

MANCHESTER AIRPORT AERODROME SAFEGUARDING AUTHORITY PLANNING APPLICATION CONSULTATION RESPONSE – under Circular 1/2003 Safeguarding Aerodromes, Technical Sites and Military Explosives Storage Areas: the Town and Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosives Storage Areas) Direction 2002				
Planning Authority:		MCC	Application No: 137227/FO/2023	
Development Proposal:		RECONSULTATION DUE TO FURTHER AND AMENDED INFORMATION RELATION TO THE ENVIRONMENTAL STATEMENT - Full planning permission for the demolition of existing structures and the erection of one residential building to a height of 71 storeys comprising 642 homes (Use Class C3) with food and drink uses (Use Class E) and / or drinking establishment (Sui Generis); and one office building (Use Class E); with basement car parking, cycle parking, landscaping and public realm, servicing and access arrangements, highways alterations and associated works.		
Location:		Plot D , Great Jackson Street, Manchester, M15 4NP		
OS Co-ordinates (Eastings/Northings):		383285/397215		
Our Reference:		MAN 2024-175		
No Objection	Informatives	Need to engage with MAG Safeguarding	Request Conditions	Objection
		X	X	

Consultation Response:

The Safeguarding Authority for Manchester Airport has re-assessed this proposal and its potential to conflict with aerodrome Safeguarding criteria. We have concerns about the height of the development and the potential infringement of Manchester Airport's Instrument Flight Procedure Surfaces (IFP).

The Aerodrome Safeguarding document for this application states:

Whilst no significant impacts are predicted, it is recommended three of the Instrument Approach Procedures (ILS/DME (I-MM) RWY 05L, ILS/DME (MCT) RWY 05L, and VOR/DME RWY 23R) are discussed further with Manchester Airport, following consideration of the vertical and horizontal clearance margins.

and

The proposed development is likely to present an acceptably low collision risk to aircraft flying 11 of the 14 Instrument Approach Procedures. Further discussions with Manchester Airport is recommended in relation to ILS/DME (I-MM) RWY 05L, ILS/DME (MCT) RWY 05L, and VOR/DME RWY 23R, following consideration of the vertical and horizontal clearance margins.

We have some doubt as to the accuracy of the tables in paras 6.5 and 6.7 because the ILS approach to 05L is in question but not 23R.

In view of that, we request the following pre-commencement condition:

Cont.

- No development to take place until a revised aeronautical assessment including an IFP assessment is undertaken to analyse the impact upon operations for Manchester Airport and aircraft operating around Manchester Airport. The assessment should be submitted to the Local Planning Authority in consultation with Manchester Airport's aerodrome safeguarding authority.

Reason: Flight Safety - To ensure the development does not endanger the safe and efficient movement of aircraft or the operation of Manchester Airport through infringement of IFP surfaces.

It is important that any conditions or advice in this response are applied to a planning approval. Where a Planning Authority proposes to grant permission against the advice of Manchester Airport, or not attach conditions which Manchester Airport has advised, it shall notify Manchester Airport, and the Civil Aviation Authority as specified in the Town & Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosive Storage Areas) Direction 2002.

Name	Position	Date
	MAG Aerodrome Safeguarding Authority	Monday, 24 June 2024