

Planning

Growth & Development

Delegated officer report for planning application

Application no. 142817/PS/2025

Date registered valid: 14 April 2025

Proposal: Prior approval under Part 18 of the General Permitted Development Order for proposed works to reconstruct rail bridge MIA/2 at Manchester Airport

Address: Railway Bridge (MIA/2), Manchester Airport, Manchester

Ward(s): Woodhouse Park Ward

Applicant: Michael Gradwell, Network Rail

Agent (if any):

Case officer: David Lawless
Tel: 0161 234 4543
Email: david.lawless@manchester.gov.uk

Recommendation: No Objection

Date of recommendation: 2 June 2025

Application details

Type of application: Prior Approval (Other)

Development type: Notifications

Standard consultations:

Printed: 30 April 2025 Expired: 22 May 2025

Neighbour notifications

No neighbour notifications have been printed and sent.

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 for Prior Approval relates to the MIA/2 road bridge that passes over the railway line in and out of Manchester Airport. The bridge is located to the north of the Crowne Plaza Hotel and south of Ringway Road West and provides access to a number of car parking areas.



Listed building: No

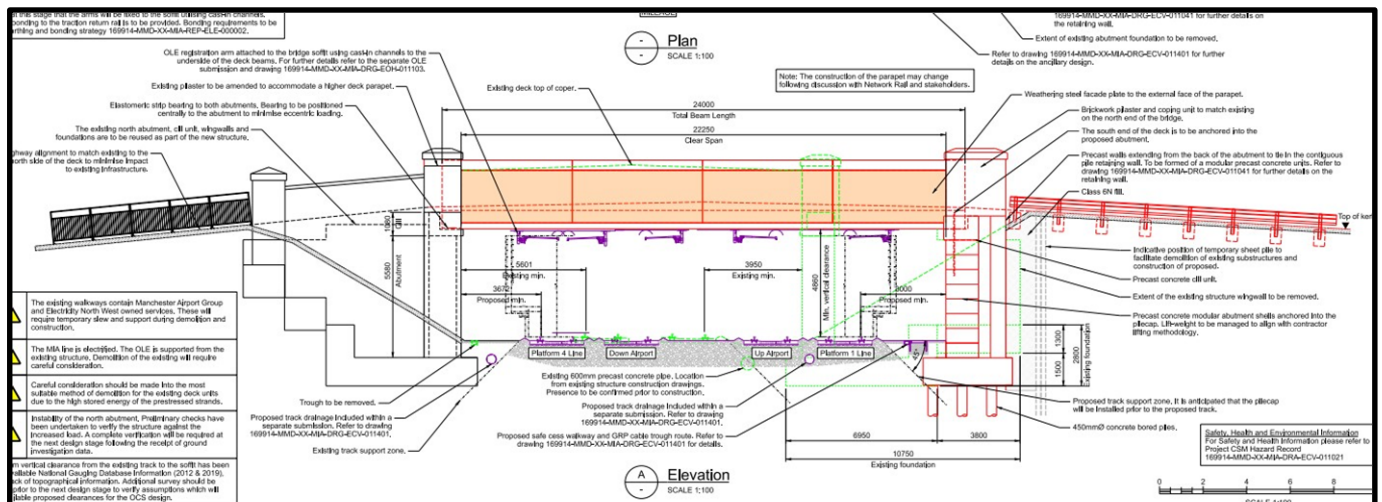
Conservation area: No

Tree Preservation Order: No

Description of development

Network Rail are proposing to undertake a number of improvements to the existing airport train station, primarily by extending Platforms 1, 2 and 3 by approximately 120 metres to enable “double stacking” arrangements of 2 x 6-car services. The provision of this additional length necessitates a remodelling of the station approach and extensive heavy civils work to accommodate the changes to the layout. This includes the reconstruction of bridge MIA/2 and works to the retaining wall on the station approach.

Prior Approval is therefore being sought by Network Rail sought to undertake work to the MIA/2 bridge, the proposed elevation is shown below:



The application is made pursuant to Part 18, Class A of the General Permitted Development Order 2015.

Consultations & Notification Responses

Manchester Airport Safeguarding Officer – Suggests the imposition of a number of conditions and informatives regarding aerodrome safeguarding.

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.

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 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.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Flood risk and drainage.

Policy DM2, *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 - The proposed works are permitted development under Part 18, Class A (Miscellaneous development - development under local or private Acts or Order) of the Town and County Planning (General Permitted Development) Order 2015. Work are permitted but not limited to the construction of the railway, but including "all other acts necessary for making, maintaining, altering or repairing and using the railway". Prior approval should only be considered on the basis of the design and siting of the proposed works. Under Condition A2, prior approval

cannot be refused unless the Council is satisfied that the development ought to be and could reasonably be carried out elsewhere on the land, or the design or external appearance would injure the amenity of the neighbourhood and is reasonable capable of modification so as to avoid such injury.

The proposed development is required as a result of works to the airport railway station. There is no alternative location for this bridge. In addition, due to its location adjoining a cutting and the obscured views from the surrounding area, it is not considered that the proposed works would result in any significant or harmful impact to visual amenity or the appearance of the street-scene.

Given the above it is considered that the proposal passes the tests required of Condition A2.

Aerodrome Safeguarding – The conditions and informatives suggested by the Aerodrome Safeguarding Officer would be attached to any consent granted.

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.

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: No Objection

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

1) The City Council is satisfied that this development has been sited and designed to minimise any impact to the amenity of the neighbourhood or the operation of the highway. Accordingly, the proposal complies with policies SP1 and DM1 of the Core Strategy. The application is hereby granted in accordance with the submitted information and details shown on the following drawings and documents received on 14 April 2025:

- a) Drawing no. 0652602 Rev. A - Location Plan

2) Notwithstanding the provision of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting that Order), all exterior lighting shall be capped at the horizontal with no upward light spill.

Reason - In the interests of aerodrome safety and to prevent distraction and confusion to pilots using Manchester Airport, pursuant to Policy DM2 in the Manchester Core Strategy.

Informatives

1) Aerodrome Safeguarding:

- a) In order to prevent any increase in the number of hazardous birds in the vicinity of Manchester Airport that would increase the risk of a birdstrike to aircraft using MAN, during construction, robust measures shall be taken to prevent birds being attracted to the site. No pools of water should occur and scavenging of any detritus must be prevented.
- b) In the interests of maintaining the integrity of Manchester Airport's Communication, Navigation, and Surveillance (CNS) equipment, radio frequency (RF) devices are to be approved by Manchester Airport prior to energisation as the use of RF emitting devices in this location has the potential to interfere with Manchester Airport's CNS equipment.
- c) The applicant's attention is drawn to the procedures for crane and tall equipment notifications, please see: <https://www.caa.co.uk/Commercial-industry/Airspace/Event-and-obstacle-notification/Crane-notification/>
- d) The development lies within the flight restricted zone established for Manchester Airport. The applicant's attention is drawn to the procedures for drone notifications, please see: <https://www.manchesterairport.co.uk/aviation-professionals/drones/>
- e) In the interests of aviation safety, measures to minimise and manage the creation of dust and smoke should be implemented for the full duration of all construction works, including demolition and excavation, in accordance with the advice of Manchester Airport and the Civil Aviation Authority.

Appendix 1 – List of consultees & neighbours notified

Manchester Airport Safeguarding Officer

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Green Belt Land - Greater Manchester Green Belt Local Plan 1984
Airport Noise Index Zone - Noise and Nuisance Index - 40-49
Airport Noise Index Zone - Noise and Nuisance Index - 50-59
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (More) -
Area Team Boundary - Name: SOUTH AREA