

Planning Growth & Development Delegated officer report for planning application

Application no. 136879/FO/2023

Date registered valid: 3 May 2023

Proposal: Erection of a warehouse building (Use Class B8) with ancillary office accommodation (totalling 8,568m² gross internal area) and associated parking, access and landscaping.

Address: Hangar 4, Pinfold Lane, Manchester Airport, Manchester, M90 5PQ
Ward(s): Woodhouse Park Ward

Applicant: Threadneedle Curtis Ltd

Agent (if any): Mrs Emily Davies, Avison Young

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

Recommendation: Approve
Date of recommendation: 30 November 2023



Application details

Type of application: Full Application Consent

Development type: Major Industry

Date of site visit: 17 May 2023

Standard consultations:

Printed: 15 May 2023 Expired: 5 June 2023

Neighbour notifications

Printed: 15 May 2023 Expired: 5 June 2023

Site notice

Posted: 16 May 2023 Expired: 6 June 2023

Press advert

Published: 23 May 2023 Expired: 6 June 2023

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building/area

The site comprises of a plot of approximately 1.96 hectares in size and is located within the World Freight Terminal area of Manchester Airport. The site is positioned off Pinfold Lane with direct access to the east and west of the site, which links to Avro Way and Runger Lane.

Currently the site is occupied by the existing Hangar 4 on the southern half of the site, with the northern half used for parking and storage. The Dnata catering building is located immediately to the northwest of the site, while to the north is the airport fuel farm. To the east there are further hangars and airport related buildings, while to the south, beyond Wilmslow Old Road, there are airport related parking facilities.

Listed building: No

Conservation area: No

Tree Preservation Order: No

Description of development

The applicant is proposing to erect a Class B8 warehouse building on the site with ancillary office accommodation (totalling 8,568m² gross internal area) and associated parking, access and landscaping.

Consultations & Notification Responses

Members of the Public/Local Businesses – No comments received.

Environmental Health – Suggests the imposition of a number of conditions designed to protect residential amenity and public health.

Neighbourhood Team Leader (Arboriculture) – No objections to the proposal from an Arboricultural perspective and requests that the development incorporates some suitable trees around the site in the areas dedicated to greenspace.

Highway Services – Highway Services have stated the following:

- The submitted Transport Statement (TS) provides a trip generation comparison between the extant use (based on TRICS data) and the proposed B8 warehouse use based on a traffic survey undertaken at the adjacent DNATA site. The assessment demonstrates that the proposals would not result in a significant increase in vehicular trips during the AM and PM operational peak-hour periods. As such, operational assessments are not required and it is accepted that the development is unlikely to generate any highway safety, traffic or network capacity concerns.
- It is understood that MAG has a site wide Travel Plan which will be updated to include the proposed development. It is recommended that the Travel Plan is updated within 6 months of occupation as a condition to any planning consent. Promotion of car sharing and use of designated car share bays should be included as part of the Travel Plan.
- The proposed site will have 95no. car parking spaces including 5no. accessible and 19no. Electric Vehicles (EV) charging bays. The proposed EV bays should provide min 7kW provision.
- Core Strategy parking standards for B8 use suggest 1no. parking space per 100sqm, equating to 87no. parking spaces. Given that the proposals include a relatively high level of EV bays (equating to 20% provision) together with a number of designated car share bays, the proposed level of car parking is considered acceptable. The proposed amount of disabled parking (5%) aligns with Core Strategy standards.

Additional information/plans have been submitted which demonstrate that:

- An appropriate car park access barrier is proposed which is set-back to allow internal stacking space for a waiting vehicle.
- Appropriate information on anticipated 'Outbound Yard' vehicle operations has been received.
- Confirmation that any loss in existing parking provision will be reallocated across the wider site.
- An acceptable car-park layout has been submitted.
- The cycle parking has been increased to align with MCC Core Strategy Standards.
- The provision of dropped-kerbs/tactile paving and relocated pedestrian crossing point along Pinfold Lane.
- Provision of an appropriate swept-path assessment.
- Visibility splay assessments have been provided based on a 10mph design speed. In order to ensure such speeds, highways recommends that additional signage is implemented along Pinfold Lane.
- The location of the 'Outbound Yard' egress is not ideal being located on a corner where visibility to the right/behind the driver could be limited. It is therefore recommended that a mirror is installed at this location to aid visibility for vehicles egressing this area.

National Highways – No objection to the proposal.

Work & Skills Team – Suggests the imposition of two local labour conditions.

MCC Flood Risk Management – Suggests the imposition of two drainage conditions designed to manage the risk of flooding and pollution.

United Utilities Water PLC – Suggests the imposition of a drainage condition designed to manage the risk of flooding and pollution.

Manchester Airport Safeguarding Officer – No objections to the proposal subject to the imposition of number of conditions and informatives designed to preserve aerodrome safety.

Health and Safety Executive – The PADHI+ system states *Do Not Advise Against* the proposal.

Greater Manchester Police – No objections to the proposal and recommends the imposition of a Secured by Design condition.

Greater Manchester Ecology Unit – No objections to the proposal on ecology grounds.

Trafford Council – No objections to the proposal.

Policies

The National Planning Policy Framework (September 2023) – 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 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.

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.

Enterprise Zone – Enterprise Zones were announced by the government in the 2011 budget. There are a number of Enterprise Zones across the country and their aim is to stimulate business growth in designated areas by providing financial incentives and simplified planning arrangements to businesses and to councils. The aim is that they will provide jobs and drive local and national growth.

The Enterprise Zone in Manchester is a set of linked sites around Manchester Airport, Wythenshawe Town Centre, 'Medipark' at University Hospital South Manchester Foundation Trust and Roundthorn Industrial Estate.

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 – This states that the key spatial principles which will guide the strategic development of Manchester to 2027 are:

- The Regional Centre will be the focus for economic and commercial development, retail, leisure and cultural activity, alongside high quality city living.
- The growth of Manchester Airport will act as a catalyst for the regional economy, and will also provide the impetus for a second hub of economic activity in this part of the City.
- Beyond these areas, the emphasis is on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs, all in a distinct environment. The majority of new residential development in these neighbourhoods will be in the Inner Areas, defined by the North Manchester, East Manchester and Central Manchester Regeneration Areas.
- The City is covered by regeneration areas including the City Centre. All development should have regard to the character, issues and strategy for each regeneration area as described in the North, East, Central and South Manchester and Wythenshawe Strategic Regeneration Frameworks and the Manchester City Centre Strategic Plan.
- The City's network of open spaces will provide all residents with good access to recreation opportunities. The River Valleys (the Irk, Medlock and Mersey) and City Parks are particularly important, and access to these resources will be improved.
- New development will maximise the potential of the City's transport infrastructure, in particular promoting walking, cycling and use of the public transport. The extension to the Metrolink network through the Oldham and Ashton lines will create key corridors for new development.

Core Development 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.
- Making a positive contribution to the health, safety and wellbeing of residents
- Considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income.
- Protect and enhance the built and natural environment.
- Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible.
- Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

Policy DM1, Development Management – This policy states that all development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:-

- 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.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- Community safety and crime prevention.
- Design for health.
- Adequacy of internal accommodation and external amenity space.
- Refuse storage and collection.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Green Infrastructure including open space, both public and private.
- The use of alternatives to peat-based products in landscaping/gardens within development schemes.
- Flood risk and drainage.
- Existing or proposed hazardous installations.
- Subject to scheme viability, developers will be required to demonstrate that new development incorporates sustainable construction techniques

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.

Policy EC1, Employment and Economic Growth in Manchester – This policy states that key locations for major employment growth showing indicative distribution figures will be the Regional Centre and Manchester Airport and the surrounding area.

Policy EC10, Wythenshawe – This policy states that Wythenshawe is expected to provide 55 hectares of employment land within the office, research and development and light industry (Class B1) and logistics and distribution (Class B8) sectors. The majority of economic development will be focused on four sites, one of which is Manchester Airport. The policy continues stating that Manchester Airport and specifically Manchester Airport Strategic Site and Airport City Strategic Employment Location are suitable for aviation related development and a mix of economic development uses including offices, high technology industries, logistics, warehousing and airport hotels.

Policy MA1, Manchester Airport Strategic Site – This policy, which designates the Airport as a Strategic Site, states that growth of Manchester Airport to 2030 will be supported and sets out the policy context for development at the Airport. It identifies areas for expansion and shows the amendments to the Green Belt required to deliver that expansion. It specifically identifies the application site as being suitable for "Operational facilities, cargo facilities and car parking and landscape mitigation."

It states further that all development proposed as part of the Airport expansion should seek to ensure that any environmental effects of development are assessed at the planning application stage to ensure any impact is acceptable. It will be necessary to mitigate or compensate any negative effects. In particular, development should:

- minimise any adverse impact on areas of international or national conservation, ecological and landscape value. In particular, development should avoid the Cotteril Clough SSSI. Where it is not possible to avoid harm, mitigation measures to compensate for any adverse impact will be necessary. Development within the expansion areas must implement the mitigation measures agreed with the Council,
- informed by an up to date environmental assessment,
- support the retention and preservation of heritage assets. Detailed proposals which impact upon heritage assets within or close to the site, including listed buildings, will be required to show they have met the tests within PPS5. Development which has a detrimental impact on heritage assets should be necessary to meet operational capacity requirements, taking account of the availability of preferable development options within the Airport site.
- retain or relocate the allotments.
- include surface access and car parking arrangements which encourage the use of public transport, walking and cycling, and satisfactorily manage impacts on the highway network,
- seek the maximum possible reductions in noise through compliance with the Manchester Airport Noise Action Plan and Manchester Airport Environment Plan.
- demonstrate that the number of people affected by atmospheric pollution is minimised and the extent to which any impact can be mitigated. improve access to training and job opportunities, particularly for people in Wythenshawe.

Policy EN1, Design Principles and Strategic Character Areas – This policy states of the “Airport & urban fringe Character Area” that much of this area is open in character, including a significant area of agricultural land. It states further that built development is mainly associated with the Airport and associated uses, often large scale but height limited by flight path requirements and that other built development is small scale and takes the form of individual or small clusters of houses. This element of the policy concludes by stating that 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.

Wythenshawe Strategic Regeneration Framework (2004) – The Wythenshawe Strategic Regeneration Framework (SRF) provides a strong vision for Wythenshawe over the next 10-15 years. It provides a guide for the improvement of public services for Wythenshawe residents, and aims to shape future investment. The rationale for Airport City is established in the Wythenshawe SRF.

It identifies the East-West Wythenshawe ‘Economic Development Corridor’ linking Sharston/Northenden in the east and University Hospital South/Roundthorn in the west – with Manchester Airport as the pivotal link.

A key opportunity identified within the SRF is the continued development of Manchester Airport as this will contribute towards the future prosperity of Wythenshawe through providing increased job opportunities for local residents. The SRF identifies the need to support the continued growth of Manchester Airport as one of the UK’s premier business locations, capable of attracting corporate end users on an international scale to the conurbation.

Places for Everyone Plan – The Places for Everyone Plan is a Joint Development Plan Document, providing a strategic plan and policies, for nine of the 10 boroughs which make up Greater Manchester. Once the Places for Everyone Plan is adopted it will form part of Manchester’s development plan.

To date, five consultations have taken place in relation to the Plan. The Examination of the Plan, following its submission in February 2022, began in November 2022. Following the completion of the Examination of the Plan, main modifications have now been proposed which will now become the subject of further public consultation. The City Council’s Executive agreed the Main Modification on 4 October 2023 and endorsed an 8 week period of public consultation on the Main Modifications commencing no earlier than 9 October 2023. Any representations will be forwarded to the Examination team managing the Plan. The Inspectors will consider all representations on the proposed Modifications before finalising the examination report.

Given the stage the Plan has reached and level of public consultation and scrutiny it has received, 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.

Issues

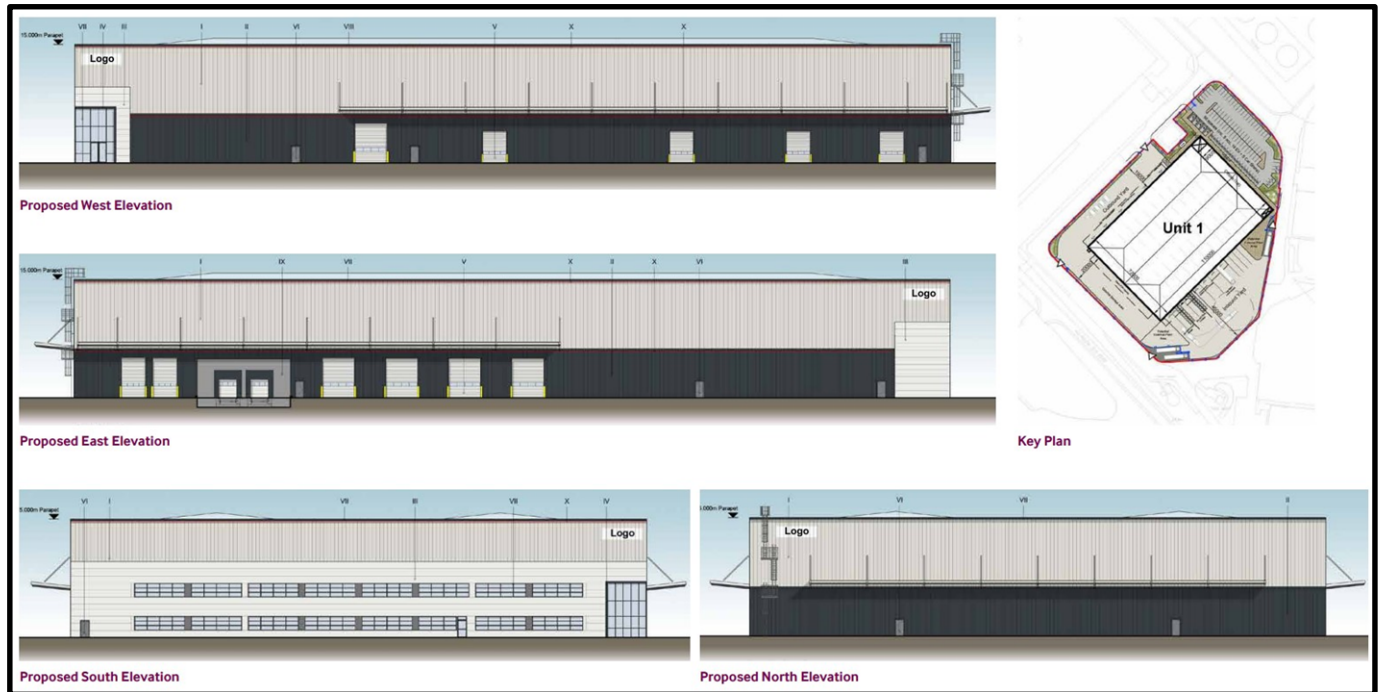
Principle of the Proposal – The site is located within area 1A (*existing area*) under Policy MA1, *Manchester Airport Strategic Site*. The following uses within area 1A are considered acceptable:

Terminal, taxiways, aircraft apron, ancillary operational facilities, offices, hotels and other uses, surface access and car parking (page 89, Manchester Core Strategy)

Given the above policy, the use of the original building and its location within one of the Airport’s freight and service areas, the principle of erecting a Class B8 warehouses on the site is considered acceptable. Notwithstanding this, any potential impact upon residential and visual amenity, as well as on pedestrian and highway safety must be assessed.

Design – The buildings would be of a steel portal framed construction, with insulated metal wall and roof cladding. The roof is designed with low level parapets to disguise the hipped roof behind. The elevational treatment incorporates that very similar to the Dnata building adjacent to the site, namely a plinth of *Anthracite* vertical profiled cladding on the bottom, with *Hamlet* vertical profiled cladding to the top. The main office would be framed with horizontally laid, composite ‘flat appearance’ microrib cladding with curtain walling to the entrance corner. The neutral palette of simplistic grey and cream cladding materials has also been adopted to prevent any potential clashing of colour with end user logos and branding. Curtain wall glazing is proposed on the entrance corner fronting Pinfold Lane. This glazing creates an entrance focal point for the building upon approach and adds visual interest and prestige to the facility on its most prominent elevation. The glazing for the entrance also highlights the entry into the building reducing the need for unnecessary signage and visual clutter. In order to maximise internal light and reduce energy demand, 15% roof lights are included within the proposed unit design.

Given the above, the design of the proposed building, which can be seen below, is considered acceptable and in harmony with the recently approved developments adjacent to it and further down Avro Way, i.e. the replacement units on the site of Buildings 401 and 402.



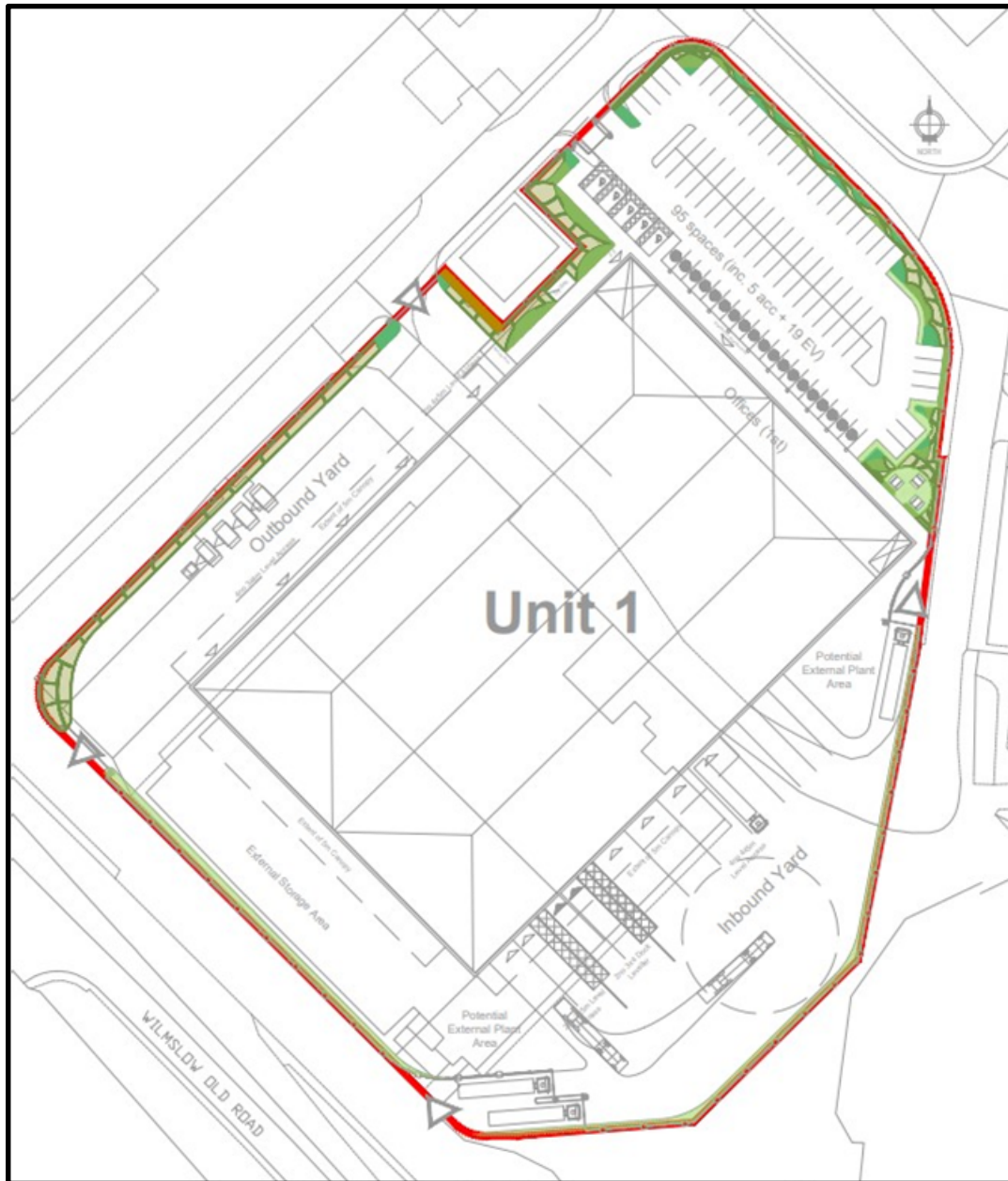
Trees – The submitted arboricultural report has identified a total of 5 trees (ash and elderberry) on the site, all of which are self-seeded and of poor quality, as such they are categorised as Category U and have no retention value. The trees are shown below:



Given their categorisation, there is no objection to the removal of these trees to facilitate the proposal.

Due to the location of the site within the airport operational area and need for aerodrome safeguarding no replacement trees are proposed in this instance.

Landscaping – The proposed landscaping scheme is limited to the perimeter of the site and for aerodrome safety reasons would only consist of shrubs, herbaceous and grassland planting. The landscaping scheme, the majority of which would be located along the northern and western boundaries, is considered acceptable in this instance.



Residential Amenity – The nearest residential accommodation is located above The Romper PH, on the opposite side of Wilmslow Old Road, approximately 200 metres away. Given the distances involved and the fact that there is landscaped areas and a building between the two sites, it is not considered that the proposal would have a detrimental impact upon the levels of residential amenity enjoyed by the occupants of The Romper PH.

Notwithstanding this, it is still felt prudent to attach a condition requiring any external plant to be acoustically insulated.

Visual Amenity– Given the design of the building and the proposed landscape treatment, it is not considered that the proposal would have a detrimental impact upon the levels of visual amenity enjoyed within the vicinity of the site.

Ecology – The applicants have undertaken desktop and field surveys of the site to determine the likely presence of protected and non-protected species. The findings are as follows:

Badgers - No evidence of this species was identified within the site

Bats - No trees suitable for roosting bats were located within the site. Two buildings were recorded on site of which Building 1 (B1) was considered to provide low suitability for roosting bats. Two features were recorded during the assessment one of which was lead flashing overhanging a metal roof and the other was damaged brick work on the lean to on the south of the structure likely where a pipe exited the building. Building 2 was considered to provide negligible suitability. Trees outside the southern boundary of the site are considered likely to form commuting habitat for local populations of bats. The site itself is currently flood lit during the night reducing its suitability for foraging and commuting bats. Preferred foraging habitat is identified south of the site including the trees along the road to the south and the woodland south of the road as well as Cotterill Clough SSSI.

Birds - A number of species likely to be present throughout the site however, given the small scale of the site, the site is unlikely to be important at local level.

Great Crested Newts and Common Amphibians - No evidence of this species or habitat was identified within the site – negligible importance

Reptiles - No evidence of this species was identified within the site – negligible importance.

Invertebrates - No evidence of invertebrate species of conservation interest or habitat was identified within the site - negligible importance.

Invasive Species - None recorded on site.

The applicants' Biodiversity Net Gain Assessment indicates that the development proposals for this site would deliver a net gain of 152.52% for habitats, with the total units delivered by the proposals being 0.17 units. Within the landscaping proposals a large amount of shrub planting and groundcover planting is being undertaken across the site which is considered to offset the loss of the poor condition small trees currently present on site.

Given the above and the fact that GMEU have no objections to the proposal, the impact upon existing ecological features and the proposed remediation is considered acceptable.

Car Parking – The parking standards within the Core Strategy for Class B8 uses suggest one parking space per 100m², equating to 87 parking spaces for this proposal. The applicant is proposing 95 spaces but given the public transport options available to future workers on the site, this level of parking provision is considered acceptable in this instance.

Of these 95 spaces, 5 would be dedicated as disabled parking spaces, 19 would have electric charging points while 5 would be designated as car share bays. This provision is welcomed.

Cycle Parking – The level of cycle parking proposed is considered acceptable by Highway. Its provision would be conditioned.

Vehicular Access – Vehicular access would be taken from the existing estate roads off Pinfold Lane. Accordingly, the proposed vehicular access arrangements are considered acceptable.

Impact upon the Highway Network – It is not considered that the proposal would have a detrimental impact upon the highway network and upon the existing levels of pedestrian and highway safety enjoyed in the vicinity of the site. Notwithstanding the above, the condition requested by Highways Services, in respect of the safety mirror, would be attached to any approval granted.

Sustainability – Sustainability and environmental considerations incorporated into the design include:

- Layout and use
- Maximisation of efficient M&E systems to minimise energy usage
- Efficient design to minimise the use of natural resources
- Use of recyclable / recycled materials
- Minimising waste using off-site prefabrication of elements i.e. retaining walls, cladding, steelwork etc
- Design for deconstruction rather than demolition
- Selection of materials considering whole life cycle assessments
- Adaptation of natural materials where appropriate
- Occupant comfort and well-being

The range of proposed eco measures available to the applicant are listed below and would be incorporated as required to achieve the desired BREEAM rating.

- Recycled material (DSG) partitions & mineral fibre ceiling tiles
- LED lighting
- Low flush volume WC's
- Low emission, non solvent organic paint
- Timber from FSC (Forest Stewardship Council)
- Recycled yarn carpets
- Spray taps
- Waterless urinals
- Improved daylighting
- Local Indigenous vegetation
- Previous paving to office car park areas
- Sustainable Urban Drainage Systems (SUDS)
- Use of recyclable / recycled materials
- Minimising waste using off -site prefabrication of elements i.e. retaining walls, cladding, steelwork etc
- Selection of materials considering whole life cycle assessments
- Consideration of potential future expansion and re-fit
- E.V charging points
- Photovoltaic installations
- Rain water harvesting
- Roof light optimism
- Early integration of efficient M&E systems to minimise energy usage
- Efficient design to minimise the use of natural resources
- Design for deconstruction rather than demolition

- Adoption of natural materials where appropriate

This provision is considered acceptable and its delivery would be conditioned.

Drainage and Flood Risk – Suitably worded conditions will be attached to any approval granted to ensure that the proposal will not contribute to flooding or ground water contamination.

Security/Crime Prevention – The applicant would be required by condition to ensure that the development complied with *Secured by Design* standards.

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: Approve

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner to resolve any matters arising in relation to dealing with the planning 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 received on 3 May 2023:

- a) Site Location Plan - 020993-RPS-SI-XX-DR-A-0100-P01
- b) Existing Site Plan - 020993-RPS-SI-XX-DR-A-0101-P01
- c) Existing Elevations - 020993-RPS-SI-XX-DR-A-0103-P01
- d) Existing Floor Plan - 020993-RPS-SI-XX-DR-A-0104-P01
- e) Proposed Building Plan - 020993-RPS-SI-XX-DR-A-0113-P02
- f) Proposed Office Plan - 020993-RPS-SI-XX-DR-A-0114-P02
- g) Proposed Roof Plan - 020993-RPS-SI-XX-DR-A-0115-P01
- h) Proposed Levels and Contours Plan - B041631 TTE 00 ZZ DR C 0620-P01
- i) Drainage GA - B041631 TTE 00 ZZ DR C 0500

and the following drawings received on 23 October 2023:

- j) Proposed Site Layout - 020993-RPS-SI-XX-DR-A-0110-P03
- k) Vehicle Tracking 1 of 2 - B041631 TTE XX XX DR C 0100 P01
- l) Vehicle Tracking 2 of 2 - B041631 TTE XX XX DR C 0101 P01

and the following drawings received on 20 November 2023:

- m) Proposed Elevations - 020993-RPS-SI-XX-DR-A-0111-P02
- n) Proposed Sections - 020993-RPS-SI-XX-DR-A-0112-P02
- o) Fencing Detail - 020993-RPS-SI-XX-DR-A-0116-P03
- p) Cycle Shelter Details - 020993-RPS-SI-XX-DR-A-0117-P03
- q) Proposed Site Plan Services - 020993-RPS-SI-XX-DR-A-0118-P03
- r) Detailed soft landscape sheet 1 of 2 - JSL4762-RPS-XX-EX-DR-L-9001 P03
- s) Detailed soft landscape sheet 2 of 2 - JSL4762-RPS-XX-EX-DR-L-9002 P03

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

3) Above-ground construction works shall not commence until samples and specifications of all materials, to be used in the external elevations have been submitted to and approved in writing by the City Council as local planning authority. Thereafter the development shall be carried out in accordance with those details.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Manchester Core Strategy.

4) Above-ground construction works shall not commence, apart from demolition works, until surface water drainage works have been implemented in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards and details that have been submitted to and approved in writing by the Local Planning Authority.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of national policies within the NPPF and NPPG and Policies EN08 and EN14 in the Manchester Core Strategy.

5) No development hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

- a) Verification report providing photographic evidence of construction as per design drawings;
- b) As built construction drawings if different from design construction drawings;
- c) Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Reason - To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development, pursuant to the guidance contained within the NPPF and NPPG and policies EN08 and EN14 In the Manchester Core Strategy.

6) Above-ground construction works shall not commence until details of the measures to be incorporated into the development (or phase thereof) to demonstrate how Secured by Design accreditation will be achieved have been submitted to and approved in writing by the City Council as local planning authority. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a Secured by Design accreditation.

Reason - To reduce the risk of crime pursuant to policies SP1 and DM1 of the Manchester Core Strategy and to reflect the guidance contained in the National Planning Policy Framework.

7) The hard and soft landscaping scheme approved by the City Council as local planning authority and shown on the following drawings:

- a) Detailed soft landscape sheet 1 of 2 - EX-DR-L-9001 P01
- b) Detailed soft landscape sheet 2 of 2 - EX-DR-L-9002 P01

shall be implemented not later than 12 months from the date of completion of building works. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Manchester Core Strategy.

8) a) Any externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. Prior to occupation of the development hereby approved the scheme shall be submitted to and approved in writing by the City Council as local planning authority and thereafter implemented in full.

b) Prior to the operation of the scheme a verification report shall be submitted to and approved in writing by the City Council as local planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the noise criteria have been met. Any instances of non - conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site, pursuant to Policy DM1 in the Manchester Core Strategy and saved UDP Policy DC26.

9) Above-ground construction works shall not commence until details of the vehicle charging points to be incorporated into the development have been submitted to and approved by the City Council as Local Planning Authority. The approved scheme shall thereafter be implemented prior to the occupation of the development hereby approved and shall remain in-situ in perpetuity.

Reason - To promote sustainable development and in the interests of residential amenity, pursuant to Policies DM1 and EN16 in the Manchester Core Strategy.

10) Above-ground construction works shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal), as recommended by the Geo-Environmental Desk Study (Threadneedle Curtis), dated February 2023, has been submitted to and approved in writing by the City Council as local planning authority.

The measures for investigating the site identified in the Site Investigation Proposal shall be carried out, before development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

Reason - To confirm that appropriate remedial action has been taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Manchester Core Strategy.

11) Prior to the occupation of the development hereby approved, a Contaminated Land Verification Report shall be submitted to and be approved by the City Council as local planning authority.

Reason - To confirm that appropriate remedial action has been taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Manchester Core Strategy.

12) The car parking spaces hereby approved shall be laid out and made available for use before first occupation of the development hereby approved. The car parking spaces shall remain in-situ for the duration of the development.

Reason - In the interests of residential amenity and pedestrian and highway safety, pursuant to Policy DM1 in the Manchester Core Strategy.

13) No part of the development shall be occupied until the bicycle parking facilities, shown on drawing no. 020993-RPS-SI-XX-DR-A-0117-P03, have been installed. The approved facilities shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with policies SP1, T1 and DM1 of the Manchester Core Strategy.

14) Prior to first occupation, an amended version of the Manchester Airport Group Travel Plan, incorporating the operational phase of the development hereby approved, shall be submitted to and be agreed in writing by the City Council as Local Planning Authority.

Reason - To assist promoting the use of sustainable forms of travel to the school, pursuant to policies SP1, T2 and DM1 of the Manchester Core Strategy and the Guide to Development in Manchester SPD.

15) a) Before the commencement of above ground works, apart from demolition works, a scheme for the storage and disposal of refuse shall be submitted to and approved in writing by the City Council as local planning authority. New developments shall have refuse storage space for segregated waste collection and recycling. Internal and external storage areas are required.

b) The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

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

16) a) Above-ground construction works shall not commence until details of a Local Benefit Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction of the development, has been submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction of the development.

b) Within one month prior to construction work being completed, a detailed report which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority.

Reason - The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy.

17) a) Three months prior to the first occupation of the development, a Local Benefit Proposal Framework that outlines the approach to local recruitment for the end use(s), shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the occupation of the development.

b) Within 6 months of the first occupation of the development, a Local Benefit Proposal which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council, as Local Planning Authority. Any Local Benefit Proposal approved by the City Council, as Local Planning Authority, shall be implemented in full at all times whilst the use is in operation.

Reason - The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy.

18) Prior to the occupation of the development hereby approved, a Bird Hazard Management Plan shall be submitted to and approved by the City Council as local planning authority. The approved management plan shall be implemented and remain in-situ in accordance with the details contained within it.

Reason - In the interests of aerodrome safeguarding, pursuant to Policy DM2 in the Manchester Core Strategy.

19) 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. Lighting schemes required during construction and for the completed development shall be of a flat glass, full cut off design, mounted horizontally, and shall ensure that there is no light spill above the horizontal.

Reason - In the interests of flight safety and to prevent distraction and confusion to Air Traffic Controllers or pilots using Manchester Airport; to avoid endangering the safe operation of aircraft through confusion with aeronautical ground lights or glare, in the interests of aerodrome safeguarding, pursuant to Policy DM2 in the Manchester Core Strategy.

20) The development hereby approved shall be implemented in accordance with the measures as set out within Section 6 (Sustainability) of the Design and Access Statement (version 020990-RPS-SI-XX-RP-A-0200 P02, March 2023) as received by the City Council as local planning authority on 3 May 2023, including: measures to secure predicted carbon emissions and the attainment of specified environmental efficiency and performance. Within 3 months of Practical Completion of the authorised development a statement shall be submitted to and approved in writing, by the City Council as local planning authority, confirming what sustainability measures have been incorporated into the development.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Manchester Core Strategy and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

21) Prior to the commencement of above ground works, details of a road safety mirror to be installed in the location of the "Outbound Yard" egress shall be submitted to and be approved by the City Council as local planning authority. The road safety mirror shall be installed prior to the operational phase of the development hereby approved and thereafter retained in-situ.

Reason - In the interests of pedestrian and highway safety, pursuant to Policy DM1 in the Manchester Core Strategy

22) The development hereby approved shall be implemented in accordance with the details contained within the Construction Method Statement (McLaren) received on 3 May 2023.

Reason - In the interests of safe operation of the adopted highway in the lead into development and the safe operation of Manchester Airport, both during the demolition and construction phase of the development, pursuant to policies SP1, EN19, DM1 and DM2 of the Manchester Core Strategy.

Informatives

1) Informative for Condition 4 - In order to discharge this condition the following additional information has to be submitted:

- i. Further consideration of alternative green SuDS solutions (when infiltration testing has been carried out) if practicable;
- ii. Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment, i.e. at least a 50% reduction in runoff rate compared to the existing rates, as the site is located within Conurbation Core Critical Drainage Area;
- iii. An existing and proposed impermeable areas drawing to accompany all discharge rate calculations.
- iv. Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonable practicable to the greenfield runoff volume for the same event, but never to exceed the runoff volume from the development site prior to redevelopment;
- v. Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for 40% climate change in any part of a building;
- vi. Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site.
- vii. Results of ground investigation carried out under Building Research Establishment Digest 365. Site investigations should be undertaken in locations and at proposed depths of the proposed infiltration devices. Proposal of the attenuation that is achieving half emptying time within 24 hours. If no ground investigations are possible or infiltration is not feasible on site, evidence of alternative surface water disposal routes (as follows) is required.
- viii. Where surface water is ultimately discharging to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice.
- ix. Where surface water is connecting to the MAG private drainage, agreement in principle from MAG is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice.
- x. For sites where proposed development would cause unusual pollution risk to surface water (large car park areas (>50 parking spaces) or industrial estates), evidence of pollution control measures (preferably through SuDS) is required. Justification of if only implementing a Class 1 interceptor is sufficient.
- xi. Hydraulic calculation of the proposed drainage system;
- xii. Construction details of flow control and SuDS elements.

2) Informative for Condition 15 - In this condition a Local Benefit Proposal means a document which includes:

- i) the measures proposed to recruit local people including apprenticeships
- ii) mechanisms for the implementation and delivery of the Local Benefit Proposal
- iii) measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives

3) Informative for Condition 16 - In this condition a Local Benefit Proposal means a document which includes:

- i) the measures proposed to recruit local people including apprenticeships

- ii) mechanisms for the implementation and delivery of the Local Benefit Proposal
- iii) measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives

4) Aerodrome Safeguarding - a) Given the location of this property the applicant should be aware that Manchester Airport will take action against anyone found in contravention of the Air Navigation Order ("Order"). In particular in contravention of the following provisions under that Order:-

- i) Part 10: 240: A person must not recklessly or negligently act in a manner likely to endanger an aircraft, or any person in an aircraft.
- ii) Part 10: 241: A person must not recklessly or negligently cause or permit an aircraft to endanger any person or property.

b) The applicant's attention is drawn to the new procedures for crane and tall equipment notifications, a crane and tall equipment permit will be necessary at this location. Please see:

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

c) To prevent distraction or confusion to pilots using Manchester Airport, no internal lighting shall be installed beneath any rooflights that emits light upwards.

d) The use of radio frequency (RF) emitting devices in this location has the potential to interfere with Manchester Airport's communication, navigation, and surveillance (CNS) equipment. RF devices are to be approved by Manchester Airport prior to use.

e) In the event of an unacceptable glint/glare hazard emanating from Hangar 4 Manchester Airport will require mitigation by the site operator to remove the hazard. The applicant's attention is drawn to their liabilities under the Air Navigation Order quoted above.

5) Informative for Condition 18 - The submitted plan shall include details of:

- a bird management commitment for the construction phase
- assurances that the outdoor seating area will include a lidded bin with measures in place to empty the bin or litter pick as necessary.
- the fruit bearing component of the groundcover planting Mix B should be reduced in favour of nonfruiting cultivars.
- monitoring of any standing water within the site temporary or permanent
- sustainable urban drainage schemes (SUDS) and their maintenance
- management of the roofs and solar pv installation which may be attractive to nesting, roosting and "loafing" birds.
- maintenance of planted and landscaped areas, particularly in terms of height and species of plants that are allowed to grow
- physical arrangements for the collection (including litter bins) and storage of putrescible waste, arrangements for and frequency of the removal of putrescible waste
- signs deterring people from feeding the birds.
- prevention of ingress to the underside of a solar PV array
- monitoring of and disturbance of any roof loafing / nesting activity

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health

Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Oliver West (Sustainable Travel)
Work & Skills Team
Greater Manchester Police
United Utilities Water PLC
Manchester Airport Safeguarding Officer
National Highways
Greater Manchester Ecology Unit
Trafford Council
Cheshire East Council
Ringway Parish Council

Hangar Ocean Sky Jet, Manchester Airport, Ringway Road, Manchester, M90 5NE
Hangar 5, Manchester Airport, Ringway Road, Manchester, M90 5YP
Hangar 7, Manchester Airport, Ringway Road, Manchester, M90 5YP
Hangar 2, Manchester Airport, Ringway Road, Manchester, M90 5YP
2 Pinfold Lane, Manchester, M90 5YF
LSG Sky Chef, Avro Way, Manchester, M90 5XR
Esso Petroleum Co, Pinfold Lane, Manchester, M90 5XA
Avgas Depot, Pinfold Lane, Manchester, M90 5XA
Air BP International, Pinfold Lane, Manchester, M90 5XA
St Marys Church, Sunbank Lane, Manchester, WA15 0PS
Stores Adjacent No 1 Hangar, Manchester Airport, Ringway Road, Manchester, M90 5FL
Hanger 7 Hm Customs And Excise, Manchester Airport, Ringway Road, Manchester, M90 5NE
Hangar 4 Unit 3, Manchester Airport, Ringway Road, Manchester, M90 5YP
Hangar 4 Room 3, Manchester Airport, Ringway Road, Manchester, M90 5YP
Hangar 4 Air Kilroe, Manchester Airport, Ringway Road, Manchester, M90 5YP
Hangar 4, Manchester Airport, Ringway Road, Manchester, M90 5YP
Monarch Aircraft Engineering Ltd, Hanger 5, Manchester Airport, Ringway Road, Manchester, M90 5AE
Assistant Managers Flat, The Romper, Wilmslow Old Road, Manchester, WA15 8XJ
Flat At, The Romper, Wilmslow Old Road, Manchester, WA15 8XJ
3 Vicarage Cottages, Wilmslow Old Road, Manchester, WA15 8XQ
Vicarage Cottages, Wilmslow Old Road, Manchester, WA15 8XQ
The Romper, Wilmslow Old Road, Manchester, WA15 8XJ
4 Vicarage Cottages, Wilmslow Old Road, Manchester, WA15 8XQ
1 Vicarage Cottages, Wilmslow Old Road, Manchester, WA15 8XQ
2 Vicarage Cottages, Wilmslow Old Road, Manchester, WA15 8XQ

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - Within Outer Area
HSE COMAH Zone - H3745 MZ - Manchester Storage Ltd Middle Zone
HSE COMAH Zone - H3745 OZ - Manchester Storage Ltd Outer Zone
HSE COMAH Zone - H3745 IZ - Manchester Storage Ltd 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) -
Area Team Boundary - Name: SOUTH AREA