

Planning

Growth & Development

Delegated officer report for planning application

Application no.	137502/FO/2023
Date registered valid:	6 July 2023
Proposal:	Provision of a 5,702m ² , 15.44m high replacement security search facility for Terminal 3
Address:	Terminal 3, Manchester Airport, Ringway Road, Manchester, M90 1QX
Ward(s):	Woodhouse Park Ward
Applicant:	Mr Chris Woodroffe Manchester Airport plc
Agent (if any):	Andrew Murray Manchester Airports Group
Case officer:	David Lawless Tel: 0161 234 4543 Email: david.lawless@manchester.gov.uk
Recommendation:	Approve
Date of recommendation:	1 September 2023



Application details

Type of application: Full Application Consent

Development type: Major Other

Standard consultations:

Printed: 7 August 2023 Expired: 28 August 2023

Neighbour notifications

No neighbour notifications have been printed and sent.

Site notice

Posted: 21 July 2023 Expired: 11 August 2023

Press advert

Published: 25 July 2023 Expired: 8 August 2023

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building/area

Located at the airside junction of Terminals 1 and 3, the application site (edged red below) comprises 0.43 hectares of developed land. It is land currently utilised as aircraft parking apron comprising stand 18 and as such is an area of hard standing with supporting apron and stand infrastructure such as fuel lines, fixed electrical ground power and access to the terminal 3 baggage sortation area. Given its location, the site is clearly located within the Manchester Airport Operational Area.



Listed building: No

Conservation area: No

Tree Preservation Order: No

Description of development

Provision of a 5,702m², 15.44m high replacement Security Search Area for Terminal 3.

The new T3 Security Search Area is required to meet the Department for Transport (DfT) regulations to incorporate Computed Tomography (CT) and body scanning technologies across all passenger and staff control points by June 1st, 2024. The security search area re-provision links the existing security search area which is integrated into the Southern front of Terminal 1 to the existing Terminal 3 Departures Lounge, addressing the level differences between the two areas. The new link to the Departures Lounge incorporates a new access to the re-configured stand 41. Stand 18 will be lost to the development.

Consultations & Notification Responses

Members of the Public – No comments received.

Environmental Health – Suggests the imposition of a contaminated land condition.

National Air Traffic Safety (NATS) – Suggests the imposition of a conditions designed to protect radar coverage.

Manchester Airport Safeguarding Officer – Suggests the imposition of a number of conditions designed to protect aerodrome safety.

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:-
 - a) Creating well designed places that enhance or create character.
 - b) Making a positive contribution to the health, safety and wellbeing of residents
 - c) Considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income.
 - d) Protect and enhance the built and natural environment.
 - e) Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible.
 - f) 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 and 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

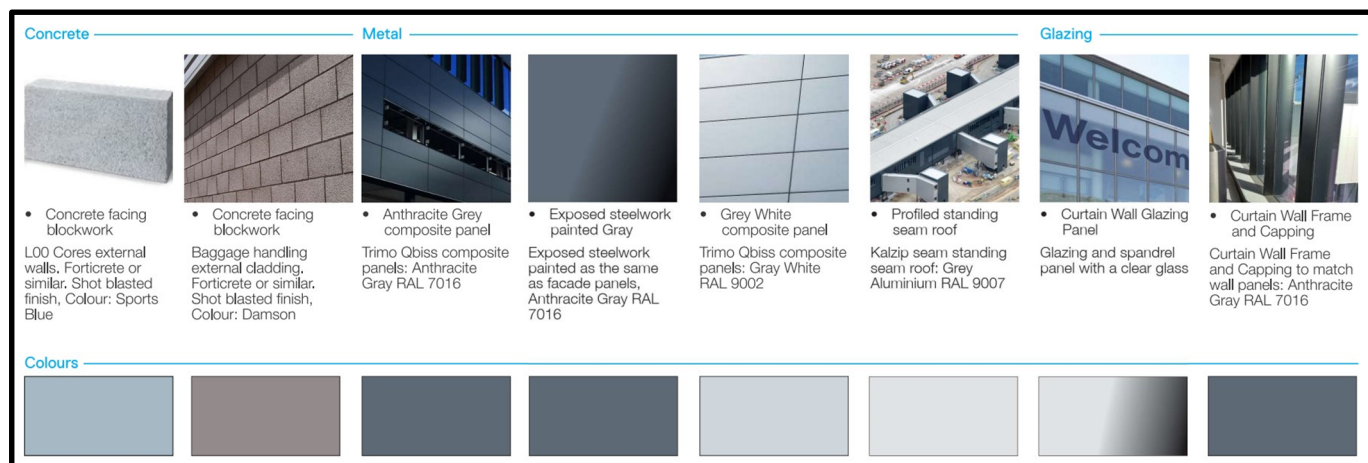
Principle of the Proposal – Given the applicant’s requirement to comply with new Department for Transport regulations and the fact the site is located within Area 1a (Existing Uses, defined as ‘Terminals, taxiways, aircraft apron, ancillary operational facilities, offices, hotels and other uses, surface access and parking) of Policy MA1 in the Manchester Core Strategy, there is no objection in principle to the proposal. Notwithstanding this, the proposal’s impact upon residential and visual amenity; pedestrian and highway safety; ecology and drainage, must be considered. These issues and others will be addressed below.

Air Quality/Environmental Impact – The proposed security search facility is required to comply with new regulations and it is not associated an increase in the overall capacity of the passenger terminal building. As such it is acknowledged that the proposal would not lead to an increase in aircraft movements or would generate any additional road traffic, i.e. passenger drop-offs and collection. As a result it is not considered that the proposed development would give rise to any additional air quality effects at Manchester Airport or in the surrounding area.

During construction, the effect of any dust can be controlled by the implementation of a Construction Management Plan and appropriate mitigation measures.

Design – In terms of form, the extension aligns with the style and construction of recently built structures such as Pier 1, Pier 2, and the Terminal 2 Extension. It would be constructed from a

mix of concrete facing blockwork, composite panels, painted steelwork, curtain wall glazing panels, all topped by a profiled standing seam roof. The materials are shown below:



The design of the facility is shown below:



Given the above and the fact the design approach replaces a series of ill-matching facades, in terms of both their materials and design styles, the design of the proposal is considered acceptable.

Siting – The siting of the extension, at the junction of Terminals 1 and 3 is considered acceptable.

Residential Amenity – The proposed development site is within the built core of Manchester Airport and it is recognised that there is already considerable activity in this location such as

aircraft operations, terminal operations and ancillary operational activities. As such it is acknowledged that the proposed development is taking place in the context of high levels of background noise from the airport operation. As a result, given the location of the proposal and the nature of the activity at Manchester Airport, it is not considered that the proposed security search facility would have a detrimental impact on the existing levels of residential amenity enjoyed by those people who live closest to the site.

Visual Amenity – The application site is enclosed on developed land within the built core of the Airport's operational area, and the proposed development will be appropriately scaled against the existing adjoining infrastructure of T1 and T3. The development would not be visible from landside areas of the Airport, thereby preserving the visual integrity of the entrance to T3. From airside areas, the development would provide a significant improvement to the airside façade of this part of the terminal through the replacement of a series of mismatched materials and design styles with a uniform design approach and an architectural style that is aligned with the style of other recent airport developments. In light of the above, it is not considered that the proposal would have a detrimental impact upon existing levels of visual amenity

Pedestrian and Highways Safety – The purpose of the scheme is to achieve regulatory compliance with new Department for Transport security regulations and it is not associated with increased passenger numbers or travel patterns to/from the Airport. Therefore, it is acknowledged that the proposal would not generate any additional road traffic other than during the construction phase, which will be managed through implementation of a Construction Management Plan. Accordingly, it is not considered that the proposal would have a detrimental impact upon the levels of pedestrian and highway safety enjoyed within the vicinity of Manchester Airport.

Disabled Access – The proposed building has been designed for all users. Passengers with reduced mobility can follow the same routes as able bodied passengers and Part M compliant ramps are provided on all passenger routes as an alternative to steps accommodating a level change. Overall, the provision is considered acceptable.

Sustainability – The design of the proposed development incorporates several sustainable strategies, including the following:

- LED lighting that is flexibly controlled from a building wide control system.
- Comfort cooling and heating for occupied areas via an electrically driven VRF heat recovery system.
- Fresh air ventilation.
- Extensive sub-metering of energy end use categories.
- Water efficient design.
- Weather resilient design.
- Good acoustic performance within the building and envelope design to limit and attenuate external noise.
- Waste management.
- Future proofing for solar PV (the roof space is designed to be capable of accepting solar PV and is reserved for future installation as soon as network capacity is available).

This provision is welcomed and its implementation would be subject to a condition.

Ecology – The site comprises active airfield apron and links to the existing terminal building. It is an area deliberately devoid of flora and fauna and consequently has no ecological value. As it forms part of a 24-hour airport operation there is constant activity on and around the site which is a deterrent to fauna. Also, being an operational airfield there is positive activity to dissuade the presence of bird activity because of the risk posed to aviation safety.

Given the above, no adverse impacts on biodiversity or ecology are likely to occur as a result of the development and therefore mitigation / compensation is not appropriate. Furthermore, it should be noted that the application site is not an appropriate receptor for any enhancement for aerodrome safeguarding reasons.

Drainage – The proposed development is not considered to have a material effect on surface water discharge from the site and would not lead to any associated increase in flood risk. The proposed approach to drainage would effectively control and discharge surface water runoff and foul discharge into Manchester Airport's established surface water drainage system and foul drainage network with no additional risk to flooding.

Aerodrome Safeguarding – The conditions suggested by NATS and the Aerodrome Safeguarding Officer at Manchester Airport would be attached to any approval granted.

Security – Given the current security arrangements in force at Manchester Airport it is not considered that this proposal would reduce security or lead to an increase in crime throughout the airport.

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 problems 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 received on 6 July 2023:

- a) M1004428-MAN.TL3.XX.SE-PWL-A-GA-BLDSTR-4850-V1 Terminal 3 Location Plan
- b) M1004428-MAN.TL3.XX.SE-PWL-A-GA-BLDSTR-4550-V1 Terminal 3 Site Plan Existing
- c) M1004428-MAN.TL3.XX.SE-PWL-A-GA-BLDSTR-4560-V1 Terminal 3 Site Plan Proposed
- d) M1004428-MAN.TL3.00.SE-PWL-A-GA-BLDSTR-4250-V1 Terminal 3 General Arrangement Apron Level Existing
- e) M1004428-MAN.TL3.00.SE-PWL-A-GA-BLDSTR-4260-V1 Terminal 3 General Arrangement Apron Level Proposed
- f) M1004262-MAN.TL3.20.SE-PWL-A-GA-BLDSTR-4250-V1 Terminal 3 General Arrangement Level 20 Existing
- g) M1004428-MAN.TL3.20.SE-PWL-A-GA-BLDSTR-4260-V1 Terminal 3 General Arrangement Level 20 Proposed
- h) M1004428-MAN.TL3.ZZ.SE-PWL-A-GA-BLDSTR-4250-V1 Terminal 3 General Arrangement Roof Existing
- i) M1004262-MAN.TL3.ZZ.SE-PWL-A-GA-BLDSTR-4260-V1 Terminal 3 General Arrangement Roof Proposed
- j) M1004262-MAN.TL3.XX.SE-PWL-A-SE-BLDSTR-4260-V1 Terminal 3 Shell & Core Section 1-4 Proposed
- k) M1004428-MAN.TL3.XX.SE-PWL-A-EL-BLDSTR-4300-V1 Terminal 3 Shell & Core Elevations Existing
- l) M1004428-MAN.TL3.XX.SE-PWL-A-EL-BLDSTR-4260-V1 Terminal 3 Shell & Core Elevations Proposed
- m) M1004428-MAN.TL3.XX.SE-PWL-A-GA-BLDSTR-4260-V1 Terminal 3 General Arrangement 3D Massing Proposed
- n) Design and Access Statement (document no. M1004262-MAN.TL3.XX.SE-PWL-A-RP-BLDSTR-9001)
- o) Sustainability Report (document no. M1004262-MAN.TL3.XX.SI-JAC-G-RE-ENVIR-0002 Rev 2)
- p) BREEAM Pre-assessment (Appendix A of Sustainability Report)
- q) Geoenvironmental Desk Study (document no. M1004262-MAN.TL3.XX.SI-JAC-G-SD-ENVIR-0001 Rev V1.2)
- r) Planning Application Forms

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) The development hereby approved shall be implemented using the materials detailed in the approved documents and drawings listed in condition 2 as received on 6 July 2023.

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 construction shall commence on site until a Radar Mitigation Scheme (including a timetable for its implementation during construction), has been submitted to and been approved in writing by the Local Planning Authority. No construction work shall be carried out above ground level unless and until the approved Radar Mitigation Scheme has been implemented and the development shall thereafter be operated fully in accordance with the approved Radar Mitigation Scheme.

Reason - In the interests of aircraft safety and the operations of NATS En-route PLC, pursuant to Policy DM2 in the Manchester Core Strategy.

5) 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 aerodrome safety and to prevent distraction and confusion to pilots using Manchester Airport, pursuant to Policy DM1 2 in the Manchester Core Strategy.

6) Notwithstanding the provision of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting that Order), no reflective materials other than clear or obscure glass, including solar PV panels, shall be added to the building without the express consent of the local planning authority.

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

7) 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 Geoenvironmental Desk Study (document no. M1004262-MAN.TL3.XX.SI-JAC-G-SD-ENVIR-0001 Rev V1.2) received on 6 July 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.

8) 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.

9) The development hereby approved shall be implemented in accordance with the measures set out within the Design and Access Statement (document no. M1004262-MAN.TL3.XX.SE-PWL-A-RP-BLDSTR-9001) and the Sustainability Report (document no. M1004262-MAN.TL3.XX.SI-

JAC-G-RE-ENVIR-0002 Rev 2), received by the City Council as local planning authority on 6 July 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.

10) No development, apart from demolition work, 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.

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) Aerodrome Safety - a) The applicant's attention is drawn to the procedures for crane and tall equipment notifications, please see:

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

b) Prior to works commencing, the project team must liaise with the Manchester Airport Airfield Operations Department to ensure airside works planning processes are complied with.

c) To ensure that the development will not present a habitat for species of birds that are hazardous to aircraft and thereby endanger aircraft movements and the safe operation of the aerodrome, there must be safe access to all areas of the roof space in order to undertake regular monitoring checks to comply with a zero tolerance of roof nesting gulls or other species of birds that are hazardous to aircraft.

Appendix 1 – List of consultees & neighbours notified

National Air Traffic Safety (NATS)
Environmental Health
Manchester Airport Safeguarding Officer

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
Airport Noise Index Zone - Noise and Nuisance Index - 50-59
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: SOUTH AREA