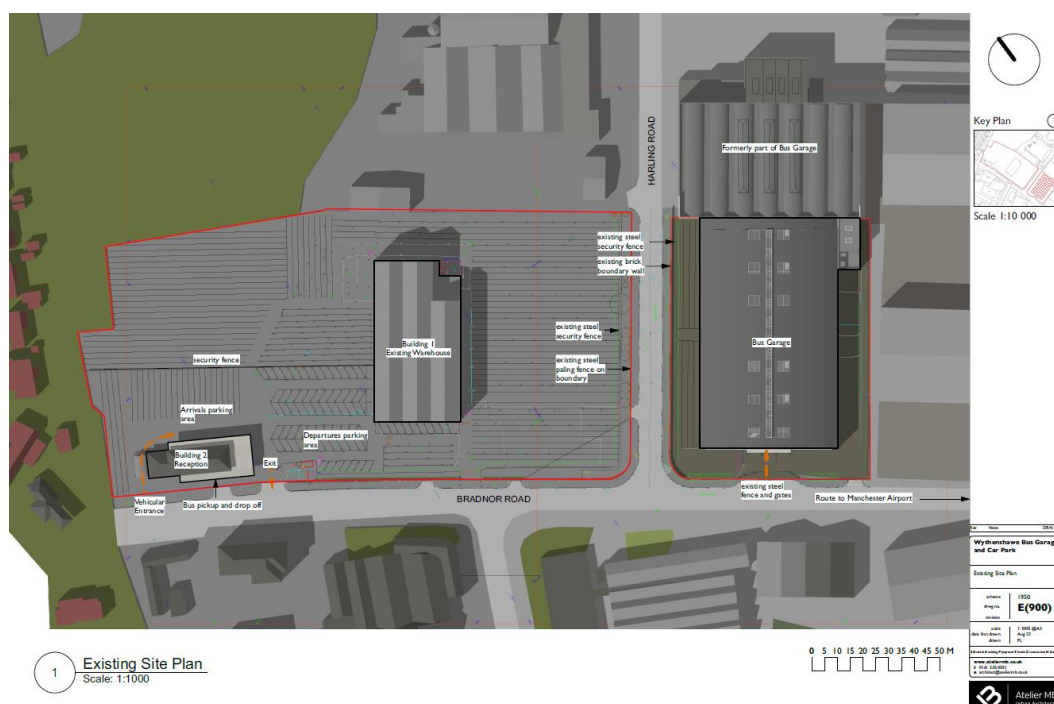


Figure 2.1: Existing Site Plan

2.2 The APH Depot Building which lies to the south of Harling Road was grade II* listed on 13 July 2001. The building is in very poor condition, having deteriorated significantly over recent months and is urgently in need of a large capital investment if its long-term future is to be secured. Approval of both the planning application and listed building consent applications by Manchester City Council before now would have facilitated and secured the long-term future of what can be regarded to be an important and irreplaceable grade II* listed building.

2.3 The listed building description dating from 2001 describes this important grade II* Manchester building as thus:

'Former bus garage, now warehousing. 1939-42 by Manchester City Architect's Department, Chief Architect G Noel Hill; concrete structure devised by Messrs Chisarc and Shell D Ltd, consulting engineer H G Cousins. Reinforced concrete arched construction, with shell concrete barrel vaults incorporating central top lights of individual square prisms. The concrete arches in the garage have a span of 165 feet, a rise of approximately 42 feet, and are 42 feet apart; the thickness of the roof shell is 23/4 inches thick. Repair hall and washing bays to rear, now in separate occupation, are of rendered brick, with repair hall roof formed of seven longitudinal shell cylinders of 22'6" radius incorporating roof lights, with rigid end frames and deep edge beams, the central bay with expansion joints. Long strip glazing inside walls of main garage, with folding doors to front.

The garage with accommodation for one hundred double-decker buses was planned to serve as a depot for the Manchester Corporation bus services to the Wythenshawe Housing Estate, but it was taken over by the Ministry of Aircraft Production immediately on completion in 1942 for the production of A V Roe's Lancaster aircraft. It is one of the first reinforced concrete shell roof structures to be built in England. Chisarc and Shell D Ltd were the British patentees, but as the system was both innovatory and German, they found few clients in the late 1930s. It is a smaller, but earlier and more daring shell roof than that at Bournemouth, and anticipates the better-known bus garage at Stockwell, LB Lambeth (II). The late 1930s and early 1950s saw the building of very many bus garages as tram services gave way to buses, and shell construction was a very cheap*

way of achieving broad, uninterrupted spans. The general equations for shell domes and cylindrical shell roofs were first published in England in 1930, and again in August 1935. However, this was the pioneering example of the means of construction and was widely influential in the years after the war when steel, timber and bricks were in short supply’.

2.4 The application site area is industrial in nature and has accommodated employment generating uses including industrial, warehousing and other businesses. Table 2.5 and Paras 2.9 to 2.11 below and the decision letters at Appendix 4 provide a recent planning history of the application premises. The application site lies within an area known as Sharston Industrial Estate as designated by East Wythenshawe Policy EW12 of the Manchester UDP adopted in 1995. This designation seeks to retain the estate as an employment area which is both convenient and accessible to local people, Wythenshawe people in particular. The site does not lie within a Conservation Area nor does the development proposed impact upon on the setting of a Conservation area. The site is located within flood zone 1 which is land at the lowest risk of flooding (Figure 2.2). The proposed use would be appropriate within flood zone 1 and therefore there is no concern with respect of potential flooding.

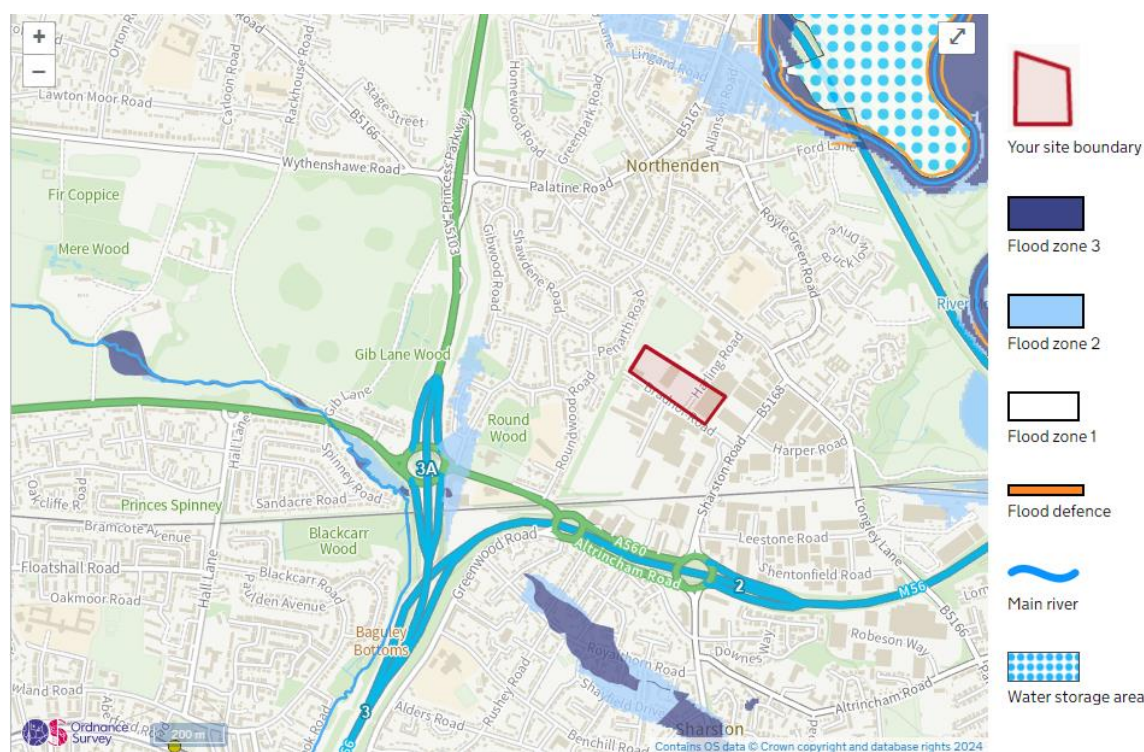


Figure 2.2: Extract from Flood Mapping (Site identified by red edge)

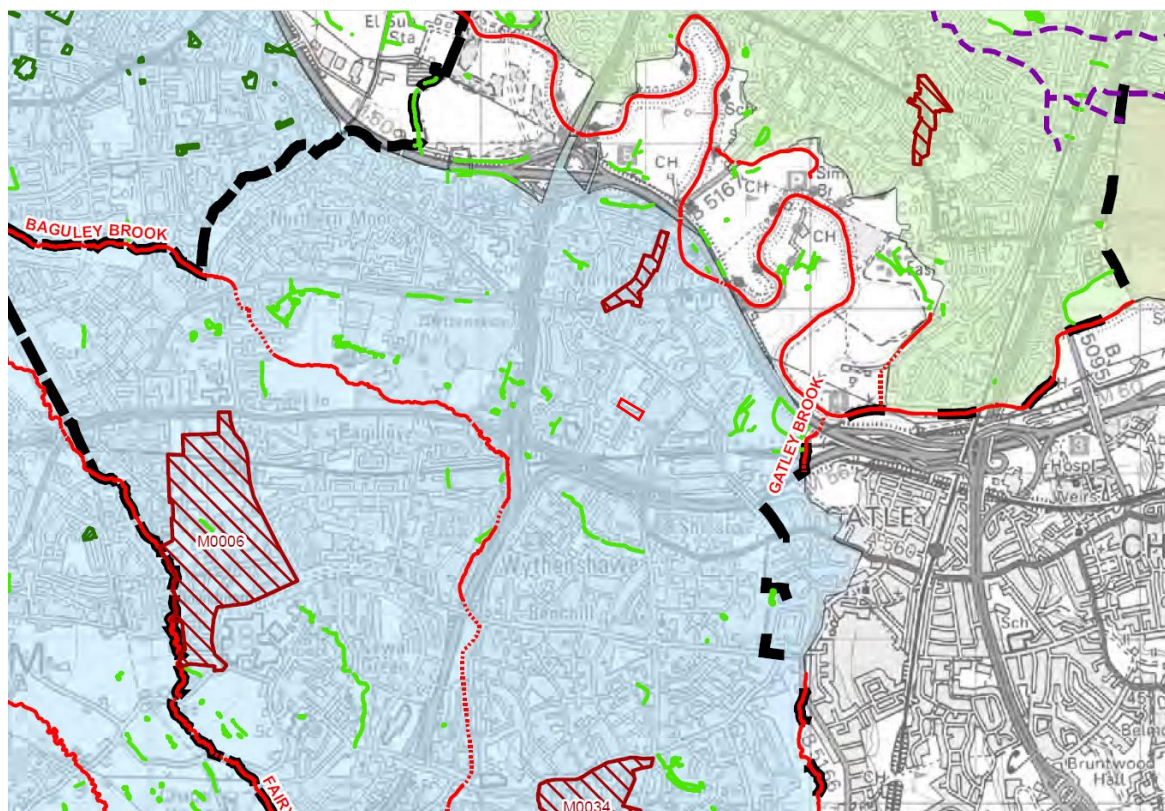


Figure 2.3: Extract from Manchester, Salford, Trafford Strategic Flood Risk Assessment (2011) Critical Drainage Area Mapping showing the site to be located within the Manchester and Trafford South Critical Drainage Area

- 2.5 The site is located within the Manchester and Trafford South Critical Drainage Area as defined by the Manchester, Salford, Trafford Strategic Flood Risk Assessment (2011) Greater Manchester (Figure 2.3). A condition to secure the implementation of SUDs surface water drainage scheme is suggested at Section 9.
- 2.6 As required by the Environment Act (1995), as amended by the Environment Act (2021), MCC has undertaken a review and assessment of air quality within their area of jurisdiction. This process has indicated that annual mean concentrations of NO₂ are above the relevant AQO within the city. As such, a number of roads within Manchester have been included within the Greater Manchester Combined Authority (GMCA) AQMA. The development is located approximately 400m south of the AQMA. As such, there is the potential for additional vehicles travelling to and from the site to increase pollution levels in this area. An Air Quality Assessment prepared by Redmore was submitted in support of the application and is included within the appeal submission (Appeal Document Ref 6a 02).

The Surrounding Area

- 2.7 The surrounding area is predominantly associated with Sharston Industrial Estate. The application site area is industrial in nature, although there are residential properties to the west side of the designated industrial estate on Banstead Avenue, Crombie Avenue and Penarth Road. To the east of the site there are several large industrial units and to the north lies Wythenshawe Cricket and Football Club (Refer to Figure 2.4).



Figure 2.4: Aerial view of site and surrounding area

- 2.8 The environmental condition of the industrial estate as a whole is underwhelming. The public realm and highways are adequate but not high quality. The estate is considered unlikely to appeal to companies seeking high status business premises.

Planning History

- 2.9 Research of the Council's online planning database has been undertaken and recent applications identified are set out in the table below, and in chronological order of determination, earliest date first. This Planning History is referenced in the appeal statement below where relevant. Copies of decision letters are available at Appendix 4.

Application Number Key: Black text: Land north of Harling Rd Orange text: Bus Garage Purple text: Site Unknown	Applicant	Address	Description of Development	Decision Determination date
023117	J.B. Winterburn	Site at corner of Harling Road/Bradnor Road, Northenden	OUTLINE APPLICATION for the Erection of perimeter fencing and entrance control office to form vehicle security park	Approved 04 January 1985
023580	J.B. Winterburn	Site at corner of Harling Road/Bradnor Road, Northenden	RESERVED MATTERS Details of the laying out of the vehicle security park including the siting and design of the control office, dog pens, perimeter fencing and landscaping arising out of the outline planning permission granted on the 4/1/85 under Ref. F 231	Approved 04 March 1985
029070	Security Park (Manchester Ltd)	Security Park Ltd, Sharston Industrial Estate, Harling Road, Northenden	Extension of existing vehicle security park and construction of canopy to provide weather protection for the existing use	Approved 15 June 1987
F34375	Security Park	Site at Bradnor Road, Sharston Industrial	Change of use of engineering works to vehicle parking and servicing	Approved 15.08.1989

Application Number Key: Black text: Land north of Harling Rd Orange text: Bus Garage Purple text: Site Unknown	Applicant	Address	Description of Development	Decision Determination date
		Estate, Sharston,		
040312	Peg Ltd	Vacant Bus Depot, Bradnor Road, Sharston NORTHENDEN	Change of use from vacant bus depot to car storage for Airport visitors with ancillary car rental offices	Approved 27 February 1992
043099/FU/SOUTH3/93	Thomas French and Sons Plc	THE ASTRODOME BRADNOR ROAD SHARSTON	Change of use from car park to B1 and/or B8 use	Approved 13 May 1994
043960/FU/SOUTH3/93	Park Pit Landfill Ltd	THE ASTRODOME BRADNOR ROAD SHARSTON	Change of use from car park to a waste recycling plant	Refused 02 December 1993
056207/FO/SOUTH3/99	Security Park (Manchester Ltd)	Bradnor Road, Sharston Industrial Area, Sharston	Use of vacant land for a temporary period of 3 years as a long stay airport car park with associated fencing and lighting	Approved 23 September 1999 (Post UDP adoption) Temporary grant for 3 years

Application Number Key: Black text: Land north of Harling Rd Orange text: Bus Garage Purple text: Site Unknown	Applicant	Address	Description of Development	Decision Determination date
060298/FO/SOUTH2/00	DRPH	Ex GMPTE Depot, Bradnor Road, Sharston Industrial Estate, Sharston	Change of use from use class B8 to off-site airport car parking, including elevational alterations, and erection of 2 metre high fencing.	Approved 9 February 2001
063189/FU/SOUTH2/01	Consignia Plc	The Astradome, Sharston Industrial Estate, Bradnor Road, Wythenshawe	Temporary use of off-site airport car parking as postal sorting office/delivery office from 1st November 2001 to 1st February 2002	Approved 29 Oct 2001 Condition 1: Required reversion to Airport Car Parking at end of Temporary Period
065059/FO/SOUTH2/02	Airport Parking and Hotels (Manchester) Ltd	Former Manor Bakeries site, Plot 10, Bradnor Road, Sharston Industrial Area, Sharston	Change of use from warehouse and distribution centre (Class B8) to administration reservation centre and off airport car storage for up to 200 vehicles (class B1 & B8 & sui generis) with associated refurbishment works, landscaping and lighting	Approved 17 March 2003

Application Number Key: Black text: Land north of Harling Rd Orange text: Bus Garage Purple text: Site Unknown	Applicant	Address	Description of Development	Decision Determination date
066257/FU/SOUTH2/02	Consignia Plc	The Astradome, Bradnor Road, Sharston Industrial Estate, Wythenshawe	Temporary change of use from car storage to postal sorting office and delivery office for a period commencing on 1-11-02 and ending 31-01-03	Approved 05 November 2002 Condition 1: Required reversion to Airport Car Parking at end of Temporary Period
069480/FU/2003/S2	Royal Mail Group Plc	The Astradome Bradner Road Sharston	Temporary change of use from off airport car parking to postal sorting office from November 2003 to end of January 2004	Approved 30 October 2003 Condition 2: Required reversion to Airport Car Parking at end of Temporary Period
073257/FU/2004/S2	Royal Mail Group Plc	The Astradome Bradnor Road Sharston Industrial Estate Wythenshawe	Temporary consent for use of building as a postal sorting office between 1st November 2004 and 31st January 2005	Approved 25 October 2004 Condition 1: Required reversion to Airport Car Parking at

Application Number Key: Black text: Land north of Harling Rd Orange text: Bus Garage Purple text: Site Unknown	Applicant	Address	Description of Development	Decision Determination date
				end of Temporary Period
091707/FO/2009/S2	Wythenshawe Club	78 Longley Lane Northenden Manchester M22 4JF	Use of part of sports field as a 220 space car park with access from Bradnor Road and erection of one Cricket Net Run measuring 3.66m high, 7.32m wide and 18.3m long	Approved 26 November 2012
137427/FO/2023	Airport Parking and Hotels Ltd	APH Car Park And the Astrodome Bradnor Road Manchester M22 4TE	Erection of a multi-storey car park to form 5 levels of airport car parking with associated landscaping and boundary treatments, following the demolition of an existing warehouse, together with refurbishment works to the Former Bus Garage and installation of replacement boundary treatments	Refused 24 June 2024
137428/LO/2023	Airport Parking	The Astrodome Bradnor Road	Listed Building Consent for repair works including reinstatement of	Pending

Application Number Key: Black text: Land north of Harling Rd Orange text: Bus Garage Purple text: Site Unknown	Applicant	Address	Description of Development	Decision Determination on date
	and Hotels Ltd	Manchester M22 4TE	boundary wall to entrance; repairs to concrete structure, guttering and render; installation of replacement roof covering, doors, lighting, windows, roof lights and guttering	

Table 2.5: Planning History

2.10 With regard to the former bus depot, Table 2.5 above confirms Permission 040312 was granted to Peg Ltd for use of the vacant bus depot for car storage for airport visitors as early as 1992. The car park use by Peg Ltd was short lived and change of use from car park to B1 and/or B8 use warehousing was approved in May 1994. APH subsequently took over the vacant building in 2001 securing change of use from use class B8 to off-site airport car parking(060298/FO/SOUTH2/00). Temporary permissions were granted for use of the former bus depot for sorting post in Christmas 2001, Christmas 2002, Christmas 2003 and Christmas 2004 with conditions always requiring the bus depot revert to Airport Car Parking at end of the temporary period of sorting office use. The lawful use of the bus depot has been for airport car parking since 2001.

2.11 With regard to the land to the north of Harling Road, this is shown by Permission 023580 to have first been approved for laying out of the vehicle security park in 1985, the area being extended subsequently in 1987 (029070). Subsequently 065059/FO/SOUTH2/02 granted permission to APH Ltd for change of use of the vacant Manor Bakeries warehouse and distribution centre (Class B8) to administration reservation centre and off airport car storage

in March 2003. 091707/FO/2009/S2 permitted APH Ltd further surface car parking spaces. The lawful use of the land has been for airport car parking with APH occupying the site from 2003.

3. Chronology of Events Leading up to the Appeal

- 3.1 The table below provides a full chronology of the events leading up the appeal. The table covers available correspondence with the planning department from the pre-application discussions up to planning committee.
- 3.2 The second column provides the correspondence reference submitted under question 10 of the appeal form. This allows the reader to cross reference to the relevant correspondence. Where this correspondence was supported by additional documentation (e.g. where documents or reports were submitted to the Council) the submission reference in the fourth column allows the reader to find the information referred to under question 6 of the appeal form. No notes of telephone conversations were provided by the planning agent and no notes of conversations are therefore included in the summary below.

Date	Correspondence Ref (see Q.10 of appeal form)	Description of Event	Submission Ref (see Q.6a of appeal form)
PRE-APPLICATION			
21 October 2021	10 (E01)	The applicant began liaising with MCC with regard to potential repair and development options for the listed bus garage in 2021 and commissioned Atelier MB to assess the building and consult with the Council. In October 2021 two reports were submitted to MCC for preliminary discussion and formed part of a general study of the building, its condition and capacity to accommodate change: - Northenden Bus Garage, Wythenshawe, [DRAFT] Study, October 2021, Job 1950 - Northenden Bus Garage, Wythenshawe, Investigation prior to a programme of repairs, October 2022 (Please note: This report should have been dated October 2021), Job 1950	Ref 6a Pre-app p01
09 February 2022	10 (E02)	Pre-application dialogue with the Council continued. A method statement was submitted to the Council which detailed a methodology to facilitate opening up works to allow the roof	Ref 6a Pre-app p02

Date	Correspondence Ref (see Q.10 of appeal form)	Description of Event	Submission Ref (see Q.6a of appeal form)
		structure of the listed building to be assessed and appraised: Report Wythenshawe Bus Garage, Proposed Investigative Works Prior to a Proposal for Permanent Roof Restoration. Undated and prepared by Atelier.MB	
20 Oct 2022	10 (E03)	Pre-app discussion with Planning Department 14:00 Town Hall. A meeting was held to introduce proposals for the refurbishment of the Grade II* listed bus garage as well as present newbuild schemes to MCC and invite comments and observations prior to a formal application. Various new build options had been explored by Atelier.MB for the site containing the asbestos clad building. These designs for an upgraded parking facility were viewed to respect the historic nature of the former bus garage. Preliminary options 1,2,3 and 5 were left with MCC for internal discussion as well as the site analysis documentation that had been prepared. The MCC Officer agreed to consult with senior colleagues and feedback as soon as possible. Had the proposal been judged to breach policies referred to in the decision letter, it is unclear why the LPA did not discourage the submission of an application. No feedback was received.	Ref 6a Pre-app p03
27 March 2023		Following the meeting with MCC, Atelier.MB confirmed in an internal minute to the client that no feedback had been received, despite chasing the Council. Atelier.MB advised the client that consequently, there was no validation list, which the Council would normally issue in these circumstances. Atelier.MB's strategy was to submit the application, and this would flush out the validation list.	
PLANNING APPLICATION SUBMITTED 23.06.2023			
23 June 2023	10 (E04)	Email from the Planning Portal to Atelier.MB confirming full planning & listed building consent application with the reference number PP-12238947 had been submitted to Manchester City Council for the Astrodome, Bradnor Road, Manchester, M22 4TE.	

Date	Correspondence Ref (see Q.10 of appeal form)	Description of Event	Submission Ref (see Q.6a of appeal form)
		The planning application fee paid was £38,039. The application was for the erection of a multi-storey car park to form airport car parking with associated landscaping and boundary treatments following the demolition of an existing warehouse on site together with refurbishment works to the Former Bus Garage and installation of replacement boundary treatments.	
4 July 2023	10 (E05)	Letter from the Director of Planning at the Council with regard to application for Listed Building Consent 137428/LO/2023 for repair works including: reinstatement of boundary wall to entrance; repairs to concrete structure, guttering, and render; and, installation of replacement: roof covering; doors, lighting, windows, roof lights, and guttering, stating, <i>'I am unable to progress your proposal as the application is invalid or incomplete for the following reason(s):</i> 1) <i>As the proposals relate to the Grade II* Listed Building please amend the site edge red to only encompass the listed building.</i> 2) <i>You have submitted drawings that relate to the proposed works relating to the multi storey car park. As this application only relates to the works to the listed building these drawings are not required to accompany this application.</i> 3) <i>Please amend the description of proposed works on the application forms to only reflect the proposed works to the listed building and submit an amended form. Please also amend other questions on the form that refer to works proposed for the multi storey car park'.</i>	
4 July 2023	10 (E06)	Letter from the Director of Planning at the Council with regard to Planning Application number: 137427/FO/2023 advising <i>'I am unable to progress your proposal as the application is invalid or incomplete for the following reason(s):</i> 1) <i>As the proposals propose the demolition of existing buildings please provide a bat survey of these buildings.</i> 2) <i>Given the proposed increase in capacity of the site(s) please provide a Transport Statement to accompany this application. This should also include</i>	

Date	Correspondence Ref (see Q.10 of appeal form)	Description of Event	Submission Ref (see Q.6a of appeal form)
		<i>swept path analysis of access and egress from the site and into and throughout the proposed multi-storey car park.</i> <i>3) As the proposals are for major development, please provide a Crime Impact Statement to accompany this application.</i> <i>4) Please provide a Flood Risk Assessment and surface water drainage strategy to accompany this application this should also include details of how any oil run off from cars would be intercepted.</i> <i>5) Please provide a noise assessment of the application proposals.</i> <i>6) Please provide an Air Quality Assessment to accompany this application.</i> <i>7) Please provide a Lighting Assessment to accompany this application. This should include the nature and location of lighting and show potential impacts including glare.'</i>	
05 September 2023	10 (E07)	Email correspondence between the Atelier.MB and the Case Officer evidences a proactive approach by MCC to securing validation of the planning application in response to the deteriorating condition of the roof of the listed building.	
20 September 2023	10 (E08)	Email from Atelier.MB in relation to application 137428/LO/2023 and 137427/FO/2023 submitting the preliminary ecological appraisals for both the proposed car parking facility and the repair works to the former bus garage: - Preliminary Ecological Appraisal for Wythenshawe APH Car Park, Issue 1.0, Date: September 2023 - Preliminary Ecological Appraisal for Wythenshawe Bus Garage, Issue 1.0, Date: September 2023.	Ref 6a (01)
21 September 2023	No email available	Submission of additional reports in support of the planning application: Environmental Noise Assessment Report for APH Car Park, Bradnor Road, Wythenshawe, Doc No: P3003554(REP)002, Rev: P02, Date: September 2023, (Submitted 21.09.2023)	Ref 6a (01)

Date	Correspondence Ref (see Q.10 of appeal form)	Description of Event	Submission Ref (see Q.6a of appeal form)
		- Flood Risk Assessment for APH Car Park, Bradnor Road, Wythenshawe, Job Number: FRA 23 1105, Date: August 2023. - Lighting Assessment to APH Airport Parking, Rev: P1 Date:05/09/2023. - Transport Statement for Wythenshawe MSCP, 084281-CUR-XX-XX-T-TP-00001, Rev P02, date 19 September 2023.	
20 September 2023	10 (E09)	Letter from Director of Planning at Manchester City Council confirming validation of the planning application and setting a target date for determination of 20 December. The Planning Case Officer was confirmed to be Dave Lawless.	
28 September 2023	10 (E10)	Email from Atelier.MB in relation to 137427/FO/2023 submitting the Air Quality Assessment prepared on behalf of APH Limited, Reference: 7051r1 Dated: 27th September 2023.	Ref 6a (02)
19 October 2023	10 (E11)	Email from Case Officer suggesting the application would be determined at committee due to objections received. Atelier responded by asking for details of objections received.	
23 October 2023	No email available	Submission of additional report in support of the planning application: Report Dusk Survey Results October 2023. Submitted). Tyrer Ecological Consultants Ltd.	Ref 6a (03)
8 November 2023	10 (E12)	Letter from Director of Planning at Manchester City Council confirming validation of the listed building consent application on 23rd October and setting a target date for determination of 18 December. The Planning Case Officer was confirmed to be Dave Lawless. Application No.: 137428/LO/2023 was described as 'Listed Building Consent for repair works including reinstatement of boundary wall to entrance; repairs to concrete structure, guttering and render; installation of replacement roof covering, doors, lighting, windows, roof lights and guttering.	
30 November 2023 to 06 December 2023	10 (E13)	Email of 30th November from Case Officer to Atelier.MB advising of the Council's intention to present the planning and listed building consent applications to the Manchester Heritage Advisory Panel and asking Atelier.MB to make a presentation to the Panel. Atelier.MB agreed to make a	

Date	Correspondence Ref (see Q.10 of appeal form)	Description of Event	Submission Ref (see Q.6a of appeal form)
		presentation thereby demonstrating a willingness to work with the Council during the determination of the application.	
12 December 2023		Meeting at 2.00 pm at the Town Hall at which Atelier.MB presented the proposal to the Manchester Heritage Advisory Panel. The Panel's reaction was noted by the applicant to be positive and they approved of the proposed repair works to Grade II* Listed Bus Garage. Atelier.MB noted that in addition to being wholly supportive the Panel suggested the proposed parking garage could have been higher and less deferential to the listed Bus Depot.	
20 December 2023		The target determination date passed. The application had not been determined.	
21 December 2023	10 (E14)	Email of 21 st December from Case Officer to Atelier.MB providing a summary of consultee responses and noting that the LPA Highway Authority and the LPAs Ecology Advisor had requested further information.	
15 January 2024	10 (E15)	Email of 21 st December from Case Officer to Atelier.MB noting concerns regarding the potential impact of an increased number of cars accessing the site and attaching responses received from consultees and third parties.	
18 January 2024		By 18 January the Case Officer had part drafted a Committee Report giving a recommendation to APPROVE the application at Planning Committee on 18 January 2024. The policy review section of this part drafted report appears does not identify policies EW13 and EC10 upon which the subsequent refusal is based.	Appeal Statement of Case Appendix 1
19 January 2024	10 (E16)	Email from Atelier.MB to Case Officer commenting in detail on responses received from consultees and third parties.	
05 February 2024	10 (E16)	Email from Atelier.MB to Case Officer providing a full response by highway consultant Curtins to the queries raised by the Highway Officer. Letter reference 084281-CUR-XX-XX-T-TP-00002-P01.	Ref 6a (04)

Date	Correspondence Ref (see Q.10 of appeal form)	Description of Event	Submission Ref (see Q.6a of appeal form)
		This provided further information with regard to staff travel movements as following additional meetings with APH Ltd it has been clarified that in effect, the number of staff on site is currently 34 and that it will increase by 14 people following completion of the MSCP, to a total of 48 staff.	
05 February 2024	10 (E17)	Email from Atelier.MB to Case Officer stressing the need to have a decision as soon as possible due to the deteriorating condition of the listed building which the approval and implementation of the proposals would address.	
11 March 2024	10 (E18)	Email from Atelier.MB to Case Officer requesting a response to voice mails and asking for progress to be made with the determination of the application for planning permission and the application for listed building consent.	
13 March 2024	10 (E19)	Email from Atelier.MB to Case Officer setting out the applicant view of the status of the application. Atelier.MB noted the Case Officer had made no requests for further information. The applicant offered to meet the Case Officer to resolve any outstanding matters (if any) demonstrating a positive approach to collaborative working.	
13 March 2024	10 (E20)	Email of 13th November from Case Officer to Atelier.MB acknowledging the additional highway information submitted to the Case Officer on 5th February was not issued to the LPA Highway Officer until 13th March, a delay of 5 weeks. The Case Officer accepted that a meeting could be arranged the following week with senior MCC planning colleagues in attendance.	
19 March 2024	10 (E21)	Email of 13th November from Case Officer to Atelier.MB providing feedback from the LPA Highway Officer regarding the additional information submitted and confirming the updated trip generation assessment to be acceptable and showed the site would not give rise to local operational issues.	
19 March 2024	10 (E22)	Email correspondence between the Case Officer to Atelier.MB shows a suggestion by the LPA to extend the determination date of the planning application to allow a further month for the LPA to process the application and make a determination.	

Date	Correspondence Ref (see Q.10 of appeal form)	Description of Event	Submission Ref (see Q.6a of appeal form)
20 March 2024	10 (E23)	Email from Atelier.MB to Case Officer noting that the applicant reluctantly agreed an extension to the application. The applicant noted they were unsupportive of the Highway Officers suggestion that APH pay for resurfacing the public highway on Bradnor Road. This was judged to be a Council responsibility.	
05 April 2024	10 (E24)	Email from Atelier.MB to Case Officer enquiring whether a decision letter could be raised in advance of the 19 April extended target date.	
18 April 2024	10 (E25)	Email from Atelier.MB to Case Officer stating: <i>'Your voicemail box is full so I thought that I would email this response. I have spoken to my client at some length. It seems strange that there should be continued opposition on the grounds of the effects of increased traffic movements when the traffic impact assessment, that you requested, clearly indicates how little that impact will be. My client has confirmed that he supports the idea of a meeting with yourself and Des but my only availability between now and May 7th is on Monday or Tuesday (anytime), or Thursday afternoon, next week. Please let me know if anything can be arranged around those times. At the risk of repetition, I just need to say that the listed building continues to deteriorate, costs are rising, and the budget is fixed. My client would like to make progress and, if that involves further delay, at appeal, the building will suffer. I look forward to your early response'.</i>	
19 April 2024		The planning application remained undetermined at the end of the extension period. Had the proposal been regarded to breach the policies referred to by the decision letter, it is unclear why a meeting date was being discussed. Had the proposal been unacceptable on policy grounds, it is suggested the City could have refused the application on 19 April.	
22 May 2024		A meeting was held to discuss the application on 22nd of May 2024 at 11:15 to 12.05. Attending the meeting were: Des Jones (deputy chief planning officer), David Lawless (senior planning officer for Wythenshawe) and Ray Makin (Atelier.MB). Formal minutes of the meeting were not circulated although the meeting was recorded by Atelier.MB	

Date	Correspondence Ref (see Q.10 of appeal form)	Description of Event	Submission Ref (see Q.6a of appeal form)
		and noted to have been amicable. Des Jones emphasised that the Officers welcomed the restoration of the listed building but advised that they had difficulty taking the application to committee with a recommended for approval because of opposition from Councillors. Councillors opposed additional spaces at the APH premises believing this to be the wrong location for a car park to serve the airport and would prefer the business not be operating from their existing premises. Atelier.MB note that the processing and determination of the application would be considered by the Director of Planning who would set out next steps with the application. Dave Lawless would inform Atelier.MB of the Departmental decision before 31st May.	
31 May 2024	10 (E26)	Email from Atelier.MB to Case Officer stating: <i>'Following our meeting on 24th May I had expected, as agreed, to have guidance as to whether or not you will process these applications, recommended for approval, to the next available planning committee. APH Ltd are, as I explained, anxious to get the essential repairs undertaken before winter 2024. For the avoidance of doubt, I attach 2 photographs, taken yesterday, showing the condition of the roofs. You can compare these with the photographs included in the application package. The tree growth is almost entirely out of reach unless the building is scaffolded. Under the circumstances, it seems reasonable to assume that silence indicates a negative response, and we will proceed to lodge an appeal next week.'</i>	Ref 6a (04)
9 June 2024	10 (27)	Email of 9 June from Case Officer to Atelier.MB stating: <i>'Ray, The Assistant Director discussed the matter with the Director and as thought it won't be a scheme that we will be able to support. I'll put together the reasons next week and email them over so you have an idea of where we are going. I'll also try and find time to chat with Paul about what work can be undertaken on the listed building itself'.</i>	

Date	Correspondence Ref (see Q.10 of appeal form)	Description of Event	Submission Ref (see Q.6a of appeal form)
14 June 2024	10 (E28)	Email from Case Officer to Atelier.MB stating: 'Yes, I'll arrange for the decision notice to be issued in the next couple of days, I will just need to run the reasons for refusal by senior colleagues then the decision notice can be issued'.	
24 June 2024		Issue of decision letter	Appeal Statement of Case Appendix 3

Table 3.1: Chronology of Events

4. Planning Policy Framework

Introduction

4.1 A Planning Statement was not submitted in support of the application. Planning policy guidance of relevance to the proposed scheme, and which provides the context for its assessment, is set out within the following:

- The Development Plan for Manchester; and
- The National Planning Policy Framework (NPPF).

The Development Plan for Manchester.

4.2 Section 38(6) of the Town and Country Planning Act 2004 states that applications for development should be determined in accordance with the Development Plan unless material considerations indicate otherwise. In the case of Manchester City Council, the adopted Development Plan consists of:

- Places for Everyone Joint Development Plan Document, Adopted March 2024;
- Manchester's Core Strategy Development Plan Document, Adopted 2012; and
- Saved Policies of the Unitary Development Plan (UDP) for the City of Manchester, Adopted 1995.

4.3 In addition to the objectives and policies of the Places for Everyone, Core Strategy and Saved UDP, it is anticipated that the following other documents could also be considered in the determination of this planning appeal:

- The Guide to Development in Manchester Supplementary Planning Document and Guidance (April 2007) and
- Design for Access 2 (December 2003).

Places for Everyone Joint Development Plan Document 2024

4.4 The Places for Everyone Joint Development Plan Document (PfE) took effect and became part of the statutory development plan for each of the nine participating PfE authorities on 21st March 2024. The following strategies and policies are relevant to the determination of a planning application:

4.5 Places for Everyone Spatial Strategy seeks to deliver sustainable, inclusive growth. It has 4 key spatial elements:

☐ *Significant growth in jobs and housing at the core – continuing development in that part of the ‘core growth area’ encompassing the city centre and beyond to the Etihad in the east, through to the Quays, Trafford Park and Port Salford in the west. The majority of commercial employment growth is proposed in this area;*

☐ *Inner Area Regeneration of those parts of Manchester, Salford and Trafford surrounding the Core Growth Area. Together with the Core Growth Area, around 50% of overall housing supply is found here;*

☐ *Boosting the competitiveness of the northern districts – addressing the disparities by the provision of significant new employment opportunities and supporting infrastructure and a commitment that collectively the northern districts meet their own local housing need;*

☐ ***Sustaining the competitiveness of the southern districts*** – supporting key economic drivers, for example around Wythenshawe and the Airport and realising the opportunities offered

by national infrastructure investment, e.g. Northern Powerhouse Rail whilst recognising the important green infrastructure assets in the area (PfE, spatial strategy Page8)

Strategic Importance and Opportunity Associated with Manchester Airport

- 4.6 PfE stresses the importance of Manchester Airport to the plan area of the Districts: *'Manchester Airport is the third busiest passenger airport in the UK, and the largest outside London, handling c. 28 million passengers in 2019 and adding £1.4bn GVA to the regional economy and supporting c. 25,000 jobs on-site. It is the only airport in the country other than Heathrow to have two full length runways, but with the key advantage of having significant spare capacity, and the potential to grow to some 55 million passengers a year. Unique among non-London airports, it has the infrastructure, connectivity and scale to sustain a growing network of medium and long-haul routes. This enables northern Britain to benefit from a major international air gateway for both business and leisure traffic, passengers and freight. This is a vitally important role not just for us but also for a much wider area across the North and Midlands, enabling businesses and residents to access opportunities across the globe and providing a key access point for international visitors to the UK. The airport is a key factor in realising the wider growth agenda for the North and unlocking the economic potential of cities and regions within its catchment area with approximately 22 million people living within two hours of it. More locally, the emerging Airport City development is creating a major new economic asset, attracting global occupiers and investment attracted by the unrivalled connectivity (PfE Para 2.14, Page 22).*
- 4.7 PfE Para 2.16 continues *'This Plan seeks to enhance and take advantage of these outstanding international connections, supporting our long-term growth and the ability of residents to share in its benefits. We are therefore ideally placed to help drive growth in the North of England and help provide a balance to the strength of London and the South East. However, this will not only require an appropriate scale and distribution of development and infrastructure investment within our boroughs, but also major improvements in transport connections to other parts of the North, including Northern Powerhouse Rail and motorway network enhancements' (PfE Para 2.14, Page 22).*

Strategic Objectives

- 4.8 PfE sets out 10 strategic objectives. Of relevance to the subject appeal are:
- 4.9 Objective 3: 'Playing our part in ensuring a thriving and productive economy in all parts of Greater Manchester'. 'We will: • **Ensure there is adequate development land to meet our employment needs;** • **Prioritise the use of brownfield land;** • *Ensure there is a diverse range of employment sites and premises;* • *Facilitate the development of high value clusters in key economic sectors such as:* o *Advanced manufacturing;* o *Business, financial and professional services;* o *Creative and digital;* o *Health innovation;* o *Logistics'* (PfE, Objective 3, Page 35).
- 4.10 Objective 4: Maximise the potential arising from our national and international assets. 'We will: • **Focus development in the Core Growth Area, Manchester Airport and key growth locations;** • *Improve visitor facilities in the City Centre, Quays and Manchester Airport and our international and national sporting assets;* • *Enhance our cultural, heritage and educational assets;* • **Improve sustainable transport and active travel access to these locations;** • *Improve access for local people to jobs in these locations;* • *Ensure infrastructure provision supports growth in these locations;* • *Increase graduates staying in Greater Manchester'* (PfE, Objective 3, Page 35).
- 4.11 Objective 6 is to 'Promote the sustainable movement of people, goods' whilst Objective 7: is 'Playing our part in ensuring that Greater Manchester is a more resilient and carbon neutral city-region' (PfE, Objectives, Page 35-36)
- 4.12 Policy JP-Strat9: Southern Areas '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, including education and training facilities enabling people to gain access to employment opportunities. As identified in Chapter 11

of this Plan, a number of sites have been specifically allocated through this Plan in support of the area's future growth. The economic potential of, and benefits of investment in Altrincham, Trafford's Main Town Centre and Manchester Airport, along with associated transport infrastructure will be maximised. There will be an emphasis on improving transport connections and accessibility by public transport, cycling and walking, ensuring access to key employment opportunities in this area. (PfE, Policy JP-Strat9, Page 67)

- 4.13 Policy JP-Strat10: Manchester Airport *Lying within the area and policy framework covered by JP-Strat 9 this policy seeks to maximise the benefits of the continued operation and sustainable growth of Manchester Airport and its surrounding locality. Development which is in line with: Government policy and Manchester's local plan policies will be supported delivering a sustainable world class airport which will help to address issues raised by climate change. With high quality services and facilities, it will be the UK's principal international gateway outside London. The airport and its surrounding locality will make a major contribution to the competitiveness of the North, Midlands and Wales by supporting inward investment, international trade and tourism, high quality new homes and supporting our economic and social regeneration. It will be central to raising our global profile and economic performance.*

The accessibility and connectivity of the area will be greatly enhanced, including through:

- A. The development of a new Airport station immediately to the west of the airport;*
- B. Northern Powerhouse Rail connections to other city regions;*
- C. The construction of the Western Leg extension of Metrolink via the proposed Airport station, connecting through Davenport Green back to the existing line near Wythenshawe Hospital;*
- D. Improved local public transport services and connections such as Bus priority links by a new spine road through the Timperley Wedge allocation towards Altrincham;*
- E. Improved local public transport services and connections, including to Stockport and Cheshire East areas;*
- F. The provision of a network of cycling and walking routes.*

The benefits of the exceptional connections will be maximised, including by: Completing the development of Airport City immediately around the airport, which will provide a total of around 500,000 sqm of office, logistics, hotel and advanced manufacturing space (See

Manchester Local Plan); 2. Continuing to develop Medipark and Roundthorn Industrial Estate as a health and biotech cluster, taking advantage of the research strengths of the adjacent Wythenshawe Hospital and the wider Manchester University NHS Foundation Trust (See Policy JP Allocation 3.1 'Medipark' and Manchester Local Plan); 3. Delivering around 60,000 sqm of office floorspace around the new Airport Station (See Policy JP Allocation 3.2 'Timperley Wedge'); 4. Providing around 1,800 new homes to the west of the M56 at Timperley Wedge, up to 2039 (See Policy JP Allocation 3.2 'Timperley Wedge'); 5. Providing sufficient development opportunities to take full advantage of the introduction of NPR into this location. This Plan allocates two sites near the airport, and makes associated changes to the Green Belt boundaries, as identified in Chapter 11 to support these developments: • Policy JP Allocation 3.1 'Medipark' • Policy JP Allocation 3.2 'Timperley Wedge' (PfE, Policy JP-Strat9, Page 70-71).

4.14 Policy JP-S5: Clean Air advises that a comprehensive range of measures will be taken to support improvements in air quality. Amongst the mitigation actions suggested are:

- 'Determining planning applications having regard to the most recent development and planning control guidance published jointly by the Institute of Air Quality Management (IAQM) and Environmental Protection UK (EPUK), and the most recent IAQM Guidance on the Assessment of Dust from Demolition and Construction, or relevant successor guidance, including the requirement for developers to submit construction management plans as appropriate;
- Requiring applications for developments that could have an adverse impact on air quality to submit relevant air pollution data so that adverse impacts on air quality can be fully assessed and development only permitted where they are acceptable and/or suitable mitigation can be provided;
- Significantly expanding the existing commercial network of electric vehicle charging points, both for public and private use, including as part of new developments'. (PfE, Policy JP-S5, Page 105-106).

- 4.15 Policy JP-J1: Supporting Long-Term Economic Growth seeks a thriving, inclusive and productive economy will be sought in the City. The introduction to this policy at para 6.1 (p109) notes that *'Economic growth is central to the overall strategy for Greater Manchester. It will be essential to raising incomes, improving health and quality of life, and providing the finances to deliver better infrastructure, services and facilities.'* The policy states that there will be an emphasis on A) Maintaining a very high level of economic diversity across our boroughs; C) Making the most of major assets of the sub-region, including iii) Highly productive businesses in every sector of our economy; and F) Supporting local job growth. (PfE, Policy JP-J1, Page 114).
- 4.16 Policy JP-J2: Employment Sites and Premises the introduction to this policy advises that *'It will be important to ensure that there is an excellent supply of employment sites and premises across the Plan area, with sufficient variety in terms of quality, cost and location to maximise the ability to attract and retain jobs and investment. This will help to deliver high levels of economic growth and tackle inequalities by improving access to employment opportunities for existing and new residents'* (Para 6.16). It goes on to state that *'If economic growth is to be sustainable in the long-term then it will be necessary for the supply of employment sites and premises to adapt to changing circumstances, technological advancements, and new working practices'* also that *'A lot of businesses are currently doing fantastic things from poor premises, and there is the potential to improve productivity and support growth with modern buildings'* (Para 6.17). (PfE, Policy JP-J2, Page 117).
- 4.17 The thrust of this land use policy is to ensure that *'A diverse range of employment sites and accessible premises, both new and second-hand, will be made available across the Plan area in terms of location, scale, type and cost. This will offer opportunities for all kinds and sizes of businesses, including start-ups, firms seeking to expand, and large-scale inward investment, which will help to tackle inequalities. A strong portfolio of prime investment opportunities for new floorspace will be brought forward in the key growth locations identified in JP-Strat1 to JP-Strat12 and in complementary locations, with many being particularly suitable for key economic sectors and specialisms. This includes the selective removal of land from the Green Belt and other land previously safeguarded for development, as identified in chapter 11 of this plan, to provide the quality of well-*

connected employment land supply necessary to deliver the required scale of long-term economic growth, as set out in Policy JP-J3 'Office Development' and Policy JP-J4 'Industry and Warehousing Development'. Existing employment areas that are important to maintaining a strong and diverse supply of sites and premises in our boroughs will be protected from redevelopment to other uses, nurtured to ensure they remain competitive and their accessibility improved where necessary. This will include local employment areas as well as key growth locations'.

- 4.18 Policy JP-J3 'Office Development' This recently adopted policy sets out spatial policy for office development noting that at least 2,019,000 sqm of accessible new office floorspace will be provided in the Plan area over the period 2022-2039, with a focus on the City Centre, (to account for more than half of all new office floorspace in the sub-region), Salford Quays, Manchester Airport growth area and town centres. The policy confirms the release of some existing Green Belt land within the Manchester Airport key growth location is required to maximise the competitive advantages of office growth in Greater Manchester. Office uses are anticipated to yield high quality employment opportunities and existing employment areas such as Sharston are not appropriate locations for such investment nor could they compete commercially/environmentally with the locations favoured by JP-J3. (PfE, Policy JP-J3, Page 118).
- 4.19 Policy JP-J4 'Industry and Warehousing Development' advises that '*at least 3,513,000 sqm of new, accessible, industrial and warehousing floorspace will be provided in the Plan area over the period 2022-2039. To achieve this, a high level of choice and flexibility will be provided in the supply of sites for new industrial and warehousing floorspace*'. The Policy goes on to note at Para 6.32 that '*the need to provide the level of industrial and warehousing land within the Plan reflects the need for Greater Manchester to compete internationally for investment and provide sufficient choice and flexibility to respond to the varied needs of different businesses. This will help Greater Manchester to maximise its ability to attract and retain businesses and hence support its long-term economic growth prospects and the availability of local jobs. The new sites will be important in enabling the relocation and expansion of existing businesses, which will free up some poorer quality current employment sites for redevelopment for uses such as housing, as well as attracting*

new investment into the sub-region. The large amount of flexibility in the supply is also necessary because some existing employment areas may be utilised for employment-generating uses other than industrial and warehousing floorspace, which, whilst making an important contribution to economic growth, may mean they are no longer available for industry and/or warehousing purposes. Para 6.33 advises 'A range of industry and warehousing development opportunities have been identified by districts through their strategic employment land availability assessments, capable of accommodating just over 2,070,000 sqm of floorspace'. (PfE, Policy JP-J4, Page 123).

4.20 Policy JP-P2: 'Heritage' advises that **'We will proactively manage and work with partners to positively conserve, sustain and enhance our historic environment and heritage assets and their settings'**. JP-P2 seeks to *'Delivering positive benefits that sustain and enhance the historic environment, as well as contributing to the economic viability, accessibility and environmental quality of a place, and to social wellbeing'*. The policy advises that particular consideration will be given to ensure that the significance of key elements of the historic environment which contribute to Greater Manchester's distinctive identity and sense of place are protected from harm including former industrial buildings which are specifically highlighted as being important. The policy goes on to note that *'Where heritage assets have been identified as being at risk, Local Plans should identify specific opportunities for them to contribute to regeneration and placemaking, and they should set out strategies for their repair and re-use. Development proposals which will help safeguard the significance of and secure a sustainable future for Greater Manchester's heritage at risk will be supported in principle provided they are not contrary to national policy or other policies in the development plan'*. (PfE, Policy JP-P2, Page 192).

4.21 Policy JP-S4: 'Flood Risk and the Water Environment' advises an integrated catchment-based approach will be taken to protect the quantity and quality of water bodies with reference to the North West River Basin Management Plan and managing flood risk, by: *'Expecting developments to manage surface water runoff through sustainable drainage systems and as close to source as possible'*. (PfE, Policy JP-S4, Page 98).

- 4.22 Policy JP-S5: 'Clean Air' A comprehensive range of measures will be taken to support improvements in air quality, focusing particularly on locations where people live, where children learn and play, where there are impacts on the green infrastructure network and where air quality targets are not being met, including:
- 4.23 1. Locating and designing development, and focusing transport investment, so as to reduce reliance on forms of transport that generate air pollution;
- 4.24 2. Determining planning applications having regard to the most recent development and planning control guidance published jointly by the Institute of Air Quality Management (IAQM) and Environmental Protection UK (EPUK), and the most recent IAQM Guidance on the Assessment of Dust from Demolition and Construction, or relevant successor guidance, including the requirement for developers to submit construction management plans as appropriate;
- 4.25 3. Requiring applications for developments that could have an adverse impact on air quality to submit relevant air pollution data so that adverse impacts on air quality can be fully assessed and development only permitted where they are acceptable and/or suitable mitigation can be provided;
- 4.26 5. Significantly expanding the existing commercial network of electric vehicle charging points, both for public and private use, including as part of new developments' (PfE, Policy JP-S5, Page 105).
- 4.27 Policy JP-G8: 'A Net Enhancement of Biodiversity and Geodiversity' advises that 'Development will be expected to:
- a. Follow the mitigation hierarchy of: i. Avoiding significant harm to biodiversity, then ii. Adequately mitigating any harm to biodiversity, then iii. Adequately compensating for any remaining harm to biodiversity

c. Achieve a measurable net gain in biodiversity of no less than 10%

d. Make appropriate provision for long-term management of habitats connected to the development;

f. Development proposals should be informed by the findings and recommendations any appropriate biodiversity/ecological assessments submitted as part of the planning application process (PfE, Policy JP-G8, Page 180).

Manchester's Core Strategy Development Plan Document (adopted 2012)

4.28 The Core Strategy, adopted on 11 July 2012, is a Development Plan Document against which proposals for development in Manchester are judged. Core Strategy objectives and policies that are of particular relevance to a future development of the site are noted in the following section including contextual site-specific designations (Figure 4.1 and Figure 4.3):

4.29 Policy SP 1 'Spatial Principles' *'The key spatial principles which will guide the strategic development of Manchester to 2027 are: The Regional Centre will be the focus for economic and commercial development, retail, leisure and cultural activity, alongside high-quality city living. **The growth of Manchester Airport will act as a catalyst for the regional economy, and will also provide the impetus for a second hub of economic activity in this part of the City.** Beyond these areas, the emphasis is on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs, all in a distinct environment. The majority of new residential development in these neighbourhoods will be in the Inner Areas, defined by the North Manchester, East Manchester and Central Manchester Regeneration Areas'.*

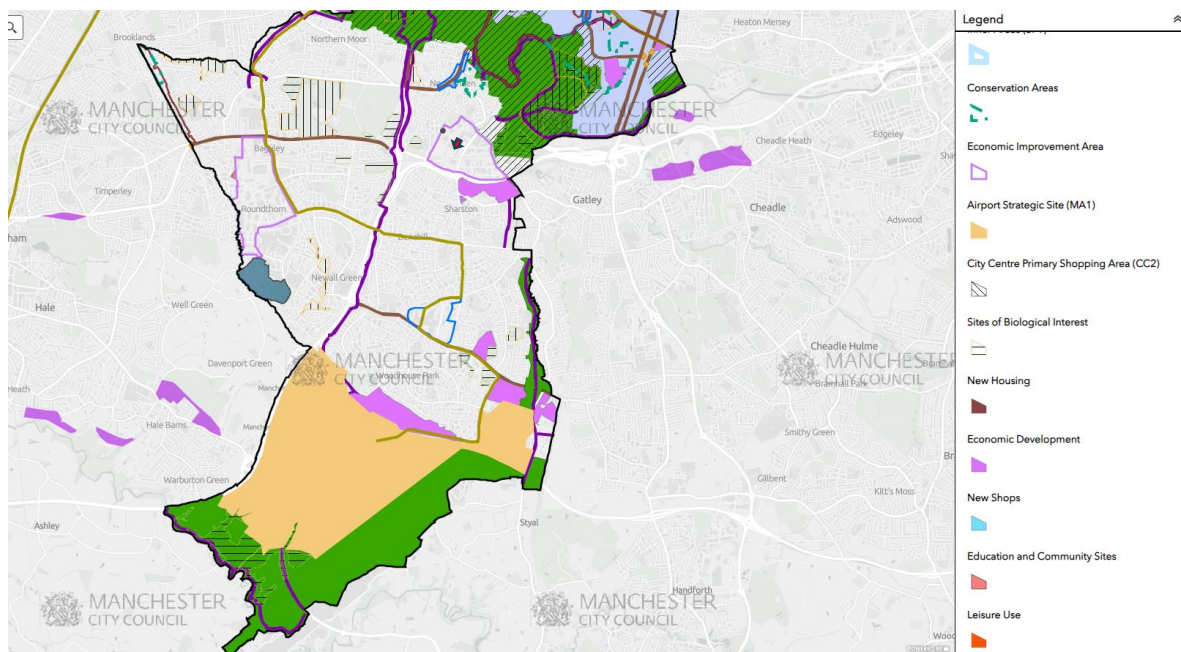


Figure 4.1: Local Development Framework Map Browser, 28.08.2024 showing Airport Strategic Development Site (MA1 in Orange) with Sharston Industrial Estate to the North in purple outline with site identified by red arrow

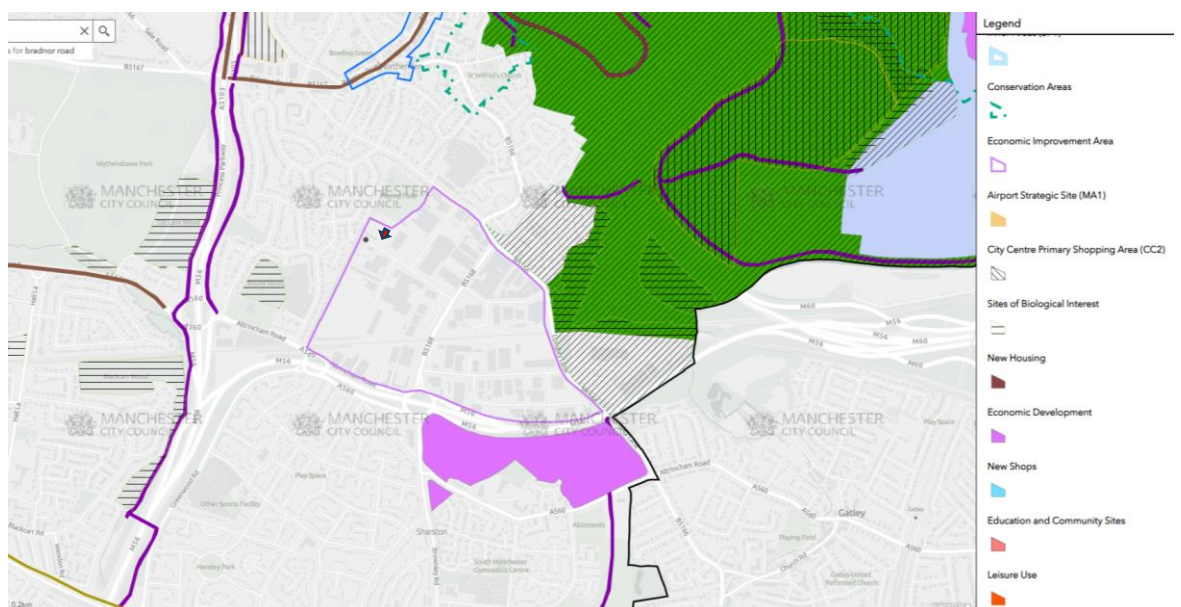


Figure 4.2: Local Development Framework Map Browser, 28.08.2024 with Zoom in showing Sharston Economic Improvement Area in purple outline. Site is shown by red arrow.

- 4.30 Policy SP 1 'Spatial Principles' *'The key spatial principles which will guide the strategic development of Manchester to 2027 are: The Regional Centre will be the focus for economic and commercial development, retail, leisure and cultural activity, alongside*

high-quality city living. The growth of Manchester Airport will act as a catalyst for the regional economy and will also provide the impetus for a second hub of economic activity in this part of the City. Beyond these areas, the emphasis is on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs, all in a distinct environment. The majority of new residential development in these neighbourhoods will be in the Inner Areas, defined by the North Manchester, East Manchester and Central Manchester Regeneration Areas'.

- 4.31 *Core Development Principles: Development in all parts of the City should:- Make a positive contribution to neighbourhoods of choice including:-creating well designed places that enhance or create character; making a positive contribution to the health, safety and wellbeing of residents; considering the needs of all members of the community regardless of age, gender; disability, sexuality, religion, culture, ethnicity or income; protect and enhance the built and natural environment. Development should make use of previously developed land and 'Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision'.*
- 4.32 *Policy EC 1 'Employment and Economic Growth in Manchester' states that '~~A minimum of 200 ha of employment land will be developed between 2010 and 2027 for offices (B1a), research and development (B1b), light industrial (B1c), general industry (B2) and distribution and warehousing (B8). Offices (B1a) - 140ha. Research and Development and Industry (B1b, B1c and B2) - 25 ha. Distribution and Warehousing (B8) - 35ha. Key locations for major employment growth showing indicative distribution figures will be: Regional Centre: Manchester City Centre 33ha. City Centre Fringe (including Strangeways, Collyhurst, Ancoats, New Islington and Manchester Science Park) 25ha. Central Park and Eastlands 65ha. Manchester Airport and the surrounding area 50ha. (Text replaced by PfE Policies JP-J3 and JP-J4).~~*
- 4.33 *When progressing development proposals for employment development Policy EC1 highlights the importance of 'Ensuring design makes the best possible use of a site or building in terms of efficient use of space, enhancing the sense of place of the wider area and*

minimising detrimental impacts on adjacent uses, considers the needs of users/employees of a site/building for access via walking, cycling and public transport and reduction of opportunities for crime by applying current best practice in security design’.

- 4.34 The justification to this policy points out that since preparation of the UDP, ‘Manchester Airport has emerged as a further concentration for employment uses, and this is likely to continue for the future for the sectors which appreciate the international connections provided through the Airport, as well as the proximity to the strategic road network. The benefits of this location are reflected in the Core Strategy through policy EC11 -Airport City’.
- 4.35 Policy EC 2 ‘Existing Employment Space’ states that ‘The Council will seek to retain and enhance existing employment space and sites. Alternative uses will only be supported on sites allocated accordingly, or if it can be demonstrated that: The existing use is un-viable in terms of business operations, building age and format; The existing use is incompatible with adjacent uses; The existing use is unsuitable for employment having had regard to the Manchester-Salford - Trafford SFRA; or On balance, proposals are able to offer greater benefits in terms of the Core Strategy’s vision and spatial objectives than the existing use’.
- 4.36 The justification to this policy points out that ‘Although the Council values employment land, there are circumstances where it will be appropriate to support alternative uses. These circumstances are outlined in the policy, and broadly aim to acknowledge situations in which it would be unproductive to protect the land for employment uses, either because: Employment is un-viable, particularly if the site has remained empty or vacant for a period of time although it has been marketed and the employment space no longer serves the needs of businesses due to its age and the conditions of the property or An alternative use would bring more benefits to the City, either because the employment use is not the optimum use for the site or because any harm is outweighed by the benefits of the new use. Judgements on the net value of such benefits will be based on the key strategic objectives in the Core Strategy’.

4.37 Policy EC 10 'Wythenshawe' 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:

1. 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.

2. University Hospital South Manchester suitable for growth related to the healthcare and biosciences and ancillary offices.

3. Existing employment sites along: West Wythenshawe Development Corridor - Oaks Business Park (B1) and Roundthorn Industrial Estate (B8); East Wythenshawe Development Corridor - Sharston Industrial Estate (B8), Atlas and Concord Business Parks (B1) and Ringway Trading Estate (B8).

4. The district centres of Wythenshawe, Northenden and the proposed centre at Baguley will all be suitable for mixed use local employment provision serving their catchment area.

Development and infrastructure provision will be supported which strengthens transport connections between Roundthorn Industrial Estate, University Hospital South Manchester, Airport City and Manchester Airport. The Council will seek to maximise the opportunities to enhance this spatial cluster of key employment uses. **The existing employment role of Roundthorn Industrial Estate and Sharston will be supported, including the existing industrial and manufacturing uses.** Proposals which improve the connectivity of Roundthorn Industrial Estate to the Airport and Motorway network will be encouraged.

Development proposals and planning applications should have regard to: Ensuring employment opportunities are made accessible to local communities, particularly those at Manchester Airport; Locations with good access to the national motorway network M56 and

M60 and their suitability for logistics; Proposed extension to Metrolink and new stops plus improved bus routes; Delivery of low and zero carbon decentralised energy schemes and energy projects within Strategic Employment Locations.

- 4.38 The justification to policy EC10 at 8.81 notes that *'In addition to the existing employment opportunities in the area, three areas offer considerable potential for employment growth, namely, Manchester Airport, Airport City and UHSM. The opportunities created by the Airport, both as an employer and a catalyst for further employment, are unique to this part of Manchester and are considered in detail through policies EC11 and MA1. Airport City (EC11) in particular is a key opportunity in Wythenshawe, with potential to bring international inward investment to the City. It is also expected to increase the attractiveness of existing industrial locations nearby and act as a catalyst for the development of businesses linked to the Airport. UHSM is expected to develop further as a health facility and presents an opportunity for growth in research and development particularly related to the bio-sciences. Demand for future employment is expected to be driven by: logistics and distribution; environmental technologies; and healthcare and biotechnology. A challenge in the area is educational attainment and skills of young people and this is being addressed though the building schools for the future investment and the building of two new academies, one linked to healthcare providers and the other to Manchester Airport with a focus on developing vocational skills.*
- 4.39 The justification to this policy at 8.82 states that **'Existing employment provision in Roundthorn and Sharston Industrial Estates is, in places, not considered entirely suitable for modern users. Across the Wythenshawe employment areas there is a need to provide a portfolio of sites and premises to meet the needs of inward investors and indigenous businesses.** As well as this, the area has a below average rate of self-employment. It is important to improve the SME base as it provides significant employment for local people. This can be improved by encouraging development of micro and small businesses and identifying sites and premises for micro and small businesses in district centres and neighbourhood centres. Also improved digital infrastructure can assist businesses secure new customers'.

- 4.40 Policy EC 11 'Airport City Strategic Employment Location' states that *'The area to the north of Manchester Airport is a significant opportunity for employment development in Manchester. The development of this location will be promoted as the core of a wider Airport City opportunity, promoting functional and spatial links with nearby parts of Wythenshawe to maximise the catalytic potential of the airport to attract investment and increase economic activity. The area is suitable for high technology industries, logistics, offices, warehousing and ancillary commercial facilities which will support further the business destination role at Airport City. Any development in this area should support the vision of the Core Strategy and complement the role of the Regional Centre and other centres in Greater Manchester'.*
- 4.41 Policy EN 3 'Heritage' States that *'Throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre. ~~New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains.~~ (Text Replaced by PfE Policy JP-P2). **Proposals which enable the re-use of heritage assets will be encouraged where they are considered consistent with the significance of the heritage asset'.***
- 4.42 Policy EN 9 'Green Infrastructure' states that *'New development will 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 will 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 will be required to demonstrate how this loss will be mitigated in terms of quantity, quality, function and future management'.*

Policy EN 14 'Flood Risk' states that *'In line with the risk-based sequential approach contained within PPS25, development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding; this should take account of all sources of flooding identified in the Manchester-Salford-Trafford Strategic Flood Risk Assessment (SFRA). ~~In addition to the requirements for site-specific Flood Risk Assessments (FRAs) set out in PPS25, an appropriate FRA will also be required for all development proposals, including changes of use, (Text replaced by PfE Policy JP-S4)~~ On sites greater than 0.5ha within Critical Drainage Areas (CDAs) and Canal Hazard Zones identified in the SFRA. 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. In CDAs, evidence to justify the surface water run-off approach / rates will be required. The application site is 2.9 hectares in size and Flood reporting was submitted in support of the application (Ref 6a (01): LK Group, Flood Risk Assessment for APH Car Park, Bradnor Road, Wythenshawe, Job Number: FRA 23 1105, Date: August 2023). A condition is suggested at Section 9 to mitigate the impact of development.*

4.43 Policy EN 15 'Biodiversity and Geological Conservation' This states that *'The Council will seek to maintain or enhance sites of biodiversity and geological value throughout the City. Particular consideration will be given to:.....protected and priority species, as listed in the Manchester Biodiversity Strategy and included in the Greater Manchester Biodiversity Action Plan (GM BAP). Developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, ~~either on-site or adjacent to the site~~ (Text replaced by PfE Policy JP-G8), contributing to linkages between valuable or potentially valuable habitat areas where appropriate....Any adverse impacts on biodiversity will need to be justified against the wider benefits of the proposal, assessed against other LDF policies. Where adverse impacts are unavoidable, developers will be required to provide appropriate mitigation and/or compensation'.*

4.44 Policy EN 16 'Air Quality' states that *'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~~ (Text replaced by PfE Policy JP-S5). 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. When assessing the appropriateness of locations for new development the Council will consider the impacts on air quality, alongside other plan objectives. This includes cumulative impacts, particularly in Air Quality Management Areas’.

4.45 Policy T 1 ‘Sustainable Transport’ which states that the aim of the Council is ‘*To deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport’*. Supported measures may include: Developing alternatives to the car for journeys; Promoting regeneration and economic vitality by improving access to jobs and services, particularly for those most in need and for those without a car. Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life. Improve and develop appropriate road transport routes and facilitate modes of transport that reduce carbon emissions e.g. by incorporating charging points for electric vehicles and those which would reduce the negative impacts of road traffic, for example, congestion, air pollution and road accident casualties.

4.46 Policy DM 1 ‘Development Management’: States that ‘All development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:- 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. Green Infrastructure including open space, both public and private. The use of alternatives to

peat-based products in landscaping/gardens within development schemes. Flood risk and drainage.

Addendum to Manchester Core Strategy 2024

- 4.47 According to the MCC website the 'Places for Everyone Joint Development Plan Document for Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan 2022 To 2039' was adopted on 21 March 2024. The following Core Strategy (CS) policies have been partially replaced by Places for Everyone (PfE) policies. Any part of the policy that is not replaced remains part of Manchester's Core Strategy.

'CS Policy SP1 Spatial Principles Section to be replaced:

Last but one bullet Replaced by PfE Policy JP-S1

CS Policy EC1 Employment and Economic Growth in Manchester

Sections to be replaced:

First paragraph including 'Offices (B1a) - 140ha Research and Development and Industry (B1b, B1c and B2) - 25 ha Distribution and Warehousing (B8) - 35ha'.

Distribution figures in key location bullet points

Replaced by PfE Policies JP-J3 and JP-J4

CS Policy EN3 Heritage

Section to be replaced:

2nd paragraph

Replaced by PfE Policy JP-P2

CS Policy EN14 Flood Risk

Section to be replaced:

3rd bullet point except final sentence

Replaced by PfE Policy JP-S4

CS Policy EN15 Biodiversity and Geological Conservation

Section to be replaced:

'either on-site or adjacent to the site' in second paragraph

Last sentence

Replaced by PfE Policy JP-G8

CS Policy EN16 Air Quality

Section to be replaced:

', and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes and at Manchester Airport' from 1st sentence

Replaced by PfE Policy JP-S5'

For the PINs benefit the policy assessment above takes the above guidance into account and these recent policy deletions are identified in ~~red strike through text~~.

Saved Policies of the Unitary Development Plan (UDP) for the City of Manchester (adopted 1995)

- 4.48 The UDP has largely been superseded by the Core Strategy. However, a number of UDP policies have been 'saved'. Extant policies contained within the UDP which are relevant to the future development of the site include:
- 4.49 Policy DC19 'Listed Buildings' This states that *'In determining applications for listed building consent or planning applications for development involving or having an impact on buildings of Special Architectural or Historic Interest, the Council will have regard to the desirability of securing the retention, restoration, maintenance and continued use of such buildings and to protecting their general setting. In giving effect to this policy, the Council will:*
- a. not grant Listed building consent for the demolition of a listed building other than in the most exceptional circumstances, and in any case, not unless it is satisfied that every possible effort has been made to continue the present use or to find a suitable alternative use;*
 - b. not permit a change of use of a listed building, where it would have a detrimental effect on the character or appearance of the building;*

- c. not permit any external or internal alteration or addition to a Listed building where, in its opinion, there would be an adverse effect on its architectural or historic character;*
- d. seek to preserve and enhance the settings of listed buildings by appropriate control over the design of new development in their vicinity, control over the use of adjacent land, and where appropriate, by the preservation of trees and landscape features;*
- e. permit demolition only where there are approved detailed plans for redevelopment and where there is evidence of a firm building contract;*
- f. not permit alterations to a listed building which would prevent the future use of any part of the building, in particular upper floors or basements, or where poor maintenance is likely to result.*

The reason for this policy states *‘The above policies are to be pursued by the Council to help ensure the protection of the City's built character and its heritage. Retention and protection of this character is important in encouraging local pride, tourism and future investment in the city. The Council recognises that listed buildings can present particular problems in respect of their continuing use. A flexible approach will be taken in determining applications for uses in listed buildings. The policy gives effect to the obligation placed on the Council by statute to give particular attention to retain, restore, maintain and continue uses in listed buildings in Manchester.*

- 4.50 Policy DC26 ‘Development and Noise’ aims to minimise the adverse impact of noise on noise-sensitive developments. It states at DC26.1 *‘The Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both: a. the effect of new development proposals which are likely to be generators of noise; and b. the implications of new development being exposed to existing noise sources which are effectively outside planning control’*. DC26.4 goes on *‘Where the Council believes that an existing noise source might result in an adverse impact upon a proposed new development, or where a new proposal might generate potentially unacceptable levels of noise, it will in either case require the applicant to provide an assessment of the likely impact and of the measures he proposes to deal satisfactorily with it’*.

4.51 East Wythenshawe Policy EW12 advises 'The Council will protect the role of the Sharston Industrial Estate as a centre for industrial activity and employment which is convenient and accessible to Wythenshawe people in particular. There is scope for new business (B1) developments on the estate but the emphasis should remain as general industrial and distribution activities. The reason for EW12 suggests: *'The Estate is a valuable source of local employment. Its character and role needs to remain relevant to the needs of Wythenshawe people in particular'*.

4.52 East Wythenshawe Policy EW13 advises *'The use and/or development of sites at Sharston Industrial Estate for Long-stay off-Airport car parking will not be permitted where proposals would involve a significant loss of land capable of attracting good quality employment generating industrial activity. Reason: Further growth of off-Airport car parking within the Estate would reduce the employment potential of the Estate which would be detrimental to economic activity and employment activities in Wythenshawe generally.*

Other Documents

4.53 In addition to the objectives and policies of the Places for Everyone, Core Strategy and Saved UDP, it is anticipated that the following other documents may also be considered by in the determination of a planning application:

- The Guide to Development in Manchester Supplementary Planning Document and Guidance (April 2007) and
- Design for Access 2 (December 2003).

National Planning Policy Framework

Introduction

4.54 The revised National Planning Policy Framework (NPPF) was published in July 2018 (and last updated in December 2023) and sets out the government's planning policies and how these are expected to be applied. It replaces the Framework published in March 2012,

however a presumption in favour of sustainable development continues to be at the heart of the NPPF which ensures that development is pursued in a positive way.

Chapter 2 'Achieving Sustainable Development'

- 4.55 Development proposals that accord with an up-to-date Development Plan should be approved without delay. Paragraph 11 confirms that where there are no relevant development plan policies, or the policies which are most important for determining the application are out of date, permission should be granted unless: The application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the proposed development; or Any adverse impact of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.
- 4.56 Paragraph 8 confirms that there are three dimensions to sustainable development; economic, social and environmental. To achieve sustainable development, economic, social and environmental gains should be pursued in mutually supportive ways through the planning system.
- 4.57 The NPPF explains that the purpose of the planning system is to contribute to the achievement of sustainable development. Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area. These sustainable objectives should be delivered through the preparation and implementation of plans and the application of the policies in the framework. The NPPF is split into 17 chapters, the chapters of relevance to this development are discussed below.

Chapter 7. 'Building a strong, competitive economy'

- 4.58 Para 85 of NPPF advises that ***'Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both***

local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. This is particularly important where Britain can be a global leader in driving innovation, and in areas with high levels of productivity, which should be able to capitalise on their performance and potential.

- 4.59 Para 86 of NPPF advises that 'Planning policies should:
- a) set out a clear economic vision and strategy which positively and proactively encourages sustainable economic growth, having regard to Local Industrial Strategies and other local policies for economic development and regeneration;
 - b) set criteria, or identify strategic sites, for local and inward investment to match the strategy and to meet anticipated needs over the plan period;
 - c) seek to address potential barriers to investment, such as inadequate infrastructure, services or housing, or a poor environment; and
 - d) be flexible enough to accommodate needs not anticipated in the plan, allow for new and flexible working practices (such as live-work accommodation), and to enable a rapid response to changes in economic circumstances'.
- 4.60 Para 87 of NPPF advises 'Planning policies and decisions should recognise and address the specific locational requirements of different sectors. This includes making provision for clusters or networks of knowledge and data-driven, creative or high technology industries; and for storage and distribution operations at a variety of scales and in suitably accessible locations'.

Chapter 9 'Promoting sustainable transport'

- 4.61 Para 110 advises that 'Planning policies should: e) provide for any large-scale transport facilities [such as airports] that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy'.

Chapter 11 'Making effective use of land'

- 4.62 Para 123 advises that *'Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously developed or 'brownfield' land'.*
- 4.63 Para 124. Planning policies and decisions should: *'c) give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land; and d) promote and support the development of under-utilised land and buildings'.*
- 4.64 Para 126 of NPPF advises that *'Planning policies and decisions need to reflect changes in the demand for land. They should be informed by regular reviews of both the land allocated for development in plans, and of land availability. Where the local planning authority considers there to be no reasonable prospect of an application coming forward for the use allocated in a plan:*
- a) it should, as part of plan updates, reallocate the land for a more deliverable use that can help to address identified needs (or, if appropriate, deallocate a site which is undeveloped); and*
 - b) in the interim, prior to updating the plan, applications for alternative uses on the land should be supported, where the proposed use would contribute to meeting an unmet need for development in the area.'*

Chapter 12 'Achieving well-designed places'

- 4.65 Para of NPPF advises that *'Planning policies and decisions should ensure that developments:*
- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; 40 c) are sympathetic to local character and history, including the surrounding built environment and landscape*

setting, while not preventing or discouraging appropriate innovation or change (such as increased densities); d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience’.

Chapter 12 Conserving and Enhancing the Historic Environment

- 4.66 National policy relating to the conservation and enhancement of the historic environment is set out in section 16 of the National Planning Policy Framework (NPPF). These policies state that assets should be conserved in a manner appropriate to their significance (NPPF, 189) and that when considering the impact of a proposed development, great weight should be given to an asset’s conservation (NPPF, 199). Where it is identified that harm will be caused, the decision maker should be satisfied that this is supported by a clear and convincing justification (NPPF, 200) and that the public benefits that it would bring about would outweigh the harm (NPPF, 202).

5. Assessment Against Reason for the Refusal

Introduction

- 5.1 This section of the Statement of Case sets out the key planning considerations in the determination of this appeal and provides clear and justified reasoning for the approval of planning permission through this appeal.
- 5.2 The reason for refusal given in the decision letter states ‘1) *The proposed development, due to the resultant intensification of off-airport car parking on the site, would involve the loss of land capable of attracting good quality employment generating industrial activity, contrary to saved UDP Policy EW13 and Policy EC 10 of Manchester Core Strategy*’

The Lawful Use of the Application Site is as Airport Car Parking

- 5.3 The site currently operates as a managed car park serving travelling members of the public. Customer car parking is accommodated on areas of hard surfacing or within one of two existing buildings within the appeal site, a former warehouse and a grade II* listed former bus garage. The car park serves Manchester Airport with a shuttle bus terminal to take passengers to and from the nearby airport. The proposals are to demolish an existing warehouse building which is presently used for car parking to enable the erection of a new Multi Story Car Park (MSCP) also to be used for car parking. The planning history of the land summarised at Table 2.5 above and Appendix 4 demonstrates that the current business activity is the established lawful use of the application land. The nature of the car parking activity proposed by the development stays the same and involves no change of use.

A 21% increase in car parking capacity does not constitute intensification

- 5.4 The overall parking provision proposed post development is for 2,488 parking spaces, an uplift of 438 over the existing 2,050 spaces available on site (a 21% increase). The additional capacity is intended purely to serve customers travelling to Manchester Airport. An increase

in parking capacity of c.21% is not regarded to represent intensification of the use as suggested by the reason for refusal. The proposed use continues to be identical in nature to the existing being for the provision of car parking for the travelling public.

Previous Decisions have confirmed the site to be unlikely/incapable of attracting good quality industrial employment

- 5.5 Previous decision making on planning applications for airport car parking determined on the land by the Council have confirmed the appeal site to be incapable of attracting good quality industrial employment, for example:

Decision 060298/FO/SOUTH2/00

Applicant: DRPH

Address: Ex GMPTE Depot, Bradnor Road, Sharston Industrial Estate, Sharston

Description: Change of use from use class B8 to off-site airport car parking, including elevational alterations, and erection of 2-metre-high fencing.

Decision: Approved 9 February 2001

The MCC Committee report of 18 January 2001 assessed the above proposal, post adoption of the UDP and Policy EW13 in 1995, noting and with regard to the principle of development:

Principle of the Proposal - The Estate Management Team for the Sharston Industrial Estate have stated that they do not believe the application site would provide the prospect of attracting a good employment generating use and could only do so if the existing building was demolished and the site redeveloped, the latter of which is unlikely as the value of the building considerably exceeds the site value. Given this, and the fact that the applicants propose to employ 6 full time staff and create a number of temporary posts, compared with the 1 job created by the previous storage use, it is felt that the principle of the proposal is acceptable in this instance.

Figure 5.1 above: Extract from Committee Report dated 18 January 2001 which considered 060298/FO/SOUTH2/00

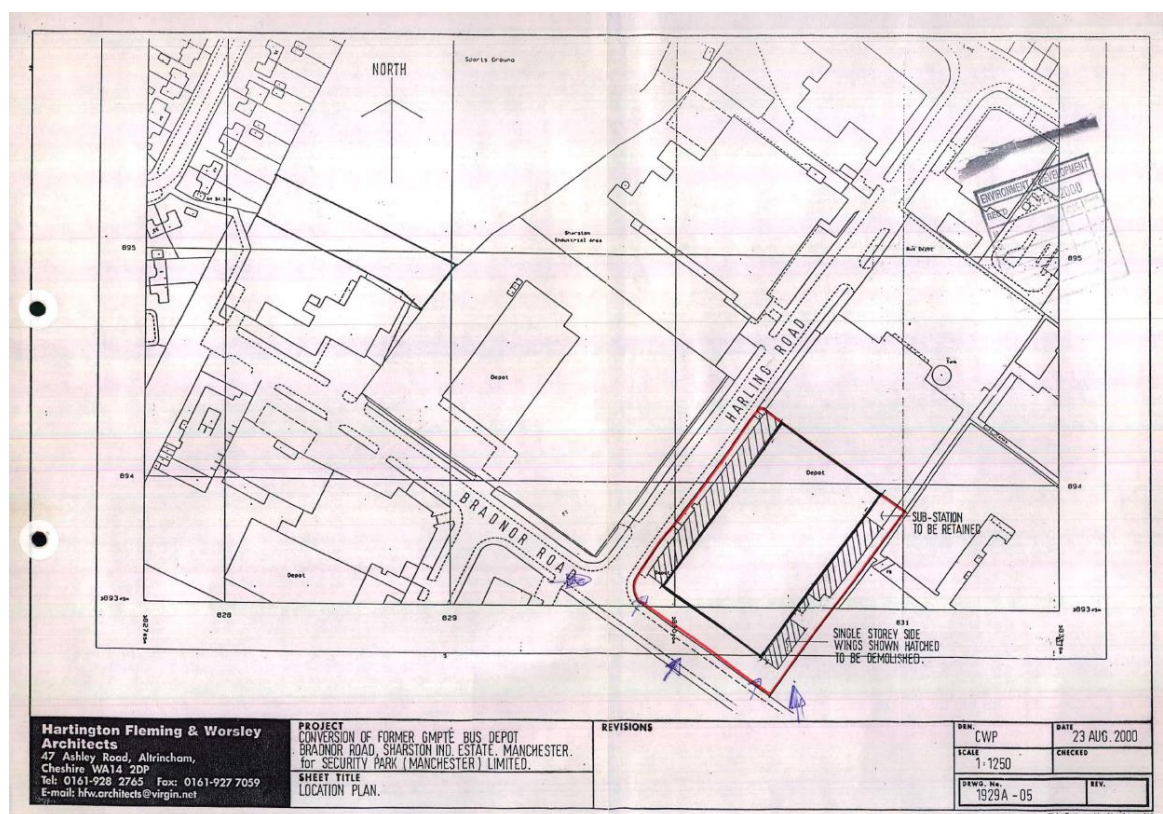


Figure 5.2 above: Location Plan for 060298/FO/SOUTH2/00

Decision 065059/FO/SOUTH2/02

Applicant: Airport Parking and Hotels (Manchester) Ltd

Address: Former Manor Bakeries site, Plot 10, Bradnor Road, Sharston Industrial Area, Sharston

Description: Change of use from warehouse and distribution centre (Class B8) to administration reservation centre and off airport car storage for up to 200 vehicles (class B1 & B8 & sui generis) with associated refurbishment works, landscaping and lighting.

Decision: Approved 17 March 2003

The MCC Committee report of 10 May 2002 assessed the above proposal, post adoption of the UDP and Policy EW13 in 1995, noting and with regard to the principle of development:

Unitary Development Plan - There are no specific policies with regard to the application site. However, policies EW12 and EW13 in Part 2 of the UDP relate to the Sharston Industrial Estate as a whole. Policy EW12 states that the Council will protect the role of Sharston Industrial Estate as a centre for industrial activity and employment, while policy EW13 states that proposals for off-airport car parking will not be permitted where proposals would involve a significant loss of land capable of attracting good quality employment-generating industrial activity.

In terms of Policy EW12, the use would be a service industry, which is convenient and accessible to Wythenshawe people in particular. It retains an existing B1 office and associated

staff parking user, and would be a valuable source of local employment. The applicants are currently negotiating terms of a Section 106 Planning Agreement with the City Council for the employment of local people.

In respect of Policy EW13, following assessment of the proposal it is considered that the proposal accords with this policy. The number of potential full and part time jobs would be for some 70 people, which is in excess of the former use, and therefore does not involve significant loss of land which is capable of attracting good quality employment generating industrial activity. The site has stood vacant for an extended period and in this time has not been capable of attracting any other industrial user. This proposal would promote both economic activity and employment activity, and thus on both counts would accord with this policy, and as such there will be no need to refer it to the Secretary of State.

Figure 5.3 above: Extract from Committee Report dated 10 May 2002 which considered 065059/FO/SOUTH2/02

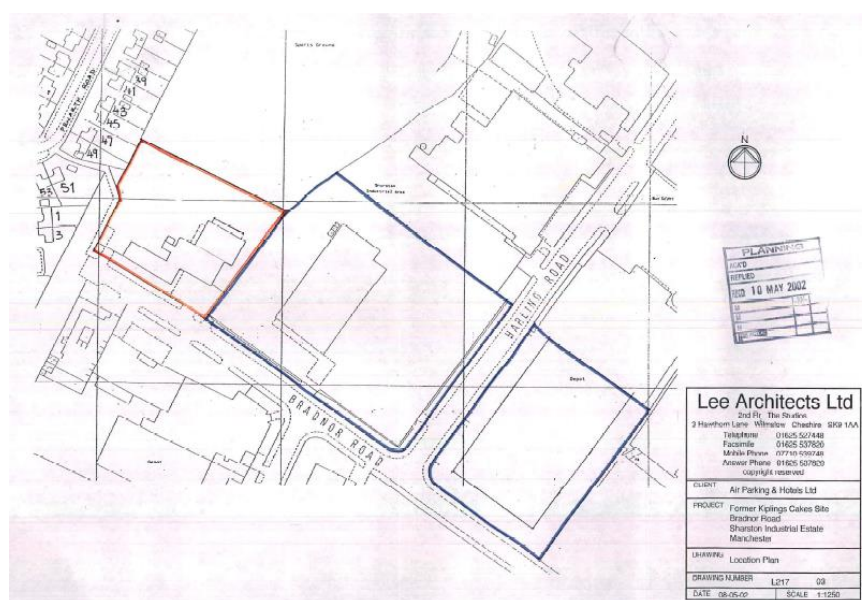


Figure 5.4: Location Plan for 065059/FO/SOUTH2/02

APH Ltd offer very good employment opportunities for local people

Quality of employment and skills

- 5.6 The wording of the reason for refusal implies that APH Ltd is no longer regarded to be a good quality employment activity, inferring that an industrial activity would generate better quality employment. This reason for refusal runs contrary to previous planning decisions made by MCC. It is also disputed by APH Ltd who regard their company as offering good quality employment opportunities which at least match, if not exceed the quality of many other local employment opportunities.
- 5.7 Prior to the determination of the planning application by MCC the business employed 34 staff and hoped to expand to 48. At the time of writing skilled employment opportunities at APH Ltd presently include Operations Manager (x1); Duty Managers (x3); Assistant Operations Manager (x1); Assistant Duty Manager (x2); Receptionists (x3); Duty Drivers (x11), Duty PCV Drivers (x20). All these jobs, 41 in total, require skills and training and are regarded to be good quality jobs by the employees who occupy them. The business also generates employment for their supplier companies from pension advisors to accountants.
- 5.8 The business offers staff significant opportunity to upskill and training courses are regularly attended by staff:
- Between 12.7.2023 and 12.7.2024 five staff were in upskill training to become fully qualified PCV drivers (Bus Drivers) thereby reaching more senior roles. Typically to get a member of staff with a car licence through their PCV costs the Company around £3,000, a significant investment in upskilling for the individual employee benefitting.
 - Between 12.7.2023 and 12.7.2024 general internal and external training courses attended by members of staff included: Customer Service, Manual Handling, Risk Assessment, Organisational skills, Introduction to Leadership, Safe driving and

accident procedures, Walk round checks and passenger safety, Road traffic law and enforcement, Drivers Hours and Tachographs, Road traffic law and enforcement, Complaint Handling v2, Walk round checks and load safety, Driver and workplace health and safety, First Aid Courses (Various levels), Customer Service Skills v7, Conflict Management v5, Driver and workplace health and safety, Interpersonal Conflict Training, and Cherry Picker Training.

- 5.9 The above demonstrates APH Ltd offer very good quality employment opportunities which at least match and if not surpass the quality of many other types of local industrial employment opportunity. Furthermore, it is noted from the planning history at Section 2 that the land occupied by APH Ltd previously accommodated uses such as a bakery and temporary postal sorting depot use and it is reasonable to suggest that the employment activities associated with a bakery or sorting office use could not be regarded to be exceed the quality of employment offered by APH Ltd. APH believe their business provides a higher proportion of skilled jobs than would a typical distribution warehouse where the proportion of unskilled workers is typically high as is staff turnover.

Local Employment Opportunities

- 5.10 The company operates shift working due to the nature of the business. Normal shift patterns are 12 hours, days and nights, 4 on and 4 off. Employing locally based people is beneficial due to the nature of shift working. Since the company is invested in staff upskilling and is a good employer, employee turnover is low. Recruitment relies on staff recommendations but the company also use local agencies and online resources when necessary.
- 5.11 On 27th July 2024: 20% of the staff were based in Wythenshawe and Gately; 27% were based within the Manchester City Council administrative area, 95% were based in Greater Manchester (Largely Manchester, Stockport, Tameside) and Warrington. The business can be regarded to be accessible and providing employment to local people.

- 5.12 The existing use clearly offers good quality employment activity which is accessible to Wythenshawe residents and this will continue to be case whilst the business is located on Bradnor Road. Whilst the jobs offered are not traditional 'industrial' jobs involving the making of a product, they nonetheless offer equivalent if not better opportunities. On the basis of the information presented above APH Ltd are verified to be a good local employer and the type of business which the Council should be striving to support rather than hinder.

There is no Loss of Land Capable of Attracting Good Quality Employment

- 5.13 The stated reason for refusal is misleading as it suggests the appeal proposal would result in the '*loss of land employment land capable of attracting good quality employment generating industrial activity*'. The appeal land is already in use by APH Ltd and is not available for use by any other business. The suggested loss of land to general industrial use is therefore irrelevant and not a material or policy consideration relevant to the determination of this appeal.
- 5.14 Furthermore it is noted from the planning history at Chapter 2 above, that MCC when taking decisions regarding use of the appeal property for car parking have consistently regarded the land to be unlikely to be developed for alternative beneficial use:
- When assessing 060298/FO/SOUTH2/00 for change of use of the former bus depot from class B8 to off-site airport car parking, the Council committee report stated that the view of the Estate Management Team is '*they do not believe the application site would provide the prospect of attracting a good employment generation use*' (Figure 5.1).
 - During the determination of 065059/FO/SOUTH2/02 for change of use from warehouse and distribution centre (Class B8) to administration reservation centre and off airport car storage the Council acknowledged that '*in terms of policy EW12 the use would be a service industry, which is convenient and accessible to Wythenshawe people in particular. It retains an existing B1 office and associated*

*staff parking user and would be a valuable source of local employment** (Figure 5.1).

This assertion is validated by the good quality employment and training opportunities offered by APH Ltd.

- 5.15 APH Ltd's use of the appeal land has been consistently considered policy compliant. There is no good reason why MCC should choose to reverse this long-established position and to suggest the use of the land by the business now to be contrary to saved UDP Policy EW13 and Policy EC10 of Manchester Core Strategy is unreasonable. EW13 has been found to be complied with when considering previously proposals for airport car parking on the subject site. Furthermore EC10 which dates from 2012 actually proposes Sharston Industrial Estate for primarily B8 use. With regard to EC10 the APH operation will provide for the storage of vehicles whilst customers visit the airport and accords with this policy.

Implementation of the appeal proposal does not preclude future re-use/redevelopment

- 5.16 The reason for refusal could be interpreted to imply the construction of a Multi Storey Car Park (MSCP) on the appeal land will result in a use which is so permanent that redevelopment in the future for another use will be precluded. This assertion is incorrect and the site if vacated by APH Ltd would be redeveloped, the listed building excluded.
- 5.17 The existing site is brownfield land. The use proposed does not have the potential to contaminate the land in a manner which would preclude redevelopment in the future. In contrast some types of industrial use do have the potential to leave a legacy of industrial contamination which can be difficult to remediate. The appeal proposal if implemented will only result in the erection of a building which can easily be demolished and the materials recycled should the operation ever become obsolete. The APH Ltd proposal will not prejudice redevelopment and recycling of the land in the future.
- 5.18 NPPF recognises that developed land can be recycled and indeed places great weight on the recycling and reuse of land. It urges that planning policies and decisions should c) *give substantial weight to the value of using suitable brownfield land within settlements and d)*

promote and support the development of under-utilised land and buildings’ (NPPF, Para 124).

- 5.19 It is apparent that APH Ltd have reused brownfield land and there is no reason why another applicant for development on the same site when and if vacated by APH Ltd should not do similarly.

Compliance with Planning Policy

- 5.20 It is a requirement of Section 38(6) of the Town and Country Planning Act 2004 that where a development plan contains policies relevant to an application, the decision must be made in accordance with the development plan, unless material considerations indicate otherwise.
- 5.21 The statutory development plan relating to the appeal site consists of the Places for Everyone Joint Development Plan Document, Adopted March 2024; Manchester’s Core Strategy Development Plan Document, adopted 2012; and Saved Policies of the Unitary Development Plan (UDP) for the City of Manchester, Adopted 1995. Material considerations relating to this application include the National Planning Policy Framework and Planning Practice guidance.
- 5.22 The assessment of the development against the relevant planning policy was not examined in detail by a Planning Statement submitted in support of the application. The section below therefore summarises the Appellant’s case for development, against the relevant planning policy context and the reason stated in the decision letter.

Places for Everyone Joint Development Plan Document, 2024

- 5.23 The Places for Everyone Spatial Strategy seeks to deliver sustainable, inclusive growth in particular sustaining the competitiveness of the southern districts such as Wythenshawe by supporting key economic drivers such as the Airport (PfE, spatial strategy Page8). The PfE

Spatial Strategy is embodied in several Strategic Objectives to guide development decisions in Manchester. Of relevance to the subject appeal are:

- Strategic Objective 3 which aims to ensure businesses have adequate development land and that investment decisions prioritise the use of brownfield land;
- Strategic Objective 4 which aims to improve sustainable transport to growth locations including the Airport; and
- Strategic Objective 6 which aims to promote the sustainable movement of people.

5.24 PfE Policy JP-Strat9: 'Southern Areas' in which the appeal site is located advises *'There will be a strong emphasis on making as much use as possible of suitable previously developed (brownfield) land' and 'enabling people to gain access to employment opportunities'.*

5.25 PfE Policy JP-Strat10: Manchester Airport seeks to maximise the benefits of the continued operation and sustainable growth of Manchester Airport and its surrounding locality. Policy JP-J1: Supporting Long-Term Economic Growth seeks a thriving, inclusive and productive economy in the City. It aims to support local businesses in every economic sector and support local job growth.

5.26 Policy JP-J4 'Industry and Warehousing Development' advises that 'at least 3,513,000 sqm of new, accessible, industrial and warehousing floorspace will be provided in the Plan area. No shortage of employment land for industrial uses is envisaged over the plan period.

5.27 The application proposal will support the operation of the airport, utilise a brownfield site, provide local employment opportunities whilst the operation will transport customers to and from the airport by bus, a sustainable means of travel. For these reasons the appeal proposal is judged to be in accordance with the policies of the PfE document including the overall Spatial Strategy, the Spatial Objectives, Policy JP-Strat9, Policy JP-Strat10, and Policy JP-J1. The appeal proposal is considered to demonstrate accordance with the PfE.

Manchester's Core Strategy Development Plan Document (adopted 2012)

- 5.28 CSP Policy SP 1 'Spatial Principles' advised 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. It encourages the reuse previously developed land wherever possible and improve access to jobs. The proposal accords with this policy reusing previously developed land and buildings with the appellants business clearly supporting the growth of the airport by assisting visitors travel to and from the airport by shuttle bus, a sustainable more of transportation.
- 5.29 CSP Policy EC 1 'Employment and Economic Growth in Manchester' aims to ensure that sufficient land is made available for employment and economic growth. It requires '*design makes the best possible use of a site or building in terms of efficient use of space, enhancing the sense of place of the wider area and minimising detrimental impacts on adjacent uses, considers the needs of users/employees of a site/building for access via walking, cycling and public transport.*' The appeal proposal makes more efficient use of an existing site. The supporting Design and Access Statement demonstrates implementation of the proposal will upgrade the built environment of the APH site.
- 5.30 CPS Policy EC 2 'Existing Employment Space' states that '*The Council will seek to retain and enhance existing employment space and sites*'. APH Ltd are an existing employer and the MCC decision does not support the retention and improvement of APH Ltd on their longstanding business site. Were the appellant not to make more efficient use of their existing site by providing new spaces on site, APH would need to grow their site laterally by redeveloping more land within Sharston Industrial Estate. It is anticipated that MCC would oppose such an expansion proposal for the same reason they refused the appeal scheme. The policy aim of EC 2 is '*to retain and enhance existing employment space and sites*' appears to have been disregarded by the Council in this instance. Were this appeal be dismissed, to achieve a secure future, the business will be forced to relocate away from Sharston Industrial Estate to a new site elsewhere, leaving the site on Bradnor Road vacant and the listed building without an active and optimum use. CPS Policy EC 2 'Existing

Employment Space' is considered to be supportive of the appeal proposal which is policy compliant with EC 2.

5.31 CPS Policy EC 10 'Wythenshawe' 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:

1. 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.

2. University Hospital South Manchester suitable for growth related to the healthcare and biosciences and ancillary offices.

3. Existing employment sites along: West Wythenshawe Development Corridor - Oaks Business Park (B1) and Roundthorn Industrial Estate (B8); East Wythenshawe Development Corridor - **Sharston Industrial Estate (B8)**, Atlas and Concord Business Parks (B1) and Ringway Trading Estate (B8).

4. The district centres of Wythenshawe, Northenden and the proposed centre at Baguley will all be suitable for mixed use local employment provision serving their catchment area.

5.32 Sharston Industrial Estate is anticipated by this policy to primarily provide for B8 Storage type uses. Whilst the area is called an 'Industrial' estate the thrust of this policy introduced in 2012 suggests the area be more appropriate for warehousing. When considering the appeal proposal against the provisions of EC 10, it is clear the business does not propose to extend beyond its existing site, rather proposing to make more efficient use of the land it already occupies. The proposed 20% expansion in capacity is for precisely the same activity as presently, which is providing for the safe storage of cars whilst customers visit the airport.

APH Ltd 'store customer cars' and are regarded to be a use that is compatible with the 'B8' vision for the estate as expressed by Policy EC 10.

- 5.33 CPS Policy EC 10 'Wythenshawe' goes on to note that *'The existing employment role of Roundthorn Industrial Estate and Sharston will be supported'*. APH Ltd are a longstanding occupant of Sharston and clearly an important existing local employer on the estate. In applying EC 10 to decision making the onus should fall on MCC to support existing employers in these two areas, not least when the proposal is to investment in a nationally important listed building in deteriorating condition.
- 5.34 It is noted that the justification to EC 10 at 8.82 states that *'Existing employment provision in Roundthorn and Sharston Industrial Estates is, in places, not considered entirely suitable for modern users. Across the Wythenshawe employment areas there is a need to provide a portfolio of sites and premises to meet the needs of inward investors and indigenous businesses'*. APH Ltd are an indigenous business and EC 10 supports the proposed rationalisation and upgrade of their existing site and premises. Furthermore it has already been demonstrated in this statement that APH Ltd offer good quality employment/training opportunities to local people. In this regard EC10 stresses that development proposals and planning applications should have regard to *'Ensuring employment opportunities are made accessible to local communities'*. Based on the assessment above the appeal proposal is regarded to be in full accordance with Policy EC 10.
- 5.35 CPS Policy EC 11 'Airport City Strategic Employment Location' and Policy JP-Strat10 recognise the importance of supporting the role of the Airport. The appeal proposal is made by APH Ltd who provide much needed safe and secure car parking for visitors to the airport. The importance of Manchester Airport to the national, regional and local economy cannot be understated and the importance of Manchester Airport is recognised by existing planning policy. The introduction to JP-Strat10: Manchester Airport notes that: *'Manchester Airport is the third busiest passenger airport in the UK, and the largest outside London, handling c. 28 million passengers in 2019 and adding £1.4bn GVA to the regional economy and supporting c. 25,000 jobs on-site. It is the only airport in the country other than Heathrow to have two full length runways, but with the key advantage of having significant spare*

capacity, and the potential to grow to some 55 million passengers a year. Unique among non-London airports, it has the infrastructure, connectivity and scale to sustain a growing network of medium and long-haul routes. This enables Northern Britain to benefit from a major international air gateway for both business and leisure traffic, passengers and freight. This is a vitally important role not just for Greater Manchester but also for a much wider area across the North and Midlands, enabling businesses and residents to access opportunities across the globe and providing a key access point for international visitors to the UK. The airport is a key factor in realising the wider growth agenda for the North and unlocking the economic potential of cities and regions within its catchment area. More locally, the emerging Airport City development is creating a major new economic asset for Greater Manchester, attracting global occupiers and investment attracted by the unrivalled connectivity. A major (£1bn) investment programme is underway to transform the airport and improve its facilities to create a much-improved customer experience and meet the changing needs of passengers and airlines. Its expanding route network and growth are supported by the Government's policy¹⁶ to make best use of the UK's runway capacity and maintain the UK's international connectivity and place in the global market'. The appellants business enables visitors to access the Airport thereby sustaining its operation. It is noted that APH Ltd provide much needed customer car parking transporting c.175,000 people per annum to the airport by bus.

5.36 CPS Policy EN 3 'Heritage' advises that *the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including listed buildings.* EN 3 states that *'Proposals which enable the re-use of heritage assets will be encouraged where they are considered consistent with the significance of the heritage asset'*. The Heritage Statement submitted in support of the application explains the less than significant impact of the proposed works on the listed building.

5.37 With regard to EN 3 it is noted that once the appeal proposal is implemented the use of the listed building will be secured for accommodating the parking and safe storage of motor vehicles which is acknowledged as a benefit within the NPPF referred to as 'the optimum

viable use'. In considering whether the proposal represents the optimum viable use for the site consideration should be given to the fact that most alternative uses (should APH Ltd leave the premises for an alternative site) would most likely require harmful interventions and subdivision and it would seem unlikely that any proposal would come forward that could offer the exposure of the open internal space as the bus garage building was designed. The use and appropriate management of a place for its original purpose illustrates the relationship between building design and function and may make a major contribution to its historical values. This is the case with the former Bus Depot and it is considered (Historic England 2008 Para - 45: Conservation Principles, Policies and Guidance) cessation of vehicle storage will diminish this value by removing an optimum use.

- 5.38 Having regard to CSP Policy SP 1 'Spatial Principles', CSP Policy EC 1 'Employment and Economic Growth in Manchester', CPS Policy EC 2 'Existing Employment Space', CPS Policy EC 10 'Wythenshawe', CPS Policy EC 11 'Airport City Strategic Employment Location' and CPS Policy EN 3 'Heritage' the appeal proposal is considered to demonstrate accordance with the development plan.

Saved Policies of the Unitary Development Plan (UDP) for the City of Manchester (adopted 1995)

- 5.39 UDP Policy DC19 'Listed Buildings' advises that *'in determining applications for listed building consent or planning applications for development involving or having an impact on buildings of Special Architectural or Historic Interest, the Council will have regard to the desirability of securing the retention, restoration, maintenance and continued use of such buildings'*. The proposals are regarded to constitute an optimum use for the building due to their limited impact on the significance of the building. The Heritage Statement submitted in support of the application explains the impact of the proposed works on the listed building which are considered to be appropriate.
- 5.40 The reason for refusal refers to policy East Wythenshawe Policy EW13. EW13 states *'The use and/or development of sites at Sharston Industrial Estate for Long-stay off-Airport car parking will not be permitted where proposals would involve a significant loss of land capable of*

attracting good quality employment generating industrial activity. The justification for this policy states that 'Further growth of off-Airport car parking within the Estate would reduce the employment potential of the Estate which would be detrimental to economic activity and employment activities in Wythenshawe generally'.

- 5.41 The above policy has been applied to previous decision-making regarding proposals to use the appeal land for airport parking previously. Applications for airport parking use have been deemed to be in accordance with EW13 when assessed previously and airport parking is now the lawful and established use of the site (Table 2.5: Planning History). The appeal proposal does not extend the site boundary upon which parking is proposed and cannot therefore involve a significant loss of land which might otherwise be used by another business who may provide higher quality jobs. Policy EW13 is complied with.
- 5.42 It is also noted that the Unitary Development Plan for the City of Manchester (the UDP) was adopted by the Council on 21 July 1995 and this policy could be regarded by a decision maker to be time expired having been drafted in the early 1990s when the economic climate was very different to that which exists today, 30 years on. The airport saw expansion during the 1980s during a period in which traditional manufacturing declined. Spatial planning policy during this period sought to retain employment opportunities on traditional but declining industrial estates such as Sharston and EW13 was adopted in response to the concerns of the time. The Manchester economic context to 2024 is a very different animal to that of the early 1990s when EW13 was conceived. Recently adopted PfE Policy JP-J4 'Industry and Warehousing Development' of March 2024 makes provision for 3,513,000 sqm of new, accessible, industrial and warehousing floorspace over the period 2022-2039. Ample provision will be made for employment land through to 2039 allowing more flexible use and alternative non employment uses on some sites. In the face of this recently adopted policy it can be questioned whether the 30-year-old policy EW13 quoted by MCC in the reason for refusal could ever be regarded to take precedence over Policy JP-J4.
- 5.43 Passenger numbers at the airport have more than doubled from 1993 to 28 million in 2023 following implementation of a number of major development and infrastructure investments at Manchester Airport. Terminal 2 was officially opened in the early 1990s along with the

official opening of Manchester Airport station. From 1997 to 2001, a second runway was constructed. Airbus A380 started operation in 2010 with aircraft flying up to three times daily to Dubai. Airport City, an £800 million expansion of Manchester Airport, was announced as an enterprise zone in March 2011. The plan, now being implemented, will follow an airport city model with the aim of stimulating the Greater Manchester economy by creating on-site logistics, manufacturing, office and leisure facilities. In 2019, the first phase of the new Terminal 2 extension was completed, and Pier 1 opened on 1 April 2019. The second phase of the extension plan opened on 14 July 2021. Passenger numbers were over 28,000,000 by 2023.

- 5.44 Spatial planning in Manchester is entirely different to spatial planning in 1993 and recognises the economic benefits the airport delivers and seeking to sustain the airport and build on its economic success. APH Ltd.'s business model has supported the growth of passenger flights since 2001, securing economic growth and investment in the local economy and providing job opportunities to local people. The expansion of the business by, growth achieved by rationalising the existing premises is entirely compatible with the Core Strategy (2012) and Places for Every (2024) assessment sections of this statement which emphasis the economic growth of Wythenshawe, Manchester and the wider region.
- 5.45 The adopted development plan does not allocate sites for airport car parking. Noted here is NPPF Para 86 of NPPF which advises that '*Planning policies should d) be flexible enough to accommodate needs not anticipated in the plan....and to enable a rapid response to changes in economic circumstances*'. This NPPF guidance suggests it would be reasonable for a decision maker to attribute limited weight to a land use policy formed in response to economic conditions 30 years ago.
- 5.46 East Wythenshawe Policy EW12 of the UDP advises '*The Council will protect the role of the Sharston Industrial Estate as a centre for industrial activity and employment which is convenient and accessible to Wythenshawe people in particular. There is scope for new business (B1) developments on the estate but the emphasis should remain as general industrial and distribution activities*'. The reason for EW12 suggests: '*The Estate is a valuable source of local employment. Its character and role needs to remain relevant to the needs*

of Wythenshawe people in particular. It has been demonstrated at paragraphs 5.6 to 5.12 above that APH Ltd do offer very good quality employment opportunities for local people and the appeal proposal complies with this policy.

Other General Planning Considerations

Highways Considerations

- 5.47 The planning application is supported by a Transport Statement which consider highways and transport matters related to proposals.
- 5.48 Section 4 of the report 'Accessibility by Sustainable Modes of Travel' concludes following a comprehensive appraisal of transport modes available that *'It is considered the site is accessible by sustainable modes of transport. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are a number of public transport opportunities within acceptable walking distance of the site. These provide realistic and viable alternatives to travel by car'*. These factors will promote sustainable patterns of travel by staff.
- 5.49 Section 5.3 of the report Forecasts Trip Generation noting that the development proposals involve the erection of a new MSCP that will increase the car park capacity to c.2,488 parking spaces. This represents an uplift of 438 parking spaces, which equates to a c.21% increase. Curtains conclude that *'The proposed development could result in an increase of 4 and 3 total vehicular trips in the site's AM (05:00-06:00) and PM (18:00-19:00) peaks respectively'*. During the traditional AM (08:00-09:00) and PM (17:00-18:00) peaks, the proposed MSCP could result in an increase of 3 trips at each of the network peaks. This net increase is found to be negligible during the above peak hours and throughout the day. Furthermore the proposed development produces trip rates that are significantly below the 30-trip threshold held by TfGM to determine if capacity assessments are needed.

- 5.50 The Transport Statement concludes the highway network would not experience any adverse traffic impact resulting from the proposed. It is therefore concluded that the development is consistent with NPPF and transport policy.

Ecology and Biodiversity

- 5.51 The planning appeal is supported by a Preliminary Ecological Appraisals (PEA) and Dusk Survey Results prepared by Tyrer Ecological Consultants.
- 5.52 With regard to 'Designated sites' the PEA reporting concludes that the development does not meet any of the categories whereby it becomes immediately evident Natural England need to be consulted regarding potential impacts to nationally designated sites and Tyrer Ecological find it unlikely any development proposals pose risks to any SSSI sites, or their respective qualifying features, to warrant a Habitat Regulations Assessment (HRA). Furthermore no construction or operational impacts are anticipated to arise from the proposed development in relation to statutory or non-statutory designated sites by virtue of its distance and spatial separation from such sites. With regard to Habitats & Vegetation the PEA finds that no priority habitats exist on Site and the development proposals will not result in direct loss of any priority habitats. Neither are indirect impacts are anticipated.
- 5.53 With regard to bats the PEA reporting concludes with regard to the potential of the site to accommodate bats that the asbestos clad warehouse was determined to offer 'Negligible' bat roost suitability in accordance with the Bat Conservation Trust - Bat Surveys for Professional Ecologists: Good Practice Guidelines, 3rd ed. (2016). A follow up dusk survey undertaken at the former Bus Depot building concluded that whilst using best practice survey methodology, emergence of bats was absent at Wythenshawe Bus Garage.
- 5.54 In the interests of mitigating any potential impact on breeding birds the PEA reporting recommends any works to trees or removal of buddleia or brambles should be undertaken outside of the nesting bird season. The nesting bird season is weather dependent but generally extends between March and September inclusive (peak period March – August).

For works within the breeding bird season, any areas that can support nesting birds should be checked by a professional Ecologist for nesting birds within 48 hours or less prior to works commencing.

5.55 These reports have considered the biodiversity potential of the site and assessed any ecological impacts of the proposed development. Alongside the conclusions of the ecological reporting the proposed development will provide opportunities for ecological enhancements to this low value site through the implementation of a high-quality landscaping scheme which through new planting can incorporate native planting and thereafter provide habitats for birds, invertebrates and insects. An attractively designed landscaping scheme is included within the appeal submission and a detailed planting plan can be conditioned.

5.56 On the basis of the above the proposed development is considered to be in accordance with the provisions of the Development Plan and NPPF relating to ecology and biodiversity.

Air Quality

5.57 Redmore Environmental Ltd have prepared an Air Quality Assessment in support of the planning application. The reporting was requested by the Planning Case Officer after submission of the application since the development was considered to have the potential to cause air quality impacts through fugitive dust emissions during construction, as well as through exhaust emissions from vehicles travelling to and from the development during the operational phase.

5.58 The Air Quality Assessment report assessed the potential for fugitive dust emissions during construction and track out activities and found that the use of good practice control measures would provide suitable mitigation and reduce potential impacts to an acceptable level. A Construction Management Plan is anticipated to be conditioned as part of the development.

- 5.59 The potential for impacts during the operational phase of the proposed development by road traffic was assessed against the screening criteria provided within 'Land-Use Planning & Development Control: Planning for Air Quality', IAQM, 2017 guidance. The report found that due to the limited change in vehicle trips generated by the site as a result of the proposals, road traffic exhaust emission impacts were predicted to be not significant.
- 5.60 The report found the site to be appropriate for the development proposed and based on the assessment results, air quality factors were not considered a constraint to granting planning permission for the development. The Environmental Health Division raised no objections in respect of the development and recommended the application of a pre-commencement condition to set out dust suppression measures to be employed during implementation of the works.

Noise

- 5.61 The submitted Environmental Noise Assessment Report (September 2023) prepared by BDP Acoustics was commissioned by APH. BDP carried out an environmental noise survey and assessment to appraise potential noise levels from the increase in capacity and operation of their existing park. The BDP assessment of site noise levels were carried out in the context of noise sensitive receptors and was assessed against criteria specified by Manchester City Council. Based on the assessment criteria, relevant guidance documents referenced, measured environmental noise survey data and modelling undertaken a site suitability assessment was undertaken which concluded that operational noise at the site is not expected to cause any loss of amenity on residential receptors in line with Manchester City Council criteria.
- 5.62 The report considered external plant noise emissions during the operational phase of development and recommended that the development be suitably controlled in order meet the Local Planning Authorities requirements and to maintain residential amenity.

- 5.63 BDP recommend that fixed plant and equipment external noise emissions could be mitigated through imposing noise limits in accordance with the assessment criteria at the nearest noise sensitive receptors. The report found that based on the proposed new building proximity to the nearest noise sensitive receptors, these limits can be achieved with suitable equipment selections and conventional plant and equipment attenuation measures. The Environmental Health Division raised no objections in respect of the development subject to the application of acoustic conditioning. The development is considered to be in accordance with Manchester City Council (MCC) Core Strategy Policy DM1 Core Strategy and Chapter 15 of the NPPF.

Residential Amenity

- 5.64 The proposed development will not give rise to any unacceptable impacts with regards to overlooking or loss of privacy or overbearing and overshadowing impacts. The proposed scheme will not have a detrimental impact on the amenity of existing residents. No objections in terms of residential amenity are raised in reasons for refusal given by the Council. The development is therefore considered to be in accordance with Manchester City Council (MCC) Core Strategy Policy DM1 Core Strategy and Chapter 15 of the NPPF.

Flooding

- 5.65 The application site is located in Flood Zone 1 which is the lowest level of risk. The site is previously developed land and there is no significant increase in the impermeable area. The existing drainage infrastructure will be utilised with additional mitigation provision made where required via a SUDs scheme. The development is therefore considered to be in accordance with Policy EN14 and Chapter 14 of the NPPF.

Biodiversity

- 5.66 The site has been developed for many years and is previously developed land. The ecological potential of the site has thoroughly investigated by Tyrer Ecology who have

undertaken preliminary ecological appraisals and a follow up bat survey and have established that the development will have no adverse ecological impact. The application was submitted in August 2023 and pre-dates the introduction of mandatory BNG assessment and is not required to demonstrate 10% betterment over existing. Nonetheless the applicant has submitted a landscaping masterplan (Drawing 1950 P2 910) which details the potential to deliver an ecological enhancement to the site over the existing position. The landscaping plan suggests the planting of native tree planting including beech, wild cherry, rowan, field maple and hazel. Full planting details can be conditioned by the decision maker.

Public Benefits

- 5.67 Having regard to the sections above it is apparent that the appeal proposal will deliver a number of public benefits. In support of this Statement of Case the appellant has listed out several public benefits which are believed will be delivered by the scheme. These benefits are divided into Heritage benefits, Social Benefits, Economic Benefits and Environmental Benefits by the Section below.

Heritage Benefits

- 5.68 The appeal scheme will help consolidate and improve the historic character of the listed building (Refer to submitted Heritage Statement). A key public benefit relates to securing a significant investment in the repair and continued use of an important listed building which will fall redundant without the investment. A full suite of repairs will be facilitated which cumulatively secure the future of the building by stabilising the roof. It is noted that the building has been difficult to find a permanent economic use for since cessation of the bus depot use. The difficulty is in part due to the need to respect the interior and the cathedral like open void which the appeal scheme successfully manages to retain. The appeal scheme is regarded to be the optimum viable use given the fact that most alternative uses (should APH Ltd leave the premises for an alternative site) would most likely require more harmful interventions including subdivision.

Social Benefits

- 5.69 APH Ltd are an established and well-regarded provider of secure parking for visitors to the airport. Customer cars are carefully stored on site at Bradnor Road and customers are transported to the airport terminals by bus. After return flights are completed, customers are collected by bus and returned to Bradnor Road where they collect their vehicles. The APH service is oversubscribed and the appeal proposal will respond to a shortage of airport parking provision.
- 5.70 Fly parking within some parts of Wythenshawe is a known problem to a shortage of official parking opportunities. Some members of the public leave vehicles on the public highway and take taxis to the airport. Inconsiderate parking can cause access issues for residents and businesses with cars being parked in the area for as long as 2 weeks, sometimes across verges or blocking driveways.
- 5.71 The lack of convenient and cost-effective car parking provision which is accessible to Manchester Airport within the sector is also presently being exploited by unscrupulous criminals operating pop-up car parks on land not authorised for public car parking use. Greater Manchester Police have recently reiterated warnings about airport car parking scams after a spike in issues with rogue firms (Refer to Appendix 5).
- 5.72 Social benefit to be gained by the general public having greater access to secure official car parking will deter and reduce unreputable and criminal activity which is attributable to current under provision to serve visitors to the Airport. Other benefits for the local community will be retention of the listed building and the general upgrade proposed to the premises.

Economic Benefits

- 5.73 The Airport is an important driver of the local economy and a lack of parking could act as a barrier to the growth of the facility. The appellants proposal will support Manchester Airport which is the third busiest passenger airport in the UK, and the largest outside London,

handling c. 28 million passengers in 2019 and adding £1.4bn GVA to the regional economy and supporting c. 25,000 jobs on-site. The airport boosts the national, regional and local economy. In addition to supporting the operation and growth of the Airport the appeal proposal will secure existing jobs at APH Ltd and create new jobs at APH Ltd, both which will benefit local people.

- 5.74 Economic benefits for the public will result during the construction stage of the project since the scheme will create opportunities for construction employment, and for the local supply chain. Economic benefits for the public once the buildings are completed and operational will result from a more efficient parking facility for use when travelling to and from Manchester Airport.

Environmental Benefits

- 5.75 Environmental benefits which the public will benefit from will include the sustainable reuse of underutilised brownfield land, improvements to the visual appearance of the site after demolition of the existing low-grade warehouse building and the erection of a higher quality carpark building. The scheme will create an attractive built environment that will improve the site.
- 5.76 APH are committed to delivering environmental benefits and intend to develop on-site solar electricity generation and to replace their bus fleet with electric power vehicles. Electric car charging provision at the site will likewise be expanded in response to customer charging needs.

Summary Section

- 5.77 In summary, having considered the relevant planning policy context and the findings of the consultees, it is not considered that any material planning issues exist which would justify a refusal of planning permission.

5.78 The appellant has worked positively with Council Officers to resolve the issues raised during the processing of the application.

5.79 The table below collates the consultee and officer comments recorded in response to the application, this demonstrates that there are no material planning reasons to justify a refusal of planning permission.

Subject Matter	Consultee Response / Officer Comment	Objection (x) / No Objection (✓)
The Twentieth Century Society	<i>The bus garage is Grade II*, placing it within the top c.8% of listed buildings and one of very few 20th century buildings listed at this high grade. This being the case, very great weight should be given to the building's conservation. The Society welcomes proposals to restore this remarkable structure and return it to something closer to its original state through the reinstatement of the original boundary treatment, the recreation of the central glazed spine in the roof through the reintroduction of glass blocks to blocked-in openings, the replacement of non-original aluminium windows with steel units matching the originals in pattern and opening movements, and the removal of later metal cladding and rendering of side elevations.</i>	No Objections ✓
CADENT	No objection.	No Objections ✓
Highways	The Officer Delegated Report confirms the updated trip generation assessment submitted by the applicant is acceptable and shows the site would not give rise to local operational issues. It confirms the Highways have no objections subject to conditions: - Secure sheltered staff cycle parking be provided on-site. - A Construction Management Plan should be submitted by the applicant	No Objections ✓

Subject Matter	Consultee Response / Officer Comment	Objection (x) / No Objection (✓)
	prior to any construction works beginning. - A full Staff Travel Plan is conditioned with any approval and; - With regard to off-site highway works, the applicant funds appropriate footway reinstatement to redundant site entry points.	
Environmental Health Officer	Officer Delegated Report confirms no objection subject to the imposition of a number of conditions designed to protect public health and residential amenity: - Submission of a Demolition and Construction Management Plan. - Standard condition to control hours of construction and demolition activity. - Submission of external lighting details. - Provision of details of acoustic treatment to the building and any plant. - Details of a scheme for EV charging. - A standard contamination regarding remediation.	No Objections ✓
Flood Risk Management	The Officer report suggests the imposition of two drainage conditions: 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.	No Objections ✓

Subject Matter	Consultee Response / Officer Comment	Objection (x) / No Objection (✓)
	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.	
Environment Agency	No objection to the application.	No Objections ✓
Ecology	Suggest a bat survey although this had been submitted and presumably overlooked. The ecologist suggested the applicant consider more features which would benefit the natural environment, for example bat roosting boxes and bird nesting boxes, which could be conditioned.	No Objections ✓
Historic England.	Historic England supports the application on heritage grounds.	No Objections ✓
Manchester Airport Group	No objections although conditions to control the potential for upward spillage of light and details of mitigation measures to control dust and smoke during construction.	No Objections ✓
United Utilities	No objection, although prior to commencement of development, details of a sustainable surface water drainage scheme and a foul water drainage scheme shall be submitted to and approved in writing by the Local Planning Authority.	No Objections ✓
MCC Conservation Officer	The Officer delegated report shows that no comment to have been reported.	No Objections ✓
MCC Conservation	The Officer delegated report shows no comment to have been reported.	No Objections

Subject Matter	Consultee Response / Officer Comment	Objection (x) / No Objection (✓)
Panel (Advisory Panel)	Atelier.MB presented the proposal to the Panel Meeting and note that had the Case Officer reported their comments, the delegated report, would have confirmed that the Panel, were wholly supportive and suggested that the proposed parking garage could have been higher and less deferential to the listed Bus Depot.	✓

Table 5.5: Summary of relevant consultee responses

6. Sustainable Development and the Planning Balance

Introduction

- 6.1 It is necessary to consider whether the proposal for the appeal site would be acceptable having regard to the principles of sustainable development in the NPPF. There are a number of heritage, economic, social and environmental benefits associated with the proposal. These benefits are important material considerations that should be considered as part of the planning balance.

Development Benefits

- 6.2 The appeal proposal has been demonstrated to have substantial Heritage, Economic, Social and Environmental benefits (Refer to Section 5 above).

The Planning Balance

- 6.3 Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The NPPF is such a material consideration.
- 6.4 The proposal would deliver significant heritage, economic, social and environmental benefits and would be in a sustainable location for the occupying business and its staff. Any perceived harm associated with an aged planning policy conceived over 30 years ago would be significantly and demonstrably outweighed by the benefits of the scheme when assessed against the policies in the NPPF and Development Plan taken as a whole. Overall therefore, it is considered the proposed investment on this site would be fully justified having regard to the presumption in favour of sustainable development indicated in the NPPF.

7. Conclusions

- 7.1 This statement supports an appeal on behalf of Airport Parking and Hotels Ltd against the refusal of planning application 137427/FO/2023 by Manchester City Council.
- 7.2 The Statement of Case successfully demonstrates that there are no material planning considerations of such significance that would justify a refusal of planning permission. The proposed development complies with the relevant policies of the Places for Everyone Joint Development Plan Document (Adopted March 2024); Manchester's Core Strategy Development Plan Document (Adopted 2012); and Saved Policies of the Unitary Development Plan (UDP) for the City of Manchester (Adopted 1995). The scheme can also be viewed favourably against the presumption in favour of sustainable development as set out in the National Planning Policy Framework.
- 7.3 The appellant has worked positively with Council Officers to resolve issues raised during the processing of the application.
- 7.4 The Statement demonstrates that there are no other material planning considerations which would justify a reason for refusal.

8. Response to Third Party Comments

8.1 Any neighbour comments generated in response to the development proposals are included in the table below and a response provided to each comment.

Third Party Comment	Appellant Response
Resident and business comment 1: objects to noise pollution, air pollution and increased traffic.	Noise concerns are addressed by the Environmental Noise Assessment Report for APH Car Park, Bradnor Road, Wythenshawe, Doc No: P3003554(REP)002, Rev: P02, Date: September 2023, prepared by BDP Acoustics, submitted 21.09.2023. Transport Statement for Wythenshawe MSCP, 084281-CUR-XX-XX-T-TP-00001, Rev P02, date 19 September 2023 prepared by Curtins, Submitted 21.09.2023 confirms traffic generation will not be significant. Air Quality Assessment, Bradnor Road, Sharston for APH Limited, Reference: 7051r1, Date: 27th September 2023, prepared by Redmore Environmental, submitted 28 September 2023 confirms impacts can be mitigated by condition.
Resident and business comment 2 objects to noise pollution and increased traffic and pollution.	Noise concerns are fully addressed by the Environmental Noise Assessment Report for APH Car Park, Bradnor Road, Wythenshawe, Doc No: P3003554(REP)002, Rev: P02, Date: September 2023, prepared by BDP Acoustics, submitted 21.09.2023. Transport Statement for Wythenshawe MSCP, 084281-CUR-XX-XX-T-TP-00001, Rev P02, date 19 September 2023 prepared by Curtins, Submitted 21.09.2023 which confirms traffic generation will not be significant.
Resident and business comment 3 objects to height of MSCP and noise pollution	The Design and Access Statement 'Restoration of a Grade II* listed bus garage and the erection of a multi-storey car park, dated May 2023, prepared by Atelier MB, submitted 20.06.2023 explains why the height of the MSCP is appropriate. Noise concerns are addressed by the Environmental Noise Assessment Report for APH Car Park, Bradnor Road, Wythenshawe, Doc No: P3003554(REP)002, Rev: P02, Date: September 2023, prepared by BDP Acoustics, submitted 21.09.2023.

Third Party Comment	Appellant Response
Resident and business comment 4: objects to appearance of MSCP	The application site lies within an established employment area and the proposal enhances the architecture and appearance of the site over the existing.
Resident and business comment 5: objects to loss of privacy and noise.	The proposed development will not give rise to any unacceptable impacts with regards to overlooking or loss of privacy or overbearing and overshadowing impacts. Noise concerns are addressed by the Environmental Noise Assessment Report for APH Car Park, Bradnor Road, Wythenshawe, Doc No: P3003554(REP)002, Rev: P02, Date: September 2023, prepared by BDP Acoustics, submitted 21.09.2023.
Resident and business comment 6 objects to loss of privacy and noise.	The proposed development will not give rise to any unacceptable impacts with regards to overlooking or loss of privacy or overbearing and overshadowing impacts. Noise concerns are fully addressed by the Environmental Noise Assessment Report for APH Car Park, Bradnor Road, Wythenshawe, Doc No: P3003554(REP)002, Rev: P02, Date: September 2023, prepared by BDP Acoustics, submitted 21.09.2023.
Resident and business comment 7 objects to light pollution, noise pollution and increased traffic.	Lighting will be carefully designed and the detail of the lighting scheme can be conditioned. Noise concerns are fully addressed by the Environmental Noise Assessment Report for APH Car Park, Bradnor Road, Wythenshawe, Doc No: P3003554(REP)002, Rev: P02, Date: September 2023, prepared by BDP Acoustics, submitted 21.09.2023. The Transport Statement for Wythenshawe MSCP, 084281-CUR-XX-XX-T-TP-00001, Rev P02, date 19 September 2023 prepared by Curtins, Submitted 21.09.2023 confirms traffic generation will not be significant.
Resident and business comment 8 objects to increased traffic.	The Transport Statement for Wythenshawe MSCP, 084281-CUR-XX-XX-T-TP-00001, Rev P02, date 19 September 2023 prepared by Curtins, Submitted 21.09.2023 confirms traffic generation will not be significant.
Resident and business comment 9 objects to	Air Quality Assessment, Bradnor Road, Sharston for APH Limited, Reference: 7051r1, Date: 27th September 2023, prepared by

Third Party Comment	Appellant Response
air pollution and increased traffic.	Redmore Environmental, submitted 28 September 2023 confirms impacts can be mitigated by condition. The Transport Statement for Wythenshawe MSCP, 084281-CUR-XX-XX-T-TP-00001, Rev P02, date 19 September 2023 prepared by Curtins, Submitted 21.09.2023 confirms traffic generation will not be significant.
Resident and business comment 10 objects to increase in traffic, air pollution, light pollution, noise pollution	Transport Statement for Wythenshawe MSCP, 084281-CUR-XX-XX-T-TP-00001, Rev P02, date 19 September 2023 prepared by Curtins, Submitted 21.09.2023 confirms traffic generation will not be significant. Air Quality Assessment, Bradnor Road, Sharston for APH Limited, Reference: 7051r1, Date: 27th September 2023, prepared by Redmore Environmental, submitted 28 September 2023 confirms impacts can be mitigated by condition. Lighting will be carefully designed and the detail of the lighting scheme can be conditioned. Noise concerns are addressed by the Environmental Noise Assessment Report for APH Car Park, Bradnor Road, Wythenshawe, Doc No: P3003554(REP)002, Rev: P02, Date: September 2023, prepared by BDP Acoustics, submitted 21.09.2023.
Resident and business comment 11 objects to increase in traffic, air pollution, light pollution, noise pollution	Transport Statement for Wythenshawe MSCP, 084281-CUR-XX-XX-T-TP-00001, Rev P02, date 19 September 2023 prepared by Curtins, Submitted 21.09.2023 confirms traffic generation will not be significant. Air Quality Assessment, Bradnor Road, Sharston for APH Limited, Reference: 7051r1, Date: 27th September 2023, prepared by Redmore Environmental, submitted 28 September 2023 confirms impacts can be mitigated by condition. Lighting will be carefully designed and the detail of the lighting scheme can be conditioned. Noise concerns are addressed by the Environmental Noise Assessment Report for APH Car Park, Bradnor Road, Wythenshawe, Doc No: P3003554(REP)002, Rev: P02, Date: September 2023, prepared by BDP Acoustics, submitted 21.09.2023.

Third Party Comment	Appellant Response
Resident and business comment 12 objects to increase in traffic and asbestos dust from demolition	Transport Statement for Wythenshawe MSCP, 084281-CUR-XX-XX-T-TP-00001, Rev P02, date 19 September 2023 prepared by Curtins, Submitted 21.09.2023 confirms traffic generation will not be significant. Air Quality Assessment, Bradnor Road, Sharston for APH Limited, Reference: 7051r1, Date: 27th September 2023, prepared by Redmore Environmental, submitted 28 September 2023 confirms impacts can be mitigated by condition. A Demolition and Construction Management plan will be conditioned and the best practice before and during demolition will mitigate any risk from asbestos dust.
Resident and business comment 13 objects to air pollution and increased traffic.	Transport Statement for Wythenshawe MSCP, 084281-CUR-XX-XX-T-TP-00001, Rev P02, date 19 September 2023 prepared by Curtins, Submitted 21.09.2023 confirms traffic generation will not be significant. Air Quality Assessment, Bradnor Road, Sharston for APH Limited, Reference: 7051r1, Date: 27th September 2023, prepared by Redmore Environmental, submitted 28 September 2023 confirms impacts can be mitigated by condition.
Resident and business comment 14 objects to impact on property values and noise impact	Impact on property value is not a material planning consideration Noise concerns are addressed by the Environmental Noise Assessment Report for APH Car Park, Bradnor Road, Wythenshawe, Doc No: P3003554(REP)002, Rev: P02, Date: September 2023, prepared by BDP Acoustics, submitted 21.09.2023.
Resident and business comment 15 objects to height of MSCP and noise pollution	The Design and Access Statement 'Restoration of a Grade II* listed bus garage and the erection of a multi-storey car park, dated May 2023, prepared by Atelier MB, submitted 20.06.2023 explains why the height of the MSCP is appropriate for the area. Noise concerns are addressed by the Environmental Noise Assessment Report for APH Car Park, Bradnor Road, Wythenshawe, Doc No: P3003554(REP)002, Rev: P02, Date: September 2023, prepared by BDP Acoustics, submitted 21.09.2023.

Third Party Comment	Appellant Response
Resident and business comment 16 objects to noise outbreak	Noise concerns are addressed by the Environmental Noise Assessment Report for APH Car Park, Bradnor Road, Wythenshawe, Doc No: P3003554(REP)002, Rev: P02, Date: September 2023, prepared by BDP Acoustics, submitted 21.09.2023.
Resident and business comment 17 objects to air pollution and increased traffic	Air Quality Assessment, Bradnor Road, Sharston for APH Limited, Reference: 7051r1, Date: 27th September 2023, prepared by Redmore Environmental, submitted 28 September 2023 confirms impacts can be mitigated by condition. Transport Statement for Wythenshawe MSCP, 084281-CUR-XX-XX-T-TP-00001, Rev P02, date 19 September 2023 prepared by Curtins, Submitted 21.09.2023 confirms traffic generation will not be significant.
Resident and business comment 18 objects to air pollution and increased traffic. Suggests a risk of fire.	Air Quality Assessment, Bradnor Road, Sharston for APH Limited, Reference: 7051r1, Date: 27th September 2023, prepared by Redmore Environmental, submitted 28 September 2023 confirms impacts can be mitigated by condition. Transport Statement for Wythenshawe MSCP, 084281-CUR-XX-XX-T-TP-00001, Rev P02, date 19 September 2023 prepared by Curtins, Submitted 21.09.2023 confirms traffic generation will not be significant. The business operates to current fire safety regulations and internal policies will be revised to accommodate the new built environment proposed.
<i>Resident and business comment 19 (Repeat of 17)</i>	<i>As response to 17 above.</i>
Resident and business comment 20 objects to increase in traffic, noise and asbestos dust from demolition	Transport Statement for Wythenshawe MSCP, 084281-CUR-XX-XX-T-TP-00001, Rev P02, date 19 September 2023 prepared by Curtins, Submitted 21.09.2023 confirms traffic generation will not be significant. Noise concerns are addressed by the Environmental Noise Assessment Report for APH Car Park, Bradnor Road, Wythenshawe, Doc No: P3003554(REP)002, Rev: P02, Date: September 2023, prepared by BDP Acoustics, submitted 21.09.2023. Air Quality Assessment, Bradnor Road, Sharston for APH Limited, Reference: 7051r1, Date: 27th September 2023, prepared by

Third Party Comment	Appellant Response
	Redmore Environmental, submitted 28 September 2023 confirms impacts can be mitigated by condition. A Demolition and Construction Management plan will be conditioned and the best practice before and during demolition will mitigate any risk from asbestos dust.
Resident and business comment 21 objects to loss of privacy, increase in traffic, air pollution, light pollution, noise pollution	The proposed development will not give rise to any unacceptable impacts with regards to overlooking or loss of privacy or overbearing and overshadowing impacts. Transport Statement for Wythenshawe MSCP, 084281-CUR-XX-XX-T-TP-00001, Rev P02, date 19 September 2023 prepared by Curtins, Submitted 21.09.2023 confirms traffic generation will not be significant. Air Quality Assessment, Bradnor Road, Sharston for APH Limited, Reference: 7051r1, Date: 27th September 2023, prepared by Redmore Environmental, submitted 28 September 2023 confirms impacts can be mitigated by condition. Lighting will be carefully designed and the detail of the lighting scheme can be conditioned. Noise concerns are addressed by the Environmental Noise Assessment Report for APH Car Park, Bradnor Road, Wythenshawe, Doc No: P3003554(REP)002, Rev: P02, Date: September 2023, prepared by BDP Acoustics, submitted 21.09.2023.
Cllr Fletcher, Alleges this is the wrong location for APH.	This objection fails to recognise the business already occupies the site and goes onto suggest that the impact of the traffic to be generated by the proposal will be unacceptable. It is noted that the comments of the Councils Highway Officer do not support this allegation.
Cllr Judge, Raises the issue of fly parking on Sharston Industrial Estate and request this be dealt with	This objection does not relate to activity by APH Ltd and who offer only secure parking within their premises. This objection has no relevance to the appeal proposal whatsoever and suggests an official parking provider is being scapegoated for the activities of rogue operators.

Table 8.1: Third Party Comments and Appellant's Response

9. Suggested Planning Conditions

Implementation

- 9.1 APH propose that the Astradome repairs would be completed first, along with the demolition of the asbestos clad building and these phases will constitute commencement of development. The MSCP building will be constructed as the final phase of works. The proposed conditions below are based on consultation responses received, and should be considered acceptable to the Council.

CONDITIONS:

- 1) Three-year commencement time limit.
- 2) The development hereby approved shall be carried out in accordance with the submitted drawings and documents.
- 3) Demolition and Construction Management Plan - Prior to commencement of development, demolition and construction management plans outlining working practices shall be submitted and approved in writing by the City Council as Local Planning Authority, which for the avoidance of doubt shall include as a minimum: measures to control noise and vibration; dust suppression measures, compound locations where relevant; details of an emergency contact number; the sheeting of construction vehicles and any other mitigation measures considered necessary to safeguard local air quality. The development shall be carried out in accordance with the approved management plan.
- 4) Demolition/Construction Hours – Construction/demolition works shall be confined to the following hours unless otherwise agreed in writing by the City Council as Local Planning Authority: Monday to Friday: 7.30 – 6pm; Saturday: 8.30-2pm; Sunday/Bank holidays: No work.

5) Floodlighting/external lighting scheme – a) Before the use hereby approved commences 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 potential glare and overspill onto nearby residential properties. All exterior lighting shall be capped at the horizontal with no upward light spillage. b) Prior to occupation of the development a verification report shall be required to validate that the work undertaken throughout the development confirms to the recommendations and requirements in the approved consultants 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 to ensure compliance with the criteria.

6) External plant/equipment/servicing 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 operation of the development 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 consultant's 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 to ensure compliance with the agreed noise criteria.

7) EVC – a) Prior to construction, a scheme for electric vehicle charging shall be submitted to and approved in writing by the City Council as local planning authority. b) Prior to occupation of the development any agreed mitigation measures shall be implemented

and verified as such in writing by the City Council as local planning authority and shall remain in situ whilst the use or development is in operation.

8) Contaminated Land – 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 by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to the 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 commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and prior to occupation 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 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.

9) Surface water drainage – No construction shall take place until surface water drainage works in accordance with the Non-Statutory Technical Standards for Sustainable Drainage

Systems (March 205) have been approved in writing by the Local Planning Authority. The scheme shall be implemented and thereafter managed in accordance with the approved details.

10) Full landscaping proposals - Prior to the first use of the development details of all hard and soft landscaping treatments (including tree planting, bat roosting boxes and bird nesting boxes) shall be submitted to and approved in writing by the Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the building is first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

11) Highways – No development hereby permitted shall be occupied until details of secure sheltered staff cycle parking have been submitted to and approved by the local planning authority. The scheme shall be implemented in accordance with the approved details.

12) Birds - In the interests of mitigating any potential impact on breeding birds any works to trees or removal of buddleia or brambles should be undertaken outside of the nesting bird season which is weather dependent but generally extends between March and September inclusive (peak period March – August). For works within the breeding bird season, any areas that can support nesting birds should be checked by a professional Ecologist for nesting birds within 48 hours or less prior to works commencing.

Application Number	Date of Appln	Committee Date	Ward
137427/FO/2023	20 th Sep 2023	18 th Jan 2024	Northenden

Proposal Erection of a multi-storey car park to form 5 levels of airport car parking with associated landscaping and boundary treatments, following the demolition of an existing warehouse, together with refurbishment works to the Former Bus Garage and installation of replacement boundary treatments

Location APH Car Park And The Astrodome, Bradnor Road, Manchester, M22 4TE

Applicant Airport Parking & Hotels Ltd

Agent Andrew Burns, Atelier MB

Description

Consultations

Local Residents –

United Utilities Water PLC -

Highway Services -

MCC Flood Risk Management -

Historic England (North West) -

National Amenity Societies -

Greater Manchester Ecology Unit -

Ward Councillors -

Ward Councillors -

Policies

The National Planning Policy Framework (December 2023) – 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 reason for refusing the development proposed; or
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

Paragraph 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.

In addition to the above, Section 16 (*Conserving and enhancing the historic environment*) is of relevance:

Paragraph 196 in Section 16 states that in determining planning applications, local planning authorities should take account of:

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

Paragraph 205 states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to

the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Paragraph 206 states that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of assets of the highest significance, such as grade I and II* listed buildings, should be wholly exceptional.

Paragraph 207 states that where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

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

Paragraph 208 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

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

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

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

Policy EN 3, *Heritage*, - This policy states that throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre.

New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains.

Policy EN15, *Biodiversity and Geological Conservation*, - This policy states that the Council will seek to maintain or enhance sites of biodiversity and geological value throughout the City and particular consideration will be given protected and priority species, as listed in the Manchester Biodiversity Strategy and included in the Greater Manchester Biodiversity Action Plan (GM BAP).

The policy states further that developers will 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. Any adverse impacts on biodiversity will need to be justified against the wider benefits of the proposal, assessed against other LDF policies. Where adverse impacts are unavoidable, developers will be required to provide appropriate mitigation and/or compensation.

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 for which more detailed guidance may be given within a supplementary planning document:-

- 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.
- Green Infrastructure including open space, both public and private.
- Flood risk and drainage.

Saved UDP Policies – Policy DC19.1, *Listed Buildings*, states that in determining applications for listed building consent or planning applications for development involving or having an impact on buildings of Special Architectural or Historic Interest, the Council will have regard to the desirability of securing the retention, restoration, maintenance and continued use of such buildings and to protecting their general setting. In giving effect to this policy, the Council will:

- a) not grant Listed building consent for the demolition of a listed building other than in the most exceptional circumstances, and in any case, not unless it is

satisfied that every possible effort has been made to continue the present use or to find a suitable alternative use;

- b) not permit a change of use of a listed building, where it would have a detrimental effect on the character or appearance of the building;
- c) not permit any external or internal alteration or addition to a Listed building where, in its opinion, there would be an adverse effect on its architectural or historic character;
- d) seek to preserve and enhance the settings of listed buildings by appropriate control over the design of new development in their vicinity, control over the use of adjacent land, and where appropriate, by the preservation of trees and landscape features;
- e) permit demolition only where there are approved detailed plans for redevelopment and where there is evidence of a firm building contract;
- f) not permit alterations to a listed building which would prevent the future use of any part of the building, in particular upper floors or basements, or where poor maintenance is likely to result.

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

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 the right to a fair hearing and to this end the Committee must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the 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 of the application 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.

Conditions

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 137427/FO/2023 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

The following residents, businesses and other third parties in the area were consulted/notified on the application:

United Utilities Water PLC
Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police
Historic England (North West)
Environment Agency
Manchester Airport Safeguarding Officer
National Amenity Societies
Greater Manchester Ecology Unit
Northenden Civic Society
Northenden Village Partnership

A map showing the neighbours notified of the application is attached at the end of the report.

Representations were received from the following third parties:

United Utilities Water PLC
Highway Services
MCC Flood Risk Management
Historic England (North West)
National Amenity Societies
Greater Manchester Ecology Unit
Ward Councillors
Ward Councillors

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



Planning

Growth & Development

Delegated officer report for planning application

Application no. 137427/FO/2023

Date registered valid: 20 September 2023

Proposal: Erection of a multi-storey car park to form 5 levels of airport car parking with associated landscaping and boundary treatments, following the demolition of an existing warehouse, together with refurbishment works to the Former Bus Garage and installation of replacement boundary treatments

Address: APH Car Park And The Astrodome, Bradnor Road, Manchester, M22 4TE

Ward(s): Northenden Ward

Applicant: Airport Parking & Hotels Ltd

Agent (if any): Andrew Burns Atelier MB

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

Recommendation: Refuse

Date of recommendation: 19 June 2024

Application details

Type of application: Full Application Consent

Development type: Major Other

Date of site visit: 3 October 2023

Standard consultations:

Printed: 28 September 2023 Expired: 19 October 2023

Neighbour notifications

Printed: 28 September 2023 Expired: 19 October 2023

Site notice

Posted: 3 October 2023 Expired: 24 October 2023

Press advert

Published: 3 October 2023

Expired: 17 October 2023

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building/area

This application relates to the existing off-airport car parking operation located to the west of the Harling Road and Bradnor Road junction, as well as the listed building to the east of the same junction. The site is located within the Sharston Industrial Estate. The western site (A) consists of two buildings, namely the 2 storey admin building and a large warehouse building, while the eastern site (B) consists of a Grade II* listed building (the former Wythenshawe Bus Depot). The remaining space on the western site is given over to car parking.



In terms of site A, to the north there is a cricket club and an industrial use, namely Vita Liquid Polymers, while to the west of the site there are residential properties on Penarth Road. To the south, on the opposite side of Bradnor Road, there is a car recovery business and canine daycare centre. In terms of site B, to the north there is a logistics company (yellow star) which occupies the other half of the listed building. Further logistic companies are located to the east of the listed building, while on the opposite side of Bradnor Road

Listed building:	Grade II*
Conservation area:	No
Tree Preservation Order:	No

Description of development

The applicant is proposing the following:

- Erection of a multi-storey car park to form 5 levels of airport car parking with associated landscaping and boundary treatments, following the demolition of an existing warehouse. Creating an additional 438 parking spaces – going from 2,050 to 2,488 spaces.
- Refurbishment works to the former bus depot.
- Erection of new fencing to existing car park facilities.
- Installation of replacement boundary treatments to the former bus depot.

Consultations & Notification Responses

Local Residents - 22 letters have been received from local residents, the comments are summarised below:

- The height of the proposal would lead to overlooking of the nearest houses and their respective gardens, this would reduce privacy levels and residential amenity.
- The proposed multi-storey car park would spoil the outlook from the nearby houses.
- An increase in cars coming to the site would exacerbate the existing parking problems experienced throughout the industrial estate.
- An increase in car movements would have a detrimental impact on pedestrian and highway safety.
- An increase in vehicle movements would have a detrimental impact upon air quality.
- The impact of the proposal upon existing ecological features must be fully assessed.
- The airport parking operates on a 24 hour basis and as such, there is already significant noise disruption from the site. The addition of the multi storey car park will significantly add to this - the noise of the cars and buses arriving and leaving, car alarms going off etc. Has any consideration been given to adding to the trees which act as a sound barrier between the site and the nearby homes?

Northenden Ward Councillors – A joint letter of objection has been received from the Northenden Ward Councillors, the comments are as follows:

- We believe that this is the wrong location for a car park to serve the airport as it is located some distance from the terminal buildings and as a result will require regular bus services, bringing an increase in traffic on already congested roads. We have been advised by residents that these bus services could be as often as every 10 minutes, 24 hours a day.
- In addition to the regular bus services from the car park to the airport resulting in more traffic on our roads, we fear that the already congested Palatine Road and Longley Lane will see a further increase in traffic, bringing it to unsustainable levels as a result of vehicles travelling to the car park.
- We appreciate that any user of this car park will be advised to approach it via the motorway, however, the reality is that many cars have satellite navigation systems these days that will advise people to use other routes when the motorway is busy and therefore bring a lot of these cars into Northenden.
- We also believe that the Airport and it's stakeholders should be doing more to encourage people to use public transport as an alternative to driving to the airport and investing in public transport options that increases the frequency and hours of service by trams, trains and buses. This is a better alternative to servicing the needs of airport users than building more car parks.

Sharston Ward Councillors – A joint letter of objection has been received from the Sharston Ward Councillors, the comments are as follows:

- As Sharston Councillors we have received numerous complaints regarding car parking across Sharston industrial estate and we have seen this getting worse week after week and continues to do so to this day.
- Vehicles being dumped along Shentonfield Road, pavements being routinely blocked by dumped cars, other businesses driveways being blocked having deliveries and pickups being disrupted. The businesses contributing to this issue have no regard for the health and safety of other road users and pedestrians trying to navigate from A to B and having their pathway blocked and having to use to middle of the road to get by.
- As local Councillors we strongly believe that the shambolic parking that now takes place on the estate should be dealt with as soon as possible. Once that's done and a programme of works put in place that would resolve the shambolic dangerous parking issues, we may reconsider this application, until this happens our objections will stand.

Highway Services – Highway Services have made the following comments:

- The updated trip generation assessment is acceptable and shows the site would not be expected to give rise to local operational issues.
- The applicant has confirmed that all shuttle-buses access and egress the site, however, clarification is sought on the coaches which are shown to be parked on the highway? These coaches should be parked within the site when not in service rather than on the highway.
- The proposed increase in parking capacity includes EV provision within the proposed building, it is recommended that such provision is also made available to staff.
- Given the nature of the site, highways accept that users of the site will access by car. The TS shows that the site is located within walking distance of various bus services operating from Sharston Road which may be a realistic mode of travel for some staff.
- No details on staff cycle parking provision have been provided. Highways request that
- secure and sheltered staff cycle parking is provided on-site.
- Various redundant vehicular points of access exist into both sites from both Bradnor Road and Harling Road. Highways therefore request that the applicant funds appropriate footway reinstatement as part of a S184/S278 Agreement. It is unclear whether the full access-width into the bus garage site from Bradnor Road will continue to be utilised. Highways request further information in order to determine whether the existing access should be rationalised with associated footway reinstatement. The Bradnor Road carriageway in the vicinity of the site access appears to be in very poor condition, likely caused by buses/coaches frequently turning and waiting in this area. Highways therefore request that the applicant funds appropriate carriageway resurfacing at this location as part of a S278 Agreement to include removal of the existing concrete carriageway construction to be replaced with full depth flexible highway surfacing. Highways request that carriageway resurfacing is conditioned with any approval.
- Highways request that a Full Staff Travel Plan is conditioned with any approval.
- Replacement boundary fencing is proposed around the site perimeters at Bradnor Road and Harling Street. The applicant should demonstrate that sufficient levels of visibility for all vehicles egressing the site can be achieved in consideration of the new boundary treatment.
- A Construction Management Plan should be provided by the applicant prior to any construction/refurbishment works beginning

Environmental Health – Suggests the imposition of a number of conditions designed to protect public health and residential amenity.

MCC Flood Risk Management – Suggests the imposition of two drainage conditions designed to protect against flooding and water pollution.

United Utilities Water PLC – Suggests the imposition of a drainage condition.

Environment Agency – No objections.

Historic England (North West) – The proposed new multi-storey car park will be an increase on the size and massing of the existing warehouse, however we acknowledge that there will be no additional harm to the setting of the Listed bus garage. The proposed conservation and repair works and reinstatement of former curved entrance way to the bus depot are all positive enhancements.

Manchester Airport Safeguarding Officer – No objections and suggests the imposition of a number of conditions.

The Twentieth Century Society – Have made the following comments:

- The Society welcomes proposals to restore this remarkable structure and return it to something closer to its original state through the reinstatement of the original boundary treatment, the recreation of the central glazed spine in the roof through the reintroduction of glass blocks to blocked-in openings, the replacement of non-original aluminium windows with steel units matching the originals in pattern and opening movements, and the removal of later metal cladding and rendering of side elevations.
- While we welcome efforts to conserve the concrete, we have some concerns about the potential impact that the repair work could have on this exceptional structure. We understand that the garage's main section had exposed concrete finishes, while subsidiary sections were of brick construction with cement render and concrete roofs. Any necessary repairs need to closely match the original surface appearance where this is exposed, while ensuring durability and reversibility.
- It is important that the applicant assesses and establishes the extent of repairs needed and then undertakes trials and mock-up repairs off-site before conducting tests on the structure and monitoring these. It is important that the repair work is well executed to minimise the risk of negative impact on the significance of the concrete.

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

- The Preliminary Ecological Appraisal provided to inform the application has assessed buildings on the site as having moderate potential to support bats, but no bat surveys appear to have been undertaken to ascertain whether bats do in fact make use of the building for roosting. All UK bats and their resting places carry a high level of legal protection, and their presence would be material to the determination of the application. It is therefore advised that further bat surveys are required to be carried out. Surveys must be undertaken by suitably qualified persons and to appropriate standards.

- The proposed new landscaping is rather limited. In order for the development to achieve a more meaningful gain in local biodiversity GMEU would encourage the applicant to include more features which would benefit the natural environment, for example green walls, green roofs, bat roosting boxes and bird nesting boxes.

Cadent Gas – No objections to the proposal.

Policies

The National Planning Policy Framework (December 2023) – 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 reason for refusing the development proposed; or
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

Paragraph 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.

In addition to the above, Section 16 (*Conserving and enhancing the historic environment*) is of relevance:

Paragraph 196 in Section 16 states that in determining planning applications, local planning authorities should take account of:

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

Paragraph 205 states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Paragraph 206 states that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of assets of the highest significance, such as grade I and II* listed buildings, should be wholly exceptional.

Paragraph 207 states that where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

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

Paragraph 208 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

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.

Policy JP-P2: Heritage (Heritage) – This policy states that the member authorities will proactively manage and work with partners to positively conserve, sustain and enhance their respective historic environments, heritage assets and their settings. It states further that development proposals affecting designated and non-designated heritage assets and/or their settings will be considered having regard to national planning policy.

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 EC10 , *Wythenshawe* - 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:

1. 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.
2. University Hospital South Manchester suitable for growth related to the healthcare and biosciences and ancillary offices.
3. Existing employment sites along:
 - West Wythenshawe Development Corridor - Oaks Business Park (B1) and Roundthorn Industrial Estate (B8);
 - East Wythenshawe Development Corridor - Sharston Industrial Estate (B8), Atlas and Concord Business Parks (B1) and Ringway Trading Estate (B8).
4. The district centres of Wythenshawe, Northenden and the proposed centre at Baguley will all be suitable for mixed use local employment provision serving their catchment area.

Development and infrastructure provision will be supported which strengthens transport connections between Roundthorn Industrial Estate, University Hospital South Manchester, Airport City and Manchester Airport. The Council will seek to maximise the opportunities to enhance this spatial cluster of key employment uses.

The existing employment role of Roundthorn Industrial Estate and Sharston will be supported, including the existing industrial and manufacturing uses.

Proposals which improve the connectivity of Roundthorn Industrial Estate to the Airport and Motorway network will be encouraged.

Development proposals and planning applications should have regard to:

- Ensuring employment opportunities are made accessible to local communities, particularly those at Manchester Airport;

- Locations with good access to the national motorway network M56 and M60 and their suitability for logistics;
- Proposed extension to Metrolink and new stops plus improved bus routes;
- Delivery of low and zero carbon decentralised energy schemes and energy projects within Strategic Employment Locations.

Saved UDP Policies – Policy DC19, *Listed Buildings* – Policy DC19.1 states that in determining applications for listed building consent or planning applications for development involving or having an impact on buildings of Special Architectural or Historic Interest, the Council will have regard to the desirability of securing the retention, restoration, maintenance and continued use of such buildings and to protecting their general setting. In giving effect to this policy, the Council will:

- a. not grant Listed building consent for the demolition of a listed building other than in the most exceptional circumstances, and in any case, not unless it is satisfied that every possible effort has been made to continue the present use or to find a suitable alternative use;
- b. not permit a change of use of a listed building, where it would have a detrimental effect on the character or appearance of the building;
- c. not permit any external or internal alteration or addition to a Listed building where, in its opinion, there would be an adverse effect on its architectural or historic character;
- d. seek to preserve and enhance the settings of listed buildings by appropriate control over the design of new development in their vicinity, control over the use of adjacent land, and where appropriate, by the preservation of trees and landscape features;
- e. permit demolition only where there are approved detailed plans for redevelopment and where there is evidence of a firm building contract;
- f. not permit alterations to a listed building which would prevent the future use of any part of the building, in particular upper floors or basements, or where poor maintenance is likely to result.

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.

Policy EW12 – States that the Council will protect the role of the Sharston Industrial Estate as a centre for industrial activity and employment which is convenient and accessible to Wythenshawe people in particular. There is scope for new business (B1) developments on the estate but the emphasis should remain as general industrial and distribution activities.

Policy EW13 – States that the use and/or development of sites at Sharston Industrial Estate for Long-stay off-Airport car parking will not be permitted where proposals would involve a significant loss of land capable of attracting good quality employment generating industrial activity.

Legislative Requirements – Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that in the exercise of the power to determine planning applications for any buildings or other land in a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

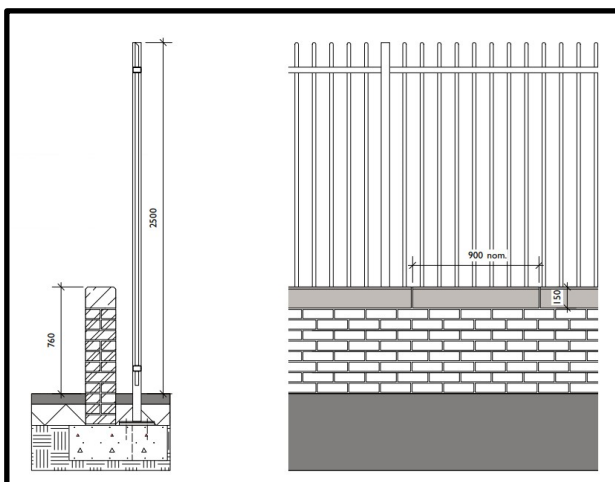
Issues

Principle of the Proposal – While there is no objection in the principle to the applicant financing repairs to the Grade II* listed former bus depot through the instruction of additional car parking facilities on the site, it is considered that the number of additional spaces proposed, i.e. 438 parking spaces, is excessive and the expansion of the off-airport car parking operation would be contrary to the aims of UDP Policies EW12 and EW13 and Policy EC10, which strive to retain Sharston Industrial Estate for industrial and warehouse uses. For this reason, an intensification of the existing business along the lines proposed cannot be supported.

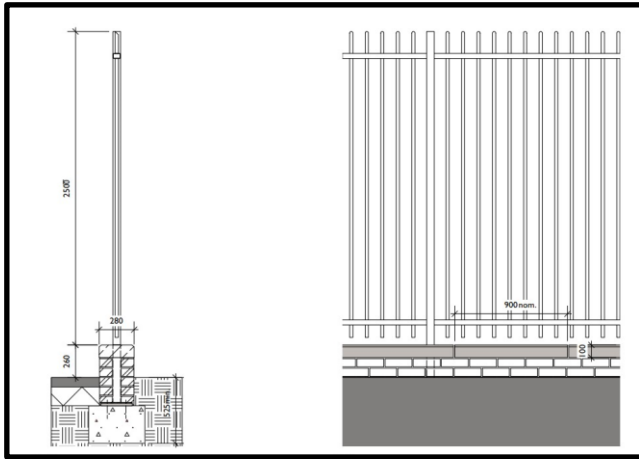
Design of the Proposed Building – It is recognised that the introduction of a living wall and photo-voltaic panels on the façades breaks down the visual impact of the new elevations and helps to avoid large areas of solid fabric. The use of concrete references the existing garage and the aforementioned living walls and PV panels would contribute to the energy requirements of the site and help reduce the carbon impact of the development. Furthermore, the façade is broken up with the more solid concrete stair towers which have rounded tops referencing the curved roof design of the Grade II* listed building.

Overall, the design of the proposed car park is considered acceptable and in character with scale and massing of other buildings within the wider Sharston Industrial Estate area, especially the Grade II* listed building on the opposite side of Harling Road.

Boundary Treatment – The proposed boundary treatment to the Grade II* listed building would consist of 2.5 metre high railings set behind a 0.76 metre high brick wall. This would replace the existing and less sympathetic boundary treatment and open up views of this listed building. Overall, the design of the boundary treatment to the listed building, which can be seen below, is considered acceptable.



The boundary treatment to the existing car park would consist of 2.5 metre high railings on top of a 0.26 metre high brick wall. The design of this boundary treatment, which can be seen below, is also considered acceptable.



Siting – The proposed car park has been sited a sufficient distance away from the nearest residential accommodation so as to preserve privacy levels and a sufficient distance away from the Grade II* listed building so that its overall character and setting is not impacted upon. As a result, the siting of the proposed building is considered acceptable.

Pedestrian and Highway Safety – While the proposal would inevitably result in additional vehicle movements to and from the site, Highway colleagues have confirmed that the proposal would not have a detrimental impact upon the local highway network.

Residential Amenity – A number of factors have been assessed in order to judge the impact of the proposal upon residential amenity:

Impact upon Privacy – Given the distance (approximately 110 metres) between the proposed multi-storey car park and the nearest dwellings on Penarth Road it is not considered that the proposal would lead to the overlooking of those properties and a resultant loss of privacy.

The dwellings on Longley Lane are even further away (approximately 180 metres), accordingly it is not considered that the levels of privacy enjoyed by the occupants of those properties would be unduly impacted upon by this proposal.

Daylight/Overshadowing – As the proposal is only three and four storeys in height and is situated approximately 110 metres from the dwellings on Penarth Road, it is not considered that any of the existing dwellings on that road would see a reduction in daylight or be subject to overshadowing.

Given the distances between the proposal and the dwellings on Longley Lane it is not considered that those properties and the associated rear gardens would be subjected to overshadowing.

Noise – A number of residents were concerned about the noise generated by the proposal. However, it is considered that the imposition of appropriate conditions, either limiting usage of the multi-storey car park to specific times during the night or installing acoustic fencing/similar measures, would be sufficient to overcome any concerns.

Overall, it is not considered that the proposal would have an unduly detrimental impact upon the levels of residential amenity currently enjoyed within the vicinity of the site.

Visual Amenity – Given the design and siting of the proposal and the existing character of the Sharston Industrial Estate it is not considered that the proposed multi-storey car park would have a detrimental impact upon the existing levels of visual amenity enjoyed within the vicinity of the site.

The design of the new boundary treatments to the listed building is considered acceptable and would not have a detrimental impact on existing levels of visual amenity.

Works to the Listed Building – The applicant is proposing the following works to the Grade II* listed building:

- Repairs and reinstatement of the boundary of the site including the rebuilding of the original curved walls to the entrance forecourt.
- Repairs to the concrete structure of the bus garage which is showing signs of deterioration. A survey, referred-to, above, has been conducted and this shows that concrete repairs are required to several parts of the structure. In particular, there has been spalling of the concrete forming the supporting side walls of the building. The building was not constructed to today's exacting standards meaning that the concrete cover to the reinforcing bars is very minimal. A full specification and method statement for carrying this out is included in this document.
- Removal of non-original doors and reinstatement of more authentic doors (based on historic photographs) to the garage from Bradnor Road. A full specification and method statement for carrying this out is included in this document.
- Installation of new internal lighting. The original lighting was lost before listing took place and that which was in place at the time of listing has not been operational for a long period of time. A full specification and method statement for carrying this work out is included in this document.
- Removal of non-original aluminium framed windows and reinstatement of steel windows based on patterns shown on historic photographs and drawings. A full specification and method statement for carrying this out is included in this document.
- Removal and replacement of the non-original felt roof covering. This been researched and discussed in some detail with the planning department and the Sika Decathane with grit finish is the material agreed for this item. A current quote for the replacement of the roof covering is allowed for in the repairs budget. This now also includes the covering of the flat roofs on the remaining part of the side wings.
- Removal on non-historic roof lights and replacement with reinforced concrete glass block panels to replicate those originally installed. A full specification and method statement for carrying this out is included in this document.
- The reinstatement of lime rich render to the areas where non original and non-compliant render has been installed or-is missing. The full specification is part of this documentation.
- General external repairs to gutters and downpipes as noted in the drawings and specifications. The downpipes had been replaced with UPVC, which is not considered to be an acceptable solution for the listed building, and replacements are proposed in cast iron. The existing steel gutters will be cleaned and lined with Decathane.

These works are considered acceptable and would ensure the future retention of this important listed building.

Impact on the Proposed Car Park Listed Building – As sufficient distance separates the proposed multi-storey car park and Grade II* listed building on the opposite side of Harling Road, it is not considered that the proposal would have a detrimental impact upon the overall character or setting of this listed building.

Air Quality – During the construction phase of the development there is the potential for air quality impacts. However, assuming dust control measures are implemented as part of any proposed works, the significance of potential air quality impacts from dust generated by earthworks, construction and trackout activities would be negligible. It is considered that the imposition of a Construction Management Condition would ensure that appropriate measures are implemented during the construction phase.

It is recognised that during the operational phase of the development there is the potential for air quality impacts as a result of vehicle exhaust emissions associated with traffic generated by the proposal, i.e. the comings and goings of customers. For this reason, the condition suggested by Environmental Health, requiring the submission of an air quality impact assessment and mitigation measures, would have been attached to any approval granted.

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: Refuse

Article 35 Declaration

The proposal was assessed against the policies within the Manchester Core Strategy Development Plan Document, the guidance contained within the National Planning Policy Framework and National Design Guide. Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Officers have communicated their concerns about this proposal to the applicant during the course of the planning application, but these concerns have not been overcome. The proposal is considered to be contrary to the development plan and therefore it is recommended for refusal.

Reasons for recommendation to refuse

1) The proposed development, due to the resultant intensification of off-airport car parking on the site, would involve the loss of land capable of attracting good quality employment generating industrial activity, contrary to saved UDP Policy EW13 and Policy EC 10 of Manchester Core Strategy.

Appendix 1 – List of consultees & neighbours notified

United Utilities Water PLC
Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police
Historic England (North West)
Environment Agency
Manchester Airport Safeguarding Officer
National Amenity Societies
Greater Manchester Ecology Unit
Northenden Civic Society
Northenden Village Partnership

Heimbach Uk Ltd, Bradnor Road, Manchester, M22 4TS
Unit 1, Alpha Point, Bradnor Road, Manchester, M22 4TE
Unit 6, Wearlee Works, 102 Longley Lane, Manchester, M22 4WT
Units 2 To 3, The Oakfield Centre, Longley Lane, Manchester, M22 4WT
23 Penarth Road, Manchester, M22 4AG
45 Penarth Road, Manchester, M22 4AG
84 Longley Lane, Manchester, M22 4JF
80A Longley Lane, Manchester, M22 4JF
Cardinal Maritime, Harling Road, Manchester, M22 4UZ
Michael J Wall, Paston Road, Manchester, M22 4TF
5 Crombie Avenue, Manchester, M22 4SG
Unit 12, Wearlee Works, 102 Longley Lane, Manchester, M22 4WT
92 Longley Lane, Manchester, M22 4JF
35 Penarth Road, Manchester, M22 4AG
80 Longley Lane, Manchester, M22 4JF
Leltex House, Longley Lane, Manchester, M22 4SY
Unit 2, Alpha Point, Bradnor Road, Manchester, M22 4TE
AIRPORT PARKING AND HOTELS(MCR), Security Park Manchester Ltd, Bradnor Road, Manchester, M22 4TE
EFM FLEET SERVICES, First Floor, Phoenix House, Bradnor Road, Manchester, M22 4TE
53 Penarth Road, Manchester, M22 4AG
Unit 15, Wearlee Works, 102 Longley Lane, Manchester, M22 4WT
31 Penarth Road, Manchester, M22 4AG
33 Penarth Road, Manchester, M22 4AG
86 Longley Lane, Manchester, M22 4JF
Vita Liquid Polymers Ltd, Harling Road, Manchester, M22 4SZ
Housing Maintenance Depot, Bradnor Road, Manchester, M22 4TE
Unit 13, Wearlee Works, 102 Longley Lane, Manchester, M22 4SY
Unit 5, Wearlee Works, 102 Longley Lane, Manchester, M22 4WT
Unit 11, Wearlee Works, 102 Longley Lane, Manchester, M22 4SY
Unit 4, Wearlee Works, 102 Longley Lane, Manchester, M22 4SY
39 Penarth Road, Manchester, M22 4AG
Universal Utilities, Sharston Road, Manchester, M22 4RX
Juiceworks Limited, Sonex House, Sharston Road, Manchester, M22 4RX
Longworth, Leltex House, Longley Lane, Manchester, M22 4SY

Sharston Bus Depot, Paston Road, Manchester, M22 4TF
 47 Penarth Road, Manchester, M22 4AG
 51 Penarth Road, Manchester, M22 4AG
 1 Crombie Avenue, Manchester, M22 4SG
 10 Crombie Avenue, Manchester, M22 4SG
 Unit 14, Wearlee Works, 102 Longley Lane, Manchester, M22 4SY
 The Oakfield Centre, 104 Longley Lane, Manchester, M22 4JY
 41 Penarth Road, Manchester, M22 4AG
 88 Longley Lane, Manchester, M22 4JF
 76 Longley Lane, Manchester, M22 4JF
 Sharston House, Sharston Road, Manchester, M22 4RX
 Sonex House, Sharston Road, Manchester, M22 4RX
 Alpha Point, Bradnor Road, Manchester, M22 4TE
 Phoenix House, Bradnor Road, Manchester, M22 4TE
 Second Floor, Phoenix House, Bradnor Road, Manchester, M22 4TF
 Unit 2, Bradnor Road, Manchester, M22 4TE
 3 Crombie Avenue, Manchester, M22 4SG
 Unit 1, Wearlee Works, 102 Longley Lane, Manchester, M22 4SY
 Unit 4, The Oakfield Centre, Longley Lane, Manchester, M22 4UX
 78 Longley Lane, Manchester, M22 4JF
 27 Penarth Road, Manchester, M22 4AG
 43 Penarth Road, Manchester, M22 4AG
 Rear Annexe, 76 Longley Lane, Manchester, M22 4JF
 Rostrad Ltd, Harling Road, Manchester, M22 4UZ
 Bradnor Point, Paston Road, Manchester, M22 4TF
 49 Penarth Road, Manchester, M22 4AG
 Unit 2, Wearlee Works, 102 Longley Lane, Manchester, M22 4SY
 William Pinder And Sons Ltd, Harling Road, Manchester, M22 4UZ
 98 Longley Lane, Manchester, M22 4JF
 94 Longley Lane, Manchester, M22 4JF
 90 Longley Lane, Manchester, M22 4JF
 29 Penarth Road, Manchester, M22 4AG
 37 Penarth Road, Manchester, M22 4AG
 31 Sharston Road, Manchester, M22 4ZS
 Hartbrights, Leltex House, Longley Lane, Manchester, M22 4SY
 EGERTONS RECOVERY GROUP LTD, Walls Coaches, Paston Road, Manchester, M22 4TF
 Yusen Logistics, Unit 1, Bradnor Road, Manchester, M22 4TE
 Units 7 To 10, Wearlee Works, 102 Longley Lane, Manchester, M22 4SY
 Unit 1, The Oakfield Centre, Longley Lane, Manchester, M22 4UX
 100 Longley Lane, Manchester, M22 4JF
 96 Longley Lane, Manchester, M22 4JF
 25 Penarth Road, Manchester, M22 4AG
 82 Longley Lane, Manchester, M22 4JF
 Royal Green Filling Station, 106 Longley Lane, Manchester, M22 4SY
 NATIONAL TYRES & AUTOCARE LTD, 106 Longley Lane, Manchester, M22 4SY

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
 Article 4 Direction - Wythenshawe PD Restriction - Class B1(c) To C3
 Article 4 Direction - Wythenshawe PD Restriction - Class B1(a) To C3
 Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 45M
 Susceptible to Surf Water Flood (Less) -
 Susceptible to Surf Water Flood (Less) -
 Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
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) -
Area Team Boundary - Name: SOUTH AREA

Town & Country Planning Act 1990 (as amended)

Refusal of Planning Permission

Applicant

Airport Parking & Hotels Ltd
Aph House Snow Hill
Crawley
RH10 3EQ

Agent (if used)

Andrew Burns
Atelier MB
Suite 2A Amazon House
Brazil Street
Manchester
M1 3PJ

Part 1 – Particulars of the application/development

Proposal: Erection of a multi-storey car park to form 5 levels of airport car parking with associated landscaping and boundary treatments, following the demolition of an existing warehouse, together with refurbishment works to the Former Bus Garage and installation of replacement boundary treatments

Location: APH Car Park And The Astrodome, Bradnor Road, Manchester, M22 4TE

Date of application: 20 September 2023

Application number: 137427/FO/2023

Part 2 – Particulars of decision

Manchester City Council gives notice that the development referred to in Part 1 has been **Refused** in accordance with the application and plans submitted for the reason(s) listed below.

Article 35 Declaration

The proposal was assessed against the policies within the Manchester Core Strategy Development Plan Document, the guidance contained within the National Planning Policy Framework and National Design Guide. Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Officers have communicated their concerns about this proposal to the applicant during the course of the planning application, but these concerns have not been overcome. The proposal is considered to be contrary to the development plan and therefore it is recommended for refusal.

Reason(s) for decision

1) The proposed development, due to the resultant intensification of off-airport car parking on the site, would involve the loss of land capable of attracting good quality employment generating industrial activity, contrary to saved UDP Policy EW13 and Policy EC 10 of Manchester Core Strategy.

Date: 24 June 2024

Signed: 

Julie Roscoe
Director of Planning, Building Control & Licensing

Manchester City Council, P O Box 532, Town Hall, Manchester M60 2LA

Notes

1. This decision relates only to that required under the Town and Country Planning Act 1990 does not include any consent or approval under any other enactment, byelaw, order or regulation.

2. If the applicant is aggrieved by the decision of the local planning authority to refuse permission or approval for the proposed development, or to grant permission or approval subject to conditions, they may appeal to the Secretary of State in accordance with Section 78(1) of the Town and Country Planning Act 1990 within six months of the date of the notice of the decision. However, if an enforcement notice has been served for the same or very similar development within the previous 2 years, the time limit is:

- 28 days from the date of the LPA decision if the enforcement notice was served before the decision was made yet not longer than 2 years before the application was made.
- 28 days from the date the enforcement notice was served if served on or after the date the decision was made (unless this extends the appeal period beyond 6 months).

The Planning Inspectorate have introduced an online appeals service that can be used to make appeals online. This service is available through the gov.uk website – www.gov.uk/appeal-planning-decision. The Inspectorate will publish details of your appeal on the internet. Alternatively If you are unable to access the online appeal form, please contact the Planning Inspectorate to obtain a paper copy of the appeal form on tel: 0303 444 5000.

The Secretary of State has power to allow a longer period for the giving of a notice of appeal but they will not normally be prepared to exercise this power unless there are special circumstances that excuse the delay in giving notice of appeal.

If you intend to submit an appeal that you would like examined by inquiry then you must notify the City Council (planning@manchester.gov.uk) and the Planning Inspectorate (inquiryappeals@planninginspectorate.gov.uk) at least 10 days before submitting the appeal. [Further details are on GOV.UK.](#)

3. The statutory requirements are those set out in Section 79(6) of the Town and Country Planning Act 1990, namely Sections 70(1) and 72(1) of the Act.

4. If either the local planning authority or the Secretary of State refuses permission to develop land or grants it subject to conditions, the owner may claim that they can neither put the land to a reasonably beneficial use in its existing state nor render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted.

In these circumstances, the owner may serve a purchase notice on the Council in whose area the land is situated. This notice will require the Council to purchase their interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990

5. In certain circumstances, a claim may be made against the local planning authority for compensation, where permission is refused or granted subject to conditions by the Secretary of State on appeal or on a reference of the application to them. The circumstances in which such compensation is payable are set out in Section 114 of the Town and Country Planning Act 1990.

Planning

Growth & Neighbourhoods Directorate

Register of Applications

Application Reference

23117

Date Registered

12 Nov 1984

Applicant's Name & Address

J.B. Winterburn
5, Overhill Lane, Wilmslow, Cheshire

Agent's Name & Address (where applicable)

Brotherton & Partners
Matley House, George Street, Alderley Edge, SK9 7EY

Location

Site at corner of; Harling Road/Bradnor Road, Northenden NORTHENDEN

Proposal

Erection of perimeter fencing and entrance control office to form vehicle security park

Ward(s)**Decision**

Approved

Date of Decision

04 Jan 1985

Conditions and Reasons:

1) Conditions 1. Applications for approval of reserved matters must be made not later than the expiration of three years beginning with the date of this permission and the development must be begun not later than whichever is the later of the following dates:- (a) the expiration of five years from the date of this permission; or (b) the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matters to be approved. 2. Before the development is commenced, the applicant shall submit detailed plans and particulars to the Council, and obtain their approval under the Town and Country Planning Acts, of the following reserved matters; the siting, design and external appearance of the building(s), the means of access thereto and the landscaping of the site. 3. The landscaping scheme to form part of the development shall be implemented not later than 12 months from the date the building is first occupied; any trees or shrubs removed, dying or becoming severely damaged or becoming seriously diseased within 2 years of planting shall be replaced by trees or shrubs of a similar size and species to those originally required to be planted. 4. No trees, other

than those shown on plans submitted and approved as "reserved matters", shall be felled, lopped or topped without the previous written consent of the City Council until 12 months after completion of the permitted development. Any trees removed without such consent or dying or being severely damaged before the end of that period shall be replaced with trees of such size and species as may be agreed with the City Council. 5. Trees which are to be retained shall be protected during construction by the erection of a fence of a type and in a position to be approved by the City Council prior to the commencement of development. 6. The landscaping scheme referred to in Condition No.3 above shall include details of the boundary and surface treatment and the positioning and details of the proposed floodlights. Reasons 1. Required to be imposed pursuant of Section 42 of the Town and Country Planning Act. 2. To ensure the satisfactory development of the site and because this application is in outline only. 3. To secure the satisfactory development of the site and in the interests of visual amenity. 4. To avoid the loss of trees which are of amenity value to the area. 5. In order to protect the trees from damage. 6. To secure the satisfactory development of the site and in the interests of visual amenity.



Planning

Growth & Neighbourhoods Directorate

Register of Applications

Application Reference

23580

Date Registered

21 Jan 1985

Applicant's Name & Address

J.B. Winterburn
5, Overhill Lane, Wilmslow, Cheshire

Agent's Name & Address (where applicable)

Brotherton & Partners
Matley House, George Street, Alderley Edge, Cheshire SK9 7EY

Location

Site at corner of Harling Road/Bradnor Road, Northenden NORTHENDEN

Proposal

RESERVED MATTERS Details of the laying out of the vehicle security park including the siting and design of the control office, dog pens, perimeter fencing and landscaping arising out of the outline planning permission granted on the 4/1/85 under Ref.F 231

Ward(s)**Decision**

Approved

Date of Decision

04 Mar 1985

Conditions and Reasons:

1) Condition This permission relates to drawings numbered 3533/1C (as amended by the applicant on 25/2/85 and 3533/2. Reason For the avoidance of doubt.



Planning

Growth & Neighbourhoods Directorate

Register of Applications

Application Reference

29070

Date Registered

01 May 1987

Applicant's Name & Address

Security Park (Manchester) Ltd
Harling Road, Sharston Industrial Estate, Manchester, M22 4TE

Agent's Name & Address (where applicable)

Barrie Wood
York House, 34, Trafford Road, Alderley Edge, Cheshire, SK9 7NN

Location

Security Park Ltd, Sharston Industrial Estate, Harling Road, Northenden NORTHENDEN

Proposal

Extension of existing vehicle security park and construction of canopy to provide weather protection for the existing use

Ward(s)**Decision**

Approved

Date of Decision

15 Jun 1987

Conditions and Reasons:

1) Condition The development must be begun not later than the expiration of five years beginning with the date of this permission. Reason Required to be imposed pursuant to Section 41 of the Town and Country Planning Act 1971.

Form PA43

Manchester City Council

Town and Country Planning Act 1971

PLANNING PERMISSION

Name and address of applicant

Security Park,
Harling Road,
Sharston Industrial Estate,
Manchester
M22 4TE

Name and address of agent(if any)

Barrie Wood,
The Studio,
120 Chestergate,
Macclesfield,
SK11 6DU

Part I - Particulars of application

Date of application:

22/05/89

Application no.

F34375

Particulars and location of development:

Site at Bradnor Road, Sharston Ind. Est., Sharston Change of use of engineering works
to vehicle parking and servicing

Part II - Particulars of decision

The Manchester City Council hereby give notice in pursuance of the provisions of the Town and Country Planning Act 1971 that permission has been granted for the carrying out of the development referred to in Part I hereof in accordance with the application and plans submitted subject to the following conditions:
viz;

Conditions

1. The development must be begun not later than the expiration of five years beginning with the date of this permission.
2. This permission relates to the plan received on 22nd May 1989.
3. Provision shall be made within the curtilage of the site for the manoeuvring and parking of cars which visit the site in connection with the use hereby approved in a way which allows vehicles to enter and leave the site in a forward gear.

Reasons

1. Required to be imposed pursuant to Section 41 of the Town and Country Planning Act 1971.
2. For the avoidance of doubt.

=====

Decision notice PA43 for application number F34375 continues overleaf.....

3. In the interests of highway safety.

Date of decision 15/08/89

Brian Powell

Signed City Planning Officer

on behalf of the Council
Town Hall,
Manchester M60 2JT.

NOTES

1. Leaflets attached :
2. This permission refers only to that required under the Town and Country Planning Acts and does not include any consent or approval under any other enactment, byelaw, order or regulation.
3. If the applicant is aggrieved by the decision of the local planning authority to refuse permission or approval for the proposed development, or to grant permission or approval subject to conditions, he may appeal to the Secretary of State for the Environment in accordance with Section 36 of the Town and Country Planning 1971 within six months of receipt of this notice. (Appeals must be made on a form which is obtainable from the Department of the Environment, Tollgate House, Houlton Street, Bristol BS2 9DJ). The Secretary of State has power to allow a longer period for the giving of a notice of appeal but he will not normally be prepared to exercise this power unless there are special circumstances which excuse the delay in giving notice of appeal. The Secretary of State is not required to entertain an appeal if it appears to him that permission for the proposed development could not have been granted by the local planning authority, or could not have been so granted otherwise than subject to the conditions imposed by them, having regard to the statutory requirements to the provisions of the development order, and to any directions given under the order. He does not in practice refuse to entertain appeals solely because the decision of the local planning authority was based on a direction given by him.
4. The statutory requirements are those set out in Section 36(7) of the Town and Country Planning Act 1971, namely Sections 29(1), 30(1), 67 and 74 of the Act.
5. If permission to develop land is refused or granted subject to conditions, whether by the local planning authority or by the Secretary of State for the Environment, and the owner of the land claims that the land has become incapable of reasonably beneficial use in its existing state and cannot be rendered capable of reasonably beneficial use by the carrying out of any development which has been or would be permitted, he may serve on the Council of the district in which the land is situated a purchase notice requiring that council to purchase his interest in the land in accordance with the provisions of Part IX of the Town and Country Planning Act 1971.

=====

Decision notice PA43 for application number F34375 continues overleaf.....

6. In certain circumstances, a claim may be made against the local planning authority for compensation, where permission is refused or granted subject to conditions by the Secretary of State on appeal or on a reference of the application to him. The circumstances in which such compensation is payable are set out in Section 169 of the Town and Country Planning Act 1971.



Planning

Growth & Neighbourhoods Directorate

Register of Applications

Application Reference

40312

Date Registered

24 Oct 1991

Applicant's Name & Address

Peg Limited,
Po Box 12, Marlborough, Wiltshire, SN8 3EU

Agent's Name & Address (where applicable)

Byrom Clark Roberts Ltd,
The Building Centre, 115, Portland Street, M1 6DW 236-9601 B G Ford

Location

Vacant Bus Depot, Bradnor Road, Sharston NORTHENDEN

Proposal

Change of use from vacant bus depot to car storage for Airport visitors with ancillary car rental offices

Ward(s)**Decision**

Approved

Date of Decision

27 Feb 1992

Conditions and Reasons:

- 1) Conditions 1. This permission relates to the drawing received on 5.2.92. 2. No more than 10 vehicles for hire shall be operated from the site. Reasons 1. For the avoidance of doubt.
2. In the interests of the amenity of the area.



Planning

Growth & Neighbourhoods Directorate

Register of Applications

Application Reference	Date Registered
-----------------------	-----------------

043099/FU/SOUTH3/93	23 Feb 1993
---------------------	-------------

Applicant's Name & Address

Thomas French & Sons PLC,
Sharston Road, Wythenshawe. M22 6TH

Agent's Name & Address (where applicable)

Grimley J R Eve,
9, St. James` Square, Manchester. M2 6DN

Location

THE ASTRODOME BRADNOR ROAD SHARSTON

Proposal

change of use from car park to B1 and/or B8 use

Ward(s)

Northenden Ward

Decision

Approved

Date of Decision

18 May 1994

Conditions and Reasons:

1) The development must be begun not later than the expiration of five 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) This permission relates to the drawings received on 13th May 1994.

Reason

For the avoidance of doubt.

3) The car parking indicated on the approved plans shall be surfaced, demarcated and made available for use prior to the building hereby approved being occupied.

Reason

To ensure that there is adequate car parking for the development proposed when the building is occupied.



Planning

Growth & Neighbourhoods Directorate

Register of Applications

Application Reference

043960/FU/SOUTH3/93

Date Registered

20 Jul 1993

Applicant's Name & Address

Park Pit Landfill Limited/
Thomas French & Sons, PO Box 54, 121 Buckley Road, Rochdale OL12 9DL

Agent's Name & Address (where applicable)

Grimley J R Eve,
9 St James` Square, Manchester, M2 6DN

Location

THE ASTRODOME BRADNOR ROAD SHARSTON

Proposal

Change of use from car park to a waste recycling plant

Ward(s)

Northenden Ward

Decision

Refused

Date of Decision

02 Dec 1993

Conditions and Reasons:

1) The proposed use would be likely to generate levels of airborne dust, fumes and odour and of external noise and litter which would have an unacceptable impact upon the operation and amenity of adjoining businesses, particularly those involved in food production. This could in turn affect the continuing viability of these businesses on the Sharston Industrial Estate. The proposed use would therefore be contrary to Policy EW20 of the deposit draft version of the Unitary Development Plan, notwithstanding the generality of that policy.



Planning

Growth & Neighbourhoods Directorate

Register of Applications

Application Reference

056207/FO/SOUTH3/99

Date Registered

02 Mar 1999

Applicant's Name & Address

Security Park Manchester Ltd.,
Bradnor Road, Sharston Industrial Area, Manchester M22 4TX

Agent's Name & Address (where applicable)

Hartington Fleming & Worsley,
47, Ashley Road, altrincham, Cheshire WA14 2DP

Location

Bradnor Road, Sharston Industrial Area, Sharston

Proposal

Use of vacant land for a temporary period of 3 years as a long stay airport car park with associated fencing and lighting

Ward(s)

Northenden Ward

Decision

Approved

Date of Decision

23 Sep 1999

Conditions and Reasons:

1) The permission hereby granted is for a limited period only, namely for a period expiring on 31/10/2002, and the use comprising the development for which planning permission is hereby granted is required to be discontinued at the expiration of the said period and the land reinstated to its former condition.

Reason.

To enable the local planning authority to review the situation in the interests of amenity.

2) The colour of the proposed pallisade fence shall be submitted to and approved by the City Council before the development is commenced.

Reason

In the interests of visual amenity and to ensure a satisfactory development.

3) The development hereby approved shall be carried out in accordance with the drawings numbered 1929SK 1C,2A, 3, 4A.

Reason

For the avoidance of doubt.

4) The landscaping scheme to form part of the development shall be implemented not later than 6 months from the date the proposal is implemented; any tree removed, dying or becoming severely damaged or seriously diseased within 2 years of planting shall be replaced by trees of a similar size and species to those originally required to be planted.

Reason

To secure the satisfactory development of the site and in the interests of visual amenity.

5) The proposed floodlighting unit nearest to the western site boundary shall be fitted with a metal back-plate to reduce any light dispersion to neighbouring residential properties, to the satisfaction of the City Council.

Reason

In the interest of residential amenity.

Planning

Growth & Neighbourhoods Directorate

Register of Applications

Application Reference

060298/FO/SOUTH2/00

Date Registered

20 Sep 2000

Applicant's Name & Address

DRPH,
c/o Agent

Agent's Name & Address (where applicable)

Lambert Smith Hampton,
79, Mosley Street, Manchester, M2 3LQ

Location

Ex GMPTE Depot, Bradnor Road, Sharston Industrial Estate, Sharston

Proposal

Change of use from use class B8 to off-site airport car parking, including elevational alterations, and erection of 2 metre high fencing.

Ward(s)

Northenden Ward

Decision

Approved

Date of Decision

09 Feb 2001

Conditions and Reasons:

1) The development must be begun not later than the expiration of five 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 drawings numbered 1929A-01, 02, 03, 04 and the letter dated 22nd January 2001.

Reason

For the avoidance of doubt.

3) Samples of the materials to be used in the external elevations shall be submitted to and approved by the City Council before the development is commenced.

Reason

In the interests of visual amenity and to ensure a satisfactory development.

4) The site shall be landscaped in accordance with :-

a) A scheme which has been submitted to the local planning authority for approval before the period of three months from the date when the use hereby permitted is commenced and which has been approved by the local planning authority; or

b) Where no such scheme is submitted within the period referred to in paragraph (a) above, or where no scheme submitted within such a period is approved by the local planning authority (or by the Secretary of State on appeal) a scheme prepared by the local planning authority and sent to the person who is for the time being the occupier of the site;

and the landscaping shall be completed before the end of the period of 12 months from the date when the scheme referred to in paragraph (a) above is approved or from the date when the scheme referred to in paragraph (b) above is sent to the occupier of the site, as the case may be.

Reason

To secure the satisfactory development of the site and in the interests of visual amenity.



Planning

Growth & Neighbourhoods Directorate

Register of Applications

Application Reference

063189/FU/SOUTH2/01

Date Registered

18 Sep 2001

Applicant's Name & Address

Consignia PLC,
c/o WS Atkins, 79, Mosley Street, Manchester M2 3LQ

Agent's Name & Address (where applicable)

W S Atkins,
79, Mosley Street, Manchester M2 3LQ

Location

The Astradome, Sharston Industrial Estate, Bradnor Road, Wythenshawe

Proposal

Temporary use of off-site airport car parking as postal sorting office/delivery office from 1st November 2001 to 1st February 2002

Ward(s)

Northenden Ward

Decision

Approved

Date of Decision

29 Oct 2001

Conditions and Reasons:

1) The permission hereby granted is for a limited period only, namely for a period expiring on 1st February 2002 and the use comprising the development for which permission is hereby granted is required to be discontinued at the end of the said period and the building reinstated to its former use.

Reason

The development is of a temporary nature only.

2) The development hereby approved shall be carried out in accordance with the application forms and plans received on 18th September 2001.

Reason

For the avoidance of doubt.

Manchester City Council

Town and Country Planning Act 1990

PLANNING PERMISSION

Name and address of applicant

Name and address of agent

Airport Parking & Hotels
(Manchester) Ltd.,
PO Box 20,
Bradnor Road,
Sharston Industrial Area,
M22 4TX

Ian Rawlinson FRICS,
4, Queens Terrace,
Handforth,
Wilmslow,
Cheshire,
SK93EF

Part I - Particulars of application

Date of application

Application ref. no.

1st May 2002

065059/FO/SOUTH2/02

Particulars and location of development:

Change of use from warehouse and distribution centre (Class B8) to administration reservation centre and off airport car storage for upto 200 vehicles (class B1 & B8 & sui generis) with associated refurbishment works, landscaping and lighting.

former Manor Bakeries site, Plot 10, Bradnor Road, Sharston Industrial Area, Sharston

Part II - Particulars of decision

The Manchester City Council hereby give notice in pursuance of the provisions of the Town & Country Planning Act 1990 that permission has been granted for the carrying out of development referred to in Part 1 hereof in accordance with the application and plans submitted subject to the following conditions:

1;

- 1 The development must be begun not later than the expiration of five 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 drawings numbered L217 02, L217 17 Rev A, L217 18 Rev A, L217 19 Rev A L217 03, and supporting statement received 10th May 2002.

Reason

For the avoidance of doubt.

- 3 Samples of the materials to be used in the external elevations shall be submitted to and approved by the City Council before the development is commenced.

Reason

In the interests of visual amenity and to ensure a satisfactory development.

- 4 The landscaping scheme to form part of the development shall be implemented not later than 12 months from the date the building is first occupied; any tree removed, dying or becoming severely damaged or seriously diseased within 2 years of planting shall be replaced by trees of a similar size and species to those originally required to be planted.

Reason

To secure the satisfactory development of the site and in the interests of visual amenity.

- 5 All details of the proposed acoustic fencing shall be submitted to and approved by the local planning authority prior to the scheme hereby approved commencing.

Reason

To safeguard the amenities of the occupiers of nearby dwellinghouses.

- 6 Before the use commences, the building, together with any externally mounted ancillary equipment, shall be acoustically insulated in accordance with a scheme submitted to and approved by the City Council in order to secure a reduction in the level of noise emanating from the site/property.

Reasons

To safeguard the amenities of the occupiers of nearby residential accommodation.

- 7 Provision shall be made, to the satisfaction of the City Council, for the adequate storage and disposal of refuse.

Reason.

In the interests of amenity and public health.

- 8 Details of the low level lighting to form part of the proposed development shall be submitted to and approved by the local planning authority prior to the approval hereby granted being implemented.

Reason

To safeguard the amenity of the occupiers of the nearby residential accommodation.

- 9 The car parking indicated on the approved plans shall be surfaced, demarcated and made available for use prior to the building hereby approved being occupied.

Reason

To ensure that there is adequate car parking for the development proposed when the building is occupied.

Date of decision 17th March 2003

Signed 

Peter Babb, Head of Planning

on behalf of the Council
Town Hall,
Manchester M60 3NY.

NOTES

1. Leaflets attached:

2. This permission refers only to that required under the Town and Country Planning Acts and does not include any consent or approval under any other enactment, byelaw, order or regulation.

3. If the applicant is aggrieved by the decision of the local planning authority to refuse permission or approval for the proposed development, or to grant permission or approval subject to conditions, he may appeal to the Secretary of State for the Environment in accordance with Sec. 78(1) of the Town and Country Planning Act 1990 within six months of the date of the notice of the decision. (Appeals must be made on a form which is obtainable from the Department of the Environment, Tollgate House, Houlton Street, Bristol BS2 9DJ). The Secretary of State has power to allow a longer period for the giving of a notice of appeal but he will not normally be prepared to exercise this power unless there are special circumstances which excuse the delay in giving notice of appeal. The Secretary of State is not required to entertain an appeal if it appears to him that permission for the proposed development could not have been granted by the local planning authority, or could not have been so granted otherwise than subject to the conditions imposed by them, having regard to the statutory requirements to the provisions of the development order, and to any directions given under the order. He does not in practice refuse to entertain appeals solely because the decision of the local planning authority was based on a direction given by him.

4. The statutory requirements are those set out in Section 79(6) of the Town and Country Planning Act 1990, namely Sections 70(1) and 72(1) of the Act.

5. If permission to develop land is refused or granted subject to conditions, whether by the local planning authority or by the

Secretary of State for the Environment, and the owner of the land claims that the land has become incapable of reasonably beneficial use in its existing state and cannot be rendered capable of reasonably beneficial use by the carrying out of any development which has been or would be permitted, he may serve on the Council of the district in which the land is situated a purchase notice requiring that council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990.

6. In certain circumstances, a claim may be made against the local planning authority for compensation, where permission is refused or granted subject to conditions by the Secretary of State on appeal or on a reference of the application to him. The circumstances in which such compensation is payable are set out in Section 114 of the Town and Country Planning Act 1990.

Planning

Growth & Neighbourhoods Directorate

Register of Applications

Application Reference

066257/FU/SOUTH2/02

Date Registered

01 Oct 2002

Applicant's Name & AddressConsignia Plc.,
c/o agent**Agent's Name & Address (where applicable)**Atkins Planning Consultants,
79, Mosley Street, Manchester, M2 3LQ**Location**

The Astradome, Bradnor Road, Sharston Industrial Estate, Wythenshawe

Proposal

Temporary change of use from car storage to postal sorting office and delivery office for a period commencing on 1-11-02 and ending 31-01-03

Ward(s)

Northenden Ward

Decision

Approved

Date of Decision

05 Nov 2002

Conditions and Reasons:

1) The permission hereby granted is for a limited period only, namely for a period expiring on 31st January 2002 and the 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 property reinstated to its former use and condition.

Reason

The development is of a temporary nature only.

2) The development hereby approved shall be carried out in accordance with the drawings and supporting documents received on 23rd September and the letter from Consignia plc dated 7th November 2002.

Reason

For the avoidance of doubt.

PLANNING APPLICATION REGISTER ENTRY

Planning Application Reference: 069480/FU/2003/S2

Date Accepted: 18 Sep 2003

Applicant's Name and Address:

Royal Mail Group Plc
C/o Agent

Agent's Name and Address:

Atkins Planning Consultants
79 Mosley Street Manchester M2 3LQ

Proposal:

Temporary change of use from off airport car parking to postal sorting office from November 2003 to end of January 2004

Location:

The Astradome Bradner Road Sharston

Ward:

Northenden Ward

Decision: Approved *IsAppealed*

Date of Decision: 30 Oct 2003

TempText TempDate

AppealText AppealDecision

AppealDateText AppealDate

Conditions and Reasons:

2) The permission hereby granted is for a limited period only, namely for a period expiring on 31st January 2004 and the 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 property reinstated to its former use and condition.

Reason

The development is of a temporary nature only.

3) The development hereby approved shall be carried out in accordance with the information submitted on 18th September 2003, unless otherwise agreed in writing by the City Council as Local Planning Authority.

Reason - To ensure that the development is carried out in accordance with the approved plans.

Julie Roscoe
Head of Planning





Planning

Growth & Neighbourhoods Directorate

Register of Applications

Application Reference

073257/FU/2004/S2

Date Registered

14 Sep 2004

Applicant's Name & Address

Royal Mail Group Plc
C/O Agent

Agent's Name & Address (where applicable)

Atkins Planning Consultants
79 Mosley Street Manchester M2 3LQ

Location

The Astradome Bradnor Road Sharston Industrial Estate Wythenshawe

Proposal

Temporary consent for use of building as a postal sorting office between 1st November 2004 and 31st January 2005.

Ward(s)

Northenden Ward

Decision

Approved

Date of Decision

25 Oct 2004

Conditions and Reasons:

1) The permission hereby granted is for a limited period only, namely for a period expiring on 31st January 2005 and the 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 property reinstated to its former use and condition.

Reason

The development is of a temporary nature only.

2) The development hereby approved shall be carried out in accordance with the application forms and plans stamped as received by the Local Planning Authority on 14th September 2004, unless otherwise agreed in writing by the City Council as Local Planning Authority.

Reason

To ensure that the development is carried out in accordance with the approved plans.

3) Temporary Approval on the basis that the proposal is in accordance with the Unitary Development Plan for the City of Manchester, in particular policy EW12 and there are no material considerations of sufficient weight to indicate otherwise.

Important ☐ Planning permission & notices of consent

Compliance with conditions

- Your planning approval or consent is attached. It will contain conditions that you must comply with.
- Please read the conditions and understand their requirements and restrictions, for example submission and approval of details or measures to protect trees.
- Some conditions will require action before you start development and it is imperative that you seek to have these discharged before any work commences.
- Whilst every effort has been made to group conditions logically, it is your responsibility to ensure that you are aware of the requirements and/or restrictions of all conditions.
- If you fail to comply with the conditions this may result in a breach of planning control and this may lead to enforcement action.
- Failure to comply with conditions may also result in the development not being lawful.
- It is in your interests to demonstrate that conditions have been complied with. Failure to do so may cause difficulties if the property is sold or transferred.
- A fee of £97 is payable for each request to discharge conditions.
- For advice on any of these matters, please contact Planning, Manchester City Council, PO Box 532, Town Hall, Manchester M60 2LA or email planning@manchester.gov.uk



Town & Country Planning Act 1990 (as amended)

Planning Permission

Applicant

Wythenshawe Club
78 Longley Lane
Northenden
Manchester
M22 4JF

Agent (if used)

Mr Michael Dean
3 Kenmore Road
Northenden
Manchester
M22 4AE

Part 1 ☐ Particulars of the application/development

Proposal: Use of part of sports field as a 220 space car park with access from Bradnor Road and erection of one Cricket Net Run measuring 3.66m high, 7.32m wide and 18.3m long

Location: 78 Longley Lane, Northenden, Manchester, M22 4JF

Date of application: 16 June 2010

Application number: 091707/FO/2009/S2

Part 2 ☐ Particulars of decision

Manchester City Council gives notice that the development referred to in Part 1 has been **Approved** in accordance with the application and plans submitted subject to the condition(s) listed below (if any).

Reason(s) for decision

Approve on the basis that the proposal is in accordance with the Core Strategy Development Plan Document in particular policies SP1 and DM1, National Planning Policy Framework and there are no material considerations of sufficient weight to indicate otherwise. In coming to this conclusion the Head of Planning has taken into account the Information provided with the application.

Condition(s) attached to this decision

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

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

2) No development that is hereby approved shall commence unless and until samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as local planning authority.

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 Core Strategy.

3) Notwithstanding the details submitted, no development shall commence until a hard and soft landscaping treatment scheme has been submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented prior to the car parking use commencing. 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, unless otherwise agreed in writing by the City Council as local planning authority.

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 and DM1 of the Core Strategy.

4) The development hereby approved shall be carried out in accordance with the following drawings and documents unless otherwise agreed in writing by the City Council as Local Planning Authority: stamped as received on 9th November 2009, 16th June 2010 and 25th October 2010

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies SP1 and DM1 of the Core Strategy.

5) 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 Core Strategy.

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

7) The wheels of contractors vehicles leaving the site shall be cleaned and the access roads leading to the site swept daily in accordance with a management scheme submitted to and approved in writing by the City Council as local planning authority prior to any works commencing on site.

Reason - In the interest of pedestrian and highway safety, as specified in policies SP1 and DM1 of Core Strategy.

8) All vehicles stored within the car park hereby approved shall be parked in accordance with the APH's current operating procedures as detailed in the correspondence from APH dated 24th March 2010 and stamped as received by the City Council as local planning authority on 16th June 2010 and 25th October 2010.

Reason - In the interests of residential amenity, as specified in policies SP1 and DM1 of Core Strategy.

9) Details of illumination of external areas during the period between dusk and dawn, shall be submitted to and approved in writing by the local planning authority before the development commences. The approved scheme shall be implemented in full before the development is first occupied unless otherwise agreed in writing by the local planning authority and shall remain in operation for so long as the development is occupied.

Reason - In the interests of amenity, crime reduction and the personal safety of those using the proposed development in order to comply with the requirements of government guidance in the National Planning Policy Framework and policies SP1 and DM1 of the emerging Core Strategy.

Informatives

This permission does not grant approval under Building Regulations.

Date: 26 November 2012

Signed:



Julie Roscoe
Head of Planning

Manchester City Council, P O Box 532, Town Hall, Manchester M60 2LA

Notes

1. This permission refers only to that required under the Town and Country Planning Act 1990 does not include any consent or approval under any other enactment, byelaw, order or regulation.

2. If the applicant is aggrieved by the decision of the local planning authority to refuse permission or approval for the proposed development, or to grant permission or approval subject to conditions, he may appeal to the First Secretary of State in accordance with Section 78(1) of the Town and Country Planning Act 1990 within six months of the date of the notice of the decision.

The Planning Inspectorate have introduced an online appeals service that can be used to make appeals online. This service is available through the Appeals area of the Planning Portal ☐ www.planningportal.gov.uk/pcs. The Inspectorate will publish details of your appeal on the internet (on the Appeals area of the Planning Portal).

This may include a copy of the original planning application form and any supporting documents supplied to the local planning authority. By you or your agent, together with the completed appeal form and information you submit to the Planning Inspectorate. Please ensure that you only provide information, including personal information, that you are happy will be made available to others in this way. If you supply personal information belonging to a third party please ensure you have their permission. More detailed information about data protection and privacy matters is available on the Planning Portal.

Alternatively, appeals can be made on a form which is obtainable from Planning Inspectorate, Customer Support Unit, Room 3/15, Eagle Wing, Temple Quay House, 2 The Square, Temple Quay, Bristol BS1 or by telephone 0117 372 6372.

The First Secretary of State has power to allow a longer period for the giving of a notice of appeal but he will not normally be prepared to exercise this power unless there are special circumstances that excuse the delay in giving notice of appeal.

3. The statutory requirements are those set out in Section 79(6) of the Town and Country Planning Act 1990, namely Sections 70(1) and 72(1) of the Act.

4. If either the local planning authority or the First Secretary of State refuses permission to develop land or grants it subject to conditions, the owner may claim that he can neither put the land to a reasonably beneficial use in its existing state nor render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted.

In these circumstances, the owner may serve a purchase notice on the Council in whose area the land is situated. This notice will require the Council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990

5. In certain circumstances, a claim may be made against the local planning authority for compensation, where permission is refused or granted subject to conditions by the First Secretary of State on appeal or on a reference of the application to him. The circumstances in which such compensation is payable are set out in Section 114 of the Town and Country Planning Act 1990.

[Home](#)[News](#)[Sport](#)[Weather](#)[Home](#) | [InDepth](#) | [Israel-Gaza war](#) | [US election](#) | [Cost of Living](#) | [War in Ukraine](#) |[More](#)[Climate](#) | [UK](#) | [World](#) | [Business](#)[England](#) | [Local News](#) | [Manchester](#)

Manchester Airport car parking scam warning after arrests

🕒 16 August 2023



CHESHIRE POLICE

People are urged to book with reputable firms or "your car may be touring the UK" while on holiday

Let us know

We use [cookies](#) to give you the best online experience.

Yes, I agree

Vehicles have been damaged at meet-and-greet car parks near Manchester Airport as well as keys being lost and cars seized by creditors, police said.

One man said staff threatened him with a blade after challenging the safety of a shuttle vehicle.

Two men, aged 21 and 52, were held on suspicion of affray.

The pair, who were arrested on Saturday, have since been released on bail, police said.

A third man, aged 48, was also arrested on Sunday on suspicion of vehicle theft and released on bail pending further inquiries.

Cheshire Police said "unnecessary pressure" was being put on the force as people were still going for the "cheapest option".

'Simply muddy fields'

There has been a rise in issues since the start of the school holidays specifically at a site in Styal, Wilmslow.

A mini-bus which was previously used to transfer customers to the airport was seized on Monday at that site after it was found to be unsafe, it added.

A number of damaged vehicles were also found.



Let us know

We use cookies to give you the best online experience.

Insp Andrew Baker said: "Despite our previous warnings about these rogue car parks, people are still using the sites resulting in lots of unhappy customers and placing unnecessary pressure on police officers.

"Many of these car parks are simply muddy fields on land bordering the runway and have no affiliation to the airport whatsoever.

"While it might seem like a good idea to save a bit of cash on parking, the last thing anyone wants is to return home and find their car has been damaged, or even worse is missing."

He warned people not to go for the cheapest option but to do research, choose a reputable company and always book through an official website.

"Otherwise your car may be touring the UK while you are travelling the world," he added.

Why not follow BBC North West on [Facebook](#), [Twitter](#) and [Instagram](#)? You can also send story ideas to northwest.newsonline@bbc.co.uk

Related topics

[Manchester Airport](#)[Cheshire](#)[Wilmslow](#)

More on this story



Car driven 3,000 miles in airport parking scam

22 June 2022



Crackdown on rogue airport parking firms

24 July 2018



Car keys stolen from site near airport

Let us know

We use [cookies](#) to give you the best online experience.

[Home](#)[News](#)[Sport](#)[Weather](#)[Home](#) | [InDepth](#) | [Israel-Gaza war](#) | [US election](#) | [Cost of Living](#) | [War in Ukraine](#) |[More](#)[Climate](#) | [UK](#) | [World](#) | [Business](#)[England](#) | [Local News](#) | [Manchester](#)

Manchester Airport parking: Crackdown on meet-and-greet firms

🕒 24 July 2018



GMP

**Let us know
you agree to
cookies**

We use **cookies** to give you the best online experience.
Please let us know if you agree to all of these cookies.

Yes, I agree
**No, take me to
settings**

Manchester City Council said it set up a dedicated enforcement team to deal with issues caused by "rogue" meet-and-greet companies leaving cars in Wythenshawe.

It asked residents to report any issues and said it will use its enforcement powers when necessary.

Some cars parked on residential streets for long periods **have been vandalised**.

The council said firms have been offering secure parking for airport passengers but vehicles have been left on the streets on Woodhouse Park, blocking junctions, driveways and paths.

It said one company had been prosecuted by the council's Trading Standards team and will be sentenced next month.

The council urged residents to call the parking services department if they notice vehicles parked on double yellow lines or blocking road crossings, driveways or bus stops.

It warned that it will take enforcement action - which includes towing vehicle away.

'Cowboys'

The airport said it had been working with the council on an accredited scheme for legitimate meet-and-greet companies.

Councillor Rabnawaz Akbar, executive member for neighbourhoods, said the situation "cannot be allowed to continue".

"The cowboys are deceiving their customers and endangering our residents by parking vehicles hazardously. We share local anger at their blatant disregard for people's safety," he said.

Manchester Airport recently **scrapped free drop-offs** outside terminals and the railway station with drivers now charged unless they use a free drop-off parking area about a mile away from the terminals.

More on this story



Let us know
you agree to
cookies

We use **cookies** to give you the best online experience.
Please let us know if you agree to all of these cookies.

**No, take me to
settings**

[Home](#)[News](#)[Sport](#)[Weather](#)[Home](#) | [InDepth](#) | [Israel-Gaza war](#) | [US election](#) | [Cost of Living](#) | [War in Ukraine](#) |[More](#)[Climate](#) | [UK](#) | [World](#) | [Business](#)[England](#) | [Local News](#)

Manchester airport parking firm writes off holidaymaker's car

🕒 8 November 2016



Let us know

We use cookies to give you the best online experience.

Yes, I agree

A woman whose car was written off by an airport parking firm while on holiday has called for increased regulation of meet and greet services.

Julia Hickling left her Citroen C2 with Cheshire Meet and Greet before flying from Manchester Airport to Croatia.

Her car was wrecked within 36 hours of being dropped off but Miss Hickling was not told until she arrived home. The vehicle has never been returned.

The firm has said the car was damaged in an accident with another vehicle.

More on this story and live updates from across South Yorkshire

 Julia Hickling

| Miss Hickling has called for improvements to the regulation of meet and greet parking services

Let us know

We use cookies to give you the best online experience.



JULIA HICKLING

| The company charged with the care of the car has refused to speak to the BBC except via email

Miss Hickling, from Barnsley, left her car with the firm on 8 April in "pristine condition" but when she returned on 23 April a company representative said it had been involved in an accident.

"I thought everything would be fine and my car would be tucked up under a blanket under CCTV surveillance," she said.

"[After I was told about the incident] I asked numerous questions about where my car was, about the few belongings I left in it, but there were no answers.

"I appreciate accidents happen, but its the lack of communication, the not knowing what's happened to the car.

"There has to be some regulation. I don't know what the answer is but something needs to be done. It's just not acceptable."

Let us know

We use [cookies](#) to give you the best online experience.



JULIA HICKLING

| Cheshire Meet and Greet said the car had been involved in an accident



Let us know

We use cookies to give you the best online experience.

Miss Hickling has since been reimbursed for the loss of her car by her insurers, who also provided photos of the damage.

The BBC has made repeated attempts to contact Cheshire Meet and Greet but nobody has been available to comment.

However, in an email sent to the Jeremy Vine show, company director Lee Anderson said: "The accident, repeat accident, occurred when a passing car squeezed my driver into a BMW that was illegally parked, the airbag was deployed which made my driver accelerate.

"It caused damage to more than three cars, he hit a wall and wrote off Julia Hickling's car. It was reported to police."

Cheshire Constabulary said it had been called to a crash at Lymm, near Warrington, involving "a red Citroen which collided into a white BMW, blue Toyota and a Vauxhall Corsa" on 9 April.

Officers attended and there were no injuries, the force added.

Related internet links

Cheshire Police

The BBC is not responsible for the content of external sites.

Top stories

🕒 **LIVE** NHS staff tell Covid inquiry of 'lack of support' at start of pandemic

Inside the hospital struggling to save its starving babies

8 hours ago

🕒 **LIVE** Starmer facing union call to U-turn on winter fuel payment cut

More to explore



Let us know

We use [cookies](#) to give you the best online experience.