

Planning

Growth & Development

Delegated officer report for planning application

Application no.	136323/DEM/2023
Date registered valid:	21 February 2023
Proposal:	Prior Notification application for the demolition of Hangar 4
Address:	Hangar 4, Manchester Airport, Ringway Road, Manchester, M90 5YP
Ward(s):	Woodhouse Park Ward
Applicant:	Threadneedle Curtis Ltd
Agent (if any):	Mrs Emily Davies Avison Young
Case officer:	David Lawless Tel: 0161 234 4543 Email: david.lawless@manchester.gov.uk
Recommendation:	Approve
Date of recommendation:	24 March 2023



Application details

Type of application: Proposed demolition

Development type: Notifications

Standard consultations:

Printed: 2 March 2023 Expired: 23 March 2023

Neighbour notifications

Printed: 2 March 2023 Expired: 23 March 2023

Site notice

No site notice has been produced

Press advert

No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building/area

Hangar 4 building is approximately 15 metres in height and consist of a steel frame with masonry and steel profile walls, topped by a pitched roof of profiled steel. Internal walls are of masonry construction, splitting the hangar into two working areas. The building is located within the airside part of Manchester Airport and is not accessible by members of the public.

A 2 storey office building has been built within the main hangar building and to the south-west is located a 2 storey office building of masonry construction. A vacant single storey workshop building called the Hangar 4 annexe is located to the north-west. This is of masonry construction with a profiled asbestos cement sheet roof. A single storey extension to Hangar 4 located to the north-east. This is a single storey brick built building with asbestos sheet pitched roof. Diesel tanks, a gas bottle compound and single storey ancillary buildings are located to the north-east of the main building.

In addition to the main buildings, the site contains several ancillary buildings which includes a substation and gas meter building, significant areas of hardstanding (car parks, walkways and access roads).

The fuel farm for the airport is located to the north-east of the site and the air side boundary to the airport is located to the east.

Listed building: no

Conservation area: no

Tree Preservation Order: no

Description of development

The applicant is seeking Prior Approval for the demolition of Hangar 4 and the ancillary buildings and infrastructure.

Consultations & Notification Responses

Local Residents/Businesses – No comments received.

Ringway Parish Council – Ringway Parish Council has no objection to the above work taking place. The only comment we would make is the Ecological Appraisal was undertaken in January outside the optimal botanical survey. This could also affect mammals, birds, amphibians and bats.

Ringway Parish Council would like the council to consider requesting a further survey before demolition, as the survey states it cannot be considered a comprehensive assessment of the ecological interest of the site.

Highway Services – Have made the following comments:

- Although the proposed vehicle access points are not taken from the adopted highway, for safety reasons, it is recommended that the applicant/contractor ensures that all gates are inward opening in order to ensure gates do not conflict with passing vehicle/pedestrian movements.
- The proposed hoarding line should also be erected to the rear of the surrounding footways in order to maintain pedestrian movement around the area and to maintain adequate visibility for any vehicles moving through the priority-junctions located to the north-western and north-eastern corners of the site.
- The Method Statement states that a Traffic Management Plan (TMP) will be provided by the appointed Contractor. Whilst the scope of the TMP is considered acceptable, Highways request view of the TMP prior to demolition works beginning in order to ensure appropriate measures are taken forward and to understand whether any measures are proposed on the local adopted highways.

Environmental Health – Environmental Health have reviewed the Demolition Method Statement by Tetra Tech and they consider it sufficient, apart from the site working hours for Saturdays (8:00 am start) which should be an 8:30am start as per MCC guidelines.

Manchester Airport Safeguarding Officer – No objection to the demolition works subject to the adherence to the methods as described in the documents provided by the applicant.

Greater Manchester Ecology Unit (GMEU) – No overall objections to the above proposal on ecology grounds and recommends the inclusion of an informative about potential bat presence.

Issues

Principle – The principle of the proposed demolition is considered acceptable. Notwithstanding this, consideration must be given to the environmental impact of the demolition work.

Impact of the Demolition Works – Demolition of the site will be undertaken by a specialist demolition contractor. All works will be completed in accordance with the requirements of the Construction, Design and Management Regulations 2015, BS 6187:2011: Code of Practice for Full and Partial Demolition.

On balance, it is felt that the impact will be temporary, of a localised nature and not give rise to any significant effects on the environments. All potential effects can be satisfactorily considered as part of the prior notification for demolition process. It is considered that this proposal would not have any significant environmental impact.

Ecological Impact – It is considered that the proposal would have little impact upon ecological features and this is recognised by GMEU. Notwithstanding this, GMEU have suggested that an informative about potential bat habitation be appended to any approval granted.

Pedestrian and Highway Safety – As the site is contained within the airside element of Manchester Airport, it is not considered that the demolition works would have a detrimental impact upon the current levels of pedestrian and highway safety enjoyed within the vicinity of the site.

Residential Amenity – The nearest residential accommodation is approximately 190 metres away and as such it is not believed that the proposed demolition works would have a detrimental impact upon existing amenity levels, especially given the contents of the Demolition Method Statement which would ensure any disturbance is kept to a minimum.

Environmental Health raised concerns about the works commencing at 8.00am on Saturdays. However, given the remote location of this site and the fact it is within the airport operational area the earlier working time is considered acceptable.

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

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

1) The City Council is satisfied that the demolition works in this case are satisfactory and will not have a significant impact on the environment. This decision is based on the following documents stamped as received on 21 February 2023:

- a) Drawing 020993-RPS-SI-XX-DR-A-9013 P01
- b) Drawing 020993-RPS-SI-XX-DR-A-9014 P01
- c) Drawing B041361 TTE 00 ZZ DR CH 002 P01
- d) Drawing B041361 TTE 00 ZZ DR CH 003 P01
- e) Preliminary Ecological Appraisal
- f) Demolition Method Statement

Informatives

1) 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/Cranenotification/>

These works will need a permit from permittowork@magairports.com

2) Informative from Greater Manchester Ecology Unit - Some parts of the building to be demolished have been assessed as having limited (low) potential to support bats. Further investigation of these features is recommended before demolition commences. All UK bats and their resting places are legally protected.

Appendix 1 – List of consultees & neighbours notified

Highway Services

Environmental Health

Manchester Airport Safeguarding Officer

Greater Manchester Ecology Unit

Ringway Parish Council

Hangar 5, Manchester Airport, Ringway Road, Manchester, M90 5YP

Hangar 7, Manchester Airport, Ringway Road, Manchester, M90 5YP

Hangar 2, Manchester Airport, Ringway Road, Manchester, M90 5YP

2 Pinfold Lane, Manchester, M90 5YF

St Marys Church, Sunbank Lane, Manchester, WA15 0PS

Stores Adjacent No 1 Hangar, Manchester Airport, Ringway Road, Manchester, M90 5FL

Hangar 4 Unit 3, Manchester Airport, Ringway Road, Manchester, M90 5YP

Hangar 4 Room 3, Manchester Airport, Ringway Road, Manchester, M90 5YP

Hangar 4 Airline Services, Manchester Airport, Ringway Road, Manchester, M90 5PQ

Hangar 4 Air Kilroe, Manchester Airport, Ringway Road, Manchester, M90 5YP

Monarch Aircraft Engineering Ltd, Hangar 5, Manchester Airport, Ringway Road, Manchester, M90 5AE

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4

Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - Within Outer Area

HSE COMAH Zone - H3745 MZ - Manchester Storage Ltd Middle Zone

HSE COMAH Zone - H3745 OZ - Manchester Storage Ltd Outer Zone

HSE COMAH Zone - H3745 IZ - Manchester Storage Ltd Inner Zone

Green Belt Land - Greater Manchester Green Belt Local Plan 1984

Airport Noise Index Zone - Noise and Nuisance Index - 40-49

Susceptible to Surf Water Flood (Less) -

Area Team Boundary - Name: SOUTH AREA