

List No. 10

Woodhouse Park Ward	Application Number 081134/FO/2006/S2	Date of Appln 27th Oct 2006	Committee Date 15 March 2007
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Proposal Extension to airport apron including demolition of existing buildings, diversion of Ringway Road and use of land currently in use as long stay car park

Location Land To The North And South Of, Ringway Road, Manchester Airport, Woodhouse Park, Manchester

Applicant Manchester Airport Plc C/o Agent

Agent White Young Green Regatta House, Clippers Quay, Salford Quays, Manchester, M50 3XP

Description

The application was reported to the Wythenshawe Area Committee on the 22nd February 2007 for information and comment. Members expressed concern about the extension of the apron as the proposal saw the airports operations being brought closer to the residential properties in Woodhouse Park. In addition, members were concerned about the additional noise and pollution that would be created by the development. Furthermore, members asked for reassurance as to how Manchester Airport intended to support the local community and mitigate flooding issues in terms of this and future proposals for airport expansion.

The application relates to a plot of land, approximately 10ha in size, which is situated to the east of the existing passenger terminal 3 complex. The majority of the site is currently being used for long stay car parking for airport passengers.

In the southwest corner of the application site are a number of ancillary buildings and office units and in the southeast corner there is an unoccupied Listed Building which is a thatched cottage known as 'Old Thatch' situated in a fenced off garden. Ringway Road runs east to west through the southern half of the application site and to the south of this area are a number of disused airport catering buildings and a car repair garage.

Hotel facilities are situated to the north of the site, coupled with the Manchester Airport Rail Link. North of the railway line is Ringway Road West and a recently constructed business park. To the east, Woodhouse Lane runs north/south. The airport runway lies immediately to the south of the application site beyond Ringway Road.

In preparation for the Airport Apron extension, planning permission was granted in 1998 for a new distributor road know as Ringway Distributor Road (Ref: 053492/FO/south3/98). The consent was renewed in 2003 (068432/RO/2003/S2), and will facilitate the development of the application site. In addition, the road will displace an area of car parking to the south of the Crowne Plaza hotel and will involve the removal of part of the landscaping along the boundary between the hotel and the existing long stay car parking.

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The applicants are seeking planning permission for the development of the land allocated within the Airport Operational Area for apron. The proposal will also see the demolition of 'Old Thatch' which is a Grade II Listed Building and is the subject of a separate Listed Building application (Ref 081133/LO/2006/S2). Furthermore, it is proposed that the memorial garden on the site of the former Congregational Church, will be relocated to the north of the Ringway road Diversion in order to facilitate the extension.

Following the removal of long stay car parking the area will be replaced with a large level area of concrete. There is also proposed to be lighting, an acoustic screen and extensive landscape planting around the boundaries. The development will create an area where aircraft will taxi and park allowing for the embarkation and disembarkation of passengers and the loading and unloading of cargo.

Consultations

Local Residents / Businesses - 1 letter of objection and 1 of support for the application has been received against this application. The comments can be summarised as follows:

Objection: Males Garage have submitted a holding objection. Any comments will be reported to committee

Support: A local resident was happy with the relocation of the memorial ground to facilitate the apron extension. However, he had the following questions:

1. Will there be any provision of car parking in and around the new site to enable elderly residents to park close to the site?
2. Could the airport put the sign of the congregational church at the front on the property to make the reason for the memorial ground more prominent?

Greater Manchester Police- No objection to the proposed apron extension.

Landscape Practice - The general findings and conclusions of the Landscape and Visual effects of the Environmental Statement are acceptable subject to recommendations and requirements. These can be summarised as follows:

1. Further details in respect of the plant species, particularly those that are attractive to birds;
2. Visibility of the acoustic screen above the bunding on completion of the scheme. A greater mix of species needs to be incorporated;
3. Avenue of planting needs to be continuous along the acoustic screen;
4. No details of the material finishes to the acoustic screen;
5. Unclear how the acoustic screen will be detailed in the vicinity of Woodhouse Lane;
6. Fully support the relocation of the memorial ground, however, the location proposed is rather isolated.
7. Details of the proposed ornamental railings and gate to the garden should be submitted for approval;
8. Unclear as to why the proposed cycleway on the southern side of the Ringway Road diversion fails to continue east of Woodhouse Lane;

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9. Unclear as to whether a pedestrian crossing will be provided at the junction of Woodhouse Lane and the Ringway Road diversion;
10. Need to submit elevations of the fence along Outwood Lane Diversion;
11. Require clarification as to how the planting stock will be protected from rabbits;
12. More detailed plans required indicating the location of all proposed trees and shrubs including tree pit details and a five year management and maintenance for soft landscape elements.

Highways Agency - No objection to the Apron extension application and would not be seeking amelioration works allied with the application.

GMPTE- No comments

Environment Agency - Objects to the proposed development. The flood risk assessment submitted with the application is insufficient to assess the effect of flood risk/run off.

1. The hardstanding area will have a significant effect in the broad scale of flood risk in the catchment;
2. Clarification in respect of the recipient watercourse of any surface water from the site;
3. Require details of the discharge rates into the watercourse;
4. Attenuation measures such as Sustainable Drainage Systems should be taken into consideration as a suitable means to control the surface water discharge from the site and details of the volume and discharge rates.

If the Council are minded to approve the application as submitted, then in accordance with Paragraph 65 of PPG25, we should be notified in order that further representations may be considered.

Greater Manchester Fire & Rescue Service - No objection to the application.

Aerodrome Safeguarding- Manchester Airport has no safeguarding objection to the proposal subject to the following conditions:

- A separate assessment of the lighting scheme will be required and Manchester Airport's Safeguarding Authority must approve full details of this lighting scheme prior to the commencement of works.
- The landscaping scheme includes many berry-producing plants that would be significant bird attractants, and also a number of tree species that would be particularly suitable for rooks to nest in. The landscaping scheme must ensure that these bird attracting species are reduced in number and managed efficiently. The revised landscaping scheme must be approved in writing by Manchester Airport's Safeguarding Authority prior to the development commencing.

Greater Manchester Ecology Unit - No objections to the proposal on nature conservation grounds provided that:

- a) Any tree or vegetation clearance required by the scheme takes place outside of the optimum period for bird nesting (March to July inclusive) unless nesting birds have been shown to be absent. (It is an offence under the terms of the Wildlife and Countryside Act 1981 to destroy birds' nests while they are in use).

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b) Suitable precautions are taken during construction and operation to prevent pollution of surface waters.

Head of Environmental Health - The application includes detailed consideration of the environmental impacts of the development and satisfactory proposals for their control.

It is recommended that the following actions are agreed as part of the application in order to ensure that the implementation of the scheme does not impact unnecessarily on the residents during the construction phase:

1. Effective, ongoing, liaison arrangements are set up with the Council's Pollution Control Section to consult on the timescale and programme of works on the site, particularly in relation to noise and other environmental impacts
2. Information and contact information is provided to residents in the vicinity of the development to keep them informed of the programme of works and any environmental impact (including noise) the works may have on their properties.

The report includes a comprehensive noise assessment and reports predicted increases in noise levels at a number of representative properties when the Airport Apron Scheme is operational. The report notes that such properties are already within the sound insulation grant scheme and should therefore be protected from the 'additional' noise from the apron development. It is recommended however that the Airport confirm that all the affected properties have the requisite levels of sound insulation and any properties that have not taken up the grants are reminded about the availability and detail of the noise insulation grants.

Head of Regulatory Services - No objection in principle to this application.

Head of Engineering –

1. Legal road closure of Ringway Road is required.
2. If the applicant wishes to have the new distributor road adopted, Section 38 Agreement to be entered into.
3. Turning head facilities required where Ring Road is to be closed and acceptable signage to be provided to indicate Ring Road will be an "Access only" route.
4. Its essential that the new distributor road is built before construction works of the proposed apron commences and before Ringway Road

Health & Safety Executive - The application site does not fall within the HSE zone.

Network Rail - Any comments will be reported to committee

Environmental and Operational Services (Trees) - The following assessment of the existing trees on site have been made:

1. G1 Group of 3 mature Willows outside Males Garage – fair condition;

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2. G2 Group of 3 mature Oaks in good condition to the rear of the old cottage;
3. T1 a mature Cedar in good condition;
4. T2 a mature Beech in good condition;
5. G3 a group of mature Sycamore in fair condition;
6. G4 a group of two Oak and one Ash. The Oak are in a good condition and the Ash is in a fair condition; and
7. G5 a group of Willow and Yew in fair condition.

The Oak, Cedar and Beech are in good condition and the Oak are part of the group of trees which lined Woodhouse Lane when Wythenshawe was first built. This therefore makes them of historical significance.

Environmental and Operational Services (Highways) - Any comments will be reported to committee.

The Victorian Society – Any comments will be reported to committee.

Society For The Protection Of Ancient Buildings – Any comments will be reported to committee.

The Georgian Group – Any comments will be reported to committee.

English Heritage (NW Region) – Any comments will be reported to committee.

Council For British Archaeology – Any comments will be reported to committee.

Ancient Monuments Society – Any comments will be reported to committee.

Twentieth Century Society – Any comments will be reported to committee.

Government Office for the North West – Wish to be notified of the decision of the Local Planning Authority.

Trafford MBC - Any comments will be reported to committee.

Stockport MBC - Any comments will be reported to committee.

Macclesfield MBC - From the planning statement and ES it is not clear what the impact on air transport movements of this proposal will be. If movements and passenger throughput are to be increased significantly, then the Borough Council would wish to ensure that appropriate conditions are applied concerning noise impact and any surface access arrangements which need to be in place to deal with the extra throughput.

Cheshire County Council - Any comments will be reported to committee

Wythenshawe Area Committee – No objections were recorded.

Issues

Environment Impact Assessment (EIA) – The proposal was subjected to The Environmental Impact Assessment (Town and Country Planning) Regulations

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1999 as it falls within Schedule 2 as identified in Statutory Instrument 293 which states that an EIA must be undertaken for the construction of airfields where:

- The development involves an extension to a runway; or
- The area of work exceeds 1 hectare

Given the application site is over 10 hectares the applicants submitted a comprehensive EIA which formed the basis of this planning application. Relevant bodies such as Greater Manchester Ecology Unit and the Environment Agency were consulted. There were no major objections to the application except for the Environment Agency who have asked for further details and as such the Head of Planning recommends that the resolution should be "minded to approve" pending resolution of any Environment Agency issues. A copy of the original EIA was issued to the Government Office for the North West and they have been asked to be informed of the City Council's decision.

Unitary Development Plan for the City of Manchester (Adopted 1995) - The application site is allocated in the adopted UDP as a 'Major Developed Site in the Green Belt' to which policies E2.1 and EW21 relates. In addition to the application sites Green Belt status, it also falls with the Airport Operational Area identified on the Proposals Map to which policy EW20 relates. In addition to the site-specific policies, policies T4.1 and E2.1, E2.3 in Part 1 of the UDP and EW25 and EW30, DC16 in Part 2 are also applicable.

Policies within Part 1 of the UDP, which specifically affect airport expansion and development, are policies T4.1 and E2.1.

Policy T4.1 states that the Council will continue to manage the expansion of the Airport and the Council will safeguard development land which maybe needed for expansion until the Airport's expansion plans become clear. In dealing with applications for airport expansion the Council will promote development in a way which is environmentally sensitive.

Policy E2.1 states that except in very special circumstances, planning permission will not be granted for development in the Green Belt other than those associated with agriculture, forestry, outdoor recreational activities and uses which preserve the openness of the Green Belt and do not conflict with the reasons for including land in the Green Belt. The Council will also seeks to ensure that the visual amenities of the Green Belt are not injured by proposals for development.

Policy E2.3 states the Council will protect important wildlife habitats, and where appropriate, will designate areas as local nature reserves.

Part 2 of the UDP deals specifically with the sub-area of East Wythenshawe within which Manchester Airport resides.

EW20 states that the future expansion and development at the apron will take place within the Airport Operational Area as defined on the Proposals Map. Developments within this area specifically include a new apron area.

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Policy EW21 identifies Manchester Airport as a 'Major Developed Site' in the Green Belt. Infilling and re-development within the boundary of the site will be treated as appropriate development provided the development and uses:

- Are necessary for the operational efficiency and amenity of the Airport;
- Have no greater impact than existing development on the openness of the Green Belt and the purposes of including land in it, and where possible have less (C4);
- Contribute to the achievement of the objectives of including land in Green Belts (C4);
- Do not exceed the height of the existing buildings (C4); and
- Do not occupy a larger area of the site than the existing buildings (unless this would achieve a reduction in height which would benefit visual amenity (C4).

The policy recognises that that airport apron is a use which is considered necessary for the operational efficiency and amenity of the airport within the boundaries of the airport operational area.

EW25 states that in considering applications for development within the Airport Operational Area, the Council will require a high standard of design which reflects the prestigious nature of an International Gateway Airport and its location within and adjacent to the Greater Manchester Green Belt.

EW30 states that the Council will take into account the needs of pedestrians and cyclists in considering all proposals for development, and will seek to create and improve safe and attractive pedestrian and cycle routes linking residential areas with employment areas at the airport.

DC16 states that in considering development proposals for any site, the retention of existing trees and the planting of new trees within the public highway and along the public frontages of the site will be encouraged by the Council.

Other Relevant Policies and Guidance- In considering development proposals, reference is not only made to the UDP, but also other policies and supplementary planning guidance. In this case, these include PPS1, PPG2, PPS9, PPG15, PPS24, PPS25 and Regional Spatial Strategy for the North West (Formerly RPG13, The North West Plan (draft Regional Spatial Strategy), The Northern Way Growth Strategy, Regional Economic Strategy for the North West (RES), Manchester Airport Draft Development Strategy 2015, The Manchester City Region Development Programme 2006, Manchester Green City Campaign and Draft Supplementary Planning Document (SPD) "A Guide to Development in Manchester 2".

PPS1 sets the overarching planning policies on the delivery of sustainable development through the planning system. There are four aims identified in the statement to deliver sustainable development which should be a priority for the planning process:

- Social progress which recognises the needs of everyone;
- Effective protection of the environment;
- The prudent use of natural resources; and

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- The maintenance of high and stable levels of economic growth and employment.

PPG2 provides guidance to development in Green Belts. There is a general presumption against development within the Green Belt except for uses associated with agriculture, forestry and leisure and unless 'very special circumstances' can be demonstrated as to why other forms of development should be permitted. Additional guidance is however provided in respect of the future of Major Developed Sites. Appropriate Infilling and redevelopment is appropriate within these sites if it meets the tests set out above under UDP policy EW21 marked "(C4)".

PPS9 outlines the vision for conserving and enhancing biological diversity. Planning, construction, development and regeneration should have minimal impact on biodiversity and enhance it where possible.

PPG15 provides guidance on controls for the protection of historic buildings and Conservation Areas. The guidance seeks to resist the demolition of Listed Buildings unless proposals have been fully scrutinised.

PPG24 provides guidance on noise control and the planning process. Consideration should be given when determining planning applications both for noise sensitive developments and for those activities which will generate noise.

PPS25 aims to ensure that flood risk is taken into account at all stages in the planning process to avoid inappropriate development in areas at risk of flooding and where a development is exceptionally necessary, developments should aim to make it safe without increasing flood risk elsewhere.

Regional Spatial Strategy for the North West (RSS) - Formerly RPG13-provides planning guidance for the North West Region. Since 2004, the RSS has formed part of the statutory development plan as such the weight to be attached to its policies has increased.

The RSS acknowledges the importance of Manchester Airport. Policy T5 specifically relates to the regions airports and in particular the role that Manchester International Airport plays for the region and UK at large by being the North of England's Key international air gateway. The policy also recognises and supports the potential of the airport to become an important multi-modal transport interchange.

Furthermore, the Policy specifically states that when considering the need to allocate land for physical expansion of airports beyond there existing boundaries consideration should be given to

- The scope for intensification and rationalisation of facilities within existing boundaries;
- The scope to utilise off-site facilities that conform with sustainable surface transport access strategies.

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

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Policy RT3 states that plans and strategies should support the economic activity generated by the regions airports. Manchester Airport in particular is highlighted as a key economic driver of the North of England.

In determining the requirements for physical expansion beyond existing boundaries for aviation related needs, proposals should take into account in turn:

- The scope for intensification and rationalisation of all activities and facilities within existing boundaries;
- The scope for relocating off-site those operational activities and facilities that are not essential for the day-to-day function of the airport and whose relocation would be consistent with relevant plans and strategies;
- The scope for developing off-site all other activities and facilities whilst retaining conformity with relevant plans and strategies;
- In addition, to the airport related policy, the draft RSS sets out policies for development in the Manchester City region.

Policy MCR1 states that plans and strategies in the Manchester City region should support interventions necessary to achieve significant improvement in the sub-regions economic performance by encouraging investment and sustainable development including key locations in the southern part of the City region, including Manchester Airport, where potential for growth is most favourable. In addition, the policy encourages the maintenance of the role of Manchester Airport as the North England's key international gateway in line with policy RT3.

Policy MCR3 deals specifically with the Southern part of the Manchester City Region. Encouragement should be given to sustaining and promoting economic growth. Manchester Airport is identified as a specific area in which this should occur.

The Northern Way Growth Strategy sets out how to build upon the North's current assets and build new assets to deliver the vision 2025 of establishing the North of England as an area of exceptional opportunity, combining a world class economy with a superb quality of life. The strategy recognises Manchester Airport as the North's only major international hub and is crucial to the economy of the North. Further expansion of Manchester's European and International services is key to strengthening the North's competitive advantage as a location for businesses serving global markets.

The Manchester City Region Development Programme 2006 seeks to develop ideas and proposals to address the economic underperformance of the Manchester City Region.

The report outlines that the Manchester City Region has the most potential in terms of establishing itself as a major economic centre complementing the South East.

The vision for The Manchester City Region Development Programme 2006 is:

By 2025, the Manchester City Region will be 'A world class City region at the heart of a thriving North'

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The report recognises that the Manchester City Region has a unique asset in Manchester Airport with it being the largest Airport outside the Greater South East and the only truly international/intercontinental gateway to the Northern Regions. The Airport is critical to Manchester's aspirations of becoming a truly global economy and thus the airport has been chosen as one of six business sector accelerators for creating a truly vibrant economy.

In terms of the immediate priorities for Manchester Airport it is necessary to ensure that strategies such as the RSS provide an effective land use framework to maximise opportunities from Airport growth.

Regional Economic Strategy (RES) recognises airports as one of the key growth assets in the region and in particular Manchester Airport as a key driver for regionalised growth in a globalised economy.

Manchester Airport Group Draft Development Strategy to 2015- Policy DP3 of the strategy states that priority will be given to the "use of land for those activities associated with the handling of aircraft and passengers". In addition, Policy DP6 states that the airport company will only allow appropriate development in the Airport Operational Area including apron.

Manchester City Council Green City Campaign - The City Council has launched a campaign to become Britain's greenest City. To achieve this the Council has come up with 10 targets that they aim to measure Manchester's progress such targets include, reducing CO2 emissions and environmental building standards.

The 'Guide to Development in Manchester 2 - Draft SPD' states that the role of the airport to the region and the North of England, and a key driver of economic growth, means that its economic development potential and resultant development pressures will need to be recognised.

Planning Considerations

Principle - The application site is within the Airport Operational Area. Policy EW20 states that the future expansion of the Airport should take place within this area. Airport apron is a use specifically identified as being appropriate.

The proposal also falls within a Major Developed Site within the Green Belt. Policy EW21, provides that apron, roads, footways and public transport infrastructure are necessary for the operational efficiency of the airport. The proposed redevelopment is therefore appropriate development provided that it meets the tests at paragraph C4 of PPG 2.

The applicant's case for the additional apron in this location is that it is essential to the operational efficiency of the Airport in order to assist in enhancing the economic vitality of the North West. The demand for air travel is increasing and, as such, has created a need to accommodate future growth at Manchester Airport, particularly the area of land at Terminal 3.

The applicants have concluded that Manchester Airport could be handling around 37-39 million passengers by the year 2015 and given the support at the national and regional level for the airport's growth, future development proposals such as this, must be supported to ensure growth and prosperity is secured provided they are environmentally sustainable. If not, the future

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national and international role of the airport could be compromised which could have implications for the regional economy in terms of attracting investment and growth to the region.

The applicants have considered alternative ways to increase airport capacity through reconfiguration of existing parking stands and introducing revised stand management measures. In addition, a variable charging policy has been devised to encourage airlines to operate during off-peak hours thereby suppressing the demand for apron at peak periods. However, demand has remained constant for additional apron elsewhere in the Airport Operational Area which was precluded by the granting of the second runway 1997 (Ref: 046317/FO/SOUTH3/94).

Other options, such as off-site provision, have not been possible, as the new apron needs to be integrated with the existing taxiway and passenger terminal buildings. In addition, the existing airfield layout creates further restrictions.

Although the development is considered necessary for the operational efficiency of the airport, the proposed development must also meet the test paragraph C4 of PPG2.

PPG2 provides that the redevelopment of the site should:

- Have no greater impact than existing development on the openness of the Green Belt and the purposes of including land in it, and where possible have less (C4)

It is the opinion of the Head of Planning that the proposal will not have a greater impact on the openness of the Green Belt than the current use of the site as a long stay car park. In fact, it is considered that the proposal will actually improve the appearance and openness of the Green Belt. There are currently intrusive lighting columns and little boundary treatment at the application site which currently reduces the value of the Green Belt in this location. This proposal will see the incorporation of a satisfactory landscaping scheme that will mitigate any impacts and actually improve the appearance of the Green Belt. The area around the apron will be enhanced for residents of Woodhouse Park through the incorporation of pathways and cycleways and appropriate landscaping that will improve the amenity value of the area.

Cumulative impact of Airport growth and development – As has already been indicated, the need to develop additional aircraft parking within this part of the Airport Operational Area is long standing. Indeed, it features in each of the Development Strategy documents prepared by the Airport since 1991.

Macclesfield Borough Council has sought reassurance about the broader impact of the apron proposal, on air transport movements and surface access.

The Environmental Statement submitted by the applicants in support of the application deals with the direct impact of this particular scheme. However, the wider impact of airport expansion (including the increase in aircraft movements and surface access journeys) has already been the subject of detailed consideration by the City Council and the Secretaries of State for the Environment and Transport in 1997 when the airport received approval to develop a second runway at Manchester Airport. This decision endorsed the

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growth of the Airport to a throughput of 30 million per annum (the passenger throughput in 2006 was 22.14 million).

As a result of this decision and the expected growth that the airport would need to accommodate, a comprehensive range of formal measures to ameliorate the overall activity of the airport, then and in the future when passenger numbers reached certain levels, was agreed.

The decision to permit the second runway at Manchester Airport implied the acceptance that the Airport will bring forward proposals for the additional infrastructure required to support a level of activity around which the second runway case was presented. This application for apron needs to be considered within that context. Furthermore, the White Paper on Air Transport (December 2003) notes:

“Manchester Airport has three terminals, which could be expanded within existing planning approvals to serve 30 million people per annum...”

In addition, in reaching his conclusions on the merits of the planning case for the second runway, the inquiry inspector considered evidence on a number of topics, among them noise and surface access. His assessment, and the conclusions he reached took into account the impact on communities within the Borough of Macclesfield and elsewhere.

A Section 106 Agreement was also entered into with Cheshire County Council. The Agreement includes headings on Community Obligations, Noise Controls, Night Flying, Ultimate Capacity, Environmental Works, Highway Improvements and Public Transport. These headings generally encompass several obligations with, for example Night Noise Policy, having 6 obligations and Noise Controls having 5 Obligations.

Referring to the Agreement the inspector stated:

“I have no doubt that the Agreement provides a very comprehensive and wide ranging group of obligations. It is impressive in terms of its scope and size”

The Inspector also concluded:

“In terms of traffic and surface matters, where (such) dis-benefits would occur, Manchester Airport has attempted to mitigate their impact in addition to the substantial measures to encourage public transport”

The Agreement requires the Airport to prepare an annual report on its performance against these obligations.

In addition to the Section 106 Agreement, the Secretaries of State for the Environment and Transport attached a number of Planning Conditions to the approval of the second runway. Among then certain infrastructure improvements will be triggered as key passenger number targets are reached. These include the implementation of off site improvements to the highway network.

The Head of Planning therefore considers that the impact that additional apron will have in terms of accommodating additional passenger numbers and

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increased surface access movements has already been mitigated by the planning conditions and obligations attached to the approval of the Second Runway.

Landscape and visual effects - PPG2 states that the most important attribute of Green Belts is their openness. In addition, PPG2 states that redevelopment proposals should:

- Contribute to the achievement of the objectives of including land Green Belts (C4)

The relevant objectives of including land within the Green Belt are:

- To provide opportunities for access to the open countryside for the urban population;
- To provide opportunities for outdoor sport and recreation near urban areas;
- To retain attractive landscapes and enhance landscapes near to where people live; and
- To secure nature conservation interest

The Head of Planning considers that the proposal satisfies the objectives of including land within the Green Belt. Given that the application site is currently an expanse of tarmac and concrete bounded by a chainlink fence, over which Airport long-stay car parking is set out, it is considered that the existing landscape has limited amenity value and therefore not worthy of retention. Therefore, it is necessary that a landscape scheme is produced that not only screens the proposal but also enhances the appearance of the wider area in line with PPG2.

The proposal, along with the landscaping scheme approved for the Ringway Road diversion, will see the introduction of three new pedestrian pathways in and around the application site. There will be two new footpath flanked by a grass verges on the north and south side of the Ringway Road diversion. There will also be a new pedestrian footpath along Outwood Lane South Diversion. In addition, as part of the Ringway Road permission, there will be a continuous cycleway flanked by grass verges on the south side of the road (west of junction with Woodhouse Lane).

These new footpaths and cycleway will enhance the opportunity for local residents to access and benefit from improved links that are not currently available. In particular, the new footpaths provide a convenient route for pedestrians to access pedestrian paths on Ringway Road and onwards to Woodhouse Park and Wythenshawe Town Centre. Furthermore, the footpaths will provide an opportunity to access the memorial ground, by a safe footpath, which is not currently possible in the ground's current location.

Although, the MEDC Landscape Practice are broadly satisfied with the landscaping proposed they have suggested measures that will further enhance the environment. The application has therefore be conditioned so that the applicants submit an amended landscaping scheme that fully mitigates the visual impact of the proposal in line with the Green Belt objectives and provides extensions to the path and cycle ways for local residents to have greater access to recreational and leisure pursuits.

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Furthermore, the proposal will also add to the Green Belt objective of securing nature conservation. The level of vegetation is limited at present; however, the proposal will see an increase in the mixture of trees, hedging and other vegetation. This will not only reduce the visual harm of the proposal but will provide new habitats for species. The acoustic wall will be softened with dense landscaping which will provide further noise reduction and replace the lost potential nesting habitat that are currently present along the existing wall.

The application has also been conditioned to ensure that an adequate planting schedule is produced, in consultation with the Airports Aerodrome Officer, to ensure that the correct balance between improving nature conservation and the operational needs of the airport is achieved.

Overall, the Head of Planning considers that the objectives of including land within the Green Belt will be satisfied by the proposal as it will improve the overall appearance of the Green Belt, enhance access to recreational facilities and improve the attractiveness of the landscapes nature conservation value.

In addition, PPG2 also states that redevelopment proposal must;

- Not exceed the height of the existing buildings (C4); and
- Not occupy a larger area of the site than the existing buildings (unless this would achieve a reduction in height which would benefit visual amenity (C4).

The proposed apron will not exceed the height of the existing car park and the demolition of existing buildings on the site will decrease the height of development over the site taken as a whole and benefit visual amenity provided that an appropriate landscaping scheme is submitted. In addition, the proposal will not occupy a larger area than the existing use of the site.

Trees - The Arboricultural officer comments state that the application site contains some mature trees and vegetation. However, many of the trees and much of the vegetation will be removed as a result of the proposal. In total there will be 59 trees (this includes both trees and shrubs large enough to function as a tree) removed.

However, the applicants are proposing an extensive landscaping scheme. This will include the provision of 113 extra heavy standard trees and an extensive range of woodland structure planting, ornamental and ground cover planting, hedging and climbing plants. When the Ringway Road diversion scheme was approved, the Council ensured that there would be an increase in the number of trees to be provided in the area. When both schemes have been implemented there will be a total of 202 trees planted overall. This is a net gain of 143 trees. Although the final figure is yet to be confirmed until the final landscaping scheme is submitted, there will be a substantial net gain in trees at the application site.

Although, trees will be lost that are mature and of historic significance it is considered that there is sufficient justification for their removal and there will be a positive net gain of trees as a result of the proposal.

Ecology - Greater Manchester Ecology Unit has no objections to the proposal. The majority of the site is presently being used as a car park with limited

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vegetation present. However, the application has been conditioned to ensure that the removal of trees and vegetation takes place outside the optimum bird nesting period and suitable precautions are taken during construction and operation to prevent pollution of surface waters.

Socio-Economic Effects - Although one trading business, the repair garage, will be lost, overall the proposed apron extension will have positive socio-economic effects. The expansion of the apron will be critical to facilitating the proposed increase in throughput of passengers at the airport and will have positive impacts on job generation at the local and wider levels. Therefore, the failure to provide sufficient apron space is likely to impact on job generation and adversely impact on the economy of Manchester and the wider region.

Water Environment - In light of the objection raised by the Environment Agency, the applicants have been asked to submit additional information to overcome their objection. Following consultation with the EA, the applicants have agreed a schedule of work to be submitted to overcome their concerns. The Head of Planning is therefore minded to recommend approval subject to the successful resolution of this objection.

Pollution - the Head of Environmental Services states that the Environmental Assessment produced by the applicant is satisfactory. In terms of noise the proposal will see the erection of an acoustic barrier along the northern part of the application site, which will assist in reducing noise levels emanating from the site. However, in light of the comments raised by the Head of Environmental Health, the application has been conditioned to ensure that the applicants provide confirmation that all properties in the vicinity of the development have been appropriately sound insulated before development commences

In addition, an informative will be placed on the permission (if granted) which states that ongoing liaison should be set up with the Council's pollution Control section to discuss the timescales and programme of works on the site, and information is properly disseminated to local residents in the vicinity of the development to keep them informed, particularly in relation to noise and environmental impacts.

Highways Considerations - Transportation Assessment work has been carried out by the applicants and both the Head of Engineering Services and the Highways Agency have been consulted. The Highways Agency have concluded that the traffic impact associated with the application will be positive. The Highways Agency have also considered the application in the context of other works proposed in and around the airport. It has concluded that there will be an overall neutral effect in the trunk road network. As such, it has no objection to the apron extension proposal.

The Head of Engineering has also stated that the Ringway Road Diversion must be constructed prior to the commencement of work on the apron and that correct signage and turning head details are provided. The application has been conditioned accordingly.

Crime and Disorder - There has been no objection to the application by Greater Manchester Police. As such, the fencing and CCTV proposed is considered adequate to prevent any crime and disorder as a result of the proposal.

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Aerodrome Safeguarding - The appropriate lighting and landscape management condition has been attached as suggested.

Demolition of 'Old Thatch' - In order to facilitate the extension of the apron the proposal will result in the demolition of 'Old Thatch', a Grade II Listed Building, in its entirety. Other buildings will be lost as a result of the proposal including Building 217 which was constructed as an Officers Mess. Other buildings to be demolished are not considered to be of any historic or cultural significance.

The principle of the demolition of the Listed Building is considered in the Listed Building application (Ref: 081133/LO/2006/S2). No permission can be granted for this development unless listed building consent is also granted.

However, in order to mitigate the demolition the Officers Mess, the application has been conditioned to ensure that the building is recorded and photographed for records. Both the scale and scope of the mitigation proposals would be agreed in writing with the Greater Manchester Archaeological Unit.

Relocation of Memorial ground - The proposal will result in the removal and relocation of the memorial garden. The applicants have proposed to dismantle, under controlled conditions, and relocate to the northern part of the proposed apron extension of the north side of the Ringway Road Diversion. In light of the comments raised by Landscape Practice, the exact location of the memorial ground will be confirmed once the final landscape plan is submitted.

The airport has made positive efforts to contact regular visitors to the site to gauge their views on the relocation. There has been one response by a visitor who supported the relocation of the ground to its proposed position. Clarification has been asked in terms of parking and access arrangements. This has been asked to be considered by the applicants as part of their revised landscaping scheme.

Summary - Manchester Airport plays an important role in the regional and national economy. The airport has predicted that passenger numbers will increase dramatically by 2015. In order to accommodate this demand, there is a need for additional apron space to increase airport efficiency and reduce congestion.

Failure to allow the airport to expand could therefore have huge implications for the economy. The application site provides a logical extension to the existing airport functions. In addition, the Head of Planning considered that the proposal will be environmentally sensitive to surrounding receptors through the introduction of extensive landscaping and other mitigation measures.

Although, the proposal will result in the loss of a Listed Building, this will be recorded for historic records. Overall, it is considered by the Head of Planning that the proposal accords with policies contained within the UDP and other regional and national guidance.

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

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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 the grant of listed building consent pursuant to application 081133/LO/2006/S2 and subject to resolution of the issues relating to flooding and surface water runoff. Following this the application will be referred to the Secretary of State.

Reasons for recommendation

The application is for redevelopment within a Major Developed Site in the Green Belt and contributes to the objectives of inclusion of land within the Green Belt as such it not inappropriate development. It is essential for the continued growth not only of the Airport but of the economy of the North West region as a whole. The application will include sensitive and appropriate landscaping. In coming to this conclusion the Head of Planning has taken into account the Environmental Information contained in the Environmental Impact Assessment provided with the application. The proposal accords with the Council's UDP in particular policies E2.1, E2.3, T4.1, EW20, EW21, EW25, EW30 and DC16 and there are no material considerations of sufficient weight to indicate otherwise.

Wythenshawe Area Committee **Considered the application for information only.**

Conditions and/or Reasons

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

Reason -

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

2) The development hereby approved shall be carried out in accordance with the drawings numbered FP/AA/AASC, 396-01-001, and the details contained within the Environmental Statement (Excluding Landscaping and visual effects and Water Environment and Ground Conditions) stamped as received by the Local Planning Authority on 24th October 2006, unless otherwise agreed in writing by the City Council as Local Planning Authority.

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

3) Construction of the works hereby approved by this permission shall not take place until samples and specifications of the materials to be used on all external elevations i.e. the Acoustic Screen and fencing along Outwood Lane 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.

4) No development shall take place unless and until a program to photograph and record works for building 217 have been submitted to and approved in writing by the City Council as local planning authority. The works shall be carried out in accordance with the approved details.

Reason

To ensure that a record, including drawn, written and photographic information as necessary, is kept of this building of historic importance, pursuant to the guidance contained in Planning Policy Statement 15.

5) The development hereby approved shall include a lighting scheme and a scheme for the illumination of external areas during the period between dusk and dawn, or as may be otherwise agreed in writing by the City Council as local planning authority. Full details of such a scheme shall be submitted to and approved in writing by the local planning authority before the development commences. The approved scheme shall be implemented in full before the development is first occupied unless otherwise agreed in writing by the local planning authority.

Reason

In the interests of amenity, crime reduction and the personal safety of those using the proposed development, pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester (Adopted 1995).

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6) 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 on the approved plan ref 396-01-001 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 BS 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 (Adopted 1995).

7) All tree work should be carried out by a competent contractor in accordance with British Standard BS 5837:2005 "Recommendations for Tree Work".

Reason

In order to avoid damage to trees adjacent to and within the site which have important amenity value to the area, pursuant to policy E2.6 of the Unitary Development Plan for the City of Manchester (Adopted 1995).

8) 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.

9) Notwithstanding the details submitted on drawing number 396-01-001 Rev A, 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 including details of the species of shrubs and other planting material finishes to the acoustic screen, details of the location and materials for the memorial ground, elevations of the closeboard timber fence along the Outwood Lane Diversion and details of how the planting stock will be protected from rabbits.

The approved scheme shall be implemented not later than 12 months from the date the apron first becomes operational. 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.

The submitted scheme shall also include detailed plans indicating the location of all proposed trees and shrubs including tree pit details and a five-year management and maintenance plan for soft landscape elements.

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Reason

To ensure that a satisfactory landscaping scheme for the development is carried out, pursuant to policy E2.6 and EW24 of the Unitary Development Plan for the City of Manchester (Adopted 1995), the principles contained with the Guide to Development in Manchester 2 Draft SPD and Planning Policy Statement 1.

10) A scheme for the removal of rooks and other avian species, and the pruning of plant species, which bear potential food sources for birds, shall be submitted to and approved in writing by the City Council as Local Planning Authority prior to the commencement of the development. The approved scheme shall be implemented and shall remain in force for so long as the development is in use.

Reason

In order to minimise the potential for bird hazard strikes at Manchester Airport, pursuant to policy EW24 of the Unitary Development Plan for the City of Manchester (Adopted 1995).

11) Any tree or vegetation clearance required by the scheme shall take place outside the optimum period for bird nesting (March to July inclusive) unless nesting birds have been shown to be absent.

Reason

To ensure the protection of nesting birds as specified under the Wildlife and Countryside Act 1981, pursuant to Policy E2.3 of the Manchester UDP.

12) Confirmation that all the properties that are affected by the development are properly sound insulated by the 'additional' noise from the apron development shall be submitted to and approved in writing by the City Council as Local Planning Authority prior to the commencement of the development.

Reason

To ensure that properties that will be affected by the development are adequately insulated against noise, pursuant to Policy H2.2 of the Unitary Development Plan for the City of Manchester (Adopted 1995).

13) No work shall commence on the new apron and interfere with the traffic flow on Ringway Road until the new distributor road "Ringway Road Diversion" (approved under LPA Ref 068432/RO/2003/S2) has been constructed and made available.

Reason – To ensure that the new distributor road is constructed and made available to prior to the closure of Ringway Road and before the development on the new apron commences, pursuant to policy T4.2 of the Unitary Development Plan for the City of Manchester (Adopted 1995).

14) A scheme showing an appropriate turning head, at the point where Ringway Road is to be closed, and a scheme of the new signage to be provided to indicate that Ringway Road is closed and will be an "Access Only" route, shall

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be submitted to and approved in writing by the City Council as Local Planning Authority prior to the closure of Ringway Road and the commencement of the new apron.

The approved scheme shall be implemented prior to the closure of Ringway Road and remain in place unless agreed in writing with the Local Planning Authority.

Reason – To ensure that appropriate turning head and signage are in place along the highway.

Informative

1) Effective, ongoing, liaison arrangements are set up with the Council's Pollution Control Section to consult on the timescale and programme of works on the site, particularly in relation to noise and other environmental impacts

2) Information and contact information is provided to residents in the vicinity of the development to keep them informed of the programme of works and any environmental impact (including noise) the works may have on their properties.

3) There should be consultation with Manchester Airport's Safeguarding Authority prior to the submission of the lighting scheme to the City Council.

4) There should be consultation with the Councils Engineering Department as legal consent will be required to close Ringway Road.

5) If the new distributor road "Ringway Road Diversion" is to be adopted as a public highway, the applicants will be required to enter into a Section 38 Agreement with the City Council.

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: 081134/FO/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 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:

GMC Fire Service
Greater Manchester Ecology Unit
Other Unspecified Consultee
Cheshire County Council
Macclesfield Borough Council
Trafford Metropolitan Borough Council Chief Planning Officer
Stockport MBC The Director Of Development And Planning
Environment & Operations (Highway Authority)
Environment & Operations (Trees)

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Greater Manchester Police
Greater Manchester Passenger Transport Executive
Network Rail Fao Ms Kay Uka
Highways Agency
Environment Agency
Head of Environmental Health
Head of Environmental Health
Health and Safety Executive
Head of Engineering Services
Chief Executive's Landscape Practice Group
Burford Holdings, 20 Thayer Street, Londone, W1U 2DD
Arlington Prop Development, Arlington Business Park, Theale, RG7 4SA
General Guarantee Finance Ltd, Styal Road, Woodhouse Park, Manchester, M22 5XB
Airtax, Taxi Feeder Park, Ringway Road, Woodhouse Park, Manchester, M22 5WH
N W B Business Exchange, Trident Business Park, Styal Road, Woodhouse Park, Manchester, M22 5XB
Teamwork, Trident Business Park, Styal Road, Woodhouse Park, Manchester, M22 5XB
Dynamic World Cargo, Trident Business Park, Styal Road, Woodhouse Park, Manchester, M22 5XB
Go Cheaper Car Hire Ltd, Trident Business Park, Styal Road, Woodhouse Park, Manchester, M22 5XB
J P G Group Ltd, Trident Business Park, Styal Road, Woodhouse Park, Manchester, M22 5XB
W S Atkins, Building 217, Annexe, Ringway Road, Woodhouse Park, Manchester, M90 1AF
Hertz Rent A Car, Ringway Road, Woodhouse Park, Manchester, M22 5XN
Holiday Inn Garden Court, Outwood Lane, Woodhouse Park, Manchester, M90 4HL
Hilton Hotel, Outwood Lane, Woodhouse Park, Manchester, M90 4WP
Crowne Plaza Manchester Airport, Ringway Road, Woodhouse Park, Manchester, M90 3NS
A B B Steward Ltd, Building 217, Ringway Road, Woodhouse Park, Manchester, M90 1AF
Males Garage, Ringway Road, Woodhouse Park, Manchester, M90 1WT
Greater Manchester Police, Airport Police Station, Woodhouse Park, Manchester, M90 1NN
Manchester Airport Plc, Aerodrome House, Parade Road, Woodhouse Park, Manchester, M90 1AH
Alpha Flight Services, Building 42, East Road, Woodhouse Park, Manchester, M90 1AP
Immigration Nationality Directorate, PO Box 185, Woodhouse Park, Manchester, M90 1ZW
The Cottage, Ringway Road, Woodhouse Park, Manchester, M22 5NH
Airport Hotel, Ringway Road, Woodhouse Park, Manchester, M22 5WH
Avis Rent A Car Ltd, Ringway Road, Woodhouse Park, Manchester, M22 5XN
Norman Broadbent, Trident Business Park, Styal Road, Woodhouse Park, Manchester, M22 5XB
Airlan Data Ltd, Trident Business Park, Styal Road, Woodhouse Park, Manchester, M22 5XB
20 Dawson Road , Heald Green , Cheadle , SK8 3AE

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Representations were received from the following third parties:

GMC Fire Service
Greater Manchester Ecology Unit
Environment & Operations (Trees)
Greater Manchester Police
Highways Agency
Environment Agency
Chief Executive's Landscape Practice Group
Males Garage, Males Garage, Ringway Road, Woodhouse Park, Manchester,
M90 1WT
Mr & Mrs Taylor, 20 Dawson Road , Heald Green , Cheadle , SK8 3AE

Relevant Contact Officer: : Jennifer Atkinson
Telephone No. : (0161) 234 4517
Email : j.atkinson@manchester.gov.uk