

Planning

Growth & Development

Delegated officer report for planning application

Application no. 131843/FO/2021

Date registered valid: 6 October 2021

Proposal: Erection of a single storey rear extension following demolition of existing glass house

Address: The Airport Pub, Ringway Road, Manchester, M22 5WH

Ward(s): Woodhouse Park Ward

Applicant: Frederic Robinson Limited, C/o Agent

Agent (if any): Mrs Georgina Daintith, Walsingham Planning, Brandon House, King Street, WA16 6DX

Case officer: Jennifer Connor
Tel: 0161 234 4545
Email: jennifer.connor@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 17.11.2021

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 25.10.2021

Standard consultations:

Printed: 14 October 2021 Expired: 4 November 2021

Neighbour notifications

No neighbour notifications have been printed and sent.

Site notice

Posted: 25 October 2021 Expired: 15 November 2021

Press advert

No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building/area

The property is a public house immediately adjoining the operational area of Manchester Airport. The footprint of the proposal is on previously developed land within the Green Belt.

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of development

Erection of a single storey rear extension following demolition of existing glass house

Consultations & Notification Responses

Environmental Health – No comments

Manchester Aerodrome Safeguarding – No objection subject to the imposition of conditions and advisories.

Policy

For reasons to be outlined below, it is considered the proposal accords with these policies.

Core Strategy - The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements

of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development.

A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.

Policy DM 1, Development Management, - Follows the principles advocated in the aforementioned policies and informs that all development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document. The relevant issues are given below:-

- o Appropriate Siting, layout, scale, form, massing, materials and detail.
- o Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.
- o Effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.

Policy SP1 'Spatial Principles' which states that priority will be given to the creation of neighbourhoods of choice outside of the regional centre. In particular, developments which make a positive contribution and enhance areas for residents will be supported.

The National Planning Policy Framework (NPPF) - The replacement NPPF was published in July 2021. The NPPF replaces and revokes all Planning Policy Guidance (PPGs) and Planning Policy Statements (PPSs) previously produced by Central Government. The NPPF is therefore a material planning consideration in the determination of planning applications.

The NPPF states that the planning system must contribute to the achievement of sustainable development. These are encapsulated into three categories: economic, social and environmental.

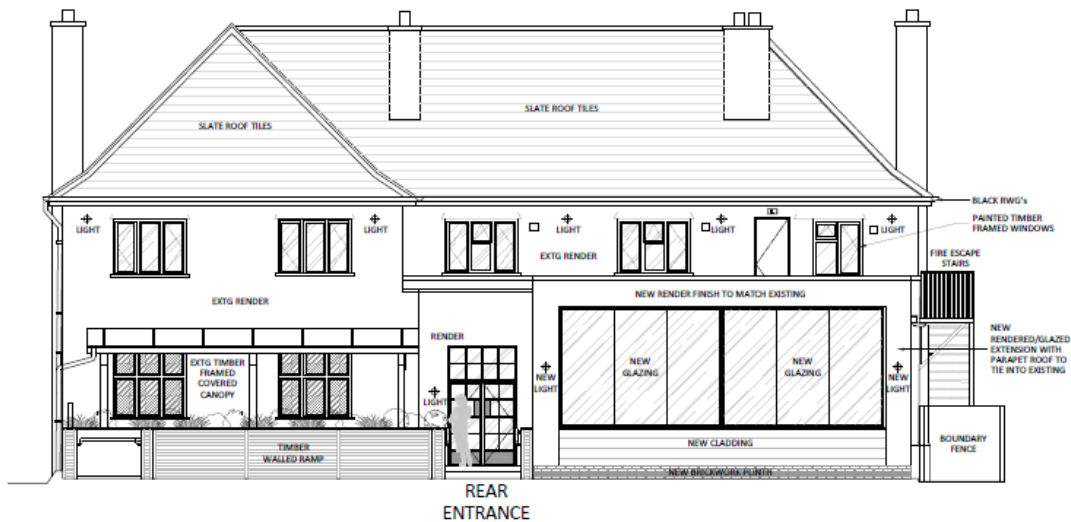
The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.

For reasons to be outlined below, it is considered the proposal accords with the principles of this policy document.

Principle of the Proposal

The principle of the proposal is acceptable in that the applicant proposes to replace an existing glass house structure. Notwithstanding this, consideration must be given to the proposed developments siting, design, appearance, scale and massing, and to the proposal's impact upon existing levels of residential amenity.

Design, Scale and Massing and impact on Residential Amenity



Datum 74.00m

REAR (SOUTH EAST FACING) ELEVATION AS PROPOSED

SCALE: 1:100@A2

Given the nature of the site and its existing operation, having regards to the design, scale and massing of the single storey rear extension it is considered to be appropriate having regard to the host building and the wider area.

It is not anticipated that the proposed development, will impact upon the existing levels of residential amenity currently being enjoyed by occupants of adjoining properties including loss of privacy, light or overshadowing.

The proposal will not materially impact upon the openness of the Green Belt over and above the existing glasshouse in place.

Human Rights Act 1998 considerations

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

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

Recommendation: Approve

Article 35 Declaration

Officers have worked with the applicant/agent in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application.

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

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

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

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

Proposed 203 PLANS AND ELEVATIONS
Existing 201 PLANS AND ELEVATIONS
Existing & Proposed 204 ROOF PLANS
Location Plan 205
COVERING LETTER
Site Plan 200 EXISTING
Site Plan 202

Received by the City Council as Local Planning Authority on 06 October 2021.

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies SP1, DM1 and EN3 of the Core Strategy.

3) The materials to be used on the external surfaces of the proposal hereby permitted be as stated on the application forms and approved drawings.

Reason - To ensure the appearance of the building to be extended is not adversely affected by the materials to be used in the construction of the extension, pursuant to saved policies DC1.1, DC1.2 and DC1.4 of the Unitary Development Plan for the City of Manchester and policy DM1 of the Manchester Core Strategy.

4) During demolition & construction, robust measures must be taken to control dust and smoke clouds. No works shall commence at the site until a statement to outline measures to be taken to address dust and smoke has been submitted and agreed in writing by the local planning authority.

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

5) No works shall commence at the site until a full Bird Hazard Management Plan (BHMP) has been submitted to and approved in writing by the City Council as local planning authority. The BHMP shall include the whole construction process with mitigation measures against, and contingency for any standing water to prevent the attraction to hazardous species of birds. The works shall be carried out in accordance with the approved details.

Reason - In the interests of the safe operation of aircraft pursuant to policy DM2 of the Core Strategy.

6) All exterior lighting shall be capped at the horizontal with no upward light spill.

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

Informative –

- All works to remain 3m away from the airport perimeter fence at all times, and to ensure that there can be loose materials left on site at any time that could be used as a climbing aid to gain unauthorised access to the Critical Part of the airport. All materials to be stored securely to ensure no foreign object debris is blown onto the airport.
- No lighting directly beneath the glazed/polycarbonate roof areas that will emit light upwards – only downward facing ambient lighting to spill from the roof upwards – ideally, automatic blinds to be fitted that close at dusk. Reason: Flight safety - to prevent distraction or confusion to pilots using Manchester Airport.
- Given the location of this property the applicant should be aware that the airport will take action against anyone found in contravention of the Air Navigation Order (“Order”). In particular in contravention of the following provisions under that Order:-
 - Part 10: 240: A person must not recklessly or negligently act in a manner likely to endanger an aircraft, or any person in an aircraft.
 - Part 10: 241: A person must not recklessly or negligently cause or permit an aircraft to endanger any person or property.
- The applicant’s attention is drawn to the new procedures for crane and tall equipment notifications, please see: <https://www.caa.co.uk/Commercial-industry/Airspace/Event-and-obstacle-notification/Cranenotification/>
 - No solar photovoltaics to be used on site without first consulting with the aerodrome safeguarding authority.

Appendix 1 – List of consultees & neighbours notified

Environmental Health
Manchester Airport Safeguarding Officer
Manchester Airport Group

Appendix 2 – Planning constraints

Article 4 Direction - Removal of PD Rights Change of Use from Class C3 to Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - Within Outer Area
Green Belt Land - Green Belt Area (LDF)
Green Belt Land - Greater Manchester Green Belt Local Plan 1984
Historic Landfill Site 250m Buffer -
Airport Noise Index Zone - Noise and Nuisance Index - 60
Area Team Boundary - Name: SOUTH