

Planning

Growth & Development

Delegated officer report for planning application

Application no. 134103/FO/2022

Date registered valid: 20 June 2022

Proposal: Erection of three terraces of Class B8 warehouse units (13,560m² gross internal floor area) with associated parking, access and landscaping, following demolition of existing buildings

Address: Argosy Drive, Manchester Airport, Manchester, M90 5PL

Ward(s): Woodhouse Park Ward

Applicant: Samantha Hadland, Threadneedle Curtis Ltd

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

Case officer: David Lawless
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Recommendation: Approve

Date of recommendation: 16 August 2023



Application details

Type of application: Full Application Consent

Development type: Major Industry

Date of site visit: 13 July 2022

Standard consultations:

Printed: 9 March 2023 Expired: 30 March 2023

Neighbour notifications

Printed: 9 March 2023 Expired: 19 March 2023

Site notice

Posted: 13 July 2022 Expired: 3 August 2022

Press advert

Published: 5 July 2022 Expired: 26 July 2022

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building/area

The application site is located within the Manchester Airport Operational Area, off Argosy Drive and consists of Buildings 303, 304, 305 and 311, along with a car park of 200+ spaces. Argosy Drive is located off Avro Way and in turn leads to York Drive. The buildings are occupied by airport related businesses. The site also lies within the Enterprise Zone. On the opposite side of Avro Way, Argosy Drive and York Drive there are similarly scaled buildings and airport related uses.



Listed building: No
Conservation area: No
Tree Preservation Order: No

Description of development

The applicant is proposing to erect three terraces of Class B8 warehouse units (13,560m² gross internal floor area) with associated parking, access and landscaping, following demolition of existing buildings.

Unit 1 is proposed to provide 5,798m² of floorspace divided into 6 units, Unit 2 is proposed to be provide 3,811m² of floorspace divided into 3 units, while Unit 3 is proposed to provide 3,952m² divided into 4 units.

Each unit will be supported by its own designated car and HGV parking spaces. Unit 1 has a total of 56 car parking spaces including 8 accessible spaces, and 6 HGV parking spaces. Unit 2 has a total of 32 car parking spaces, 8 HGV spaces, and 4 disabled parking spaces. Unit 3 has a total of 24 car parking spaces, 5 HGV spaces and 3 disabled parking spaces.



Replacement landscaping is proposed to the south and east of the proposed buildings, as well as off-site on Argosy Drive to the east of the application site.

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 amenity and public health, e.g. refuse storage, acoustic insulation, contaminated land and vehicle charging points.

Highway Services (with TfGM input) – Have made the following comments:

- Total on-site parking provision is for 130 spaces, and whilst this exceeds core strategy standards, there is no objection to this level of provision given that public transport accessibility to this area of the airport is currently limited.
- 15 disabled bays (equating to over 10% provision) and 21 HGV spaces are being provided which is supported. In addition, there is a requirement that 20% of bays are provisioned with electric vehicle (EV) charging (minimum 7kW) equating to 28 bays and the necessary infrastructure (ducting/drawpits) is provided for the remaining spaces to allow for future EV conversion.
- Secure and sheltered cycle parking is provided to the landscaping area to the north side of Viscount Drive as well as on the western side of the development. The plan within the transport statement suggests that 40 cycle spaces are being provided which exceeds core strategy minimum standards and is acceptable to Highways.
- Each unit has its own fenced waste storage area with private collection anticipated from Argosy Drive. Subject to vehicle tracking verification, this arrangement is acceptable.
- An acceptable interim travel plan has been provided and it is recommended that the provision of a full travel plan is conditioned as part of any approval.
- It is acknowledged that Manchester Airport Group (owner of the private roads around the Development and within Manchester Airport vicinity) is undertaking an exercise to consolidate all TROs in place across the airport estate into a single consolidated order. This will shortly be submitted to MCC to progress. This includes the TRO's in force on Avro Way and Viscount Drive.
- In relation to journey planning, it has been clarified that Manchester Airport Group operates a Site Wide Travel Plan and the applicant commits to working with MAG to implement the wider aims of the Site Wide Travel Plan.

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

MCC Flood Risk Management – Suggests the imposition of two conditions designed to ensure the installation of suitable drainage and to prevent future pollution.

Greater Manchester Ecology Unit – No objections and suggests the imposition of a conditions requiring the submission of a Landscape And Ecological Management Plan and when vegetation clearance can take place.

Greater Manchester Police – The layout of the proposed scheme is considered acceptable, as long as the issues discussed in the Crime Impact Statement are addressed.

Manchester Airport Safeguarding Officer – No objections to the proposal.

Environment Agency – The applicant has demonstrated that it will be possible to manage the risks posed to controlled waters by this development. Further detailed information will however be required before built development is undertaken and as such a number of conditions are suggested which would help protect the water table from pollution.

Natural England – Natural England considers that the proposed development will not have significant adverse impacts on designated sites Cotterill Clough Site of Special Scientific Interest and has no objection.

National Highways – No objections to the proposal.

United Utilities Water PLC – No objections subject to the imposition of a drainage condition.

Policies

The National Planning Policy Framework (NPPF) – 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.

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.

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 number of 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 proposed elevations of the three units would consist of a mix of profiled and flat (microrib) cladding. The colours would be of a neutral grey, cream and white palette with subtle greys and creams colours applied to key areas such as doors and glazing. Ribbon windows would be introduced to each level of open plan offices for each unit. The front elevation of Unit 2 is shown below.



Given the above, the design of the proposed building is considered acceptable and in harmony with the recently approved developments adjacent to it, i.e. the replacement units on the site of Buildings 401 and 402.

Trees – The submitted arboricultural report has identified a total of 44 tree features, comprising of 21 individual trees and 23 tree and shrub groups. Of these, 18 trees and 19 groups are to be removed to facilitate the proposal - this includes 12 trees and 3 groups classed as moderate quality (Category B) and 6 trees and 16 groups classified as low quality (Category C). In addition, 1 tree of very low quality (Category U) is also recommended for removal.

To compensate for this loss the applicant is proposing to plant a total of 72, mainly semi-mature, trees around the perimeter of the site and a remote location off Argosy Drive. The proposed trees species are – silver birch, lime, Scots pine, hornbeam and white birch.

The level of tree replacement is considered acceptable in this instance.

Landscaping – The comprehensive landscaping scheme, which includes the trees mentioned above and complementary shrubs and grasses, is considered acceptable.

Residential Amenity – The nearest residential accommodation is located above The Romper PH, on the opposite side of Wilmslow Old Road, approximately 350 metres away. Given the distances involved and the fact that there is landscaped areas and a series of buildings 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 plat to be acoustically insulated.

Visual Amenity– Given the design of the three buildings itself 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 impact upon any existing ecological features is considered to be negligible. The submitted biodiversity metric is considered acceptable by GMEU and they have recommended that a condition, requiring the submission of a landscape and ecological management plan

Car Parking – Given the proposed use and the public transport options available to future workers on the site, the level of parking provision, i.e. 125 spaces, is considered acceptable in this instance.

In addition, in line with Highways Services' comments, the applicant has confirmed that 20% charging provision (11 spaces) is proposed and that the remaining spaces would have ducting provided to allow for future conversion when the need arises. This level of provision of 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 Viscount Drive, as it would be in the same location as the existing access, 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 along Avro Way, Viscount Drive and Argosy Drive and the surrounding roads.

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

- 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 and documents stamped as received on 13th February 2023:

- 1) Red line plan - 020687-RPS-SI-XX-DRA-0100 P02
- 2) Existing Site Plan - 020687-RPS-SI-XX-DR-A-0101 P02
- 3) Proposed Site Plan - 020687-RPS-SI-XX-DR-A0110-P06
- 4) Phasing Plan - 020687-RPS-SI-XX-DR-A0111 P05
- 5) Cycle Shelters - 020687-RPS-SI-XX-DR-A-0112 P05
- 6) Proposed Elevations Unit 1 - 020687-RPS-SI-XX-DR-A0121 P05
- 7) Proposed Building Plan Unit 1 - 020687-RPS-SI-XX-DR-A0122 P05
- 8) Site Sections Unit 1 - 020687-RPS-SI-XX-DR-A0123 P04
- 9) Proposed Roof Plan Unit 1 - 020687-RPS-SI-XX-DR-A0124 P04
- 10) Proposed Elevations Unit 2 - 020687-RPS-SI-XX-DR-A0131 P02
- 11) Proposed Building Plan Unit 2 - 020687-RPS-SI-XX-DR-A0132 P02
- 12) Site Sections Unit 2 - 020687-RPS-SI-XX-DR-A0133 P03
- 13) Proposed Roof Plan Unit 2 - 020687-RPS-SI-XX-DR-A0134 P02
- 14) Proposed Elevations Unit 3 - 020687-RPS-SI-XX-DR-A0141 P03
- 15) Proposed Building Plan Unit 3 - 020687-RPS-SI-XX-DR-A0142 P02
- 16) Site Sections Unit 3 - 020687-RPS-SI-XX-DR-A0143 P03
- 17) Proposed Roof Plan Unit 3 - 020687-RPS-SI-XX-DR-A0144 P02
- 18) Ecological Enhancements and Planting Plan Part 1 - AT.22.1242.200r3

- 19) Ecological Enhancements and Planting Plan Part 2 - AT.22.1242.201r3
- 20) Off Site Tree Planting Plan - AT.22.1242.204r2
- 21) Logistics Drawings - KM-ADM-DR-002-RevA
- 22) Swept Path Drawings - KM-ADM-DR-003 Rev A, KM-ADM-DR-004 Rev A, KM-ADM-DR-005 Rev A, KM-ADM-DR-006 Rev A and KM-ADM-DR-007 Rev A
- 23) Waste Management Strategy
- 24) Arboricultural Impact Assessment (AECOM 60663052-ACM-ArA-XX-RP-AR-00001)
- 25) Preliminary Ecological Appraisal Report (AECOM 60663052-ACM-ArA-XX-RP-EC-00001)

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, apart from demolition 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) No development, apart from demolition works, shall take place until the details of the surface water drainage works have been submitted to and approved in writing by the City Council as Local Planning Authority. Development shall take place in accordance with the submitted and approved surface water drainage works and shall be implemented in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to the guidance contained 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 a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal), as recommended by the Phase 1 Tier Geo-Environmental and Geotechnical Assessment and the Preliminary Risk Assessment (Aecom 1 March 2022), 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.

7) 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.

8) No infiltration of surface water drainage into the ground where adverse concentrations of contamination are known or suspected to be present is permitted other than with the express written consent of the City Council as local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.

Reason - To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution in line with paragraph 174 of the National Planning Policy Framework and policies EN08 and EN14 In the Manchester Core Strategy.

9) Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason - To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution in line with paragraph 174 of the National Planning Policy Framework and policies EN08 and EN14 In the Manchester Core Strategy.

10) Above-ground construction works, apart from demolition works, shall not commence until details of the measures to be incorporated into the development (or phase thereof) to demonstrate how Secured by Design compliance 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 compliance.

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.

11) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the approved plans and particulars; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Core Strategy.

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

- a) Ecological Enhancements and Planting Plan Part 1 - AT.22.1242.200r3
- b) Ecological Enhancements and Planting Plan Part 2 - AT.22.1242.201r3
- c) Off Site Tree Planting Plan - AT.22.1242.204r2

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.

13) No removal of or works to any hedgerows, trees or shrubs shall take place during the main bird breeding season 1st March and 31st July inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the local planning authority.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended in order to comply with policy EN15 of the Manchester Core Strategy.

14) No development, apart from demolition works, shall take place until a landscape and ecological management plan (LEMP) has been submitted to and be approved in writing by the City Council as local planning authority.

The content of the LEMP shall include the following.

- a) Description and evaluation of features to be managed.
- b) Ecological trends and constraints on site that might influence management.
- c) Aims and objectives of management.
- d) Appropriate management options for achieving aims and objectives.
- e) Prescriptions for management actions.
- f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period).
- g) Details of the body or organization responsible for implementation of the plan.
- h) Ongoing monitoring and remedial measures.

The approved plan shall then be implemented in accordance with an agreed timetable.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended in order to comply with policy EN15 of the Manchester Core Strategy.

15) 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.

16) Above-ground construction works, apart from demolition 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.

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

17) No part of the development shall be occupied until the facilities for bicycle parking, as shown on drawing no. 020687-RPS-SI-XX-DR-A-0112 P05, have been provided. The approved space and 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.

18) The development hereby approved shall not be occupied until a detailed Travel Plan, based on the approved interim Travel Plan (AECOM Interim Travel Plan, Version V1.2, reference 60663052-ACM-ArA02-XX-RP-U-00005, stamped as received on 20 June 2022), has been submitted to and agreed in writing by the City Council as Local Planning Authority. The approved Travel Plan shall thereafter be implemented in accordance with an agreed timeframe.

In this condition a Travel Plan means a document which includes:

- i) the measures proposed to be taken to reduce dependency on the private car by those residing at the development,
- ii) a commitment to surveying the travel patterns of staff during the first three months of use of the development and thereafter from time to time,
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car,
- iv) measures for the delivery of specified travel plan services,
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car.

Within six months of the first use of the development, a Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved in writing by the City Council as local planning authority. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

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 (2007).

19) The storage and disposal of waste shall be undertaken in accordance with the Waste Management Strategy stamped as received on 13 February 2023 and shall remain in situ whilst the development is in operation.

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

20) a) 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 in order to secure a reduction in the level of noise emanating from the site. The scheme shall be implemented in full before the use commences.

b) Prior to the operational phase of the development 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 nonconformity 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.

21) 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) Prior to the completion of the construction work, a detailed report which takes into account the information and outcomes of local labour recruitment 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.

22) 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. 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.

23) No development to take place until a Bird Hazard Management Plan, covering both the construction phase and occupational phase, has been submitted to and approved by the City Council as local planning authority. The development shall be implemented and thereafter maintained in accordance with the approved management plan.

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

24) 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 flight safety and to prevent distraction and confusion to pilots using Manchester Airport, pursuant to Policy DM2 in the Manchester Core Strategy.

25) The development hereby approved shall be implemented in accordance with the measures as set out within Section 5 (Sustainability) of the Design and Access Statement (version P05, January 2023) stamped as received by the City Council as local planning authority on 13 February 2023, including: measures to secure predicted carbon emissions and the attainment of specified environmental efficiency and performance. Within 3 months of the completion of the construction of the authorised development a verification statement shall be submitted to and approved in writing, by the City Council as local planning authority, confirming the incorporation of the specified measures at each phase of the construction of the development, including dated photographic documentary evidence of the implementation and completion of required works.

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.

26) No development shall take place until a construction management plan has been submitted to and approved in writing by the Local Planning Authority. The approved plan shall be adhered to throughout the demolition/construction period. The plan shall provide for:

- a) A construction programme including phasing of works;
- b) 24 hour emergency contact number;

- c) Expected number and type of vehicles accessing the site:- i) Deliveries, waste, cranes, equipment, plant, works, visitors; ii) Size of construction vehicles; iii) The use of a consolidation operation or scheme for the delivery of materials and goods; iv) Phasing of works;
- d) Means by which a reduction in the number of movements and parking on nearby streets can be achieved (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction):- Programming; Waste management; Construction methodology; Shared deliveries; Car sharing; Travel planning; Local workforce; Parking facilities for staff and visitors; On-site facilities; A scheme to encourage the use of public transport and cycling;
- e) Routes for construction traffic, avoiding weight and size restrictions to reduce unsuitable traffic on residential roads;
- f) Locations for loading/unloading, waiting/holding areas and means of communication for delivery vehicles if space is unavailable within or near the site;
- g) Locations for storage of plant/waste/construction materials;
- h) Arrangements for the turning of vehicles, to be within the site unless completely unavoidable;
- i) Arrangements to receive abnormal loads or unusually large vehicles;
- j) Swept paths showing access for the largest vehicles regularly accessing the site and measures to ensure adequate space is available;
- k) Any necessary temporary traffic management measures;
- l) Measures to protect vulnerable road users (cyclists and pedestrians);
- m) Arrangements for temporary facilities for any bus stops or routes;
- n) Bird Hazard Management Plan during construction (hazardous bird monitoring in liaison with Manchester Airport Operations, dispersal methods, management of habitat such as topsoil stockpiles and areas of temporary pooling, waste management)
- o) Method of preventing mud being carried onto the highway;
- p) Method of dust and smoke suppression;
- q) Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

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 avoid/discharge the above drainage condition the following additional information has to be provided:

- Consideration of alternative green SuDS solution (that is either utilising infiltration or attenuation) if practicable;
- 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;
- An existing and proposed impermeable areas drawing to accompany all discharge rate calculations.

- 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;
- 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 45% climate change in any part of a building;
- 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.
- 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.
- Where surface water is connected to an offsite private drainage network, agreement in principle from the asset owner (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.
- For sites where proposed development would cause unusual pollution risk to surface water evidence of pollution control measures (preferably through SuDS) is required.
- Where an application is part of a larger site which already has planning permission it is essential that the new proposal does not compromise the drainage scheme already approved.
- Hydraulic calculation of the proposed drainage system;
- Construction details of flow control and SuDS elements.

2) Informative for condition 14 - The Landscape and Ecological Management Plan (LEMP) shall also include details of the legal and funding mechanisms by which the long-term implementation of the plan will be secured by the developer with the management body responsible for its delivery. The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme.

3) 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.

Appendix 1 – List of consultees & neighbours notified

Corporate Property
Environmental Health
MCC Flood Risk Management
Highway Services
Neighbourhood Team Leader (Arboriculture)
Work & Skills Team
Greater Manchester Ecology Unit
Ringway Parish Council
Environment Agency
Greater Manchester Police
Manchester Airport Safeguarding Officer
Natural England
National Highways
ROSPA (Royal Society For The Prevention Of Accidents)
Transport For Greater Manchester
United Utilities Water PLC
Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
Corporate Property
MCC Flood Risk Management
Work & Skills Team
Greater Manchester Police
Environment Agency
Transport For Greater Manchester
Manchester Airport Safeguarding Officer
Natural England
National Highways
Greater Manchester Ecology Unit
ROSPA (Royal Society For The Prevention Of Accidents)
Ringway Parish Council
United Utilities Water PLC

Building 309 Unit 3, Manchester Airport, Ringway Road, Manchester, M90 5PH
Building 309 Room 110, Manchester Airport, Ringway Road, Manchester, M90 5PH
Building 307 Units 3 And 4, Manchester Airport, Ringway Road, Manchester, M90 5QL
Building 307 Unit 9, Manchester Airport, Ringway Road, Manchester, M90 5QL
Building 302 Room 111, Manchester Airport, Ringway Road, Manchester, M90 5PD
Building 308 Room 5, Manchester Airport, Ringway Road, Manchester, M90 5PZ
Manchester Airport, Runger Lane, Manchester, M90 5BF
Building 304 Lockup 4, Manchester Airport, Ringway Road, Manchester, M90 5UJ
Building 301 Unit 11, Manchester Airport, Runger Lane, Manchester, M90 5UX
SCHENKER LTD, World Freight Terminal Building 315, Manchester Airport, Ringway Road, Manchester, M90 5BG
Building 303 Unit 1A, Manchester Airport, Runger Lane, Manchester, M90 5UJ
Building 305 Room 15, Manchester Airport, Runger Lane, Manchester, M90 5PY
Building 316, Manchester Airport, Ringway Road, Manchester, M90 5EW
Building 309 Units 8-9, Manchester Airport, Ringway Road, Manchester, M90 5PH
Building 309 Rooms 107 To 108, Manchester Airport, Ringway Road, Manchester, M90 5PH
Building 309 Rooms 101 To 102, Manchester Airport, Ringway Road, Manchester, M90 5PH
Building 309 Room 107, Manchester Airport, Ringway Road, Manchester, M90 5PH
Building 309 Room 103, Manchester Airport, Ringway Road, Manchester, M90 5PH

Building 308 Rooms 108 To 110, Manchester Airport, Ringway Road, Manchester, M90 5PZ
Building 308 Room 211, Manchester Airport, Ringway Road, Manchester, M90 5PZ
Building 308 Room 208, Manchester Airport, Ringway Road, Manchester, M90 5PZ
Building 308 Room 201-202, Manchester Airport, Ringway Road, Manchester, M90 5PZ
Building 311 Unit 3 To Unit 9, Manchester Airport, Ringway Road, Manchester, M90 5TE
Building 300 Unit 3, Manchester Airport, Runger Lane, Manchester, M90 5UY
Building 300 Unit 2, Manchester Airport, Runger Lane, Manchester, M90 5UY
Building 300 Regional Cargo Unit, Manchester Airport, Runger Lane, Manchester, M90 5BA
Building 308, Manchester Airport, Ringway Road, Manchester, M90 5PZ
Building 308 Room 14, Manchester Airport, Ringway Road, Manchester, M90 5PZ
Building 402, Avro Way, Manchester, M90 5AF
LSG Sky Chef, Avro Way, Manchester, M90 5XR
Building 305 Room 114, Manchester Airport, Runger Lane, Manchester, M90 5PY
Building 305 Room 112, Manchester Airport, Runger Lane, Manchester, M90 5PY
Building 305 Room 110, Manchester Airport, Runger Lane, Manchester, M90 5PY
Building 308 Rooms 213 To 214, Manchester Airport, Ringway Road, Manchester, M90 5PZ
Building 304 Lockup 3, Manchester Airport, Ringway Road, Manchester, M90 5UJ
Building 304 Lockup 9, Manchester Airport, Ringway Road, Manchester, M90 5UJ
Building 302 Rooms 103 To 104, Manchester Airport, Ringway Road, Manchester, M90 5PD
Building 304 Lockups 5 And 6, Manchester Airport, Ringway Road, Manchester, M90 5UJ
Building 302 Room 105, Manchester Airport, Ringway Road, Manchester, M90 5PD
Building 302 Rooms 101 To 102, Manchester Airport, Ringway Road, Manchester, M90 5PD
Building 304 Lockup 2, Manchester Airport, Ringway Road, Manchester, M90 5UJ
Building 304 Lockup 1, Manchester Airport, Ringway Road, Manchester, M90 5UJ
Building 302 Canteen, Manchester Airport, Ringway Road, Manchester, M90 5PD
Building 302 Room 108, Manchester Airport, Ringway Road, Manchester, M90 5PD
Building 302 Rooms 109 To 110, Manchester Airport, Ringway Road, Manchester, M90 5PD
Building 302 Rooms 114 To 116, Manchester Airport, Ringway Road, Manchester, M90 5PD
Building 300, Manchester Airport, Runger Lane, Manchester, M90 5UY
KUEHNE & NAGEL LTD, Avro Way Building 317, Manchester Airport, Runger Lane, Manchester, M90 5NA
Building 301 Unit 10, Manchester Airport, Runger Lane, Manchester, M90 5UX
Building 301 Unit 7, Manchester Airport, Runger Lane, Manchester, M90 5UX
Building 305 Room 4, Manchester Airport, Runger Lane, Manchester, M90 5PY
Building 305 Room 2, Manchester Airport, Runger Lane, Manchester, M90 5PY
Building 305 Room 14, Manchester Airport, Runger Lane, Manchester, M90 5PY
Building 305 Room 10, Manchester Airport, Runger Lane, Manchester, M90 5PY
Building 305 Room 9, Manchester Airport, Runger Lane, Manchester, M90 5PY
Building 305 Room 103, Manchester Airport, Runger Lane, Manchester, M90 5PY
Building 305 Room 111, Manchester Airport, Runger Lane, Manchester, M90 5PY
Building 309 Room 201, Manchester Airport, Ringway Road, Manchester, M90 5PH
Building 307 Units 10 And 11, Manchester Airport, Ringway Road, Manchester, M90 5QL
Building 308 Rooms 9 To 10, Manchester Airport, Ringway Road, Manchester, M90 5PZ
Building 302 Rooms 106 To 107, Manchester Airport, Ringway Road, Manchester, M90 5PD
Building 308 Room 205, Manchester Airport, Ringway Road, Manchester, M90 5PZ
Building 305 Room 6, Manchester Airport, Ringway Road, Manchester, M90 5PY
Building 305 Room 5, Manchester Airport, Ringway Road, Manchester, M90 5PY
Building 303 Unit 5, Manchester Airport, Runger Lane, Manchester, M90 5UJ
Building 303 Unit 3-4, Manchester Airport, Runger Lane, Manchester, M90 5UJ
Building 305 Room 3, Manchester Airport, Runger Lane, Manchester, M90 5PY
Building 309 Unit 5, Manchester Airport, Ringway Road, Manchester, M90 5PH
Building 309 Room 109, Manchester Airport, Ringway Road, Manchester, M90 5PH
Building 307 Unit 1, Manchester Airport, Ringway Road, Manchester, M90 5QL
Building 308 Rooms 101 To 102, Manchester Airport, Ringway Road, Manchester, M90 5PZ

Building 308 Room 115 To 116, Manchester Airport, Ringway Road, Manchester, M90 5PZ
Building 301 Units 11 And 12, Manchester Airport, Runger Lane, Manchester, M90 5UX
Building 301 Units 1 To 5, Manchester Airport, Runger Lane, Manchester, M90 5UX
Building 305 Room 108, Manchester Airport, Runger Lane, Manchester, M90 5QB
Building 305 Room 7, Manchester Airport, Runger Lane, Manchester, M90 5TQ
Building 309 Unit 1, Manchester Airport, Ringway Road, Manchester, M90 5PH
Building 309 Rooms 207 To 208, Manchester Airport, Ringway Road, Manchester, M90 5PH
Building 309 Rooms 205 To 206, Manchester Airport, Ringway Road, Manchester, M90 5PH
Building 309 Room 202, Manchester Airport, Ringway Road, Manchester, M90 5PY
Building 308 Room 8, Manchester Airport, Ringway Road, Manchester, M90 5PZ
Building 305 Room 109, Manchester Airport, Runger Lane, Manchester, M90 5PY
Building 308 Room 212, Manchester Airport, Ringway Road, Manchester, M90 5PZ
Building 305 Room 107A, Manchester Airport, Ringway Road, Manchester, M90 5PY
Building 302 Rooms 112 To 113, Manchester Airport, Ringway Road, Manchester, M90 5PD
Building 305 Room 105, Manchester Airport, Runger Lane, Manchester, M90 5PY
Building 305 Room 113A, Manchester Airport, Runger Lane, Manchester, M90 5PY
Building 309 Unit 2, Manchester Airport, Ringway Road, Manchester, M90 5PH
Building 309 Unit 10, Manchester Airport, Ringway Road, Manchester, M90 5PH
Building 309 Room 210, Manchester Airport, Ringway Road, Manchester, M90 5PH
Building 309 Room 106, Manchester Airport, Ringway Road, Manchester, M90 5PH
Building 308 Rooms 106 To 107, Manchester Airport, Ringway Road, Manchester, M90 5PZ
Building 308 Room 117 To 119, Manchester Airport, Ringway Road, Manchester, M90 5PZ
Building 308 Room 105, Manchester Airport, Ringway Road, Manchester, M90 5PZ
Building 305 Room 104, Manchester Airport, Ringway Road, Manchester, M90 5PY
Building 305 Room 101, Manchester Airport, Runger Lane, Manchester, M90 5PY
Building 305 Room 106, Manchester Airport, Runger Lane, Manchester, M90 5PY
Building 305 Room 1, Manchester Airport, Runger Lane, Manchester, M90 5PY
Building 305 Room 113B, Manchester Airport, Runger Lane, Manchester, M90 5PY
Building 305 Room 8, Manchester Airport, Runger Lane, Manchester, M90 5PY
Building 309 Unit 4, Manchester Airport, Ringway Road, Manchester, M90 5PH
Building 309 Room 209, Manchester Airport, Ringway Road, Manchester, M90 5PH
Building 309 Room 204, Manchester Airport, Ringway Road, Manchester, M90 5PH
Building 309 Room 203, Manchester Airport, Ringway Road, Manchester, M90 5PH
Building 309 Room 105, Manchester Airport, Ringway Road, Manchester, M90 5PH
Building 307 Lock Up Unit 5, Manchester Airport, Ringway Road, Manchester, M90 5QL
Building 308 Room 209-210, Manchester Airport, Ringway Road, Manchester, M90 5PZ
Building 307 Unit 3, Manchester Airport, Ringway Road, Manchester, M90 5QL
Building 318, Avro Way, Manchester, M90 5EX
Building 319, Avro Way, Manchester, M90 5EX
Building 301 Units 8 And 9, Manchester Airport, Runger Lane, Manchester, M90 5UX
Building 301 Unit 6, Manchester Airport, Runger Lane, Manchester, M90 5UX
Building 301 GMP, Manchester Airport, Runger Lane, Manchester, M90 5UX
Building 303 Unit 2, Manchester Airport, Runger Lane, Manchester, M90 5UJ
Building 303 Unit 1B, Manchester Airport, Runger Lane, Manchester, M90 5UJ
Premier Inn, Manchester Airport, Runger Lane, Manchester, M90 5DL
Building 308 Rooms 12 To 13, Manchester Airport, Ringway Road, Manchester, M90 5PZ
Building 305 Room 13, Manchester Airport, Runger Lane, Manchester, M90 5PY
Building 309 Unit 6, Manchester Airport, Ringway Road, Manchester, M90 5PH
Building 309 Room 104, Manchester Airport, Ringway Road, Manchester, M90 5PH
Building 307 Unit 7-8, Manchester Airport, Ringway Road, Manchester, M90 5QL
Building 307 Unit 6, Manchester Airport, Ringway Road, Manchester, M90 5QL
Building 307 Unit 2, Manchester Airport, Ringway Road, Manchester, M90 5QL
Building 309 Unit 7, Manchester Airport, Ringway Road, Manchester, M90 5PH
Building 305 Room 11, Manchester Airport, Ringway Road, Manchester, M90 5PY

Building 308 Room 11, Manchester Airport, Ringway Road, Manchester, M90 5PZ
Building 311 Units 1 And 2, Manchester Airport, Ringway Road, Manchester, M90 5TE

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

Green Belt Land - Greater Manchester Green Belt Local Plan 1984

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Middle) -

Susceptible to Surf Water Flood (Middle) -

Area Team Boundary - Name: SOUTH AREA