

Planning

Growth & Development

Delegated officer report for planning application

Application no.	144335/JO/2025
Date registered valid:	22 October 2025
Proposal:	Removal of condition 5 attached to planning permission referenced 057539/FO/SOUTH2/99 to remove the restriction that the facility can only be used by airport related staff
Address:	Little Faces Day Nursery, Thorley Lane, Ringway, Altrincham, WA15 8UN
Ward(s):	Woodhouse Park Ward
Applicant:	Little Faces Nursery
Agent (if any):	Mrs Natalie Belford, Manchester Airports Group
Case officer:	David Lawless Tel: 0161 234 4543 Email: david.lawless@manchester.gov.uk
Recommendation:	Approve
Date of recommendation:	11 December 2025

Application details

Type of application: Variation or Removal of Condition

Development type: Minor Other

Standard consultations:

Printed: 6 November 2025 Expired: 27 November 2025

Neighbour notifications

Printed: 6 November 2025 Expired: 27 November 2025

Site notice

No site notice has been produced

Press advert

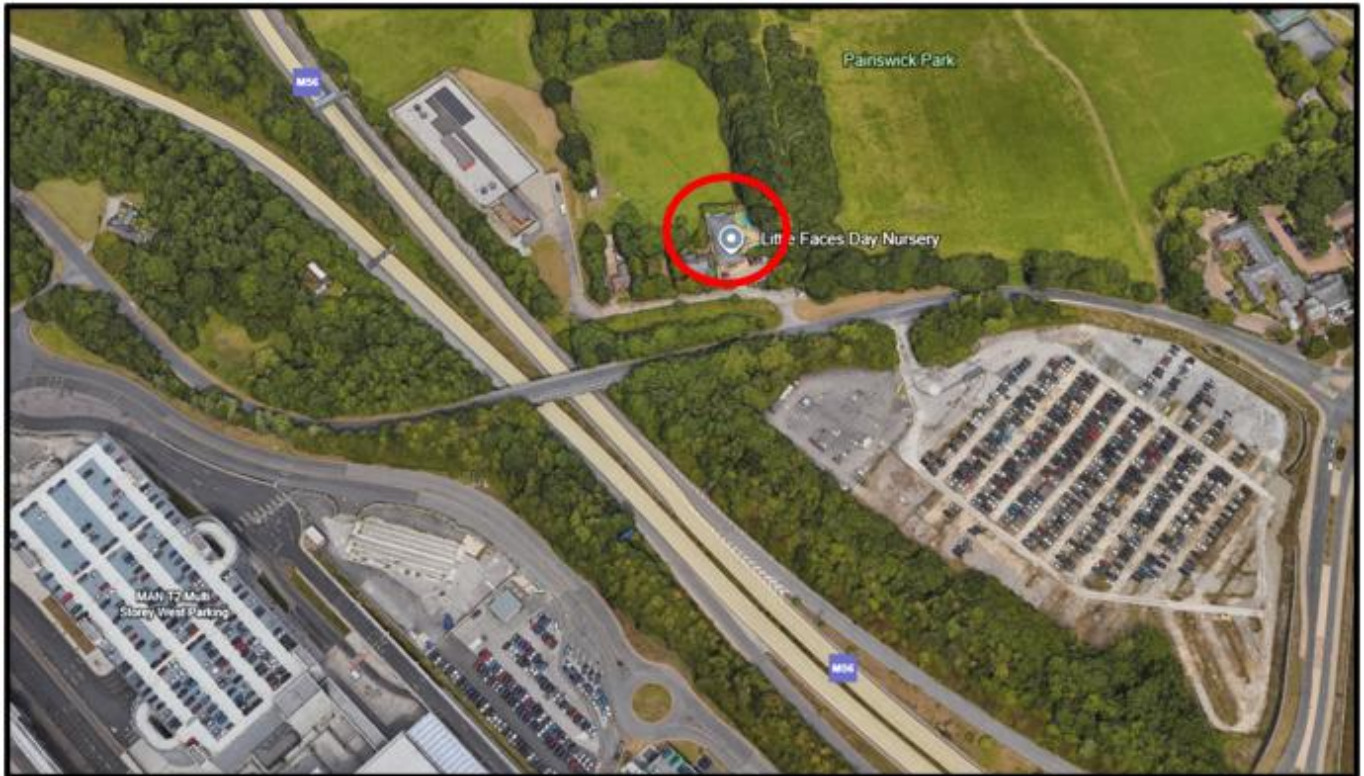
No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building/area

This application relates to the Little Faces Day Nursery on Thorley Lane, which is located to the north of the Manchester Airport estate. To the north of the site is a paddock area, while to the west stands a detached dwelling. To the east there is a thick belt of mature trees and beyond that is Painswick Park. To the south of the site, beyond Thorley Lane, there is an airport related car park. The location of the premises is shown below:



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

Description of development

Planning permission to erect the nursery building was granted in March 2000 under reference 057539/FO/SOUTH2/99. The planning permission was subject to 11 conditions, one of which (no. 5) limited the use of the premises to airport related staff only.

The applicants are now applying to remove that condition in order that children of non-airport staff than use the premises.

Consultations & Notification Responses

Local Residents/Businesses – No comments received.

Ringway Parish Council – No comments received

Highway Services – The proposal is to open up the nursery to meet the demands for nursery places from the wider community. Currently its business is restricted to serving airport staff only.

- The business is not changing.
- The size of the business is not changing.

When considering this from a highways perspective, the number of trips is considered as are the routes to and from the nursery taken by its customers.

When considering the business as it is currently, the airport staff (the customers) who want to use the nursery facility would typically be expected to drive to the nursery, drop off the child and leave. Later returning to collect the child. The origin (the dwelling place) of the journey can be random, anywhere locally.

When considering the proposal to open up the business to the wider community, the same type and number of vehicle trips will take place. The origin of the journey continuing to be random.

In summary, overall, no additional trips will be made and the routes will continue to be random. Highways consider that the removal of Condition 5 will not have a material impact on the highway network

Environmental Health – No objections to the removal of condition no. 5.

Manchester Airport Safeguarding Officer – No objections to the removal of condition no. 5.

Policies

The National Planning Policy Framework (December 2024) – The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other development can be produced. Planning law requires that applications for planning permission be determined in accordance with the development plan, i.e. the Core Strategy Development Plan Document and accompanying policies, unless material considerations indicate otherwise. The National Planning Policy Framework is a material consideration in planning decisions.

Paragraph 11 states that plans and decisions should apply a presumption in favour of sustainable development, which for decision-taking means:

- c) approving development proposals that accord with an up-to-date development plan without delay; or
- d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear strong reason for refusing the development proposed; or
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.

Paragraph 12 states that the presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision-making. Where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.

The Places for Everyone Plan – This plan was adopted on 21 March 2024, as such the Plan and its policies are now a material planning consideration in the determination of planning applications. The Plan and its policies must therefore be given significant weight in the planning balance. The relevant policy is set out below:

Policy JP-Strat9 (Southern Areas) – This policy states that the economic competitiveness, distinctive local neighbourhood character and environmental attractiveness of the southern areas will be protected and enhanced. There will be a strong emphasis on making as much use as possible of suitable previously developed (brownfield) land and promoting the roles of the areas' town centres and its other key assets.

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*, - 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 and protect and enhance the built and natural environment.

Policy DM1, *Development Management* – This policy states that all development should have regard to a number of specific issues, of which the following are of most relevance:-

- 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.
- Community safety and crime prevention.
- Design for health.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Flood risk and drainage.

Policy DM2, *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.

Issues

Principle of the Proposal – The premises currently occupied by the Airport Nursery have operated as a day nursery for over 20 years. The original planning consent was intended to serve children of Manchester Airport staff, however, the nursery has since evolved into a key piece of community infrastructure. The nursery now provides high-quality, flexible childcare to a much broader population, including families from Wythenshawe, Stockport, Trafford, Cheshire, and other neighbouring areas.

This evolution reflects the nursery's ability to respond to actual community needs, particularly for flexible childcare arrangements supporting parents working shift patterns in and around Manchester Airport (e.g., cabin crew, engineers, hospitality, and security staff). The premises are owned by Manchester Airport, ensuring security of tenure and demonstrating its role as a community and business asset rather than a private workplace facility. The nursery complements the airport's wider education and employability initiatives, such as the Aerozone and Airport Academy and contributes to the availability of childcare as part of this locally regarded programme.

In addition to its service to families, the nursery is a local employer, generating sustainable jobs for qualified early years staff and support workers over two decades. It continues to support employment and upskilling in a sector facing national recruitment challenges.

In light of the following:

- Proven track record of community service
- Long-term employment generation
- Strategic location within the airport estate
- Use of publicly owned premises
- Absence of adverse impacts on the local area

it is considered appropriate and justified to remove the restrictive condition and formally regularise the existing use through planning consent. This approach acknowledges the nursery's successful transition from a workplace-only facility to an inclusive, community-focused early years provider. The proposal aligns with strategic objectives for sustainable development, supports local employment and delivers significant community benefits without generating adverse impacts.

Residential Amenity – The removal of condition no. 5 would not have a detrimental impact upon the levels of residential amenity enjoyed by the occupants of the adjoining property. It should be noted that the *hours of operation* condition will remain attached to this S73 consent in order to protect residential amenity.

Pedestrian and Highway Safety – It is anticipated that the existing levels of pedestrian and highway safety would remain unaffected following the removal of condition no. 5. Notwithstanding the above, it is still felt prudent to re-attach the pedestrian/vehicular splays condition which accompanied the original consent.

Aerodrome Safeguarding – The proposal would not have a detrimental impact upon the safe operation of Manchester 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 based on seeking solutions to issues arising from the consideration of this application.

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

1) The use hereby approved shall only be in use between the hours of 0700hrs and 1900hrs from Monday to Friday.

Reason - To protect the amenity of neighbouring residential properties, pursuant to Policy DM 1 in the Manchester Core Strategy and Saved UDP Policy DC26.

2) Pedestrian/vehicular splays of 2.4 metres x 2.4 metres and vehicular visibility splays of 4.15 metres by 60 metres are required at all times and no restrictions are permitted between 0.6 metres and 2.0 metres in height.

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

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Manchester Airport Safeguarding Officer
Ringway Parish Council
Yew Tree Cottage, Thorley Lane, Manchester, WA15 8UN
Little Flyers, Thorley Lane, Manchester, WA15 8UN
Rose Cottage, Thorley Lane, Manchester, WA15 8UN

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (More) -
Area Team Boundary - Name: SOUTH AREA

