

Application No: 13/3931M

Location: BOUNDARY FARM, STYAL ROAD, WILMSLOW, CHESHIRE, SK9 4LE

Proposal: Change of use of existing glasshouse from horticultural uses to parking of cars associated with the existing airport car parking operation based at the site

Applicant: FRANK MATTHEWS & SONS

Expiry Date: 12-Nov-2013

Date Report Prepared: 27th March 2014

SUMMARY RECOMMENDATION

Approval, subject to conditions.

MAIN ISSUES

- Whether the development is inappropriate development within the Green Belt and if so, whether very special circumstances exist
- The impact on neighbouring residential properties amenity due to the intensification of the use
- Whether the development would have an impact upon the local highway network

REASON FOR REPORT

Under the Council's Constitution this application is required to be determined by the Northern Planning Committee as it is a commercial site with a floor space between 1000 – 9999 square metres.

DESCRIPTION OF SITE AND CONTEXT

The application site is located on Styal Road close to the boundary with Manchester City Council and approximately 250m North of the junction with Moss Lane.

The application site comprises a glasshouse and an area of hard standing. The glasshouse itself measures approximately 7000 square metres, the area of hard standing is located by the entrance to the glasshouse and measures approximately 160 metres. Access to the glasshouse is through an established airport car parking facility which is also under the applicant's ownership.

The whole of the site extends to approximately 2.52 hectares. Within it are two further glasshouses, an area of open air car parking, a security office located near the main access to the site, a portacabin used as an office/reception, security cabin, outbuildings and a vehicle repair garage operating from a brick building. Access to the whole of the site is off Styal Road.

To the North of the site is an open air port car park run by Manchester Airport known as 'Jet Parks Plus'. Styal Road runs to the East of the site, this is where the existing access to the site is located and a number of residential dwellings. To the West of the site is agricultural land and to the South is agricultural land under the applicant's ownership.

The site is within the North Cheshire Green Belt

DETAILS OF PROPOSAL

Full Planning permission is sought for the change of use of a glasshouse and area of hard standing from horticultural use to the parking of cars associated with the existing airport car park operation on the site.

RELEVANT HISTORY

The application site

08/0227P Retention of toilet block and lamp post to serve existing nursery use
Approved subject to conditions 28/03/08

- 06/2629P Retention of track, area of hard standing, toilet block and lamp post
Refused 14/12/06
- 01/1866P Change of use of existing glasshouse to accommodate electricity
generator plant with associated equipment and erection of chimney
stack
Approved subject to conditions 10/10/01
- 50636P Glasshouse extension
Approved subject to conditions 07/10/87

Whole of the site

- 08/1217P Change of use of an existing glasshouse from horticultural uses to
storage of cars associated with the existing airport car parking
operation at the site (resubmission of application 07/2261P)
Refused 01/09/08
Allowed on appeal 25/03/09**
- 07/2261P Change of use from Glasshouses to the storage and parking of vehicles
Withdrawn 22/10/07
- 05/1435P Change of use of existing glasshouse to airport car parking
(Resubmission of 05/0227P)
Approved 27/07/05**
- 05/0227P Change of use of existing glasshouse to use for airport car parking
Refused 13/04/05
- 01/2854P Change of use of Glasshouse to airport car parking
Refused 30/01/02**

Appeal dismissed 05/02/03
Decision quashed in the High Court
Remitted appeal Allowed 31.03.04

01/1901P Change of use of Glasshouse to airport car parking
Withdrawn 12/09/01

777287P Certificate of lawfulness for use of land as car park
Lawful with conditions 19.05.94

POLICIES

Local Plan Policy:

The application site lies within the North Cheshire Green Belt and whilst not sited within the defined Airport Operational Area, is subject to Airport safeguarding policies.

The relevant Macclesfield Local Plan 2004 policies are considered to be: -

GC8 (Reuse of buildings)

T20 (Airport related development within the Green Belt)

T21 (Airport related development)

DC3 (Protection of the amenities of nearby residential properties)

DC6 (Circulation and access)

The National Planning Policy Framework came into effect on 27 March 2012, and replaces the advice provided in Planning Policy Guidance Notes and Statements. The aim of this document is to make the planning system less complex and more accessible, to protect the environment and to promote sustainable growth. Local planning authorities are expected to “plan positively” and that there should be a presumption in favour of sustainable development.

Since the NPPF was published, the saved policies within the Macclesfield Borough Council Local Plan are still applicable but should be weighted according to their degree of consistency

with the NPPF. The Local Plan policies outlined above are consistent with the NPPF and therefore should be given full weight.

Cheshire East Local Plan Strategy – Submission Version

Paragraph 216 of the National Planning Policy Framework (NPPF) states that, unless other material considerations indicate otherwise, decision-takers may give weight to relevant policies in emerging plans according to:

- The stage of preparation of the emerging plan (the more advanced the preparation, the greater the weight that may be given);
- The extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
- The degree of consistency of the relevant policies in the emerging plan to the policies in the NPPF (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).

In view of the level of consultation already afforded to the plan-making process, together with the degree of consistency with national planning guidance, it is appropriate to attach enhanced weight to the Cheshire East Local Plan Strategy - Submission Version in the decision-making process.

At its meeting on the 28 February 2014, the Council resolved to approve the *Cheshire East Local Plan Strategy – Submission Version* for publication and submission to the Secretary of State. It was also resolved that this document be given weight as a material consideration for Development Management purposes with immediate effect.

Other Material Considerations

National Planning Policy Framework

CONSULTATIONS (External to Planning)

Highways – No objections

Manchester Airport Safeguarding - No safeguarding objections

Parish Council - Objected to the application on the grounds of loss of land/buildings for car parking

Manchester Airport – Objection on the grounds that allowing the development would compromise Manchester Airports ability to fulfil its ground transport objectives and surface access strategy. The development is also inappropriate development within the Green Belt. The case presented is based on a gross car park space projection produced by the Airport and is not based on annual passenger numbers. This approach is too simplistic. The applicant's analysis to demonstrate the need for further space is a car park survey that is flawed. There are errors in the assessment and concerns over its reliability exist. The statement that there is a car parking shortfall is unsubstantiated and cannot be relied upon for demonstrating of a need for Boundary Farm.

REPRESENTATIONS

The application has been advertised by a Site Notice and neighbour notification. The consultation period expired on 4th November 2013. 6 No. letters of representation have been received which can be seen on the application file.

To summarise the comments are

- The small rural historic village is turning into one big airport car park
- Styal is a National trust rural village, it might be ruined by airport car parking facilities
- If the application is granted it may set a precedent for other rural areas of Styal being turned into unsightly busy car parks
- Styal is unsuitable for expansion of airport car parking, both legal and illegal

- Increased car parking is gradually destroying what in effect was a rural farming community
- Need to safeguard the countryside and preserve the setting and characteristics of Styal
- The greenhouses were built for a specific purpose and are unsuitable for airport car parking. Access to the area is dangerous
- Should the greenhouses not be used for the purposes they were intended for then they should be demolished and the land turned back into Green Belt for rural conservation and animal grazing
- Area proposed is horticultural land and should be classed as inappropriate development
- Granting of the application may lead to an increase in car parking and storage
- Increase in volume of traffic, noise and disturbance to local properties and the wider village
- Styal Road is an extremely busy road and any increase in traffic would exacerbate the situation especially at peak times, in the morning and evenings, during rush hour, when commuter traffic drastically increases the volume of traffic for a period of about two hours on each occasion
- Any increase in traffic would have an even greater detrimental effect on the quality of life that the local residents have by adding to the levels of noise, pollution and general inconvenience that we already endure
- Will lead to more traffic and disruption on the roads through Styal which are already overloaded with airport bound vehicles
- Styal already has problems with heavy traffic and speeding, more car park spaces will add to this problem

APPLICANT'S SUPPORTING INFORMATION

The applicant has submitted a Planning Statement and additional supporting information. Details of these can be read on the application file. A summary of the key points outlined in the documents is provided below –

- The principal of using the site for long stay car parking has been established with the historical planning approvals and appeal decisions. The inspector has accepted the reuse of glass houses and hard standing for long stay airport car parking, it is regarded as an appropriate form of development in the Green Belt
- The proposal does not involve any changes to the external appearance of the glasshouse only internal alterations
- The hard standing area was formally used in association with the nursery. It is wholly incidental to the use of the site, the small nature of the hard standing area combined with its incidental use and its former use results in its use for airport parking being immaterial
- The purpose of the application is to accommodate the expansion requirements of the existing airport facility that operates from the site by using an empty horticultural building and area of hard standing. The previous occupier of the site has ceased trading
- The existing glasshouse is of a permanent and solid construction and in good condition
- There is a need for a Green Belt location for airport car parking, the airport is surrounded by a tight Green Belt boundary without sufficient space for expansion to provide parking facilities for projected growth in passenger numbers, lack of alternative sites within Airport Operational Area, under provision of long stay parking facilities, need for significant increase in long stay parking facilities to meet sustainability objectives, the proposal provides additional overflow parking to established site. On this basis the provision of long stay overflow car parking should be considered appropriate development in accordance with the third bulletin in paragraph 90 of the NPPF
- Manchester Airport Land Use Plan identifies that the airport plans to expand to accommodate 40 million passengers annually. There is need for 35,000 long stay car park spaces which are required by 2030 provided both on and off site to ensure the airport can develop in the future
- The Ground transport Plan identified in 2009 there were 19,660 car parking spaces at 31 private sites and 8,140 spaces provided at the airport totalling 27,000 spaces. There was a deficit of 7000 spaces
- Last audit by Manchester Airport identified that there was less than 27,650 long stay car park spaces either on-site or off site. This is significantly short of the set parking

requirements for passengers and staff of up to 36,800 spaces to ensure the airport achieves sustainable economic development

- Apart from an application for up to 9,000 spaces long stay surface car park on land to the Northeast of Manchester airport there have been no large scale application for long stay airport car parking since 2009
- The current parking provision is 16,052. The parking provision has dropped by 10,000 spaces since a parking audit was undertaken in conjunction with the 2007 land use plan
- There is a significant need for additional long stay car parking facilities
Demand is not being met, private airport facilities exist, some, but not all are lawful. The need cannot be met within the designated airport zone, the situation will be compounded by the construction of Airport City which has contributed to the removal of existing airport parking provision.
- The Shell Carrington site which has 9000 spaces is to be sold as a mixed development site
- The peak check in times for passengers are between 03.00 and 07.00 and the only feasible, economically viable option for passengers getting to/from the airport in time is long stay car parks close to the airport
- Manchester Ground Transport Plan identifies a hierarchy of preferred transport modes; public transport is followed by long stay car parking
- Long stay car parking is a means of actively reducing road miles undertaken by vehicles and subsequently reduces emissions
- The proposal is in accordance with policies set out within the development plan, national planning guidance and the central aims and policies of the Manchester Airport Master plan
- Additional information is also attached to the Planning Statement in the form of appeal decisions, assessment of parking provisions, sale details for Carrington site, Letter of support from Bewleys hotel, Letter from K H Bloor and Sons the previous occupants of the glasshouse, passenger check in and arrival times, details of proposed operational area extension and an extract on how much parking is required.

In the additional supporting information submitted a number of other points have been raised, these are summarised below

- In a recent High Court case the judge found that an inspector had erred in law when an appeal against an enforcement notice was rejected. The appeal was relating to enforcement action taken by Luton B.C. against GPS Estates, concerning the provision of off-airport parking spaces at Luton Airport. The judge found that the inspector had misapplied policy and failed to take into account not only a lapsed planning permission for airport parking but also the anticipated expansion of the airport which will see an increase in passenger numbers. The inspector had not grappled with whether the use was in compliance with a long term need for additional parking for the airport. The judge ordered the Secretary of State to pay 75% of the appellants' legal costs and for the appeal to be reconsidered
- There will be an on-going substantial shortfall in parking provision with the loss of Carrington, local private parking sites subject to council enforcement action, redevelopment of Jet Parks and the West Apron
- The inspectors in the appeal decisions for the site accepted the change of use of the glasshouse was not inappropriate development and that there is a need for additional parking and expansion of the existing operation that would improve operational efficiency of the airport
- The current local plan policies are out-of-date and do not address the need for airport related development outside the operational area of the airport
- The policy context is provided by the Framework, in particular at paragraphs 31, 33, 90 and 111, which promote the provision of transport infrastructure to support airport growth, which can be considered not to be inappropriate in a Green Belt location and promote brownfield development by reusing existing structures and also by the Aviation Policy Framework

A traffic statement has also been submitted. The report is based on data surveys undertaken in April 2013. To summarise the report says

- The hourly vehicle movements associated with the expanded park and ride operation are extremely low throughout the week and during the traditional weekday am and pm peak hours for background traffic on Styal Road.

- The layout of the site access junction is appropriate in geometric terms and the available visibility splays are appropriate for the 40 mph speed limit on Styal road.
- The junction will operate well within acceptable capacity limits during peak hours with minimal queues and delays. The additional traffic can be safely accommodated by the junction without having a detrimental effect on the operation of Styal Road.
- When compared to the total junction inflow in 2010 during the weekday am and pm hours, the additional traffic from the expanded park and ride operation equates to increases of less than 1% during both peak hours.
- The additional traffic flows through any new junction on Styal Road to be created as part of SEMMMS A6 to Manchester Airport relief road are very low and would be undetectable within the daily variation in flow.
- Traffic associated with the expanded park and ride operation can be accommodated on the highway network with no detriment to operation or road safety.

RELEVANT PLANNING POLICIES

There are also parts of the NPPF listed within the Planning Statement. The key parts of the National Planning Policy Framework which are considered to relevant to this application are

- Sustainable development is at the heart of the NPPF and this includes economic, social and environmental roles (foreword, par. 6, 7, 9, 14, 18, 19, 151)
- The purpose of the planning system is to contribute to the achievement of sustainable development (par.6)
- Applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise (par.2, 11, 150)
- Proposed development that accords with a Local Plan should be approved and proposed development that conflicts should be refused unless other material considerations indicate otherwise. (par.12)
- The Core planning principles that should underpin plan-making and decision-taking include proactively drive and support sustainable economic development, secure a good standard of amenity, protecting the Green Belts, encourage the effective use of land by reusing land that has been previously developed (brown field land), promote

mixed use developments and actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling. (par.17)

- The Government is committed to securing economic growth in order to create jobs and prosperity (par.18)
- Planning should operate to encourage and not act as an impediment to sustainable growth (par.19)
- Support a prosperous rural economy. Support sustainable growth and expansion of all types of businesses and enterprises in rural areas through the conversion of existing buildings and promote the development and diversification of agricultural and other land-based rural businesses (par. 28)
- Promote sustainable transport. The transport system needs to be balanced in favour of sustainable transport modes (par. 29)
- Local authorities should work with neighbouring authorities and transport providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development or transport investment necessary to support strategies for the growth of airports (par. 31)
- All development that generate a significant amount of movement should be supported by a transport statement (par.32)
- Protecting Green Belt Land. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open: the essential characteristics of the Green Belts are their openness and permanence. (par. 79)
- The Green Belt serves five purposes: to check the unrestricted sprawl of large built up areas, to prevent neighbouring towns merging into one another, to assist in safeguarding the countryside from encroachment, to preserve the setting and special character of historic towns, and to assist in urban regeneration, by encouraging the recycling of derelict and other urban land. (par. 80)
- Inappropriate development is by definition harmful to the Green Belt and should not be approved except in very special circumstances (par. 87)
- When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations (par. 88)

- Certain other forms of development are also not inappropriate in Green Belt provided they preserve the openness of the Green Belt and do not conflict with the purposes of including land in Green Belt. These are mineral extraction; engineering operations; local transport infrastructure that can demonstrate a requirement for a Green Belt location; the re-use of buildings provided that the buildings are of permanent and substantial construction; and development brought forward under a Community Right to build Order. (par. 90)
- Planning policies and decisions should encourage the effective use of land by re-using land that has been previously developed (brown field land), provided that it is not of high environmental value. (par. 111)

The relevant Development Plan policies are those within the Macclesfield Local Plan.

Policy GC8 sets out four tests for the re-use and adaptation of buildings in the countryside. The policy which states that the reuse and adaptation of existing buildings within the Countryside for commercial use, amongst others, will not be permitted unless:

1. There is no materially greater impact than the present use on the openness of the Green Belt
2. The building is of a permanent and substantial construction capable of being converted without major or complete reconstruction
3. The form, bulk and general design of the building is in keeping with its surroundings
4. The proposal respects Local Building Styles and materials. The extension of or reuse of buildings and the associated uses of surrounding land must not reduce the openness of the Countryside. Within the Green Belt such proposals must not conflict with the purposes of including land within it

Policy T20 states that the Council will seek to minimise the impact of the airport within the Green Belt and development will not be permitted, except in very special circumstances, in accordance with the Borough Councils Policies.

Policy T21 states that airport related development other than that referred to in Policy T20 will not be permitted. The Council will encourage development to be located within the Airport

Operational Area or within nearby urban areas where this is compatible with other Local Plan policies.

Policy DC3 states that development, including changes of use, should not injure residential amenity due to, amongst other things, noise, traffic generation and parking.

Policy DC6 seeks amongst other things to ensure safety from vehicular movement.

Within the Planning Statement submitted reference is made to Local Plan policy GC1 and T23 these policies are not considered to be relevant as policy GC1 relates to new buildings in the Green Belt and the site is not within the operational area.

OFFICERS APPRASIAL

The planning application is for the change of use of an existing glasshouse and an area of hard standing from horticultural use to a use for long stay airport car parking. The applicant wants to expand the existing established airport parking facility which is operating from the remainder of the site by using the vacant glasshouse and associated area of hard standing.

The glasshouse was previously rented to Bloor Nurseries which ceased trading in March 2012. The company ceased trading due to the market for smaller growers of bedding plants shrinking, this along with stagnant prices and rising costs made the business unviable. The area of hard standing located at the entrance to the glasshouse was used in association with the horticultural use for the parking of tractors, implements, pallets and boxes.

There are no external alterations proposed to the building, just a number of internal alterations proposed, these include

- Fixing of horticultural shading material to the underside of roofs and walls to restrict glare from the glass panels and light pollution
- Painting of internal walls thereby further eliminating any light pollution
- Installation of security fencing to internal supports

- Wire mesh fixed to underside of glass to protect from broken glass

The application is retrospective, the glasshouse and area of hard standing is currently being used for the parking of vehicles associated with the established airport parking facility. The glasshouse can accommodate up to 480 vehicles and the area of hard standing 8 vehicles.

There has been planning permission granted on appeal and by the former Macclesfield Borough Council for the incremental use of the glasshouse for airport parking. The existing park and ride operation has the capacity to accommodate up to 920 vehicles. The vacant glasshouse can accommodate up to 480 vehicles and the area of hard standing 8 vehicles.

The existing “park and ride” facility provides a service which gives people the choice to use more sustainable modes of transport, other than public transport, in getting to and from Manchester Airport. The existing airport car parking facility currently operates a park and ride scheme which works in three ways. The first is by customers leaving their cars at a designated area on site and then people are driven to the airport by a bus. Alternatively passengers leave their cars at Bewleys Hotel on Outwood Lane at Manchester Airport and then their cars are driven to and from Boundary Farm, or customers are driven in their own car to the airport and back from Boundary Farm.

The expanded park and ride operation would be able to accommodate up to 1400 vehicles.

Key issues

The key issues are

- Whether the development is inappropriate development within the Green Belt and if so, whether very special circumstances exist
- The impact on neighbouring residential properties amenity due to the intensification of the use
- Whether the development would have an impact upon the local highway network

GREEN BELT

All development within the Green Belt is considered to be inappropriate unless it is identified in paragraphs 89 and 90 of the NPPF as being potentially not inappropriate.

Paragraph 90 of the NPPF states that certain forms of development are also not inappropriate in Green Belt provided they preserve the openness of the Green Belt and do not conflict with the purposes of including land in the Green Belt.

One of the forms of development listed within paragraph 90 is

- The reuse of buildings provided that the buildings are of permanent and substantial construction.

It has already been accepted in granting previous planning permissions on this site and by the Secretary of State that the glasshouses are of permanent and substantial construction capable of reuse. It has also been accepted that the use of the existing glasshouse on site would have no harm to the openness of the Green Belt. This is because vehicles are being housed within the glasshouse and there would be no further loss of openness compared to the use of the building for horticultural purposes. It has also been found that the development would not conflict with the purposes of including land within the Green Belt.

The area of hard standing located outside the entrance to the building is proposed to be used outside for the parking of up to 8 vehicles as and when required for example, if a vehicle is too high to fit through the entrance of the glasshouse. This use would have no further impact on openness than its present use for horticultural purposes.

With regard to Local Plan policy GC8 the four tests are similar to what is identified within Paragraph 90 of the NPPF. The proposal satisfies the first, second and fourth test due to there being no materially greater impact on openness than the horticultural use of the building, it does not conflict with the purposes of including land within the Green Belt and the building is of permanent and substantial construction capable of being converted without major or complete construction. With regard to the third test, the form bulk and design of the

existing building would be in keeping with its surroundings as it stands with other glasshouses which are similar in their appearance.

Local Plan policy T20 seek to minimise the impact of the airport within the Green Belt. It states that airport related development will not be permitted except in very special circumstances in accordance with the Boroughs policies. It has been taken that the reference to very special circumstances is that referred to in the NPPF test. As the development is considered to not be inappropriate development within the Green Belt, the proposal is not subject to the very special circumstances test. Given the compliance with policy GC8 of the local plan and the NPPF, it is not considered that the proposal could be refused in reference to policies T20 and T21 of the Local Plan, which are specific to airport related development.

Overall it is considered that the change of use of the glasshouse and the associated hard standing from horticultural use to the parking of cars must be considered to not be inappropriate development within the Green Belt.

NEIGHBOURING RESIDENTIAL PROPERTIES AMENITY

Concern has been raised that the change of use may result in additional noise, traffic and disturbance for local residents. The existing facility would expand so that it would be able to accommodate an additional 488 vehicles. The glasshouse is located approximately 130 metres away from some of the neighbouring properties on Styal Road and approximately 135 metres away from those on Moss Lane. The vehicles going to and from the glasshouse would use the existing access to the airport car parking site from Styal Road and would be driven through the site away from the neighbouring residential dwellings. The applicant is proposing to introduce measures to the inside of the building to prevent glare from the vehicles. Taking these factors into account, the access to the site and the location of the glasshouse is considered to be far enough away from neighbouring residential properties to not significantly injure the amenities of nearby residential properties.

HIGHWAYS

Concern has been raised about the additional traffic that will be made as a result of the proposal and its impact on the road network and the existing access. Any additional traffic generated would use the existing access to the existing air port car parking site on Styal Road. There is another access to the glasshouse from Styal Road adjacent to the property known on Ellwood however, it is stated within the transport statement that this access will be closed to vehicular traffic. In the transport statement that was submitted with the application, the Council Highways department were consulted on the proposal. The highways department raised no objection to the proposal. With regard to the traffic impact of the site, as the operation of the site is not a peak traditional peak hour generator when the majority of flow is using the road network, the trips to the site were spread throughout the day. Traffic count data from the existing use has been submitted that indicates the peak hour generation is very small indeed. There were no concerns regarding the access as it is a good standard and there is sufficient visibility available in both directions.

It is therefore considered that the applicant has provided sufficient information to demonstrate that the proposal will not be detrimental to highway safety or have an adverse impact on the highway network.

OTHER MATTERS

The case has also been put forward that the proposal could also be classed as being not in appropriate development within the Green Belt in the context of paragraph 90 of the NPPF, as the proposal could be considered to be

- local transport infrastructure which can demonstrate a requirement for a Green Belt location

The term 'local transport infrastructure' is not defined within the NPPF glossary. It is not considered that this proposal meets this definition. Weight is also given to the comments of Manchester Airport and the information in support of this application does not demonstrate a

need or requirement for the development to be in a Green Belt location. The claims made in respect of the extent of long stay parking provision required, the current long stay parking provision, the demand for long stay parking provision, and the amount of land available for such development do not stand up to scrutiny. A survey has been undertaken regarding the current provision of parking however, the methodology used and the analysis undertaken has not been robust. In any event, as explained in the Green Belt section above, the proposal is considered to be not inappropriate development within the Green Belt for different reasons.

The concerns raised by Manchester Airport are fully considered. However, taking into account the previous Inspector's decision, it is not considered that a reason for refusal based on potential conflict with the Airport's surface transport and infrastructure strategy could be sustained at appeal.

The comments of Styal Parish Council are also fully considered. The Council has taken action to resist many unauthorised off-airport car-parking sites in the Green Belt. This particularly case is different in that it is not inappropriate development in the Green Belt and as such there is no policy presumption against the development.

CONCLUSIONS AND REASON(S) FOR THE DECISION

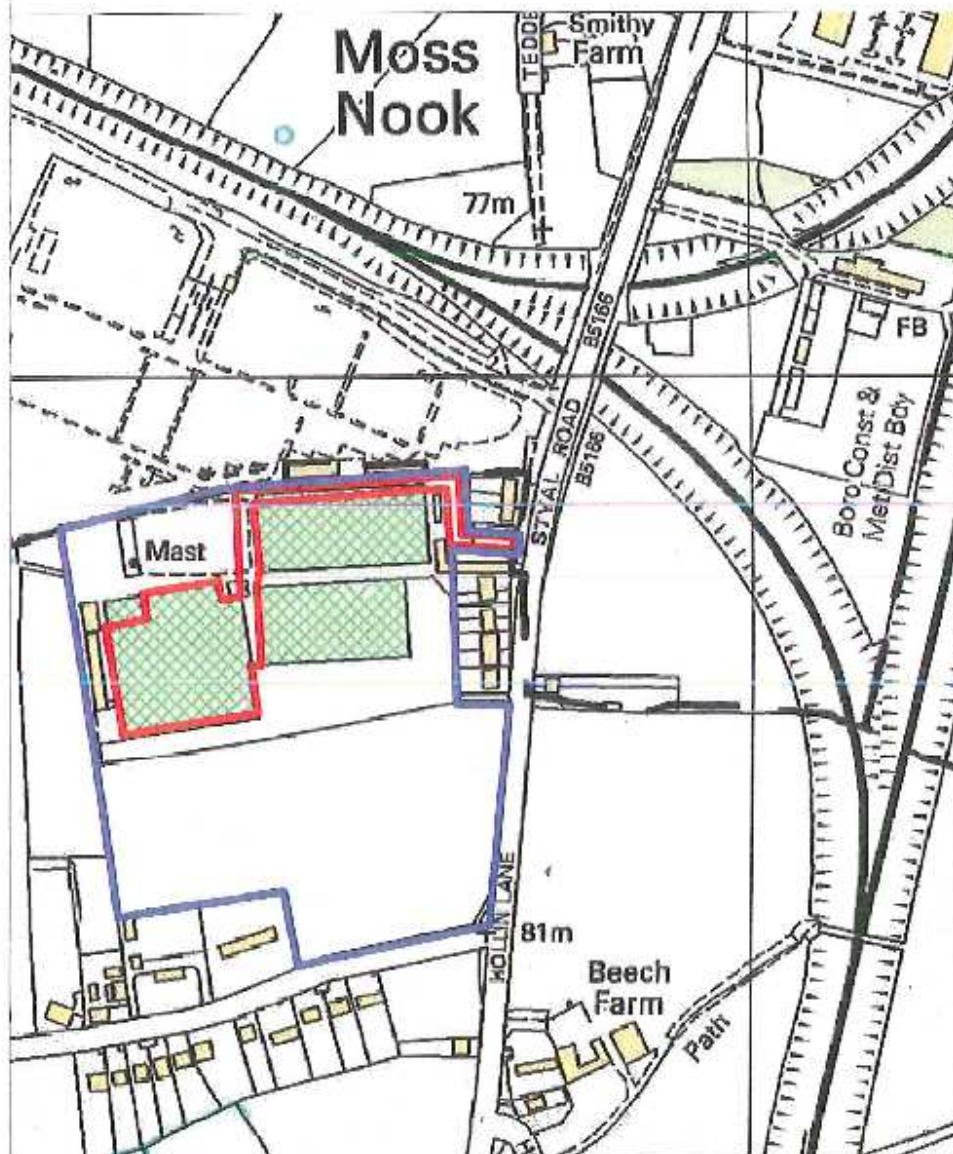
The proposal is considered to not be inappropriate development within the Green Belt. It is also considered that the proposal would not be detrimental to highway safety or would have an adverse impact on the highway network above the existing use of the main site. Neither would it result in a significant impact to neighbouring residential amenity. On that basis, the proposal is considered to be in accordance with policies GC8 (Reuse of buildings), DC3 (Protection of amenity for nearby residential properties) and DC6 (Circulation and Access) of the Macclesfield Borough Local Plan 2004, and guidance within the National Planning Policy Framework. The application is recommended for approval subject to conditions.

In the event of any changes being needed to the wording of the Committee's decision (such as to delete, vary or add conditions/informatives/planning obligations or reasons for approval/refusal) prior to the decision being issued, the Northern Area Manager has delegated authority to do so in consultation with the Chairman of the Northern Planning

Committee, provided that the changes do not exceed the substantive nature of the Committee's decision.

Should this application be the subject of an appeal, authority shall be delegated to the Northern Area Manager in consultation with the Chairman of the Northern Planning Committee to enter into a planning agreement in accordance with the S106 Town and Country Planning Act to secure the Heads of Terms for a S106 Agreement.

Location Plan



envs : 00222-02, Plotted Scale - 1:2000

Mathew's Nursery, Styal Road, Styal