

Planning

Growth & Development

Delegated officer report for planning application

Application no.	143152/FO/2025
Date registered valid:	9 June 2025
Proposal:	Erection of an equine cargo unit (Use Class B8) within the existing parking area, extension of hardstanding and the erection of new fencing and gates
Address:	Dnata City North , 2 Pinfold Lane, Manchester Airport, Manchester, M90 5XR
Ward(s):	Woodhouse Park Ward
Applicant:	Dnata Ltd
Agent (if any):	Mr Luke Farmer Union4 Planning Ltd
Case officer:	David Lawless Tel: 0161 234 4543 Email: david.lawless@manchester.gov.uk
Recommendation:	Approve
Date of recommendation:	18 July 2025



Application details

Type of application: Full Application Consent

Development type: Minor Other

Standard consultations:

Printed: 19 June 2025 Expired: 10 July 2025

Neighbour notifications

Printed: 19 June 2025 Expired: 10 July 2025

Site notice

No site notice has been produced

Press advert

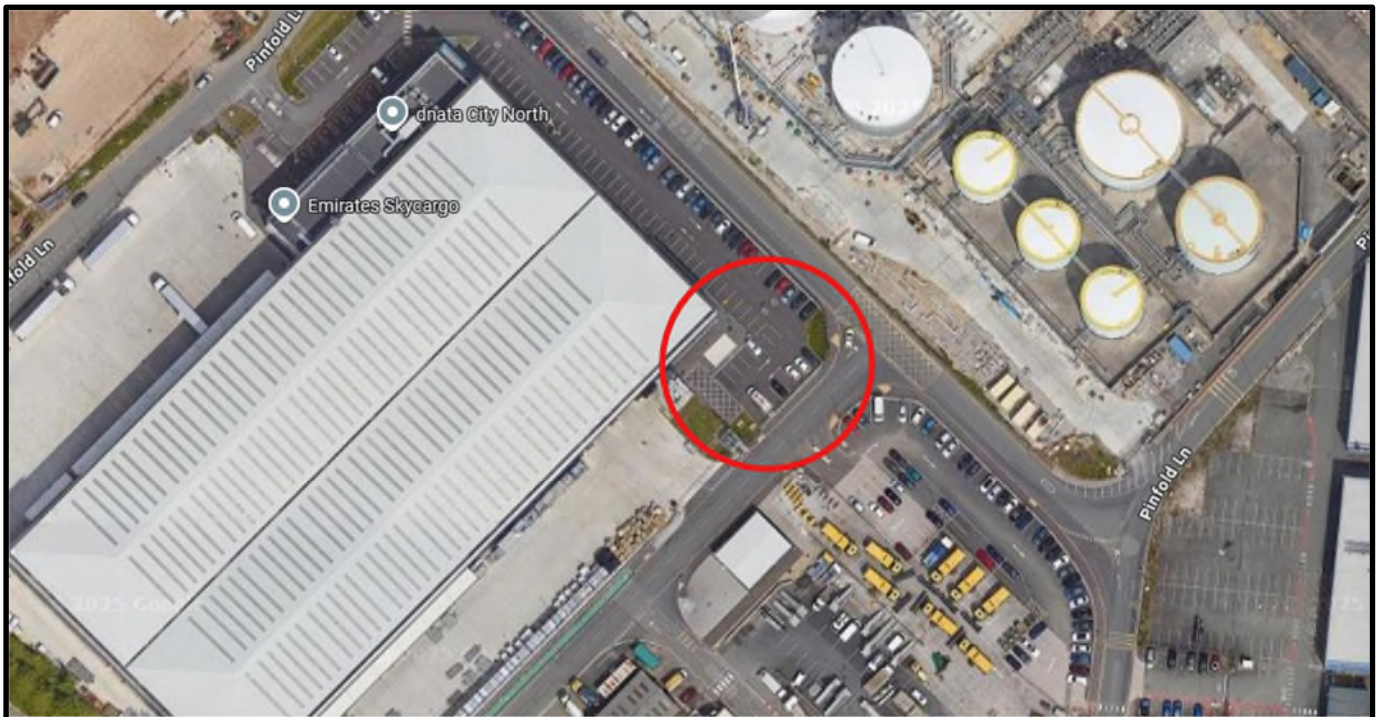
No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building/area

This application relates to a portion of the Dnata site used as car parking and incidental landscaping. Dnata is a ground handling and air cargo services provider at Manchester Airport. To the north of the site, on the opposite side of the estate road, stands the airport "fuel farm". To the east lies a vehicle storage area. The site is within the Airport Operational Area.



Listed building: No

Conservation area: No

Tree Preservation Order: No

Description of development

The applicants are applying to erect a single storey equine cargo unit (Use Class B8) within the existing parking area, along with associated fencing, gates and hardstanding.

Consultations & Notification Responses

Local Residents/Businesses – No comments received.

Highway Services – Have made the following comments:

- No off-site highways works are required as part of the proposals. Access will remain as existing (from Pinfold Lane or from the un-named access road to the east) with internal access provided to the proposed equine cargo unit.
- The proposals would not generate a level of additional vehicular activity which would warrant further assessment.
- A total of 27no. on-site parking spaces will be lost as part of the proposals with 94no. onsite parking spaces retained. The submitted Planning Statement states that the existing on-site car park is currently underutilised and confirms that the applicant has access to additional overspill parking at other nearby locations.
- Highways recommend that a turning area is provided to the end of the adjacent retained parking aisle to ensure that cars can safely manoeuvre should all parking bays be occupied.
- Highways have no objection to the proposals.

Environmental Health – No comments received.

Manchester Airport Safeguarding Officer – No objections to the proposal and recommends an informative about the use of cranes be attached to any consent granted.

Ringway Parish Council – No objections to the proposal.

Health & Safety Executive (Land Use) – The proposal has been run through the HSE PADHI+ system which has responded with *Do Not Advise Against*.

Policies

The National Planning Policy Framework (December 2024) – The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other development can be produced. Planning law requires that applications for planning permission be determined in accordance with the development plan, i.e. the Core Strategy Development Plan Document and accompanying policies, unless material considerations indicate otherwise. The National Planning Policy Framework is a material consideration in planning decisions.

Paragraph 11 states that plans and decisions should apply a presumption in favour of sustainable development, which for decision-taking means:

- c) approving development proposals that accord with an up-to-date development plan without delay; or
- d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

- i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear strong reason for refusing the development proposed; or
- ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.

Paragraph 12 states that the presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision-making. Where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.

The Places for Everyone Plan – This plan was adopted on 21 March 2024, as such the Plan and its policies are now a material planning consideration in the determination of planning applications. The Plan and its policies must therefore be given significant weight in the planning balance. The relevant policies are set out below:

Policy JP-Strat9 (Southern Areas) – This policy states that the economic competitiveness, distinctive local neighbourhood character and environmental attractiveness of the southern areas will be protected and enhanced. There will be a strong emphasis on making as much use as possible of suitable previously developed (brownfield) land and promoting the roles of the areas' town centres and its other key assets.

Policy JP-S1 (Sustainable Development) – This policy states that to help tackle climate change, development should aim to maximise its economic, social and environmental benefits simultaneously, minimise its adverse impacts, utilise sustainable construction techniques and actively seek opportunities to secure net gains across each of the different objectives.

Policy JP-S2 (Carbon and Energy) – This policy states that the aim of delivering a carbon neutral Greater Manchester no later than 2038, with a dramatic reduction in greenhouse gas emissions, will be supported through a range of measures.

Core Strategy Development Plan Document – 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. Relevant policies in the Core Strategy are detailed below

Policy SP1, *Spatial Principles* – Development in all parts of the City should make a positive contribution to neighbourhoods of choice including creating well designed places that enhance or create character and protect and enhance the built and natural environment.

Policy EN 1, *Design Principles and Strategic Character Areas* – All development in Manchester will be expected to follow the seven principles of urban design and have regard to the strategic character area in which the development is located. This site is located within area 11, *Airport & urban fringe Character Area*, which states the following:

Much of this area is open in character including a significant area of agricultural land. Built development is mainly associated with the Airport and associated uses, often large scale but height limited by flight path requirements. Other built development is small scale and takes the form of individual or small clusters of houses. Development in this area needs to accommodate the future operational needs of the Airport, whilst retaining the area's open character as far as is possible.

Policy DM1, *Development Management* – This policy states that all development should have regard to a number of specific issues, of which the following are of most relevance:-

- Appropriate siting, layout, scale, form, massing, materials and detail.
- 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.
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Community safety and crime prevention.
- Design for health.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Flood risk and drainage.

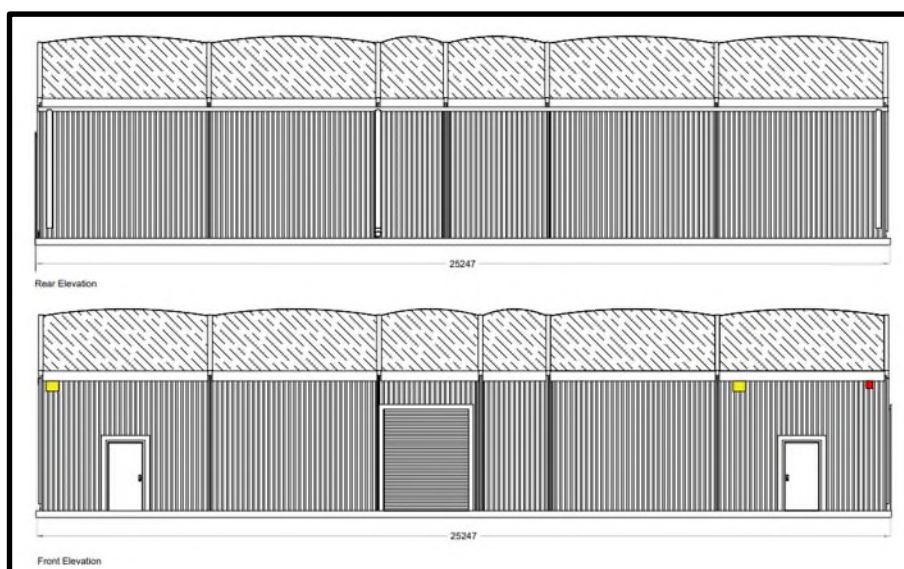
Policy DM 2, *Aerodrome Safeguarding* – This policy states that development that would affect the operational integrity or safety of Manchester Airport or Manchester Radar will not be permitted.

Issues

Principle of the Proposal – As the existing Dnata building is used for cargo handling there is no objection in principle to the proposed equine cargo unit.

Residential Amenity – As the site is located within the Airport Operational Area there are no residential properties in close proximity, as such, it is not considered that the proposal would have a detrimental impact upon existing residential amenity.

Design – The wall of the units would be constructed from trapezoidal profile cladding in goosewing grey with an inflated roof in white (RAL9016). The design of the unit, which can be seen below, has been kept simple and would complement the existing Dnata building it adjoins.



Visual Amenity – Given the design of the proposed equine unit it is not considered that the proposal would have a detrimental impact upon the current levels of visual amenity enjoyed within the vicinity of the Dnata site.

Pedestrian and Highways Safety – Highway Services have confirmed that the proposal would not generate significant additional vehicle movements to and from the site and that accordingly further assessment would not be required. Given this, it is not considered that the proposal would have a detrimental impact upon the existing levels of pedestrian and highway safety enjoyed within the vicinity of the site.

Car Parking – While the proposal would result in the loss of 27 car parking spaces within the Dnata site, it is recognised that there are sufficient spaces for existing staff and that other facilities are available should the need arise in the future. Given this, the reduction in parking numbers is considered acceptable.

Given the scale of the proposed operation, it is not considered that the suggested turning area is required in this instance.

Refuse Storage – As well as the usual office-based refuse that the use would produce, it is recognised that animal waste would also be generated. While the submitted planning statement outlines how this would be handled it is still considered prudent to attach a condition requiring the applicant to submit for approval a waste management strategy for this aspect of the Dnata operation.

Aerodrome Safeguarding – The Aerodrome Safeguarding Officer has confirmed that they have no objections to the proposal, subject to the imposition of an informative concerning the use of crane and tall equipment. The informative would be attached to any consent granted.

Drainage – The site is not within Flood Zone 2 or 3 and as such the proposal does not raise any drainage concerns.

Health and Safety Executive (PADHI+) – As the site is located close to the airport's fuel farm there was a requirement to run it through the HSE's PADHI+¹ online service. The PADHI+ system responded with a "*Do not Advise Against*", therefore it is not considered that the development raises any health and safety concerns.

Other Legislative Requirements

Equality Act 2010 – Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

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.

¹ "Planning Advice for Developments near Hazardous Installations"

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 in a positive and proactive manner based on seeking solutions to issues arising from the consideration of this 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 supporting information received on 9th June 2025:

- 1) DRAWING LOCATION PLAN
- 2) DRAWING BWP.03 EXTERNAL AREA
- 3) DRAWING BWP.04 ENABLING WORKS
- 4) DRAWING BWP.06 FLOOR PLAN
- 5) DRAWING BWP.07 LIGHTING LAYOUT
- 6) DRAWING BWP.08 ELEVATIONS
- 7) DRAWING BWP.09 FRAME PLAN
- 8) DRAWING BWP.10 SIDE ELEVATIONS
- 9) DRAWING BWP.11 EXTERNAL AREA PLAN
- 10) DRAWING BWP.12 SITE/BLOCK PLAN
- 11) DRAWING BWP.13 SITE PLAN
- 12) PLANNING STATEMENT
- 13) FLOODLIGHTING DATA SHEET

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies SP1, DM1 and DM2 of the Manchester Core Strategy.

3) Prior to the operational phase of the development hereby approved, a scheme for the storage (including segregated waste recycling) and disposal of refuse shall be submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use is in operation.

Reason - In the interests of public health, pursuant to Policy DM1 in the Manchester Core Strategy.

Informatives

1) Procedures for Crane and Tall Equipment Notifications - Please see:

<https://www.caa.co.uk/Commercial-industry/Airspace/Event-and-obstacle-notification/Crane-notification/>

Appendix 1 – List of consultees & neighbours notified

Highway Services

Environmental Health

Manchester Airport Safeguarding Officer

Ringway Parish Council

Health & Safety Executive (Land Use)

Hangar 5, Manchester Airport, Ringway Road, Manchester, M90 5YP

Hangar 4 Unit 3, Manchester Airport, Ringway Road, Manchester, M90 5YP

Hangar 4 Room 3, Manchester Airport, Ringway Road, Manchester, M90 5YP

Hangar 4 Airline Services, Manchester Airport, Ringway Road, Manchester, M90 5PQ

Hangar 4 Air Kilroe, Manchester Airport, Ringway Road, Manchester, M90 5YP

Hangar 4, Manchester Airport, Ringway Road, Manchester, M90 5YP

Stores Adjacent No 1 Hangar, Manchester Airport, Ringway Road, Manchester, M90 5FL

Esso Petroleum Co, Pinfold Lane, Manchester, M90 5XA

Avgas Depot, Pinfold Lane, Manchester, M90 5XA

Air BP International, Pinfold Lane, Manchester, M90 5XA

2 Pinfold Lane, Manchester, M90 5YF

Hangar 7, Manchester Airport, Ringway Road, Manchester, M90 5YP

Hangar 2, Manchester Airport, Ringway Road, Manchester, M90 5YP

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4

HSE COMAH Zone - H3754 Manchester Airport Storage Inner Zone

Green Belt Land - Greater Manchester Green Belt Local Plan 1984

Airport Noise Index Zone - Noise and Nuisance Index - 40-49

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Area Team Boundary - Name: SOUTH AREA