

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.

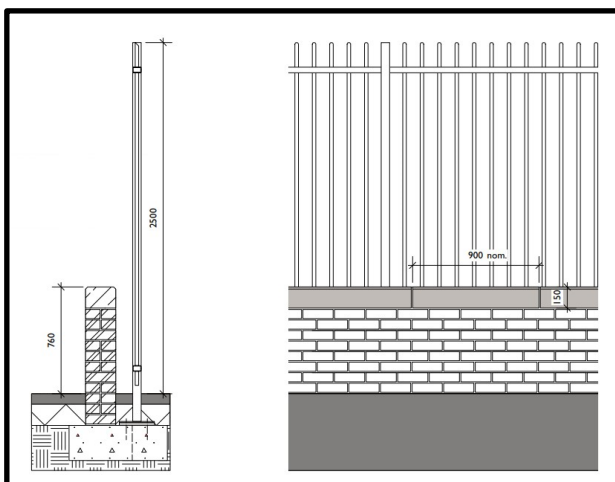
Issues

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.

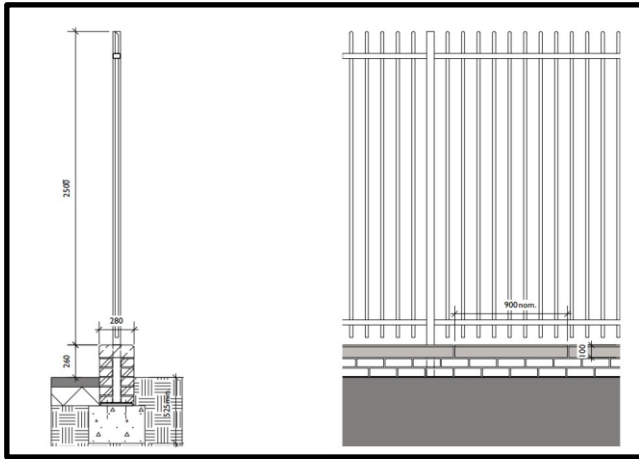
Design of the Proposed Building – It is recognised that the introduction of a living wall and photo-voltaic panels on the façades breaks down the visual impact of the new elevations and helps to avoid large areas of solid fabric. The use of concrete references the existing garage and the aforementioned 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 (Less) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (Middle) -
Area Team Boundary - Name: SOUTH AREA