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Woodhouse Park Ward	Application Number 078993/OO/2006/S2	Date of Appln 7th Apr 2006	Committee Date 21st Dec 2006
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Proposal OUTLINE APPLICATION for the erection of a Class B1 Business Park, totalling 50,185 square metres of floorspace, with associated car parking and landscaping and highway works, including a realigned and improved Thorley Lane/Outwood Lane West junction and improvements to junction 5 of the M56 motorway.

Location Land At Thorley Lane, Woodhouse Park,

Applicant Burford Delta Ltd 20 Thayer Street, W1U 2DD

Agent Gary Halman HOW Planning, 40 Peter Street, Manchester, M2 5GP

Description

This application was placed before the Wythenshawe Area Committee on 23rd November 2006. At that meeting the Committee was Minded to Approve the application subject to its referral to the Planning and Highways Committee in respect of the signing of a legal agreement regarding the provision of traffic calming measures, an access road to the adjoining Manchester Business Park and provision of a Local Labour Agreement. The Wythenshawe Area Committee also requested that the extent of the off-site highways works be extended to include Hilary Road.

This application relates to an area of land, approximately 12 hectares (30 acres) in size which is located to the east of the M56 junction 5 slip roads. The site is currently in use as a long stay off-airport car park.

The site is bounded to the north by Thorley Lane and Bailey Lane, to the east by Baguley Brook and to the south and west by the protected route of the Manchester Airport Eastern Link Road, beyond which lies the slip road for the M56 and the roundabouts which serve Terminals 1 and 2 at Manchester Airport, the latter of which are linked by Outwood Lane West.

To the north of the site, on the opposite side of Thorley Lane and Bailey Lane, stands the Etrop Grange Hotel (a grade II listed building), a series of office developments and playing fields. To the east of the site, beyond Baguley Brook, stands the partially completed Manchester Business Park, an office development formed from a joint venture between Manchester City Council and Arlington Securities Plc, and also a number of residential properties, namely 81-109 Hilary Road. Beyond the M56 slip roads and the two roundabouts stands Manchester Airport. The site is currently bisected along a north-south axis by Thorley Lane, which runs through the site and links up with Outwood Lane West.

In terms of existing landscaping, the north and south/west perimeters of the site are heavily landscaped with established screen planting, while the eastern perimeter consists of a wetland corridor formed by Baguley Brook, mature trees, shrubs and aquatic plants. Within the site itself there are a total of 48 mature trees and a number of hedgerows.

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This planning application, made in outline with only means of access for approval, is seeking consent for a Class B1 office development totalling 50,185m² (540,204ft²) of gross floor space with parking for approximately 1670 cars. Though only an indicative layout plan has been received, the applicants have stated that the business park will be a campus style development of low rise buildings, expected to be largely of uniform height in the order of three to four storeys. The applicants are proposing to accommodate the car parking in surfacing parking areas.

The applicants are proposing to carry out a number of highway improvement works, namely:

- 1) realignment of the Terminal 2 Roundabout;
- 2) the widening of Outwood Lane West in both directions;
- 3) the provision of a direct signalled link from Ringway Road West to Outwood Lane West, avoiding the need to circle the Terminal 1 gyratory;
- 4) the Realignment of Thorley lane to include a signalised junction with Outwood Lane West and the new site access;

and

- 5) a new right turn entry feature to Bailey Lane and traffic calming measures introduced along Bailey Lane.

In addition to the above, an element of the proposed estate road would carry on through to the adjoining Manchester Business Park, which has been developed in a joint venture between Arlington Property Developments Ltd and Manchester City Council.

On 17th October 2005, under application ref. 059313/OO/SOUTH2/00, the applicants obtained outline planning consent to erection a Class B1 business park totalling 40,226m² (433,003ft²). In that instance vehicular access to the business park was proposed via a new junction off the T1 roundabout.

On 2nd November 2005, the applicants also obtained consent via appeal against non-determination, under application ref. 074349/OO/2004/S2, to erect a Class B1 business park totalling 40,226m² (433,003ft²).

In addition to the aforementioned applications, the applicants submitted another outline planning applications in 2004, namely application 072806/OO/2004/S2. Though the applicants also appealed against non-determination in respect of that proposal, they withdrew their appeal prior at the Public Inquiry.

Consent to use the site as an "off-airport" car park was originally granted on appeal in 1994 for three years (ref. 044146). Planning permission was granted for another three years in June 1996, again following the lodging of an appeal against non-determination (ref. 048276). A further planning application was submitted in 1998 (ref. 054172) to extend the use until 2002. That application has remained undetermined. In December 2004, the applicants applied retrospectively for permanent consent (ref. 074330) to use the site as a car park. That application was given a temporary consent which expired on 30th

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September 2006. In July 2005, the applicants applied for consent for the continuation of use of the land as a 4240 space long stay airport car park. That application was given temporary consent for 1 year and expired on 12th October 2006. Discussions are underway with the City Solicitor on how best to resolve this matter.

Consultations

Local Residents/Businesses - Two letters of objection have been received, the main points of which are outlined below:

- 1) It would appear that there is no appropriate protection for vehicles turning right into Bailey Lane or the Etrop Grange Hotel.
- 2) There are many other business parks in the South Manchester area which remain empty, there is no need to build another.
- 3) This proposal will impact upon the existing wildlife on the site and the adjoining Baguley Brook.

Environment Agency - No objections in principle to the development and requests that a number of conditions designed to prevent water pollution are attached to any approval granted.

Head of Environmental Services - Suggests the imposition of a number of conditions designed to protect current levels of amenity.

Environment and Operations, Technical Services - Requests that the scheme is designed to keep as many of the mature trees as possible as this would enhance the site. It is noted that the applicants have stated where possible that existing trees will be retained.

Landscape Practice Group - There is much to commend in the commitment to retain a large proportion of the existing perimeter planting, the improvement of one of the ditches and the aim to provide a high quality landscaped setting for the development. However, it is hoped that reconsideration of the layout could mean the retention of important internal trees and a reduction of the impact on the Baguley Brook wetland features.

Head of Engineering Services - The application can be recommended for approval on the basis that a condition to carry out further modelling and detailed design at the junction of the new access and Thorley Lane is applied, so that this can be done under the s278 agreement.

Highways Agency - The Highways Agency do not wish to raise any in-principle objection to the proposal. However, should the application be approved the Highways Agency require the imposition of a number of highway improvement conditions designed to ensure that the M56 motorway can continue to fulfil its purpose as part of the national system of routes for through traffic and also for the safety of traffic on the road.

Manchester Airport - No Aerodrome Safeguarding objections subject to the imposition of conditions regarding the siting of cranes and the use of

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appropriate species in the landscaping scheme to minimise its appeal to hazardous species of birds.

Greater Manchester Ecology Unit (G.M.E.U.) - Although the majority of the site is used as a car park and has little ecological interest, the applicants' appraisal has identified certain features of nature conservation value on the site.

Firstly, a small pond is located on the southern boundary of the site. It is unclear from the illustrative layout of the scheme submitted with the application whether this pond is to be lost, but first indications would appear that the pond, even if not lost to the scheme, will be significantly affected by the proposed development. The applicants report states that the pond may be suitable for use by great crested newts, and great crested newts are known to occur in this area.

Great crested newts and their habitat are protected under UK and European legislation and are a material consideration when determining planning applications. If the development is likely to disturb potential newt habitat then a great crested newt survey should be carried out before the application is determined. If great crested newts are found on site, then under the Habitats Directive and the Conservation (Natural Habitats, &c.) Regulations 1994 which enacts the Directive into the UK, a licence is required from the Rural Development Service (RDS) to derogate the terms of this legislation. Before a licence can be granted three tests must be satisfied. These are:

- i) That the development is "in the interest of public health and public safety, or for other imperative reasons of overriding public interest, including those of a social or economic nature and beneficial consequence of primary importance for the environment";
- ii) That there is "no satisfactory alternative";
- iii) That the derogation is "not detrimental to the maintenance of the populations of the species concerned at a favourable conservation status in their natural range".

In considering planning applications that may affect European Protected Species, Local Planning Authorities are bound by Regulation 3(4) of the Conservation (Natural Habitats, &c.) Regulations to have regard to the Habitats Directive when exercising their function. Defra Circular 2/2002 gives guidance to local authorities on how these issues should be considered. All three tests must be satisfied before planning permission is granted on a site. The application should therefore not be determined until a great crested newt survey is submitted. Such a survey should be undertaken by a licensed newt specialist and at an appropriate time of year. If great crested newts are found then appropriate mitigation would need to be proposed and the other two tests considered by the Local Authority.

Secondly, two watercourses cross the site. The proposal to retain the northern Baguley Brook and the associated wetland corridor and to establish a 'buffer zone' between the watercourse and the built development is welcomed. Further, the intention to retain the second watercourse as an open water feature in the development, albeit diverted from its current course, is welcomed. The diverted watercourse should be created with as 'natural' a form as possible.

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Thirdly, there are a number of mature oak trees on the site with significant nature conservation value. These trees should be retained wherever possible.

Finally, the landscape screen planting around the boundary of the site is developing nature conservation interest (particularly for invertebrates and birds) and should be retained where possible. Any vegetation clearance required by the scheme should be undertaken outside of the bird nesting season (March to July inclusive) unless nesting birds have been shown to be absent.

Greater Manchester Passenger Transport Executive (G.M.P.T.E.) - Any comments will be reported to the Committee.

Trafford Metropolitan Borough Council (T.M.B.C.) - Given the previous approval for a similar scheme T.M.B.C. do not wish to make any comments.

Issues

Unitary Development Plan (UDP) - The application site is subject to site specific policy EW8 as found in Part 2 of the UDP. This policy states that this site and the adjoining Arlington/Manchester City Council site is allocated as one of the major strategic sites in the City for high technology industry.

As the eastern half of the site is within the 40-49 Noise and Number Index (NNI) contours associated with the area around Manchester Airport, Part 2 policy EW4 is also relevant. This policy states that within the 40-40 NNI contours new development may be allowed provided that it is in accordance with other planning policies for the area and that new buildings are sound insulated in accordance with the Council's requirements.

The Council's aspirations to create a network of safe and attractive linear recreational routes has led to the formation of policy E3.4 in Part 1 of the UDP. One such linear recreational route runs through the application site along a west to east axis.

Along with the above policies which are either specific to the site or cover a part of it, consideration is also given to the following policies, all of which are found in Part 1 of the UDP.

Policy H2.2 states that the City Council will not allow development which will have an unacceptable impact on residential areas. The matters the City Council will consider in coming to such a decision will include the scale and appearance of the development and its impact in terms of noise, vibration, traffic generation, road safety and air pollution.

Policy I1.1 states that the Council will ensure the allocation of a range of sites both in terms of size and appropriate location for a variety of different commercial and industrial development purposes in order to maximise new employment opportunities. One of the major opportunities in locational terms are sites with good access to Manchester Airport.

Policy I1.2 states that the Council has identified major sites for high technology industries. These represent opportunities in strategic locations for the provision or creation of high amenity sites, preferably in existing urban area, with good access to the motorway network and public transport. One of the major strategic

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sites identified in the City is Woodhouse Park to the north of Manchester Airport.

Finally Development Control Policy No. 9, "New Commercial and Industrial Development - Access for Disabled People", in Part 2 of the UDP, states that the Council will require all new commercial and industrial buildings and the environments in which they are set to meet a high standard of accessibility for disabled people.

Regional Spatial Strategy for the North West (RSS) - Formerly RPG13, this provides planning guidance for the North West region. Since 2004, the RSS has formed part of the development plans, as such the weight to be attached to its policies has increased. It contains policies that address core principles of development including the following:

Policy SD1 identifies Manchester as part of the North West Metropolitan Area where a significant proportion of the development and urban renaissance resources of the region should be focused.

Paragraph 3.10 of the RSS state that "Some of the most important gateways to the North West, particularly Manchester Airport, are to be found in or close to the two Regional Poles. These will be increasingly important to local and regional economic growth and their evolving operational needs. Sustainable development and visual enhancement to benefit their role as international gateways will need to be carefully considered and sensitively accommodated wherever possible." Paragraph 4.8 of the RSS states further that "It is important to promote a range of sites to meet employment and investment opportunities across the region, particularly in areas of economic assistance including Assisted Areas and Objectives 1 and 2." As well as being located within the North West Metropolitan Area, the site is also located within a Regional Priority Area and an Objective 2 Area.

Policy T5 relates to the regions airports. It states that the role of Manchester Airport as the north of England's key international gateway is recognised and supported. The policy states further that "development plans should make provision for capitalizing on the economic activity generated and sustained by the Region's airports."

The North West Plan, draft Regional Spatial Strategy (draft RSS) - Publicised in January 2006, this draft RSS document provides a framework for the physical development of the region over the next 15 to 20 years.

Policy RT3 (Airports) states that "plans and strategies should support the economic activity generated and sustained by the Region's airports, in particular, the importance of Manchester Airport as a key economic driver for the North of England."

Paragraph 10.11 in the draft RSS states that "airports are an important focus for development of regional and local economies as they attract businesses to the area, generate employment, encourage in-bound tourism and open up wider markets. The North West's airports are an increasingly popular focal point for clusters of business development and attract inward investment due to the proximity of air freight distribution facilities and convenient access to international markets."

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The North West Plan, draft Regional Spatial Strategy (RSS) - Publicised in January 2006, this draft RSS document provides a framework for the physical development of the region over the next 15 to 20 years.

Policy DP1, Regional Development Principles - Proposals and schemes must demonstrate excellent design quality, sustainable construction, efficiency in resource use and respect for their physical and natural setting

Policy RT3, Airports - Plans and strategies should support the economic activity generated and sustained by the Region's airports, in particular, the importance of Manchester Airport as a key economic driver for the North of England.

Policy W1, Strengthening the Regional Economy - Plans and strategies should promote opportunities for economic development (including the provision of appropriate sites and premises, infrastructure, and clustering where appropriate) which will strengthen the economy of the North West by building on the region's strengths, particularly the three City Regions, of which Manchester is one.

Wythenshawe Strategic Regeneration Framework - This document provides a strong vision for Wythenshawe over the next 10 - 15 years, guiding the improvement of public services for Wythenshawe residents, and shaping future investment. At the heart of the Strategic Regeneration Framework is a vision for Wythenshawe as Manchester's Garden City, based both on Wythenshawe's uniqueness and the new opportunities in the area. This brings together the positive aspects of Wythenshawe's housing and green space (the Garden) with the continued growth of Wythenshawe's economy and potential for further job creation, better quality shops and lifestyle facilities (the City).

The document identifies twelve key objectives for the Strategic Regeneration Framework, of which the following are considered the most relevant in this instance:

- * Making the most of Manchester Airport's expansion;
- * Making Wythenshawe the location of choice for investors and employers;
- * Enabling Wythenshawe residents to access a wider range of job opportunities;

It is acknowledged that this document is not part of the adopted UDP for Manchester but it is Council policy for Wythenshawe. The framework clearly follows the UDP which was adopted in 1991 and is a much more current and specific document for the Wythenshawe area. The Local Development Framework (LDF) for Manchester City, which will replace the existing UDP in the next few years, will be based on this document. Overall, it is considered that the proposal is generally consistent with the Wythenshawe Strategic Regeneration Framework document, which represents Council's current aspirations for the area.

Principle of the Proposal - In 1995 the City Council adopted a document entitled "Development Principles: Woodhouse Park Strategic Site". This document outlined the Council's aspirations to develop both this site and the adjoining site for a high quality business park and summarised what kind of proposal would be acceptable on the site.

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Given the adoption of this document, the inclusion of policies EW8, I1.1 and I1.2 in the UDP and the consent granted to applications 059313/OO/SOUTH2/00 and 074349/OO/2004/S2, the principle of a Class B1 office development on the site is considered acceptable.

Notwithstanding this, consideration must be given to the proposals impact upon the surrounding highway network, particularly the M56, and its impact upon those residents and businesses who adjoin the proposal.

Environmental Impact Assessment - As it is believed that the particulars of the development would have some impact upon the area and its environment a screening report has been undertaken. While the screening report confirmed that there would be some impact, it is not believed that this impact would be significant and that as a result it can be properly assessed as part of the consideration of the planning application. Therefore, in this instance it is not considered that an Environmental Impact Assessment is required.

Access for Disabled People - Though not addressed at this stage, as the design of the office accommodation will be dealt with at a later date as a reserved matter, it is envisaged that the proposal will conform with the Council's aspirations for a fully accessible development.

Proposed Highway Works - The proposed highway works, listed above in the description, along with proposed improvement works to junction 5 of the M56, are considered acceptable and it is felt that they will ensure that the impact of the proposal upon the local highway network will be minimal. As requested by the Highways Agency, conditions requiring the applicant to submit full details of improvements to junction 5 of the M56 will be attached to any approval granted. Furthermore, the condition suggested by the Head of Engineering Services will also be attached to any approval granted.

The proposed business park estate roads will facilitate access to the western half of the adjacent Arlington site, access to which has previously been denied due to issues of land ownership.

In response to the concerns raised by the Etrop Grange Hotel the applicants have amended their proposal in order to incorporate a right-turn lane into Bailey Lane.

South East Manchester Multi Modal Study Relief Road - The decision on whether to go ahead with the construction of the SEMMMS New Relief Road is still being considered by the Department for Transport, a decision is expected towards the end of the year or in early 2007. As a result it is still felt prudent to attach a condition (no. 9) requiring the SEMMMS corridor to be protected.

Car Parking Provision - In line with the guidance in Planning Policy Guidance Note 13, "Transport", the applicants are proposing to provide 1 space per 30m² of gross floor area, this equates to approximate 1670 car parking spaces.

A condition requiring the applicant to submit a Green Travel Plan will be attached to any approval granted.

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Residential Amenity - It is not considered that the proposal would have a detrimental impact upon the current levels of residential amenity enjoyed by the occupants of those dwellings nearest the site, i.e. 81-109 Hilary Road, due to the distance between the proposed development and those dwellings and the future provision of a landscaped buffer between them. Notwithstanding this, it is felt prudent to ensure that the proposed office accommodation is acoustically insulated in order to prevent disamenity to local residents due to noise emanating from these buildings.

Links to Manchester Airport - The applicant has confirmed that more attractive and safer routes to the airport for pedestrians and cyclists will be incorporated into the proposal at the detailed design stage.

Trees - The majority of the 34 mature trees on the site are Oak and are in a healthy state, though some are showing typical signs of aging (deadwood, epicormic growth and canker). The applicants have confirmed it is their intention to, where possible, retain and incorporate these trees into the overall strategy for the development of the site. Should, at the Reserved Matters stage, a number of these trees be felled, the applicants will be required to replace them with trees of a species and size to be agreed by the City Council.

Impact upon the Listed Building - It is not considered that the proposal will have a detrimental impact upon the setting of the adjacent Grade II listed building, namely the Etrop Grange Hotel.

Local Ecology - The comments of the Greater Manchester Ecology Unit in respect of the principle of the proposal are noted. As requested by the unit appropriate conditions regarding the protection of the sites existing ecology will be attached to the permission.

Layout - Though not being applied for, the applicants have submitted an indicative plan outlining the layout of the business park. This layout indicates that there will be a strong frontage to the realigned Thorley Lane. This is welcomed and will increase the levels of natural surveillance in an area which has little in existence at the moment.

Crime and Disorder - There are no issues at present associated with the proposal in respect of crime and disorder. However, Greater Manchester Police's architectural liaison officer will be fully consulted when detailed plans are received as part of the reserved matters process and a "Secure by Design" condition is recommended at this stage.

Legal Agreement - The applicants have agreed to enter into a legal agreement with the Council in order to provide traffic calming measures on Bailey Lane and Selstead Road; facilitate the creation of an access road to the adjoining Manchester Business Park; and provide a Local Labour Agreement.

CONCLUSION

Since the adoption of the UDP in 1995, and the drafting of the Development Principles document in the same year, the Head of Planning has sought to approve a quality Class B1 business park on the site. With the resolution of the major highway issues a favourable recommendation is now possible.

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

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Unitary Development Plan, the Head of Planning has concluded that some rights conferred by these Articles on the applicant(s)/objectors/residents 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. He believes that any restriction on these rights posed by approval of the application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation

HEAD OF PLANNING: Minded to Approve (subject to the signing of a Section 106 Agreement relating to the provision of traffic calming measures; facilitate the creation of an access road to the adjoining Manchester Business Park; provision of a Local Labour Agreement) on the basis that the siting of the proposed business Class B1 business park in this location complies with site specific policy EW8 in the Unitary Development Plan for the City of Manchester, and also policies I1.1, I1.2 and H2.2; that the proposal will not have a detrimental impact upon the adjacent listed building and there are no material considerations of sufficient weight to indicate otherwise.

WYTHENSHAW AREA COMMITTEE: Minded to Approve, subject to the extent of the off-site highways works being extended to include Hilary Road.

Conditions and/or Reasons

1) Applications for approval of reserved matters must be made not later than the expiration of three years beginning with the date of this permission. The development must be begun not later than the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matters to be approved.

Reason

Required to be imposed pursuant to Section 92 of the Town and Country Planning Act 1990.

2) Before the development is commenced, the applicant shall submit detailed plans and particulars to the Council, and obtain their approval under the Town and Country Planning Acts, of the following reserved matters:

appearance; landscaping; layout; scale

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To ensure the satisfactory development of the site and because this application is in outline only.

3) The development hereby approved shall be carried out in accordance with the drawings numbered M047051-014, revision B, 115A AND 117; Landscape Appraisal (22.12.2004); BDP supporting statement (29.3.2006); location plan drawings A and B; Penney Anderson Associates Ecological Survey, unless otherwise agreed in writing by the City Council as Local Planning Authority.

Reason

To ensure that the development is carried out in accordance with the approved plans, pursuant to Policies H2.2 and EW8 in the Unitary Development Plan for the City of Manchester.

4) Construction of the works hereby approved by this permission shall not take place unless and until samples and specifications of the materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as local planning authority. The development shall be constructed only using the approved materials unless otherwise agreed in writing by the City Council as local planning authority.

Reason

To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, pursuant to Policies H2.2 and EW8 in the Unitary Development Plan for the City of Manchester.

5) No development shall take place until there has been submitted to and approved by in writing by the City Council as local planning authority detailed drawings relating to the proposed junction arrangements at Thorley Lane/Outwood Lane West and the junction of Thorley Lane/Bailey Lane, which shall be based on the outline layout shown on plan no. M047051-014, revision B. The development shall be implemented in accordance with those approved drawings.

Reason

In the interests of highway safety and in accordance with policies H2.2 and T3.1, to ensure a satisfactory development and to ensure that the traffic impact of the development is acceptable.

6) No development shall take place until there has been submitted to and approved in writing by the City Council as local planning authority:

a) full details of design and modelling (to include for the safe passage of pedestrians and cyclists] for all access points to the site (other than that covered by condition no. 5 which relates to the junction of Thorley Lane/Outwood Lane West) as indicated on plan no. M047051-014, revision B.

b) a drawing determining the precise location of the junction on the realigned Thorley Lane with access leading to the adjoining Arlington site, which shall

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also be accompanied by an operational assessment of the working of the junction.

The approved works, other than works solely for the purpose of providing access to the Arlington site, shall be implemented in accordance with those approved details and drawings.

Reason

In the interests of highway safety and in accordance with policies H2.2 and T3.1, to ensure a satisfactory development and to ensure that the traffic impact of the development is acceptable.

7) No development pursuant to planning application number 078993/OO/2006/S2 shall commence unless and until the developer has submitted the following full design and construction details of the improvements required at Junction 5 of the M56 trunk road, such details to be agreed by the local authority in consultation with the Highways Agency as shown in outline on the drawings specified in M047051-115A and M047051-117, incorporating the notes referenced to therein and including:

- i) how the scheme interfaces with the existing highway alignment, carriageway markings, surface treatment and lane destinations;
- ii) full details of carriageway widening of the M56 at Junction 5. This is to include any modifications to existing or proposed structures, with supporting analysis;
- iii) full signing and lighting details;
- iv) confirmation of full compliance with current Departmental Standards (DMRB) and Policies (or approved relaxations/departures from standards);
- v) an independent Stage 2 Road Safety Audit (taking account of any Stage 1 Road Safety Audit recommendations) carried out in accordance with current Departmental Standards (DMRB) and Advice Notes;

and

- vi) New Approach to Appraisal (NATA) / Project Appraisal Report (PAR) assessment.

Reason

To ensure that the M56 motorway trunk road might continue to fulfil its purpose as part of the national system of routes for through traffic, in accordance with Section 10(2) of the Highways Act 1980, and to maintain the safety of traffic on the road.

8) No development to which application number 078993/OO/2006/S2 relates shall be brought into its intended use unless and until the highway improvements as shown in outline on drawing number M047051-115 A and drawing number M047051-117 and agreed in detail in accordance with condition 7 have been implemented to the satisfaction of the City Council as local planning authority in consultation with the Secretary of State for Transport.

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To ensure that the M56 motorway trunk road might continue to fulfil its purpose as part of the national system of routes for through traffic, in accordance with Section 10(2) of the Highways Act 1980, and to maintain the safety of traffic on the road.

9) No development shall take place, except with the prior written consent of the City Council as local planning authority, within the area safeguarded for the construction of the South East Manchester Multi Modal Study relief road as shown hatched green on plan no. M047051-014, revision B save that upon completion of the junction on the realigned Thorley Lane with access leading to the adjacent Arlington site the area hatched black on plan no. M047051-014, revision B shall be released from this restriction.

Reason

To safeguard the land reserved for the Manchester Airport Link Road West, pursuant to Policy T2.3 in the Unitary Development Plan for the City of Manchester.

10) No development, to which the application relates, shall be begun which would result in the maximum gross floor space, for buildings within Class B1 of the Town and Country Planning (Use Classes) Order 1987, exceeding the limit of 50,185 sq. metres.

Reason

To ensure that the M56 motorway might continue to fulfill its purpose as part of the national system of routes for through traffic, in accordance with Section 10(2) of the Highways Act 1980, and for the safety of traffic on the road.

11) No development shall take place until there has been submitted to and approved in writing by the City Council as local planning authority details of a highway signing and lining strategy. The approved strategy shall be implemented in accordance with the approved details prior to first occupation.

Reason

In the interests of highway safety and in accordance with policies H2.2 and T3.1, to ensure a satisfactory development and to ensure that the traffic impact of the development is acceptable.

12) No part of the proposed development shall exceed 4 storeys in height.

Reason

To ensure a satisfactory development and to protect current levels of residential and visual amenity in the area, pursuant to Policy H2.2 in the Unitary Development Plan for the City of Manchester.

13) Before the development hereby approved commences, the building, together with any externally mounted ancillary equipment, shall be acoustically insulated in accordance with a scheme submitted to and approved in writing by

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the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site/property.

Reason

To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to Policy H2.2 in the Unitary Development Plan for the City of Manchester.

14) The buildings shall be insulated against aircraft noise in accordance with a scheme to be submitted to and approved in writing by the City Council as local planning authority before the use commences. The approved noise insulation scheme shall be completed before any of the buildings are occupied.

Reason

In view of the proximity of the development to Manchester International Airport and in the interests of the amenity of future occupiers of the buildings in accordance with policy EW4 of the Manchester Unitary Development Plan.

15) Full details of all pedestrian linkages and cycle routes within the site and between individual elements of the development shall be submitted to and approved by the City Council as Local Planning Authority before the development is commenced, and the development shall be completed in accordance with the particulars so approved.

Reason

In the interests of accessibility for pedestrians, cyclists and public safety, pursuant to Policies H2.2 and T3.1 in the Unitary Development Plan for the City of Manchester.

16) A landscaping scheme shall be submitted to and approved in writing by the City Council as local planning authority prior to the commencement of the development which accords with the principles outlined in the approved Landscape Appraisal dated 22nd December 2004. Such a scheme shall identify structural landscaping and landscaping relating to specific buildings. The structural landscaping shall be implemented not later than 12 months from the date the first building is occupied. The landscaping relating to any particular building shall be implemented not later than 12 months from the date that the building to which it relates is first occupied. Any trees or shrubs removed, dying or becoming severely damaged or becoming severely diseased within 5 years of planting shall be replaced by trees or shrubs of a similar size or species to those originally required to be planted unless otherwise agreed in writing by the City Council as local planning authority.

Reason

To ensure that a satisfactory landscaping scheme for the development is carried out, pursuant to Policy E2.6 of the Unitary Development Plan for the City of Manchester.

17) All trees, shrubs and hedges within the site and/or trees whose root structure may extend within the site, which are to be retained as shown in the

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Landscape Appraisal document shall be fenced off before any building or other operation approved by this permission is carried out within the vicinity in accordance with British Standard 5837 (2005). Thereafter, no excavation or other building or engineering operations shall take place and no plant, machinery or materials (including excavated material) shall be placed, deposited, stored or stacked within any such fence during the construction period.

Reason

In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area, pursuant to Policy E2.6 of the Unitary Development Plan for the City of Manchester.

18) A maximum of 1670 car parking spaces (including parking spaces for disabled users) shall be provided as part of the development. All car parking shall be provided at surface level unless otherwise agreed in writing by City Council as local planning authority.

Reason

To ensure that there is adequate car parking for the development proposed when the buildings are occupied, pursuant to Policy H2.2 of the Unitary Development Plan for the City of Manchester.

19) The car parking hereby approved shall only be used in association with the Class B1 use hereby approved unless otherwise agreed in writing by the City Council as local planning authority.

Reason

In order to secure satisfactory car parking arrangements and in order to safeguard highway safety and residential amenity pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester.

20) Prior to commencement of the development hereby approved details of the new watercourse construction (Watercourse B in the Penny Anderson Assoc. Report) shall be submitted to and approved by the City Council as local planning authority and implemented in accordance with those approved details.

Reason

To ensure a satisfactory development and to maintain the existing wildlife value of the site, pursuant to Policy E2.4 in the Unitary Development Plan for the City of Manchester

21) No part of the development hereby granted permission shall be commenced until a survey has been conducted by a person, the identity of whom has been previously agreed in writing by the City Council as local planning authority, to investigate whether the site is inhabited by great crested newts, and the survey results passed to the local planning authority. If the presence of great crested newts is established, a scheme for the protection of the wildlife habitat shall be submitted to and agreed in writing by the City Council as local planning

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authority and the agreed scheme shall be implemented in full to the written satisfaction of the Council before work commences.

Reason

To ensure the protection of great crested newts which are protected species under the Wildlife and Countryside Act 1981 and pursuant to Policy E2.4 in the Unitary Development Plan for the City of Manchester.

22) If the survey carried out pursuant to condition 21 confirms the presence of great crested newts in the vicinity of the site, then prior to commencement of the development hereby approved, details of an appropriate means of fencing designed to prevent the incursion of great crested newts onto the site during construction shall be submitted to and approved by the City Council as local planning authority and implemented in accordance with those approved details prior to work on the site starting.

Reason

To ensure the protection of great crested newts which are protected species under the Wildlife and Countryside Act 1981 and pursuant to Policy E2.4 in the Unitary Development Plan for the City of Manchester.

23) Details of a Travel Plan Strategy, implementation and monitoring of effectiveness shall be submitted to and approved in writing by the City Council as local planning authority. The strategy shall outline procedures and policies that the developer and occupants of the site will adopt to secure the objectives of the overall site's Travel Plan Strategy. Additionally, the strategy shall outline the monitoring procedures and review mechanisms that are to be put in place to ensure that the strategy and its implementation remains effective. The results of the monitoring and review processes shall be submitted in writing to the local planning authority and any measures that are identified that can improve the effectiveness of the Travel Plan Strategy shall be adopted and implemented.

Reason

In accordance with the provisions contained within Planning Policy Guidance 13

24) All vehicles entering and leaving the site during the construction period are to pass through a wheel wash. Details of the wheel wash shall be submitted to and approved in writing by the City Council as local planning authority prior to the development commencing.

Reason

To ensure that the proposed development does not cause unacceptable amounts of dust in the vicinity and to ensure that local roads are kept clear of mud, pursuant to Policy H2.2 of the Unitary Development Plan for the City of Manchester.

25) No part of the development shall be occupied until space and facilities for bicycle parking have been provided in accordance with details to be submitted to and approved in writing by the City Council as local planning authority.

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These facilities shall then be retained and permanently reserved for bicycle parking.

Reason

To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport, pursuant to as specified in Policy T3.1 of the Unitary Development Plan for the City of Manchester.

26) The development hereby approved shall incorporate measures to minimise the risk of crime and to meet the specific security needs of the application site and the development. Any security measures to be implemented in compliance with this condition shall seek to achieve the 'Secure by Design' accreditation awarded by the Greater Manchester Police. Written confirmation of those measures are to be provided to the City Council, as the Local Planning Authority.

Reason

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well-being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, and to reflect the guidance contained in PPS1 "Delivering Sustainable Development".

27) Before development commences a scheme for the extraction of any fumes, vapours and odours from any kitchen areas within the development hereby approved shall be submitted to, and approved in writing by, the City Council as Local Planning Authority.

Reason

In the interests of the amenities of the occupiers nearby properties, pursuant to Policy H2.2 in the Unitary Development Plan for the City of Manchester.

28) Before the development hereby approved commences a scheme for the storage and disposal of refuse shall be submitted to and approved in writing by the City Council as Local Planning Authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason

In the interests of amenity and public health, pursuant to Policy H2.2 in the Unitary Development Plan for the City of Manchester.

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 078993/OO/2006/S2 held by Planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on

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other applications or appeals, copies of which are all held by the Planning Division.

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

2 - 8, 1 -27 Gorston Walk Woodhouse Park Manchester M22 1PG
29 -63 Hilary Road Woodhouse Park Manchester M22 1PQ
20 -38, 17 - 19 Felskirk Road Woodhouse Park Manchester M22 1PR
1 - 6 Thaxted Walk Woodhouse Park Manchester M22 1PT
21 - 29 Felskirk Road Woodhouse Park Manchester M22 1PX
1 Rathvale Drive Woodhouse Park Manchester M22 1PH
24 - 27 Hilary Road Woodhouse Park Manchester M22 1WP
1 - 16 Somerby Drive Woodhouse Park Manchester M22 1PL
1 - 16 Saltdene Road Woodhouse Park Manchester M22 1PN
1 - 6 Torridon Walk Woodhouse Park Manchester M22 1PP
29 - 101 Hilary Road Woodhouse Park Manchester M22 1PQ
52 -68 Selstead Road Woodhouse Park Manchester M22 1TR
67 - 79 Selstead Road Woodhouse Park Manchester M22 1TP
16 -58 Hilary Road Woodhouse Park Manchester M22 1WP

Manchester Airport (Aerodrome Safeguarding Officer)
Stockport Metropolitan Borough Council
Macclesfield Borough Council
Trafford Metropolitan Borough Council
Highways Agency

Octel Corporation 16 Bailey Lane Woodhouse Park Manchester M90 4AA
Regal Hotel Group Plc Etrop Grange Bailey Lane Woodhouse Park Manchester M90 4EG
Accenture Kingsley Hall 20 Bailey Lane Woodhouse Park Manchester M90 4AN
Holly Cottage Thorley Lane Woodhouse Park Manchester WA158UN
Yew Tree Cottage Thorley Lane Woodhouse Park Manchester WA158UN
Rose Cottage Thorley Lane Woodhouse Park Manchester WA158UN
Carminder 2 Car Parks Thorley Lane Woodhouse Park Manchester M90 5AZ
Little Flyers Creche Thorley Lane Woodhouse Park Manchester WA158UN
Airport Petroleum Ltd Terminal One Petrol Stop 30 Outwood Lane Woodhouse Park Manchester M90 3WR
Hilton Hotel Outwood Lane Woodhouse Park Manchester M90 4WP
Holiday Inn Garden Court Outwood Lane Woodhouse Park Manchester M90 4HL
Various airport operators in Terminal 2

Representations were received from the following third parties:

B Dixon Lukes 28 Felskirk Road Woodhouse Park Manchester
N Hinsley 32 Felskirk Road Woodhouse Park Manchester
Regal Hotel Group Plc Etrop Grange Bailey Lane Woodhouse Park
Manchester Airport (Aerodrome Safeguarding Officer)
Stockport Metropolitan Borough Council
Macclesfield Borough Council
Trafford Metropolitan Borough Council
Highways Agency

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Relevant Contact Officer:

: David Lawless

Telephone No.

: (0161) 234 4543

Email

: d.lawless@manchester.gov.uk