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Our Ref: GD/KN0142/21

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Dear Sir/Madam

Application for Full Planning Permission

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

Planning Portal Ref – PP - 10255925

This application is submitted on behalf of Frederic Robinson Limited and seeks planning permission for the following development:

“Demolition of existing glass house and erection of a single storey rear extension”.

The application has been submitted electronically via the Planning Portal and in addition to the completed application form and this covering letter, comprises the following plans:

- | | |
|---|-----------|
| • Site Location Plan | 205 |
| • Existing Site | 200 Rev B |
| • Existing Ground Floor Plan and Elevations | 201 |
| • Proposed Site Plan | 202 Rev A |
| • Proposed Ground Floor Plan and Elevations | 203 Rev A |
| • Existing and Proposed Roof Plan | 204 |

The planning application fee of £462 has been paid via the Planning Portal.

Site

The application site comprises the pub/ restaurant known as the Airport Pub which is located on the south side of Ringway Road, Manchester. The site contains a two-storey building with a single storey flat roofed and glasshouse extension to the rear, together with external garden area and car parking. The rear of the pub and external garden area has open views over runways at Manchester Airport.

On the Proposal Map accompanying the adopted development plan, the Airport Pub and site of the proposed extension is shown as lying within Manchester Airport Strategic site.



Proposal

The application seeks planning permission for the demolition of the existing rear glass house extension and its replacement with a new single storey extension of more appropriate design and substantial construction. The new extension will be located on the footprint of the existing glass house at the rear of the premise.

The original concept for the glass house, which was only constructed in 2015 (Ref. 109421/FO/2015/S2, was to enable customers views of the air traffic and the runway at Manchester Airport. However, the structure has proved less than ideal being too hot during the summer months and cold during the winter months. This application thus proposed its replacement with a more appropriate and suitable structure.

The proposed extension will be faced in render to match the existing building with low level timber cladding detail beneath the windows. Views of the runway will be maintained through the use of large picture windows on all three elevations.

Planning History

The main applications of note relating to the property are:

106668/FO/2014/S2 - Erection of front entrance canopy, single storey rear entrance porch and rear canopy, elevational alterations, four additional car park spaces and erection of external 6 metres high lighting columns to existing car park, together with new boundary treatment to Ringway Road and installation of up to 2 metre high internal fencing and gates and associated landscaping following demolition of existing garage – Approved

109421/FO/2015/S2 - Installation of glazed structure with associated retractable canopies at rear following demolition of existing timber structure – Approved – it is this structure that is to be removed and replaced.

109422/AO/2015/S2 - Installation of branded canopy over proposed glazed structure – Approved

111018/FO/2016/S2 - Erection of detached buildings to form food servery and external seating area with retractable canopy, with associated internal fencing and gates within the rear beer garden – Approved

Planning Policy

National Planning Policy Framework (July 2021)

The National Planning Policy Framework (NPPF) seeks to ensure that there is a presumption in favour of sustainable development and that positive planning solutions are found to ensure that economic development is brought forward.

Paragraph 11 of the NPPF states that plans, and decisions should apply a presumption in favour of sustainable development. It goes on to state that Local Planning Authorities should approve development proposals that accord with the development plan without delay.



Paragraph 81 of the NPPF states that decisions should help create the conditions in which businesses can invest, expand and adapt. It goes on to state that significant weight should be placed on the need to support economic growth, taking into account both local business needs and wider opportunities for development.

Paragraph 93 provides specific advice with regard community uses including public houses. It requires decision takers to ensure that established shops, facilities, and services are able to develop and modernise, and are retained for the benefit of the community.

Development Plan

The adopted development plan consists of the Manchester Core Strategy Development Plan Document (2012) and saved policies from the Unitary Development Plan.

The application site falls within Manchester Airport Strategic Site. Policy MA1 'Manchester Airport Strategic Site' thus applies. Within the strategic site, the application site falls within 'Area 1a – Existing Area' which includes various hotels, commercial uses, and car parks around the airport. The policy supports the continuation of existing uses with Area 1a, which would include the Airport Pub. The policy requires that *“all development proposed as part of the Airport expansion should seek to ensure that the environmental effects of development are assessed at the planning application stage to ensure any impact is acceptable”*. In particular, development is required to consider its impact on nature conservation and landscape value, heritage assets, car parking, noise and pollution.

Policy EN1 'Design Principles and Strategic Character Areas' is concerned with ensuring development is of a good design and complies with the seven principles of urban design.

Policy DM1 'Development Management' requires development to be appropriate in its siting, layout, scale, form, massing, materials and detail and have regard to the character of the surrounding area. The policy also seeks to mitigate against effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation.

Policy DM2 'Aerodrome Safeguarding' states that development that would affect the operational integrity or safety of Manchester Airport or Manchester Radar will not be permitted.

Planning Assessment

The application seeks planning permission for a single storey rear extension on the footprint of the existing glass house. The glass house was originally intended to provide open views of aeroplanes on the approach to and from the runway. However, the amount of glass within the structure has meant that it generates too much heat within summer months and is very cold during winter months. The applicant therefore wishes to demolish the existing structure and replace it with something of a more appropriate design and construction.

The principal planning considerations when assessing these proposals are therefore the principle of development, the design of the structure and its impact upon airport operations.



Principle of development

The application site falls within the built-up urban area and within the curtilage of an existing pub. The proposed structure will replace the existing glass house with structure of a more appropriate design and construction. The extension will not change the number of covers at the premises.

As the site is within the boundary of Manchester Airport Strategic Site, Policy MA1 would apply. The proposal in no way conflicts with this policy as it supports the continuation of existing uses subject to environmental considerations. The scheme will raise no issues in this regard, notwithstanding the fact that the development is simply replacement of an existing structure.

Having regard to the above facts, the development is considered acceptable as a matter of principle.

Design

The structure is an acceptable scale for its context and is of a high quality both in terms of design and materials. The materials selected for this extension will replicate those used on the main public house building. The flat roof design will allow large, glazed windows to be placed within the south, east and west elevations to permit maximum views of the runway and approaching aircraft.

The extension is considered to accord with Policy EN1 and DM1 of the Core Strategy, together guidance contained in the NPPF relating to design.

Impact on Airport Operations

The proposed structure replaces an existing structure and is within the footprint and curtilage of the existing public house. The height of the proposed extension will not exceed the existing height of the public house, will not cause any issues to the operation of the airport. Furthermore, the proposal is not considered to attract birds or have an effect upon aviation activity. The extension is therefore considered compliant with Policy DM2.

Conclusion

The application simply seeks the demolition of an existing glass house structure and its replacement with a new structure on the footprint which is of a more appropriate design and construction. The scheme is uncontroversial and raises no planning issues other than the acceptability of the design and its impact on airport operations. The proposed design is of a high quality and in keeping with the existing building. The extension will not raise issues in relation to the safe operation of the airport.

The works have been assessed against relevant planning policy and are considered to comply with relevant government guidance contained in the NPPF, together with Policies MA1, EN1 DM1 and DM2 of the adopted development plan. Accordingly, we respectfully request that planning permission is granted without delay.



We trust that the information contained in this letter is useful. If there are any queries or you require any additional information, please do not hesitate to contact me.

Yours faithfully



Georgina Daintith

Consultant

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Cc Matt Heathcote – Frederic Robinson Limited

