

Planning

Growth & Development

Delegated officer report for planning application

Application no.	137772/FO/2023
Date registered valid:	22 September 2023
Proposal:	Installation of six vehicle charging bays with associated substation and charging posts; and installation of two jet wash bays, a vacuum bay and a laundrette unit, following demolition of the existing car wash.
Address:	Styal Road Service Station, Styal Road, Manchester, M22 5WX
Ward(s):	Woodhouse Park Ward
Applicant:	TG Convenience Stores Ltd
Agent (if any):	Ms Racheal Bamford, ADS Design
Case officer:	Joshua Lee Tel: 0161 219 2851 Email: joshua.lee@manchester.gov.uk
Recommendation:	Approve
Date of recommendation:	31/10/2023

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 04/10/2023

Standard consultations:

Printed: 28 September 2023 Expired: 19 October 2023

Neighbour notifications

Printed: 28 September 2023 Expired: 19 October 2023

Site notice

No site notice has been produced

Press advert

No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

Proposal relates to a petrol station and associated forecourt on Styal Road. The site features a petrol forecourt, convenience store automatic car wash and a launderette as well as associated infrastructure and signage.

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable



Figure 1. Street Scene



Figure 2. Location of proposed EV chargers and associated plant



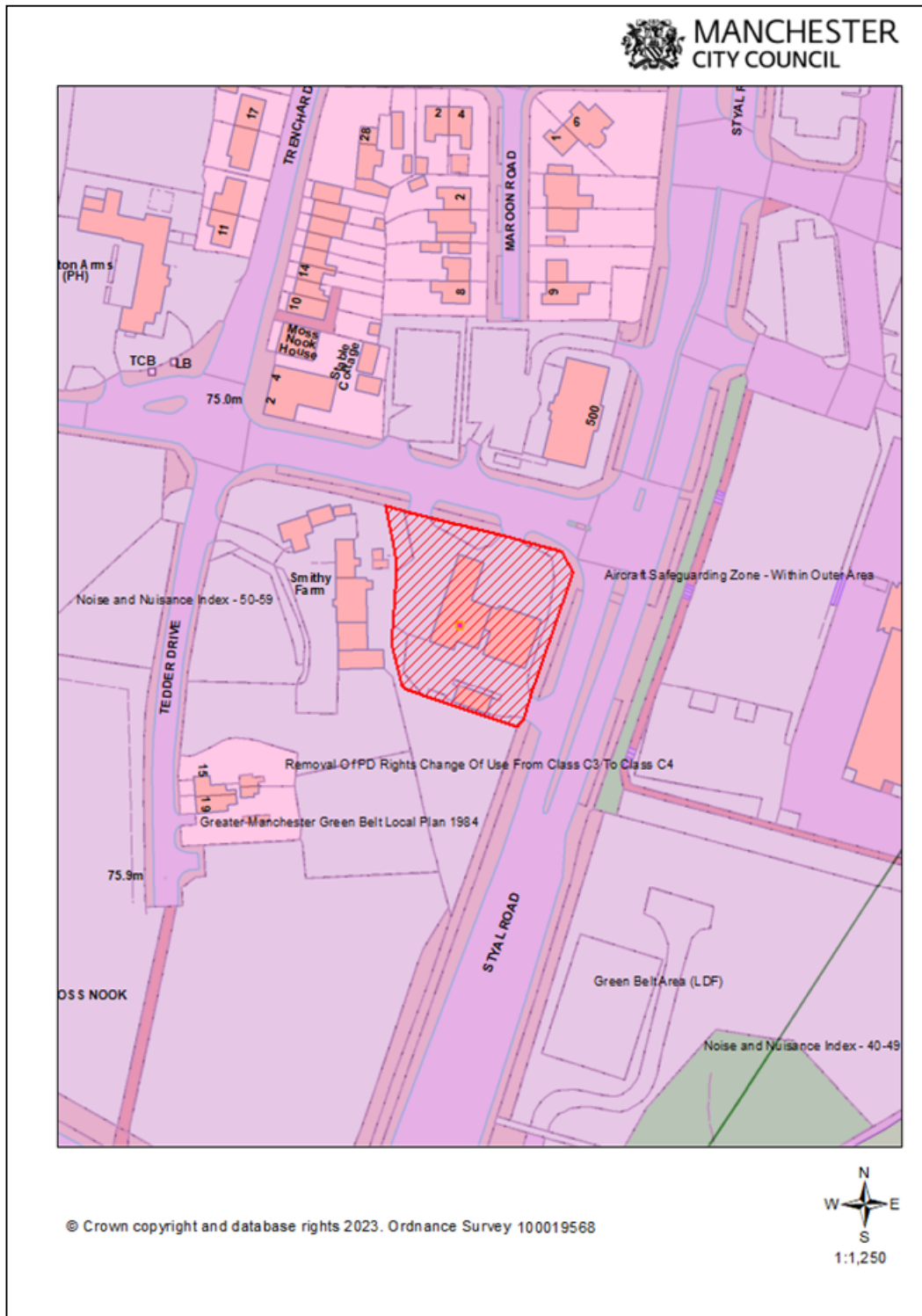
Figure 3. Rear area (location of proposed laundrette and jet wash bays).



Figure 4. Proposed reinstated access

Description of area

The site is located in a mixed residential and industrial area of the Woodhouse Park Ward of Manchester. The site sits within the Manchester Airport Outer Safeguarding Zone and adjacent to the Manchester Green Belt.



Description of development

The applicant is proposing the installation of six vehicle charging bays with associated substation and charging posts; and installation of two jet wash bays, a vacuum bay, and a laundrette unit, following demolition of the existing car wash.

Six new EV car charging bays are proposed to the south of the site. The existing jet wash area and laundrette unit are proposed to be moved to the north of the site.

In order to provide the necessary power output, a substation along with an LV kiosk is proposed to the southwest corner of the site.

Existing boundary treatments, specifically the 2m high close boarded timber fence to the south and west, are proposed to be retained and/or made good as necessary.

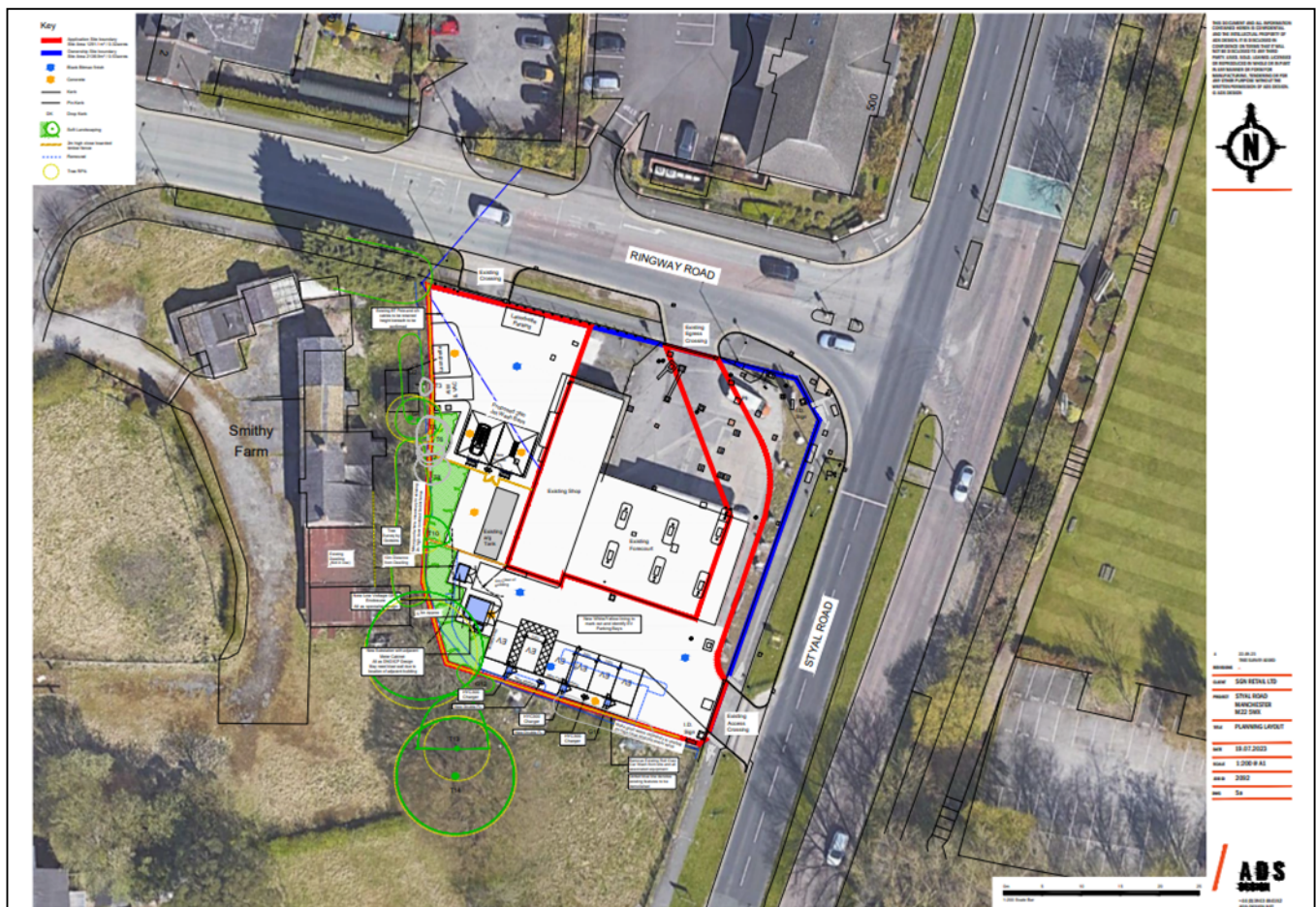


Figure 5. Proposed layout.

Planning History

126407/FO/2020

Description: Installation of two no. additional pumps, one no. above ground 40,000 litres diesel tank, associated works to the forecourt and elevational alterations to existing showroom building to enable it to be used as a retail premises.

Decision: Approved 01/07/2023

123061/AO/2019

Description: Installation of one internally illuminated fascia sign, one non illuminated fascia sign, four internally illuminated spreader signs and one internally illuminated 4.57-metre-high price identity sign

Decision: Approved 13/05/2019

114042/AO/2016

Description: Integral illumination and screen to the ATM fascia, internally illuminated Free Cash withdrawals sign above the ATM fascia, Blue LED halo illumination to ATM surround

Decision: Approved 16/11/2016

114041/FO/2016

Description: Retention of free-standing Automatic Telling Machine

Decision: Approved 16/11/2016

098306/AO/2012/S2

Description: Installation of internally illuminated canopy, gantry and fascia signs

Decision: Approve 07/03/2023

085117/FO/2007/S2

Description: Erection of a single storey building to form replacement car wash

Decision: Approved 15/01/2008

Consultations & Notification Responses

Consultations

Manchester City Council Highways Services

Manchester City Council Highways Service were consulted on this application.

They asked for a swept path assessment which was provided by the applicant.

Manchester City Council have no objection to the proposed development and have attached a condition for a construction management plan.

Manchester City Council Environmental Health

Manchester City Council Environmental Health were consulted on this application.

They had no objections to the proposed development and attached a pre-commencement condition for External plant/equipment/servicing noise.

Manchester City Council Neighbourhood Team (Arboriculture)

Manchester City Council Neighbourhood Team (Arboriculture) were consulted on this application.

The Arboriculture team had no objections to the proposed development.

Manchester Airport Safeguarding Officer

As the site sits in the Outer Airport Safeguarding Zone, the Manchester Airport Safeguarding Officer was consulted on this application.

The Safeguarding Authority for Manchester Airport has assessed this proposal and its potential to conflict with aerodrome Safeguarding criteria. They have no objection subject to a number of

conditions to reduce the risk of the proposed development on flight safety. These should be read, understood, and actioned as required by the applicant and contractors.

Notifications

Local Residents

As per Appendix 1, Occupiers of properties surrounding the application site were notified of the proposal.

No comments, objections, or representations in respect of this application was received.

Residents Associations and Groups

As per Appendix 1, TREMAR Residents Association were notified of the proposal.

No comments, objections, or representations in respect of this application was received.

Policies & Principle

Summary of relevant policy

Planning law requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise.

The following policies are considered relevant in the consideration of this application.

- [The Manchester Core Strategy Development Plan Document 2012-2027](#) ("the Core Strategy") was adopted by the City Council on 11th July 2012 and is the key document in the Manchester Local Plan. It sets the out the long-term strategic policies for Manchester's future development and forms the framework that planning applications are assessed against. The following Core Strategy Policies are considered relevant to this proposal:
 - DM 1 - Development Management

- SP 1 - Spatial Principles
- EC 2 – Existing Employment Space
- EC 10 – Wythenshawe
- MA 1 – Manchester Airport Strategic Site
- EN 1 - Design Principles and Strategic Character Areas
- EN 8 – Adaptation to Climate Change
- EN 16 - Air Quality
- T 1 – Sustainable Transport
- [Extant Unitary Development Plan \(UDP\)](#) - The Core Strategy replaced much of the UDP, but some UDP Development Control policies are extant (remain). The following extant policy are still considered relevant to this proposal.
 - DC23 - Petrol Filling Stations.
 - DC26 - Development and Noise
- [The National Planning Policy Framework \(The NPPF\)](#) - The National Planning Policy Framework (NPPF) was first published on 27 March 2012 with the latest version published 05 September 2023. This sets out the government's planning policies for England and how these are expected to be applied. The following sections are considered relevant to this proposal:
 - Section 4 – Decision-making
 - Section 6 – Building a strong, competitive economy
 - Section 9 – Promoting sustainable transport
 - Section 12 – Achieving well-designed places
 - Section 14 - Meeting the challenge of climate change, flooding and coastal change

Principle of development

In this instance the principle of the proposal is considered acceptable, and it is not believed that there are any factors of sufficient weight in amenity terms that would warrant refusal of the application.

On balance, the proposed development is deemed to accord with all relevant policy of the Manchester Core Strategy, Extant UDP and the NPPF as assessed in the following sections of this report.

The Manchester Core Strategy Development Plan (2012-2027)

The proposal has been assessed against the following policies of the Core Strategy:

DM 1 – Development Management

All new developments should follow the ‘Development Principles’ and accord with the design guidance set out in the Supplementary Planning Documents.

The proposal has been assessed against the following issues:

Appropriate siting, layout, scale, form, massing, materials, and detail

The applicant is seeking the installation of six vehicle charging bays with associated substation and charging posts; and installation of two jet wash bays, a vacuum bay, and a laundrette unit, following demolition of the existing car wash.

The proposal has been sited and designed to ensure that it is within the boundary of the existing petrol forecourt site.

The proposed development would not create any significant massing concerns at the site.

Overall, it is considered that the proposed development has appropriate siting, layout, scale, form, massing, materials, and detail and is therefore in accordance with the development management principle.

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.

The proposal is visible from the street scene however it has minimal effect on the character of the street when seen in context of the petrol forecourt and wider area.

Visual impacts in connection with the proposed development are not considered to have any significant impacts to the character of the area, and therefore the appearance is acceptable.

The proposal is considered acceptable and detailed as what is normally expected of such structures. The design of the proposal would be in keeping with the existing site usage and design.

Overall, it is considered that the proposed development has minimal impact on the surrounding areas in terms of the design, scale, and appearance and is therefore in accordance with the development management principle.

Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation.

The effect on privacy is negligible.

The effect on light is minimal given the context of the existing forecourt. A condition has been added (Con. 6) that all exterior lighting shall be capped at the horizontal with no upward light spill. This is to minimise potential aviation risks.

A condition has been added (Con. 8) that no reflective materials (including solar PV) other than clear or obscure glass shall be added to the building without the express consent of the local planning authority. This is to minimise potential aviation risks.

The proposal is expected to have a negligible effect on Air Quality when in use. The installation of EV charging bays should help the transition to sustainable forms of transport removing harmful particulates from the air and improving Air Quality in the City.

A condition has been attached to assess the noise impact of the new equipment at the site (Con. 5), once in place a verification report will be required to ensure compliance with the noise assessment.

It is recognised that demolition and/or construction works are often noisy, dusty, and obtrusive to the local residential amenity. It is especially important in this case due to the proximity to the Manchester Airport.

A Construction Management Plan has been conditioned to ensure the minimising of harms to the local area and Manchester Airport (Con.4)

The effect on birds and wildlife is minimal. A condition has been added (Con. 7) that during construction and in perpetuity, robust measures to be taken to prevent birds being attracted to the site. No pools or ponds of water should occur/be created without permission. This is to minimise potential aviation risks.

The proposed development is to take place within the red line boundary of the site and does not impinge onto the adopted highway with vehicular access and egress from Styal Road and Ringway Road to continue as existing. The proposal has minimal on road safety and traffic generation when in use and is therefore in accordance with this development management principle.

On balance the proposal has minimal effect on privacy, local light, noise, vibration, air quality, odours, litter, vermin, and birds and is therefore in accordance this development management principle.

Its is of note that a number of conditions and informatives have been added in accordance with the advice of Manchester Airport and the Civil Aviation Authority. These should be read understood and actioned as required by the applicant and contractors.

Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.

The proposal does not alter the existing access to the premises or create an unnecessary barrier to access and egress.

The proposal is therefore in accordance with this development management principle.

Refuse storage and collection.

The proposal in of itself has a negligible effect on waste from the site, using existing refuse storage and collection on site. It is recognised that demolition and/or construction works often generate commercial waste. Contractors are expected to follow best practice of waste management (this should be included as part of the Construction Management Plan)

The proposal is in accordance with this development management principle.

Vehicular access and car parking

Vehicular access and egress from Styal Road and Ringway Road to continue as existing. The submitted swept path information demonstrates that vehicles can access/egress the facility suitably which is acceptable to highways.

Submitted information notes six car parking spaces. The dimension of the spaces accords with MCC's standard minimum requirement. Appropriate signage within the site will be required in order to prevent vehicles from parking in areas associated with other uses.

The proposal is in accordance with this development management principle.

Effects relating to biodiversity, landscape, archaeological or built heritage

No ground contamination, groundwater contamination and/or ground gas relevant to the site or ground stability issues have been identified.

The proposal does not sit within a Conservation Area or near a designated heritage asset.

On balance the proposal has minimal effect on local biodiversity, landscape, archaeological or built heritage and is therefore in accordance with this development management principle.

Green Infrastructure including open space, both public and private

Manchester City Council Neighbourhood Team (Arboriculture) were consulted on the proposal and no concerns regarding encroachment other than to insist that any works in and around the RTA of T11, should be carried out in accordance with the tree surveys recommendations.

The proposal is therefore in accordance with this development management principle.

Flood risk and drainage.

The site does not sit in a flood risk area and therefore no flood statement or assessment was required.

The proposal has a negligible impact on drainage using the existing drainage on site.

The proposal is therefore in accordance with this development management principle.

SP 1 - Spatial Principles

This policy outlines the guiding spatial principles and core development principles of Manchester City Council.

Most notably the core development principles highlight development should 'make a positive contribution to neighbourhoods of choice'.

This proposal is considered to accord with the principles of this policy.

EC 2 – Existing Employment Space

This policy outlines the key principles to retain and enhance existing employment space and sites.

This proposal is considered to accord with the principles of this policy.

EC 10 – Wythenshawe

This policy outlines the principles for employment opportunities in Wythenshawe.

This proposal is considered to accord with the principles of this policy.

MA 1 – Manchester Airport Strategic Site

This policy outlines the principle of development within the area designated as a Strategic Site in and around Manchester Airport.

Area 5 – North of Ringway Road

This proposal sits in Area 5 within the Manchester Airport Strategic Site which highlights the use for surface access and car parking with new vehicle access to Ringway Road and Styal Road.

This proposal is considered to accord with the principles of the policy and assigned usage.

EN 1 – Design Principles and Strategic Character Areas

This policy outlines key design principles for development in Manchester most notably that all development in Manchester will be expected to follow the seven principles of urban design.

This proposal sits within the 'Airport & urban fringe Character Area'

This proposal is considered to accord with the principles of this policy.

EN 8 – Adaption to Climate Change

This policy outlines the key principles of how all new development will be expected to be adaptable to climate change.

The proposal adds new 300kw fast EV chargers on a key part of the road network. The installation of EV charging bays should help the transition to sustainable forms of transport removing harmful particulates from the air and improving Air Quality in the City.

The development is considered to accord with the aspirations of this policy.

EN 16 – Air Quality

This policy sets out the key principles of air quality management in the city. The policy seeks 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.

The proposed development would not give rise to air quality issues when the development is operational. The proposal adds new 300kw fast EV chargers on a key part of the road network. The installation of EV charging bays should help the transition to sustainable forms of transport removing harmful particulates from the air and improving Air Quality in the City.

This proposal is considered to accord with the principles of this policy.

T 1 – Sustainable Transport

This policy outlines the key principles of creating 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.

The proposal adds new 300kw fast charging EV chargers to the area, contributing to the transition to sustainable modes of transport.

This proposal is considered to accord with the principles of this policy.

Extant Unitary Development Plan (UDP)

The Core Strategy replaced much of the UDP, but some UDP policies are extant (remain) and are relevant to this proposal.

DC23 - Petrol Filling Stations

This policy relates specifically to Petrol Filling Station and set out several criteria against which proposals will be assessed.

This policy is of some age and outdated with greater precedent to be given to Policy T 1 of the Manchester Core Strategy.

This proposal is considered to accord with the principles of this policy.

DC26 - Development and Noise

This policy outlines the key issues to reduce the impact of noise on people living and working in, or visiting, the City.

This proposal is considered to accord with the principles of this policy.

The National Planning Policy Framework (NPPF)

The National Planning Policy Framework sets out the government's planning policies for England and how these are expected to be applied.

The NPPF has been adhered to and considered at all stages of the application.

Section 4 - Decision-making

Section 4 of the NPPF outlines how local planning authorities should approach decisions on proposed development in a positive and creative way.

Section 4 of the NPPF has been adhered to and considered at all stages of the proposal.

Section 6 - Building a strong, competitive economy

Section 6. of the NPPF outlines the development management principles to help create the conditions in which businesses can invest, expand, and adapt.

Section 9 - Promoting sustainable transport

Section 9 of the NPPF highlight the development management principles to promote sustainable transport.

Section 12 - Achieving well-designed places

Section 12 of the NPPF outlines the need to achieve well-designed places.

Section 14 - Meeting the challenge of climate change, flooding and coastal change

Section 12 outlines how the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change.

Other Material Considerations

Other material considerations & policy may be relevant to the proposal as follows:

- [Guide to Development in Manchester Supplementary Planning Document and Planning Guidance \(April 2007\)](#)
- [Manchester Residential Quality Guide \(July 2016\) \(MRQG\)](#)
- [Manchester, Salford, and Trafford Strategic Flood Risk Assessment](#)
- [Manchester City Council Highways Developer Design Guidance – Sustainable Drainage Systems](#)
- [Manchester City Council Planning and Noise Technical Guidance \(2022\)](#)
- [Air Quality & Planning Technical Guidance \(2022\)](#)
- [Planning and Contaminated Land Technical Guidance \(2021\)](#)
- [Greater Manchester Joint Waste Development Plan Document \(GMJWDPD\)](#)
- [Waste Storage and Collection Guidance for New Developments \(2017\)](#)
- [Hot Food Takeaway Supplementary Planning Document \(2017\)](#)
- [Manchester City Council Houses in Multiple Occupation Guidance and Amenity Standards \(2020\)](#)

- [Manual for Streets \(2007\)](#)
- [National design guide](#) & [National Model Design Code](#) (2021)
- [Outdoor advertisements and signs: a guide for advertisers \(2007\)](#)

Relevant policy and guidance have been considered within policies of the Core Strategy and Extant UDP.

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.

Conclusion

The proposal is considered acceptable in this location, in terms of design, scale and massing, without unduly detrimentally affecting the amenities of the occupiers of surrounding properties, or the character and appearance of the surrounding street scene, and there are no material considerations of sufficient weight to indicate otherwise. For the above reasons, the proposal is unlikely to have any detrimental impact and therefore accords with the relevant Core Strategy, Extant UDP, NPPF policies and other material considerations.

Recommendation: Approve

Article 35 Declaration

Officers have collaborated with the applicant in a positive and proactive manner. The proposal was assessed with regards to policies outlined in the National Planning Policy Framework, Unitary Development Plan Saved Policies, Local Development Framework Core Strategy Development Plan, and other material considerations. No significant problems have arisen during the consideration of this application.

Condition(s) to be attached to decision for approval

1. 3-year time limit

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. Specified plans

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

- a. Drawing - Location Plan 04 Aug 2023 THE LOCATION PLAN
- b. Drawing - Site Plan 22 Sep 2023 4A EXISTING
- c. Drawing - Proposed 22 Sep 2023 5A LAYOUT
- d. Drawing - Existing 04 Aug 2023 6 ELEVATIONS
- e. Drawing - Proposed 04 Aug 2023 7 EQUIPMENT PLANS AND ELEVATIONS
- f. Drawing - Proposed 04 Aug 2023 8 JET WASH BAY DETAILS
- g. Design & Access Statement 04 Aug 2023 DESIGN AND ACCESS STATEMENT
- h. Noise assessment or information 9 Aug 2023 AIR-SERV-NOISEREPORT-MAY
- i. Noise assessment or information 29 Aug 2023 HYC_300_PRODUCT-BRIEF
- j. Noise assessment or information 29 Aug 2023 NOISE CERTIFICATE FOR LAUNDRY KIOSK
- k. Supporting Information 22 Sep 2023 METHOD STATEMENT (Arbo)
- l. Supporting Information 29 Aug 2023 REVOLUTION BROCHURE UK

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies DM 1, SP 1 and EN 1 of the Core Strategy.

3. Specified materials

The materials to be used on the external surfaces hereby permitted shall match those as specified on the application form in type, size, colour, and texture.

Reason - To ensure the appearance of the building to be extended is not adversely affected by the materials to be used in the construction of the structure. Pursuant to policies DM 1, SP 1 and EN 1 of the Core Strategy.

4. Construction Management Plan

Given maintained operation and constraints associated with the existing wider site, that prior to commencement of the use a Construction Management Plan shall be submitted to and approved in writing by the City Council as local planning authority. This should include:

- a. delivery arrangements and storage of materials, including consideration of the location, number and type of vehicles, frequency and duration of activity that will need to be accommodated.
- b. measures to minimise and manage the creation of dust and smoke implemented for the full duration of all construction works, including demolition and excavation, in accordance with the advice of Manchester Airport and the Civil Aviation Authority.
- c. Construction activity will need to be accommodated without detriment to the safe operation of the forecourt area and of the adjacent highway.

Reason - To minimise the impact of the development to operations and amenity of the local area pursuant to Manchester Core Strategy Policy DM 1, SP 1 and MA 1 and in accordance with the advice of Manchester Airport and the Civil Aviation Authority.

5. External plant/equipment/servicing noise

- a. Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. Prior to commencement of the use hereby approved the scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.
- b. Prior to the operation of the scheme a verification report shall be submitted to and approved in writing by the City Council as local planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post compliance testing to confirm that the noise criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site pursuant to Manchester Core Strategy Policy DM 1 and Extant UDP Policy DC26.

6. Airport - Lighting

Notwithstanding the provision of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting that Order), all exterior lighting shall be capped at the horizontal with no upward light spill.

Reason: In the interests of flight safety and to prevent distraction and confusion to pilots using Manchester Airport pursuant to policy DM 1 and MA 1 of the Core Strategy for the City of Manchester.

7. Airport - Birds and Wildlife

During construction and in perpetuity, robust measures to be taken to prevent birds being attracted to the site. No pools or ponds of water should occur/be created without permission.

Reason: Flight safety – Bird strike risk avoidance; to prevent any increase in the number of hazardous birds in the vicinity of Manchester Airport (MAN) that would increase the risk of a Bird strike to aircraft using MAN pursuant to policy DM 1 and MA 1 of the Core Strategy for the City of Manchester.

8. Airport - Reflective materials

Notwithstanding the provision of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting that Order) no reflective materials (including solar PV) other than clear or obscure glass shall be added to the building without the express consent of the local planning authority.

Reason: In the interests of flight safety and to prevent distraction and ocular damage to pilots using Manchester Airport. pursuant to policy DM 1 and MA 1 of the Core Strategy for the City of Manchester.

Informative(s) to be attached to decision for approval

1. Highways informative

The applicant should be advised that any requirements for licensing, hoarding / scaffolding, skips and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highway Network Management teams via Email -highwaylicences@manchester.gov.uk highwaynetworkmanagement@manchester.gov.uk

2. Arboriculture

All work on this site should be conducted in accordance with BS:5837 (Trees in relation to design, demolition and construction – Recommendations) and the submitted Arboricultural Impact Assessment with Arboricultural Method Statement.

3. Airport - RF emitting devices

The use of radio frequency (RF) emitting devices in this location has the potential to interfere with Manchester Airport's Communication, navigation, and surveillance (CNS) equipment. RF devices are to be approved by Manchester Airport prior to energisation.

Reason: Flight safety – In the interests of maintaining the integrity of CNS equipment critical to aviation operations pursuant to policy DM 1 and MA 1 of the Core Strategy for the City of Manchester.

4. Airport - Tall Equipment

The applicant's attention is drawn to the procedures for crane and tall equipment notifications, please see: <https://www.caa.co.uk/Commercial-industry/Airspace/Event-and-obstacle-notification/Crane-notification/>

Appendix 1 – List of consultees & neighbours notified

Highway Services

Environmental Health

Neighbourhood Team Leader (Arboriculture)

Manchester Airport Safeguarding Officer

TREMAR Residents Association

First Floor South, 500 Styal Road, Manchester, M22 5HQ

10 Trenchard Drive, Manchester, M22 5NA

12 Trenchard Drive, Manchester, M22 5NA

Second Floor, 500 Styal Road, Manchester, M22 5HQ

Ground Floor, 500 Styal Road, Manchester, M22 5HQ

First Floor, 500 Styal Road, Manchester, M22 5HQ

Ground Floor South, 500 Styal Road, Manchester, M22 5HQ

Tatton Arms, Trenchard Drive, Manchester, M22 5LZ

Flat At, Tatton Arms, Trenchard Drive, Manchester, M22 5LZ

Stables Cottage, Trenchard Drive, Manchester, M22 5LZ

2 Trenchard Drive, Manchester, M22 5NA

Moss Nook House, Trenchard Drive, Manchester, M22 5NA

Smithy Farm, Tedder Drive, Manchester, M22 5UB

17 Tedder Drive, Manchester, M22 5UB

9 Maroon Road, Manchester, M22 5NB

8 Maroon Road, Manchester, M22 5NB

7 Maroon Road, Manchester, M22 5NB

6 Maroon Road, Manchester, M22 5NB

16 Trenchard Drive, Manchester, M22 5NA

14 Trenchard Drive, Manchester, M22 5NA

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

Suite 3B To Suite 3D, Manchester International Office Centre, Styal Road, Manchester, M22 5WB

Suite 5B, Manchester International Office Centre, Styal Road, Manchester, M22 5WB

Suite 11A, Manchester International Office Centre, Styal Road, Manchester, M22 5WB

Suite 13, Manchester International Office Centre, Styal Road, Manchester, M22 5WB
Suite 15B, Manchester International Office Centre, Styal Road, Manchester, M22 5WB
Suite 3, Manchester International Office Centre, Styal Road, Manchester, M22 5WB
Suite 16B And 16C, Manchester International Office Centre, Styal Road, Manchester, M22 5WB
Suite 8A, Manchester International Office Centre, Styal Road, Manchester, M22 5WB
Suite 15F, Manchester International Office Centre, Styal Road, Manchester, M22 5WB
Suite 15C (1), Manchester International Office Centre, Styal Road, Manchester, M22 5WB
Suite 5A, Manchester International Office Centre, Styal Road, Manchester, M22 5WB
LOKSYS SOLUTIONS LIMITED, Suite 5C, Manchester International Office Centre, Styal Road,
Manchester, M22 5WB
Suite 2B, Manchester International Office Centre, Styal Road, Manchester, M22 5WB
Suite 7A, Manchester International Office Centre, Styal Road, Manchester, M22 5WB
Suite 11C, Manchester International Office Centre, Styal Road, Manchester, M22 5WB
Suite 9, Manchester International Office Centre, Styal Road, Manchester, M22 5WB
Suite 8C, Manchester International Office Centre, Styal Road, Manchester, M22 5WB
Suite 15G, Manchester International Office Centre, Styal Road, Manchester, M22 5WB
Suite 3G, Manchester International Office Centre, Styal Road, Manchester, M22 5WB
Suite 3A, Manchester International Office Centre, Styal Road, Manchester, M22 5WB
Suite 3E, Manchester International Office Centre, Styal Road, Manchester, M22 5WB
Suite 16D, Manchester International Office Centre, Styal Road, Manchester, M22 5WB
Suite 4B, Manchester International Office Centre, Styal Road, Manchester, M22 5WB
Suite 2A, Manchester International Office Centre, Styal Road, Manchester, M22 5WB
Suite 4C, Manchester International Office Centre, Styal Road, Manchester, M22 5WB
Suite 12, Manchester International Office Centre, Styal Road, Manchester, M22 5WB
HARRISON IP LIMITED, Suite 5D, Manchester International Office Centre, Styal Road,
Manchester, M22 5WB
Suite 2E, Manchester International Office Centre, Styal Road, Manchester, M22 5WB
Conference Room, Manchester International Office Centre, Styal Road, Manchester, M22 5WB
Suite 4A, Manchester International Office Centre, Styal Road, Manchester, M22 5WB
Suite 14, Manchester International Office Centre, Styal Road, Manchester, M22 5WB
Suite 2F, Manchester International Office Centre, Styal Road, Manchester, M22 5WB
Suite 2D, Manchester International Office Centre, Styal Road, Manchester, M22 5WB
Suite 8B, Manchester International Office Centre, Styal Road, Manchester, M22 5WB
Suite 7B, Manchester International Office Centre, Styal Road, Manchester, M22 5WB

Suite 10, Manchester International Office Centre, Styal Road, Manchester, M22 5WB
Suite 16E, Manchester International Office Centre, Styal Road, Manchester, M22 5WB
Suite 1, Manchester International Office Centre, Styal Road, Manchester, M22 5WB
Suite 15A, Manchester International Office Centre, Styal Road, Manchester, M22 5WB
Suite 11B, Manchester International Office Centre, Styal Road, Manchester, M22 5WB
Suite 6, Manchester International Office Centre, Styal Road, Manchester, M22 5WB
Suite 16A, Manchester International Office Centre, Styal Road, Manchester, M22 5WB
Suite 15D, Manchester International Office Centre, Styal Road, Manchester, M22 5WB
Suite 15E, Manchester International Office Centre, Styal Road, Manchester, M22 5WB

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4

Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - Within Outer Area

Green Belt Land - Greater Manchester Green Belt Local Plan 1984

Green Belt Land - Green Belt Area (LDF)

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

Area Team Boundary - Name: SOUTH AREA