

Document Title	Version	Issue	Date	Author	Reviewer
MAG Building 401 Development	02	01	24/09/21	J. Smith	J. Carroll

RAS Ltd. Technical Note:

MAG Building 401 Development

Introduction

RAS Ltd have been requested by MAG, on behalf of Threadneedle Curtis Limited, to consult on a potential development at Building 401 near Manchester Airport. The development is close to the airport's fuel storage facility, and as such, parts of the development may be within the planning consultation zones for the site set by the HSE. As part of the planning application process, the initial development concept must be reviewed against the hazard zones around the fuel storage facility to demonstrate that the regulations have been given due consideration.

The following is an extract from the Site Location Plan drawing (ref. 020598-RPS-SI-XX-DR-A-9030) showing the potential development at Building 401.



Figure 1 extract from the Site Location Plan drawing (ref. 020598-RPS-SI-XX-DR-A-9030).

The plans above will be reviewed against the HSE's consultation zones surrounding the fuel storage facility at Manchester Airport.

Discussion

The development will be within the HSE's consultation zones around the fuel storage site, and they will therefore review the development and give advice based on their guidance set out in the HSE land use planning methodology, also known as PADHI+ (Planning Advice for Developments near Hazardous Installations).

A PADHI assessment requires two key pieces of information:

- the consultation zone in which the proposed development is located; and
- the sensitivity level of the proposed development.

Based on the guidance on the HSE's website, the development would fall within sensitivity level one (SL1), which is based on the 'normal working population'. SL1 is believed to be appropriate as there are less than 100 occupants expected (based on the number of car parking spaces allocated), and there are less than three occupied stories to the building. Based on this, no increase to SL2 would be expected.

As the development is SL1, regardless of which of the three consultation zones (inner, middle or outer) the site fell within, the HSE's planning advice would be expected to be Don't Advise Against (DAA). However, the zone will be reviewed to ensure that the development is clear on its level of risk.

The fuel storage facility is currently in the process of expanding its storage facilities, and therefore its consultation zones will have been extended accordingly. RAS have not been provided with these updated zones, but these can be estimated based on the existing site's consultation zones. The figure below shows the expected worst case extents of the site's inner zone in relation to the Building 401 development. This has been estimated based on the current zone extending approximately 110 m from the site's storage bund, therefore the leftmost red circle in the figure below shows 110 m distance from the closest point of the new bund to Building 401.

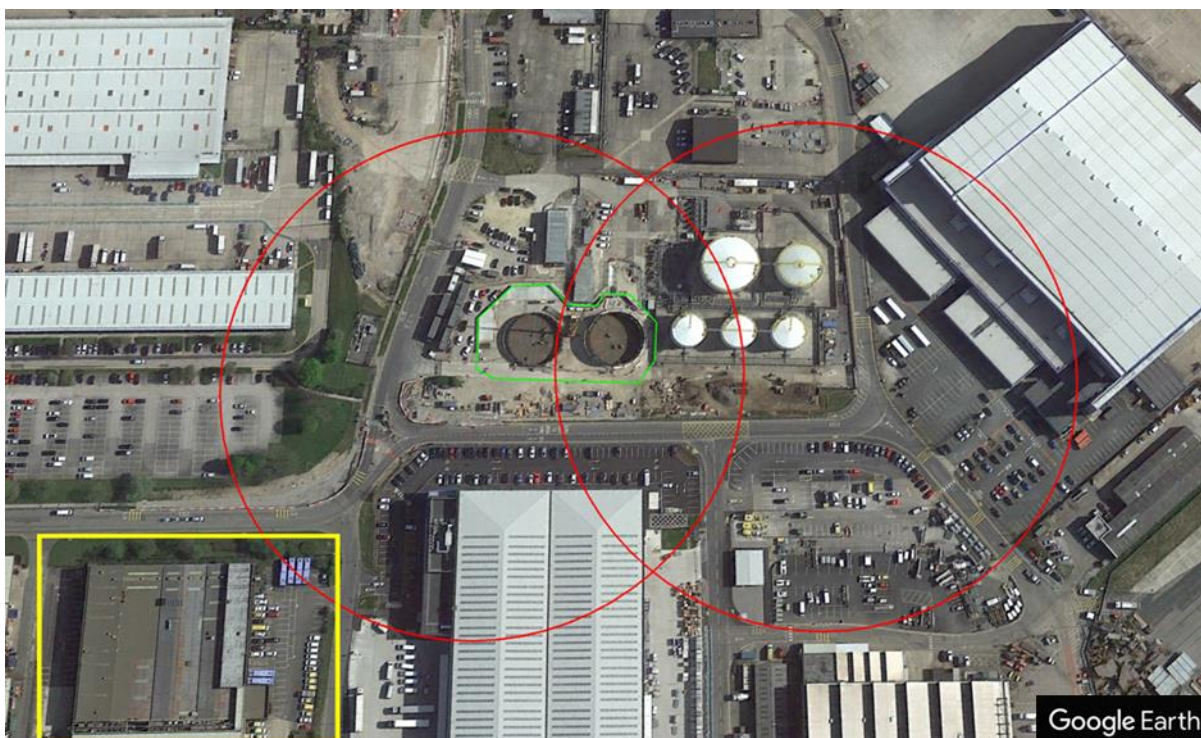


Figure 2 Expected extents of the updated inner consultation zone around the fuel storage site

The figure above shows that the inner zone could be expected to encroach on the new development site. However, this is likely to be less than 10% of the total development area, and appears to only cover an area of car park, and not the actual main buildings. As such, the HSE would be expected to apply their Rule 1¹, and would not apply the inner zone to the whole development and instead apply the middle or outer zones.

However, regardless of which zone the HSE deem the development to fall within, as stated above, based on the sensitivity level of the development being level 1, DAA would be expected.

Conclusion

Based on the review above, although a small portion of the inner consultation zone may encroach upon the new development, this is not expected to result in the development as a whole being deemed to fall within the inner zone. This is based on the HSE's Rule 1 which applies where less than 10% of an area is covered by a zone, or where the zone only covers car parking and other low occupancy areas.

The development would also be expected to be sensitivity level 1 (SL1), and therefore the HSE's consultation advice would be expected to be Don't Advise Against (DAA), regardless of which consultation zone it was within. This applies for both unit 1 (1a, 1b and 1c) and unit 2 shown in Figure 1.

¹ Rule 1 (1a and 1b) is detailed in the HSE LUP methodology which is available online (<https://www.hse.gov.uk/landuseplanning/methodology.htm>)