

Planning

Growth & Development

Delegated officer report for planning application

Application no.	136782/FO/2023
Date registered valid:	19 April 2023
Proposal:	Conversion of existing restaurant (Class E) to a guest house (C1) with elevational alterations and associated parking
Address:	2 Trenchard Drive, Manchester, M22 5NA
Ward(s):	Woodhouse Park Ward
Applicant:	Newpark Group, A. Halpern Newpark Group
Agent (if any):	Other - Williams Audere BW Architects
Case officer:	David Lawless Tel: 0161 234 4543 Email: david.lawless@manchester.gov.uk
Recommendation:	Approve
Date of recommendation:	10 July 2023



Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 4 July 2023

Standard consultations:

Printed: 4 July 2023 Expired: 25 July 2023

Neighbour notifications

Printed: 15 May 2023 Expired: 5 June 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/area

The Moss Nook (2 Trenchard Drive) is a part single/part two storey building with living accommodation in the roofspace. It sits on the north-eastern corner of the Trenchard Drive/Ringway Road junction and while currently vacant it was last used as a restaurant with living accommodation above. To the rear of the property there is a garden area and a 20 space car park. Beyond the car park stands a 2 storey office building and its associated car parking. To the front of the property, on the opposite side of Trenchard Drive, stands The Tatton Arms PH. To the side of the property stands nos. 6-8 Trenchard Drive, a detached 2 storey office building and a detached outbuilding which also serves as an office. The remaining properties on Trenchard Drive are all dwellinghouses. On the opposite side of Ringway Road stands Smithy Farm.

The site is shown below:



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

Description of development

The applicant is proposing to change the use of the property to a 15 bedroom hotel (Use Class C1), as well as undertake some modest elevational alterations and works to the car park.

The applicant previously applied to erect a part two/part three storey 30 bed hotel on the site (128916/FO/2020) but that was refused and the subsequent appeal dismissed. (APP/B4215/W/22/3295467)

Consultations & Notification Responses

Local Residents – Comments have been received from a local resident, they are summarised as follows:

- If the front of the building was to be demolished 10 to 15 pairs of House Martin's or Swift's would lose their home, they have been nesting there for at least 20 years

Moss Nook Residents Association – Have made the following comments and have also expressed their support for its reversion back to a wholly residential use:

- Oppose the Change of Use from a restaurant to a guest house on the grounds of an unacceptable and very significant increase noise & disturbance with the introduction of a 24/7 commercial business with vehicles and people coming and going 'round the clock'! This would directly impact to the properties adjacent on Trenchard Drive as well as others in Maroon Road.
- Moss Nook Residents supported the previous owner of the Moss Nook Restaurant when he made an application to add hotel accommodation to his successful brasserie business but his application was declined on the grounds the project was incompatible with the area and the footprint was too small to accommodate the significant change of use. We believe that position still applies to this current application when the traffic volumes alone have increased by at least fourfold. It is request that the Committee substantiate their earlier "Minded to Refuse" decision and reject this Application
- History shows that hotels/guest houses in Trenchard Drive have all failed, demonstrating that residential occupation is permanent.

Ringway Parish Council – No comments received.

Highway Services – Have made the following comments:

- A TRICS assessment has been carried out to assess the future trip generation of the site. The results show that a total of 7 two-way trips are anticipated in the AM peak and 5 two way trips in the PM peak. The trip rates are acceptable to Highways.
- Based on the submitted information the adjacent highway network will be able to facilitate the additional demands with no highway safety or capacity concerns.
- The Crashmap accident database has been reviewed for the most recent five-year period. The data shows that there have been no accidents at the site access junction or the Ringway Road/Trenchard Drive junction during the five-year period assessed. Based on this assessment Highways have no concerns about highway safety issues within the vicinity of the site.
- The site is considered to be suitably accessible by sustainable modes and is in close proximity to a range of public transport facilities including bus, tram and train.

- There will be a provision of 2 EV charging spaces. It is requested that the EV charging point is a minimum 7kW.
- Access to the car park will be controlled by an ANPR barrier for registered guests only.
- We seek verification from the applicant that vehicles awaiting access will not impede the free flow of traffic on Ringway Road. Clarification is sought as to how the barrier will operate and assurance that the barrier will not open outwards onto the highway. It is recommended that a car park management strategy is conditioned to any approval of the application.
- Secure cycle storage is provided which is acceptable.
- Highways recommends that tactile paving be provided to assist pedestrian movements at the car park access point on Ringway Road. Such highway works would be undertaken through S278 agreement between the developer and MCC which would include any required technical approval.

Environmental Health – Suggests the imposition of a condition regarding adherence to the submitted *waste management strategy*.

Neighbourhood Team Leader (Arboriculture) – Most of the trees on this site are young ornamental specimens which would not be worthy of TPO status. The best of the specimens on this site are two Atlas Cedar trees, however, there is obvious dieback on the branches which is potentially indicating that the tree is suffering due to disease known as *Sirococcus tsugae*¹. It is noted that there will be several new trees planted across this site, however, there is no landscaping plan which details sizes and species. This should be submitted for approval.

Policies

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

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

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

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.

¹ Sirococcus blight is a disease caused by the fungus *Sirococcus tsugae*. It is mainly associated with cedars (*Cedrus atlantica* and *C. deodara*) but has also been recorded on hemlocks (*Tsuga* spp.). *S. tsugae* causes shoot tip blight, characterised by a pinkish needle discolouration, first visible from spring but later turning a browner colour, which can be seen from a distance.

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 CC 4, *Visitors - Tourism, Culture and Leisure* – Proposals for new hotels outside of the City Centre will be supported where they support visitor-oriented development and where the Council is confident that they will be deliverable.

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

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

Policy T2, *Accessible areas of opportunity and need* – Seeks to ensure that new development is easily accessible by walking/cycling/public transport; provided with an appropriate level of car parking; and, should have regard to the need for disabled and cycle parking.

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

- Appropriate siting, layout, scale, form, massing, materials and detail.
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- Community safety and crime prevention.
- Design for health.
- Adequacy of internal accommodation and external amenity space.
- Refuse storage and collection.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Flood risk and drainage.

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

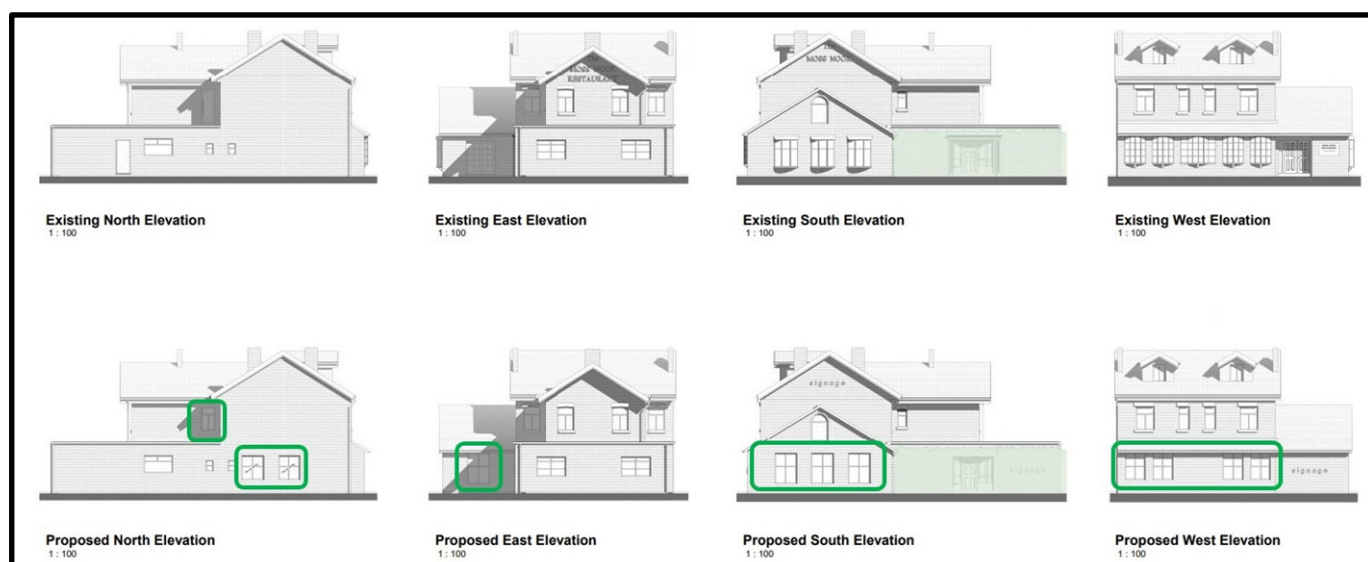
- a) the effect of new development proposals which are likely to be generators of noise; and
- b) the implications of new development being exposed to existing noise sources which are effectively outside planning control.

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

Issues

Principle of the Proposal – Although the building is currently vacant, the legal planning use of the site is for commercial purposes, i.e. a restaurant. Given this, there is no objection in principle to another commercial use, such as the proposed hotel, operating from this site. Notwithstanding the above, consideration needs to be given to the proposal's impact on the existing levels of residential amenity enjoyed by the occupants of the dwellings within the vicinity of the site and upon the levels of pedestrian and highway safety enjoyed along Ringway Road and Trenchard Drive.

Design – A number of elevational alterations are proposed, consisting primarily of replacement windows in lieu of the existing bays windows and three additional windows to the northern and eastern elevations. The alterations are annotated in green below:



Given the modest scale of the proposed amendments, the design of the proposal is considered acceptable.

Disabled Access – Level access into the property would be maintained and an accessible bedroom would be provided on the ground floor. In addition, two disabled parking spaces would be provided in the rear car park. Overall, the level of provision is considered acceptable given the scale of the proposal.

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

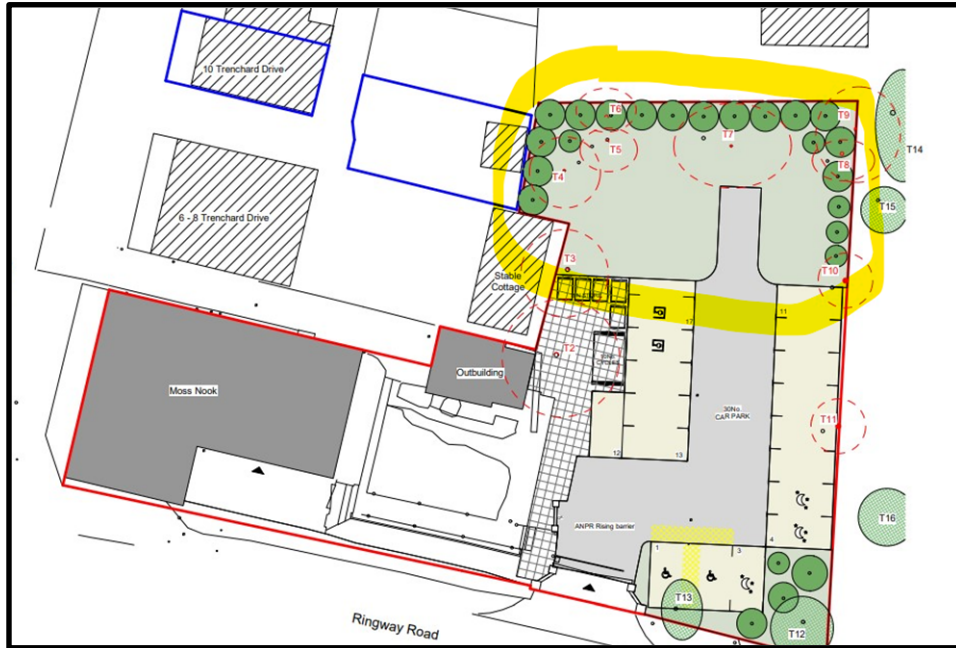
Sunlight and Overshadowing – As no extension are proposed it is not considered that the development would lead to the overshadowing of those dwellings closest to the application site.

Privacy – Two new windows are to be installed in the northern elevation in the location shown below. They would face onto the adjoining commercial building and would be obscurely glazed. Given this, it is not considered that the proposal would result in any loss of privacy to nearby residents.



Noise – It is not anticipated that the daily operation of the hotel would be inherently noisy, especially given the background noise levels generated by passing aircraft and traffic on the A555 and Styal Road. However, it is recognised that the comings and goings of customers to the car park during the night has the potential to cause disamenity resulting from vehicle associated noise such as engines starting, doors opening/closing and general conversation. In order to prevent this the applicant has introduced the following amendments to the scheme:

- The reception entrance has now been placed on Ringway Road, i.e. the elevation furthest away from the residential properties on Trenchard Drive and Maroon Road.
- Access to the car park would be controlled by an Automatic Number Plate Recognition (ANPR) controlled barrier which would ensure that customers could enter the car park without stopping for tickets, as they would have to register online for access. This would also prevent unauthorised access from taxis and others.
- Guests arriving late at night would be required to park in one of the three *night spaces* located along the Ringway Road frontage, i.e. the part of the car park furthest away from the Trenchard Drive and Maroon Road dwellinghouses
- A green 'buffer' is included within the existing car park (see illustration below) which explicitly excludes car parking along the residential edge.



A condition would be attached requiring the above to be implemented in perpetuity.

Given the requirement to acoustically insulate any external plant, along with the introduction of the parking management strategy outlined above, it is not considered that the proposal would have an unduly detrimental impact upon existing levels of residential amenity as a result of noise.

It is also worth noting that existing restaurant use is not restricted by an hours condition and if in operation could open late into the night/early morning.

Visual Amenity – Given the minor alterations to the property and the small scale nature of the proposal it is not considered that the development would have a detrimental impact upon the levels of visual amenity currently enjoyed within the vicinity of the site.

Car Parking – The Manchester Core Strategy parking standards are contained within Table 15.1 in Appendix B. The standards for car parking are “maximums” and for hotel developments the maximum number of spaces required is one space per bedroom, including staff. As seventeen car parking spaces are proposed at the rear of the site the level of parking provision is considered acceptable. It should be noted that of these seventeen spaces, two would be fitted with electric vehicle charging points, two would be designated for use by disabled guests and three would be designated as *night spaces*, i.e. for use by guests arriving late at night.

When a guest books, either by phone or on the website, they would be required to book a parking space on site if travelling by car. If no parking spaces are available then the guest would be advised to either travel to the site by tram, train or taxi, or to book a parking space at one of the many Airport car parks. If parking at one of the Airport car parks the hotel would arrange for a vehicle to collect the guest from the car park when they arrive. A vehicle would be organised the following day to drop the guest off at the Airport. All guests that have not booked a parking space on site would be advised that there are no opportunities for street parking in the local area.

Given the size of the development, the parking management strategy outlined above and the prevalence of public transport facilities within walking distance of the site, the number of parking spaces proposed is considered acceptable.

Pedestrian and Highway Safety – Highway Services have acknowledged that the proposed development is unlikely to generate a significant increase in the level of vehicular trips experienced in the area and that as a result there are no network capacity concerns. In light of this, the provision of adequate parking facilities and the number of parking prohibitions in the vicinity of the site, it is not considered that the proposal would have an unduly detrimental impact upon the levels of pedestrian and highway safety enjoyed along Trenchard Drive and Ringway Road.

Cycle Parking – The proposed cycle store would accommodate 10 cycles and this is deemed acceptable for the size of the proposed development. Highway Services have no objection to the cycle store.

Servicing Arrangements – Servicing and refuse collection would take place from the kerbside as it did with the restaurant.

Trees – Of the twelve trees within the curtilage of the site, ten would be felled to facilitate the development. All ten trees have been designated as C1 - *unremarkable trees of very limited merit or such impaired condition that they do not qualify in higher categories*. Given their designation there is no objection to them being felled.

To compensate for their loss, the applicant has indicated that twenty four replacement trees would be planted. It is considered that the quality of the replacement trees would compensate for the loss of the poor quality trees. Details of species and size would be subject to a landscaping condition.

Ecology – A condition would be imposed requiring the applicant to submit details of the required biodiversity enhancements to be incorporated into the scheme.

Waste Management – Environmental Health has confirmed that the submitted Waste Management Strategy is acceptable. A condition requiring the implementation of this Waste Management Strategy would be attached to any approval granted.

Air Quality – During the fit-out phase of the development there is the potential for air quality impacts as a result of dust emissions from the site. Assuming dust control measures are implemented as part of the proposed works, the significance of potential air quality impacts from dust generated by earthworks, construction and trackout activities is predicted to be negligible. It is considered that the imposition of a Construction Management Condition would ensure that appropriate dust management 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 guests and staff. However, given the size of the development, the introduction of two vehicle charging points and the prevalence of public transport the overall significance of potential impacts is considered to be low.

As a result of the above, it is not considered that the proposal would have a detrimental impact upon the air quality levels experienced throughout the site and within the vicinity of it.

Aerodrome Safeguarding – The site is not located within the Public Safety Zone, the boundary for which is approximately 280 metres away to the northwest. As such, the restrictions required of the Circular 01/2010, *Control of Development in Airport Public Safety Zones*, are not relevant in this instance. Notwithstanding the above, a number of conditions are suggested which would ensure the safe operation of Manchester Airport.

Other Legislative Requirements

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

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

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

Recommendation: Approve

Article 35 Declaration

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

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

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

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

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

- a) 2073-ABWA-Z1-00-DR-A-(10)-0001, stamped as received on 19 April 2023
- b) 2073-ABWA-Z1-00-DR-A-(10)-0020 P01, stamped as received on 6 July 2023
- c) 2073-ABWA-ZZ-00-DR-A-(10)-0010, stamped as received on 19 April 2023
- d) 2073-ABWA-ZZ-ZZ-DR-A-(20)-0100 P01, stamped as received on 19 April 2023
- e) 2073-ABWA-ZZ-XX-DR-A-(20)-0200 P01, stamped as received on 19 April 2023
- f) Tree Age and Condition Survey, stamped as received on 19 April 2023

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

3) The materials to be used on the external elevations, in connection with the elevational alterations hereby approved, shall match those on the external elevations of the existing building in colour, size and texture.

Reason - In the interests of visual amenity, pursuant to Policy DM1 of the Manchester Core Strategy.

4) The car parking hereby approved, which shall only be used by guests of the hotel, shall be laid out, demarcated and made available prior to the occupation of the development hereby approved.

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

5) Prior to the operational phase of the development hereby approved, a detailed Parking Management Strategy shall be submitted to and be approved by the City Council as local planning authority. The Parking Management Strategy, which shall include the following details, shall be in place and remain in perpetuity before the development becomes operational:

- a) Usage of the night spaces between 2200hrs to 0700hrs
- b) Usage of the ANPR controlled barrier between 2200hrs to 0700hrs
- c) Details of off-site car parking to be made available for guests during times when those guests will not be staying at the hotel and details of the management of that booking system and continued availability when needed.

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

6) Above-ground construction works shall not commence until a hard and soft landscaping treatment scheme, based on drawing no. 2073-ABWA-Z1-00-DR-A-(10)-0020 P01, stamped as received on 6 July 2023, has been submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the hotel becomes operational. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN9, DM1 and DM2 of the Manchester Core Strategy.

7) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the approved plans and particulars; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Manchester Core Strategy.

8) Above grounds works shall not commence until details of biodiversity enhancements (e.g. bird boxes and bat bricks), including a timetable for their installation and maintenance regime, have been submitted to and been approved by the City Council as local planning authority. The development shall be carried out in accordance with the agreed details.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended in order to comply with policy EN15 of the Manchester Core Strategy.

9) The approved electric vehicle charging points, as shown on drawing no. 2073-ABWA-Z1-00-DR-A-(10)-0020 P01, stamped as received on 6 July 2023, shall be installed prior to the use of the development hereby approved and remain in-situ in perpetuity.

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

10) The storage and disposal of waste shall be undertaken in accordance with the Waste Management Strategy stamped as received on 19 April 2023 and shall remain in situ whilst the development is in operation.

Reason - In the interests of visual and residential amenity, pursuant to Policy DM1 in the Manchester Core Strategy.

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

0730hrs to 2000hrs - Monday to Saturday,
1000hrs to 1800hrs - Sundays/Bank Holidays.

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

12) 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.

b) Prior to occupation 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 report. The report shall also undertake post completion testing to confirm that the noise criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site, pursuant to Policy DM1 in the Manchester Core Strategy and Saved UDP Policy DC26.

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

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

14) No development shall take place, including any demolition works, until a construction management plan or construction method statement has been submitted to and approved in writing by the Local Planning Authority. The approved plan/statement shall be adhered to throughout the demolition/construction period. The plan/statement shall provide for:

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

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

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

15) Before first occupation all new windows in the northern elevation shall be obscurely glazed (no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent) and fitted with the approved opening restrictors and shall remain so in perpetuity.

Reason - To protect the amenity and living conditions of adjacent residential property from overlooking or perceived overlooking and in accordance with policies SP1 and DM1 of the Manchester Core Strategy.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
Ringway Parish Council
TREMAR Residents Association

First Floor South, 500 Styal Road, Manchester, M22 5HQ
18 Trenchard Drive, Manchester, M22 5NA
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
Styal Road Service Station, Styal Road, Manchester, M22 5WX
First Floor, 500 Styal Road, Manchester, M22 5HQ
Ground Floor South, 500 Styal Road, Manchester, M22 5HQ
Stables Cottage, Trenchard Drive, Manchester, M22 5LZ
Flat At, Tatton Arms, Trenchard Drive, Manchester, M22 5LZ
Tatton Arms, Trenchard Drive, Manchester, M22 5LZ
Moss Nook House, Trenchard Drive, Manchester, M22 5NA
13 Trenchard Drive, Manchester, M22 5LZ
Smithy Farm, 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
20 Trenchard Drive, Manchester, M22 5NA
16 Trenchard Drive, Manchester, M22 5NA
14 Trenchard Drive, Manchester, M22 5NA
11 Trenchard Drive, Manchester, M22 5LZ

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - Within Outer Area
Airport Noise Index Zone - Noise and Nuisance Index - 50-59
Area Team Boundary - Name: SOUTH AREA