

Planning

Growth & Development

Delegated officer report for planning application

Application no. 144691/FO/2025

Date registered valid: 12 December 2025

Proposal: Erection of 9no. logistics units (Use Classes B2 (General Industry) and B8 (Storage and Distribution)), along with car parking, cycle parking, landscaping, servicing and access arrangements and other associated works.

Address: Manchester Business Park, Aviator Way, Manchester, M22 5TG

Ward(s): Woodhouse Park Ward

Applicant: Ask Real Estate MBP Ltd

Agent (if any): Miss Eithne Fitzgerald Deloitte LLP

Case officer: Robert Griffin
Tel: 0161 234 4527
Email: robert.griffin@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 8th May 2026

Application details

Type of application: Full Application Consent

Development type: Major Industry

Date of site visit: 11 February 2026

Standard consultations:

Printed: 16 December 2025 Expired: 9 January 2026

Neighbour notifications

Printed: 16 December 2025 Expired: 9 January 2026

Site notice

Posted: 12 December 2025 Expired: 5 January 2026

Press advert

Published: 23 December 2025 Expired: 9 January 2026

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of area

The application site lies within Manchester Business Park located to the south of residential areas of Wythenshawe to the north, Aviator Way, the Airport Metrolink Line and the A555 lie to the south with Manchester Airport beyond, to the west lies Woodhouse Lane and adjacent 3/4 storey office building with further vacant allocated employment land to the west currently known as Manchester MIX. To the east of the site lies a further 3/4 storey modern office building and associated areas of landscaping and car parking.

The site is currently undeveloped land comprising vegetation and grassland with trees and scrub mainly located around its boundaries particularly to the northern and western edges of the site. The applicant's submission indicates that the site was last used as a garden nursery which ceased operations in the late 1990s.



Application site is edged in red

Description of development

The application proposals are for the erection of 9no. commercial B2 (General Industry) and B8 (Storage and Distribution) units and ancillary office space amounting to c.10,167 sq. m (GIA). These buildings would be supported by 145 car parking spaces, including 12 accessible and 18 EV spaces (with future proofed provision for 26 additional EV spaces); internal circulation road and loading areas; and associated landscaping.

The main vehicular and pedestrian access to the site would be directly from Aviator Way a private road with a signalised junction onto the adopted Enterprise Way to the west. The proposed 9.no buildings would be grouped into four blocks arranged to create an active frontage to Aviator Way and retain a majority of the existing trees.

Following comments from consultees the applicant provided further information and amendments in relation to: the landscaping of the site; highways information including an adjustment to the site access; glint and glare assessment; wind shear assessments and drainage information. This additional and amended information to address consultees was subsequently provided to consultees who have provided further comments and these are set out in the consultation response section of this report below.

Relevant Planning History

051847/00/SOUTH/97 - Outline planning permission for a 62,709 sq. m. Business Park (Class B1 use) – Approved 10 July 1997

099663/REP/2012/S2 - Renewal of an extant planning permission 075073/JO/2005/S2 to extend the date of submission of reserved matters planning applications for the erection of a business park (Class B1 use) on plots 2000 and 2500 for a further 5 years (2017) - Approved 15 June 2012

123105/OO/2019 - Outline application for the erection Class B1 office building(s) providing 13,200 sqm of floorspace with associated car parking and landscaping. - Approved 21 March 2019

The previously consented office schemes (including the most recent 2019 approval) have not been implemented. Therefore, these planning permissions have now lapsed.

Consultations & Notification Responses

The application was subject to pre-application consultation and is set out within the applicant's submission documents, this consultation included with other parts of the City Council, local councillors, local MP and a wider public consultation exercise.

As part of consideration of the submitted planning application notification letters were sent to surrounding properties and businesses, a site notice was posted and advertisement placed in the Manchester Evening News due to the application proposals being classed as 'major' development.

As a result of these notifications three representations were received, two raising objections to the proposals and another neutral comment requesting incorporation of swift nest bricks into the development.

A summary of the comments made raising concerns with the development are set out below:

- The development would give rise to severe impacts on local traffic conditions in an area already impacted by high traffic levels and lead to additional strain on the road network and increasing the risk of accidents;
- Unacceptable impacts on residential amenity given the relationship to existing residential properties and the scale and height of the proposed buildings;
- The development would be visually dominant, overbearing and out of character with the surrounding area;
- The reliance on acoustic fencing, controlled access points, security fencing demonstrates the incompatibility of this form of development adjacent a residential area;
- The proposals would give rise to high risk of cumulative noise from servicing, HGV movements, vehicle alarms and general activity associated with the proposed uses, and there are no enforceable limits on hours of operation or night-time activity that would protect residential amenity.
- Impacts of light spill from external and internal lighting would impact on residential amenity, reliance on conditions to protect residential amenity;
- The transport assessment is deficient and does not adequately assess intensity of use associated with a multi-use logistics estate;
- Amenity impacts arising from traffic and servicing activity are insufficiently assessed and controlled;
- The proposals defer critical details to approval through planning conditions or the framework strategies;
- The submitted documents fail to adequately identify unmet demand or need for the floorspace given other empty spaces in the wider area and reduces the weight to be attached to the asserted economic benefits which do not outweigh the harm to residential amenity.

Consultees

Manchester Airport Aerodrome Safeguarding Officer – Raised an initial holding objection, but following the submission of further details and information relating to Glint and Glare, Wind Shear and landscaping proposals (to reduce the risk from bird hazards in the vicinity of the aerodrome) from the applicant have confirmed that these matters together with the management of Bird Hazards can be resolved through appropriately worded conditions and informative.

Manchester City Council as Lead Local Flood Authority – Following submission of further survey work from the applicant in relation to, onsite drainage assets and measures to divert culverts if

necessary, have recommended that conditions are able to be attached to any approval of the proposals.

United Utilities – In the absence of a detailed drainage plan recommend that a condition be attached to any approval for the submission and agreement of a surface water drainage scheme.

Manchester City Council Highway Services – Have fully assessed the submitted transport assessment and further information provided by the applicant to address comments relating to: access drawings, visibility splays, road safety audit, accident data, and car parking levels. They raise no objections to the proposals on highway capacity or highway or pedestrian safety. They have recommended that improvements are implemented by the applicant in the form of provision of CCTV cameras at the junctions of Outwood Lane/Ringway Road West and Ringway Road West/Enterprise Way to be secured via an appropriately worded condition. Other conditions are recommended in relation to the Delivery and Servicing Management Strategy, Travel Plan implementation, Construction Management Plan, electric vehicle charging provision, cycle parking and condition survey to inform any requirements for improvements to Woodhouse Lane.

National Highways – Following the submission of further information raise no objection to the application proposals.

TfGM Metrolink- Raise no objections to the proposals but wish to advise the applicant of safe working practices in the vicinity of Metrolink.

Active Travel England – Issued their standing advice for consideration as part of the application proposals.

Manchester City Council Environmental Health – Raise no objections to the application proposals and have assessed the applicants Acoustic Planning Assessment. They recommend that a number of conditions be attached to any approval including: submission and approval of a noise management plan; acoustic insulation of the proposed buildings; plant and equipment to be acoustically treated in accordance with a scheme to be submitted and approved by the LPA; construction management plan; construction hours; waste management strategy; electric vehicle charging points; and, intrusive site investigations and remediation strategy.

Greater Manchester Archaeological Advisory Service – Following further survey work undertaken by the applicant which indicate an absence of any archaeological evidence that might preclude development, confirm that there is no requirement for any further evaluation or mitigation works.

Greater Manchester Ecology Unit - GMEU raise no overall objections to the proposals on ecology grounds, but recommend –

- That no vegetation clearance required to facilitate the scheme is undertaken during the optimum time of year for bird nesting (March to August inclusive) unless nesting birds have been shown to be absent by a suitably qualified person. All nesting birds their eggs and young are legally protected under the terms of the Wildlife and Countryside Act 1981 (as amended).
- That a Method Statement describing measures to be taken during site clearance and construction works to avoid disturbance to badgers and badger setts should be required to be prepared and implemented by Condition. Badgers and their setts are legally protected under the terms of the Protection of Badgers Act 1992.

- The boundary scrub woodland to be retained should be protected during construction by erecting a temporary robust fence.
- That a Construction Environmental Management Plan is required to be prepared by Condition, to ensure that the site is cleared carefully to avoid harm to wildlife and that adjacent habitats are suitably protected from harmful indirect effects (for example, dust and surface water pollution).

Currently the development will result in a net loss in biodiversity and to achieve the required gains off-site biodiversity units will need to be secured from a Registered Habitat Bank. Currently no details appear to have been provided concerning where and how the required off-site habitat units will be delivered. These details will be required as part of the final Biodiversity Gain Plan which will be needed to accept the Biodiversity Gain Condition.

The statutory Biodiversity Gain Condition will apply to any permission which may be granted to the application.

Manchester City Council Neighbourhood Services (Arborists) – Consider the impacts on existing wooded areas to be minimal, have requested that protective fencing be installed to areas of trees to be retained prior to excavation works taking place. Requested amendments to the sites vehicular access to retain 3 no. horse chestnut trees.

Manchester City Council Work and Skills Team – Recommend conditions for a local labour condition to cover the construction and end use phase be attached to any approval.

Policy

Section 38 (6) of the Town and Country Planning Act 2004 states that applications for development should be determined in accordance with the adopted development plan unless material considerations indicate otherwise. The adopted development plan consists of the Core Strategy (adopted 2012) and the saved policies of the Unitary Development Plan together with the Places for Everyone Joint Development Plan (2024). Due consideration in the determination of the application will also need to be afforded to national policies in the National Planning Policy Framework (NPPF) which represents a significant material consideration.

The Development Plan

The Development Plan consists of: The Manchester Core Strategy (MCS) (2012); and Saved policies of the Unitary Development Plan (UDP) for the City of Manchester (1995) together with the adopted Places For Everyone (PfE) Joint Development Plan.

The MCS is the key document and sets out the long-term strategic planning policies for Manchester's future development. A number of UDP policies have been saved and remain part of the development plan. Planning applications in Manchester must be decided in accordance with PfE, the MCS and saved UDP policies as directed by section 38 (6) of the Planning and Compulsory Purchase Act 2004 unless material considerations indicate otherwise.

Places for Everyone - 2024

The Places for Everyone Plan is a Joint Development Plan Document, providing a strategic plan and policies, for nine of the 10 boroughs which make up Greater Manchester. The Plan is now adopted planning policy and forms part of the Development Plan for the City.

The following PfE policies are of particular relevance to the proposal:

- Policy JP-Strat10: Manchester Airport
- Policy JP-S1 Sustainable Development
- Policy JP-S2 Carbon and Energy
- Policy JP-S4 Flood Risk and Water Environment
- Policy JP-S6 Clean Air
- Policy JP-J1 Supporting Long Term Economic Growth
- Policy JP-J2 Employment Sites and Premises
- Policy JP-J4 Industry and Warehousing Development
- Policy JP-G2 Green Infrastructure Network
- Policy JP-G7 Trees and Woodland
- Policy JP-G8 A Net Enhancement of Biodiversity and Geodiversity
- Policy JP-P1 Sustainable Places
- Policy JP-C4 The Strategic Road Network
- Policy JP-C6 Walking and Cycling
- Policy JP-C7 Freight and Logistics
- Policy JP-C8 Transport Requirements for New Development
- Policy JP-D2 Developer Contributions

Manchester Core Strategy (2012) The Core Strategy 2012 - 2027 was adopted on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy 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. The following policies are of particular relevance to the proposal:

- Policy SP 1 Spatial Principles
- Policy EC1 Employment and Economic Growth in Manchester
- Policy EC 10 Wythenshawe
- Policy EC11 Airport City Strategic Employment Location
- Policy T1 Sustainable Development
- Policy T2 Accessible Areas of Opportunity and Need
- Policy EN 1 Design Principles and Strategic Character Areas
- Policy EN4 Reducing CO2 Emissions
- Policy EN6 Target Framework for CO2 reductions
- Policy EN8 Adaptation to climate change
- Policy EN9 Green Infrastructure
- Policy EN14 Flood Risk
- Policy EN15 Biodiversity and Geological Conservation
- Policy EN16 Air Quality
- Policy EN17 Water Quality
- Policy EN18 Contaminated Land
- Policy EN19 Waste
- Policy DM1 Development Management
- Policy DM2 Aerodrome Safeguarding Zone
- Policy PA1 Developer Contributions

Detailed consideration of the application proposals is set out within the issues section of this report; however, the application proposals are considered to be consistent with the policies contained in the Core Strategy.

Saved Policies of the Manchester Unitary Development Plan ('UDP') (1995) - The Unitary Development Plan for the City of Manchester (the UDP) was adopted by the Council on 21 July 1995 as the statutory document which set out guidelines for all development in Manchester and

provided a framework from which to base decisions about planning applications. The following extant policies are relevant to the proposal:

Policy EW8 Economic Development (East Wythenshawe)

Policy DC20 Archaeology

Policy DC22 Footpath Protection

Policy DC26 Development and Noise

For the reasons set out above and in the main body below, it is considered that the proposal is consistent with the saved UDP policies.

National Planning Policy Framework

The National Planning Policy Framework (December 2024) sets out Government planning policies for England and how these are expected to apply. The NPPF seeks to achieve sustainable development and states that sustainable development has three overarching objectives which are interdependent and need to be pursued in mutually supportive ways. These three objectives are:

- An economic objective - to help build a strong, responsive and competitive economy
- A social objective - to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places; and
- An environmental objective - to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

The NPPF outlines a “presumption in favour of sustainable development”. This means approving development, without delay, where it accords with the development plan and 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 following specific areas of the NPPF are considered to be particularly relevant to the proposed development:

Section 4 (Decision Making) - Local planning authorities are directed to approach decisions on proposed development in a positive and creative way. This includes working proactively with applicants to secure developments that would improve the economic, social and environmental conditions of the area. Decision-makers should seek to approve applications for sustainable development where possible (paragraph 39).

Section 6 (Building a strong, competitive economy) – Local planning authorities are directed to make decisions that should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.

Section 8 (Promoting healthy and safe communities) - Local planning authorities should aim to achieve healthy, inclusive and safe places which amongst other things are safe and accessible,

so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion.

Section 9 (Promoting sustainable transport) – The planning system is directed to actively manage patterns of growth in support of the following:

- Ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;
- Addressing the potential impacts of development on transport networks;
- Realising opportunities from existing transport infrastructure for example in relation to the scale, location or density of development that can be accommodated;
- Pursuing opportunities to promote walking, cycling and public transport use, and
- Identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure.

Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health (paragraph 110).

Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios (paragraph 116).

Section 11 (Making effective use of land) - Planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.

Section 12 (Achieving Well-Designed Places) – The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

Section 14 (Meeting the challenge of climate change, flooding and coastal change) - The need to mitigate and adapt to climate change should also be considered in preparing and assessing planning applications, taking into account the full range of potential climate change impacts.

Section 15 (Conserving and enhancing the natural environment) – Planning decisions should amongst other things contribute to and enhance the natural and local environment by minimising impacts on and providing net gains for biodiversity; and preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability.

When determining planning applications, local planning authorities should apply the following principles: if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused.

Planning decisions should ensure that a site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination.

Planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health,

living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. They should: mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life; and limit the impact of light pollution from artificial light on local amenity (paragraph 198).

Planning policies and decisions should ensure that new development can be integrated effectively with existing businesses and community facilities (such as places of worship, pubs, music venues and sports clubs). Existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established. Where the operation of an existing business or community facility could have a significant adverse effect on new development (including changes of use) in its vicinity, the applicant (or 'agent of change') should be required to provide suitable mitigation before the development has been completed (paragraph 200).

As is set out in this report the application proposals are considered to be in consistent with the policies of the NPPF.

Other Material Considerations

Planning Policy Guidance (PPG) -The relevant sections of the PPG are as follows:

Air Quality: provides guidance on how this should be considered for new developments. Paragraph 8 states that mitigation options where necessary will be locationally specific, will depend on the proposed development and should be proportionate to the likely impact.

Planning conditions and obligations can be used to secure mitigation where the relevant tests are met. Examples of mitigation include:

- the design and layout of development to increase separation distances from sources of air pollution;
- using green infrastructure, in particular trees, to absorb dust and other pollutants;
- means of ventilation;
- promoting infrastructure to promote modes of transport with low impact on air quality;
- controlling dust and emissions from construction, operation and demolition; and
- contributing funding to measures, including those identified in air quality action plans and low emission strategies, designed to offset the impact on air quality arising from new development.

A construction management plan would include measures to manage dust to minimise the impact from construction. A travel plan would encourage sustainable travel. Trams and bus serves are nearby.

Biodiversity: The application proposals fall within the statutory framework for biodiversity net gain. This would involve the discharge of the statutory biodiversity gain condition following the grant of planning permission to ensure the objective of at least 10% net gain would be met for the development. The PPG indicates that it would generally be inappropriate for decision makers, when determining a planning application for a development subject to biodiversity net gain, to refuse an application on the grounds that the biodiversity gain objective will not be met. Decision makers would need to consider whether the biodiversity gain condition is capable of being successfully discharged.

Paragraph 9 of Schedule 7A of the Town and Country Planning Act 1990 requires that where an applicant relies upon a significant increase in onsite habitat biodiversity value, the habitat enhancement ("significant onsite habitat enhancement") must be subject to a planning

condition, section 106 agreement, or conservation covenant requiring the habitat enhancement to be maintained for at least 30 years after the development is completed.

Design: As set out in paragraph 134 of the National Planning Policy Framework, development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes.

Noise: states that local planning authorities' should take account of the acoustic environment and in doing so consider:

- whether or not a significant adverse effect is occurring or likely to occur;
- whether or not an adverse effect is occurring or likely to occur; and
- whether or not a good standard of amenity can be achieved.

Mitigating the noise impacts of a development will depend on the type of development being considered and the character of the proposed location. In general, for noise making developments, there are four broad types of mitigation:

- engineering: reducing the noise generated at source and/or containing the noise generated;
- layout: where possible, optimising the distance between the source and noise sensitive receptors and/or incorporating good design to minimise noise transmission through the use of screening by natural or purpose built barriers, or other buildings;
- using planning conditions/obligations to restrict activities allowed on the site at certain times and/or specifying permissible noise levels differentiating as appropriate between different times of day, such as evenings and late at night, and;
- mitigating the impact on areas likely to be affected by noise including through noise insulation when the impact is on a building.

Travel Plans, Transport Assessments and statements: states that in taking decisions this information can positively contribute to:

- encouraging sustainable travel;
- lessening traffic generation and its detrimental impacts;
- reducing carbon emissions and climate impacts;
- creating accessible, connected, inclusive communities;
- improving health outcomes and quality of life;
- improving road safety; and
- reducing the need for new development to increase existing road capacity or provide new roads.

Holcroft Moss Planning Obligations Joint Supplementary Planning Document (2025)

The SPD provide guidance on, and to facilitate, the timely provision of required mitigation on a site in Warrington Borough Council's administrative area, Holcroft Moss, within the Manchester Mosses Special Area of Conservation (SAC). This SPD supplements PfE Policy JP-C8, in particular clause 17, which requires planning applications accompanied by a Transport Assessment to consider air quality impacts on Holcroft Moss. The SPD was adopted by the 9 joint local planning authorities in May 2025.

Any proposals that would result in increased traffic flows on the M62 past Holcroft Moss of more than 100 vehicles per day or 20 Heavy Goods Vehicles (HGVs) per day must devise a scheme specific range of measures to reduce reliance on cars, reduce trip generation, promote ultra-low emission vehicles, and provide a contribution towards restoration measures at Holcroft Moss.

The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (Adopted 2007)

This document provides guidance to help develop and enhance Manchester. In particular, the SPD seeks appropriate design, quality of public realm, facilities for disabled people, pedestrians and cyclists. It also promotes a safer environment through Secured by Design principles, appropriate waste management measures and environmental sustainability.

Sections of relevance are:

Chapter 2 'Design' outlines the City Council's expectations that all new developments should have a high standard of design making a positive contribution to the City's environment.

Chapter 3 'Accessibility' - sets out that developments should be fully inclusive and accessible.

Chapter 9 'Design for Health' – anticipates that proposals will: encourage active lifestyles; improve housing quality; improve access to work; ensure accessibility for all; promote safety and sense of safety; promote social inclusion; and, improve the quality and aesthetics of the built environment.

Chapter 11 'The City's Character Areas' – the aim of this chapter is to ensure that new developments fit comfortably into and enhance the character of an area of the City, particularly adding to and enhancing the sense of place.

GMCA 'Design Guidance for Net Zero' (2025)

This guidance focuses on how to design buildings to achieve the net zero ambitions and outcomes set in PfE policies JP-S2 -Carbon and Energy and JP-S3 – Low Carbon Heat focusing on the following:

- Promoting the use of life cycle cost and carbon assessment tools to ensure the long-term impacts from development can be captured;
- An expectation that new development will, unless it can be demonstrated that it is not practicable or financially viable will be net zero carbon and residual carbon emissions that cannot be fully mitigated on-site should be offset.

The alignment of the proposals with the above guidance is discussed later in this Report.

Other Legislative requirements

Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021) sets out the mandatory planning requirements for Biodiversity Net Gain.

S149 (Public Sector Equality Duty) of the Equality Act 2010 provides that in the exercise of all its functions the Council must have regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between person who share a relevant protected characteristic and those who do not. This includes taking steps to minimise disadvantages suffered by persons sharing a protect characteristic and to encourage that group to participate in public life. Disability is among the protected characteristics.

S17 Crime and Disorder Act 1998 provides that in the exercise of its planning functions the Council shall have regard to the need to do all that it reasonably can to prevent crime and disorder.

Issues

Principle of Development – The application site is allocated both within the adopted UDP and Core Strategy for employment uses. Core Strategy policy EC 11 'Airport City Strategic Employment Location' identifies the site as being part of a significant opportunity for employment development within the City promoting functional and spatial links with nearby parts of Wythenshawe to maximise the catalytic potential to attract investment and increase economic activity. Policy EC 11 identifies the site and wider employment location as being suitable for high technology industries, logistics, offices, warehousing and ancillary commercial facilities. Policies within Places for Everyone also support long term economic development in this location which are further strengthened through NPPF.

The applicant has set out within their submission the need for the development of the type proposed particularly as previous schemes for office development approved at the site have not been developed or brought forward. It sets out the attractiveness of the site to deliver commercial facilities of a differing nature to maximise employment opportunities and stimulate economic activity in a well connected part of the city. It is acknowledged that the application proposals are speculative with no final occupiers identified at this stage. Whilst the nature of the proposals are speculative both national and Greater Manchester planning policy acknowledges the need to plan for long term economic growth and to recognise that there is a need to be flexible to respond to changing economic circumstances.

As such the general principle for the development of the site for the proposed B2 and B8 uses and associated ancillary offices are considered to be acceptable. However, further consideration of the proposals in terms of impacts on: visual amenity, residential amenity, highways, aerodrome safeguarding, ecology and biodiversity, and flood risk is required and these and other matters are considered in full below.

Visual Amenity – Concerns have been raised by residents to the visual impacts of the proposals.

The development of the site would result in a built form that is current absent, it is noted that taller office buildings are present on adjacent sites to the east and west. However, the proposed buildings would take a differing form to these given the footprint and long elevations of the buildings. It is considered that the siting of the buildings on the site set off the boundary to the north and their relative lower overall heights to the existing office buildings would assist in integrating the built form into the area.

There would be views from the north between existing residential properties towards the site and the applicant has provided visualisations to represent these views and those elements of the proposal that would be seen from public vantage points. Whilst there would be views of the proposed built form it is not considered that the impacts on these views would be significant.

Residential properties on Thornsgreen Road, Lenham Walk, Lincombe Road, and Bretton Walk would back onto the site and would have views of the rear of the buildings located to the northern side of the site. The application submission includes section drawings to indicate the relationship between the proposed buildings and these properties and their rear gardens. The separation distances between the proposed buildings and existing residential properties is considered to be acceptable and whilst there would be views towards these buildings the separation distances are considered to assist in reducing the visual impact of the built form. The visual impacts are not considered to be significant to warrant refusal of the proposals. It is also noted that boundary trees would be largely retained, although some pruning works would be undertaken to them, additional planting of trees is also proposed and would provide additional screening of the application site and proposed buildings. Appropriately worded conditions are proposed relating to the provision of the landscaping scheme on the site and the long-term

maintenance and management of the existing and planted trees along the northern boundary of the site.

The design of the buildings would create an active frontage to Aviator Way and the use of ancillary office space on these elevations further assists in providing visual interest. The application documents indicate the use of high-quality materials and finishes to ensure the proposals reflect the high quality finishes of the adjacent office blocks and present a high quality elevation towards Aviator Way.

Residential Amenity – The applicant has provided a noise assessment alongside the planning application, and this has been fully assessed. The submitted information is considered to be proportionate and allow a full consideration of the likely impacts of the proposal. Concerns from nearby residents have been raised with regards to the potential impacts on residential amenity particularly arising from activity that would take place on the site and the proposed uses.

The proposals would introduce activity to the site that is currently absent, this activity would include the manoeuvring of HGVs and other vehicles, parking, loading and unloading activities, deliveries and servicing throughout the day and night. In addition, activities would take place inside and outside of the proposed buildings associated with their uses for general industry and storage and warehousing.

The layout of buildings on the site has sought to minimise and mitigate impacts to existing residential properties including service yards, turning circles and parking positioned toward the centre of the site, and using the buildings themselves to form acoustic screening. Where there are gaps between buildings acoustic fences are to be installed to complete the acoustic screen. The buildings would be acoustically insulated to further mitigate potential noise impacts from noisy activity taking place within the buildings. The conclusions and recommendations of the noises assessment are considered reasonable and have been accepted. In order to mitigate potential impacts arising from the development on nearby residential occupiers there is a need to ensure that the proposed acoustic measures are delivered as part of the development and to ensure future compliance in regard to internal noise levels generated by the approved uses. As such appropriately worded conditions are proposed to ensure the external acoustic screening is installed, that the buildings are appropriately acoustically insulated and that external activities are managed through the submission and approval of a noise management plan.

There would be no windows on the north facing elevations of units 2 and 3 which face towards exiting residential properties, as such it is not considered that the proposals would give rise to impacts or loss of privacy to these residential properties.

The proposals would include lighting scheme for external areas; the application is supported by a lighting strategy which indicates that lighting can be designed to not give rise to unacceptable impacts on residential amenity. Given the sites location there is a need for the final lighting scheme to be submitted for approval to ensure this is appropriate for the location including in terms of impacts on the safe operation of Manchester Airport.

The application is accompanied by a Daylight and Sunlight Assessment, and this concludes that existing residential properties are unlikely to be significantly affected by the proposed development.

Transport – The application is supported by a transport assessment which has been supplemented with a road safety audit and further information and clarifications from the applicant during consideration of the application proposals. This information has been fully assessed and whilst concerns have been raised with regards to impacts on the local highway network neither MCC Highway Services, TfGM or National Highways - who manage the

strategic road network - raise objections to the proposals on highway capacity or safety grounds subject to appropriated mitigation to be secured by way of appropriate planning conditions.

The site is located in a highly accessible location with a variety of transport links including public transport with connections to regular services, this includes the Metrolink system, rail station at the Ground Transport Interchange at Manchester Airport which also provides connections to the wider bus and coach network. The site is also well connected to the strategic road network.

Access to the site would be via a dedicated vehicular access from Aviator Way which itself is connected to the adopted Enterprise Way and the wider road network. The site is also well placed adjacent good pedestrian and cycle access with direct access to Manchester Airport and Wythenshawe to the north. As noted in the response of MCC Highways whilst Woodhouse Lane adjacent to the site is a dedicated pedestrian and cycle route for the length of the boundary with the application site and should be subject of condition survey to determine whether further improvements to it are required including its connection to where the shared pedestrian and cycle route rejoins the main carriageway to the north.

The application is supported by a framework Travel Plan designed to increase the choice of methods of travel to the site and reduce single occupancy car usage. Whilst this document is generally accepted a full Travel Plan will be required to support the operation of the development and an appropriately worded condition is proposed.

The level of car parking and accessible parking spaces is considered to be acceptable for the proposed development and the potential likely uses of the units, and this has been supported by appropriate assessments of similar types of development and to take into account the Council's car parking standards for the proposed uses. The level of covered and secure cycle parking has also been assessed as being acceptable for the site and its location and the final details of this provision would be secured via an appropriately worded condition.

The layout of the site would allow delivery and servicing vehicles to enter the site and exist in forward gear allowing for manoeuvring within the site.

Information provided by the applicant confirms that the proposals would not generate HGV and vehicle movements that would indicate that the application proposals would be a 'qualifying development' with respect to air quality impacts on the Holcroft Moss Special Area of Conservation that require a financial contribution towards mitigation measures.

Ecology – Whilst the site is not within or contain any ecological designations the application is supported by a Preliminary Ecological Appraisal and Badger Survey and Biodiversity Net Gain Statutory metric which have been fully assessed. The application site supports unmanaged neutral grassland and established and developing scrub vegetation. The most notable habitat is the established scrub woodland at the boundaries of the site; the majority of this habitat would be retained as part of the development. Most of the grassland would be lost, resulting in an overall loss in biodiversity. As such under national legislation there would be a requirement to source off-site habitat provision if the development is to achieve an overall net gain in biodiversity. At this stage the applicant has indicated that they have sought to maximise the gains achieved on site through the following measures:

- Significant new tree and shrub planting focused to the rear of the site to densify the existing vegetation buffer.
- Additional landscaping buffers to along the Aviator Way frontage and within the internal service yards and circulation spaces.
- Seeking to retain as many trees as possible and only removing those with a low value (Cat C). Any trees removed will be replaced at more than the 2:1 requirement.

The current strategy to meet the shortfall to 10% net gain would be achieved through a combination of onsite planting, wider habitat enhancements across Manchester Business Park and, where necessary, off-site provisions or financial contributions, ensuring an overall net positive impact on biodiversity in the wider Manchester area. This approach is acceptable but the final approach to achieving the uplift would be through discharge of the statutory BNG condition.

In this instance given the location of the site adjacent to Manchester Airport and the requirements around aerodrome safeguarding particularly in terms of ecological enhancements and minimising and mitigating bird hazards the proposals are considered to be acceptable, the proposed landscaping condition and statutory biodiversity net gain condition would enable biodiversity enhancements to be secured.

Landscaping – The proposals would include additional tree and vegetation planting to enhance the sites boundaries and provide additional screening effects of the proposed built form. There is a requirement to finalise the species of planting to ensure that it meets the requirements of the Aerodrome Safeguarding Officer at Manchester Airport to minimise the potential for the introduction of bird hazards in the vicinity of the airport and aircraft movements and this has been agreed to be through an appropriately worded condition.

Although the siting of buildings has been undertaken to minimise impacts to the existing trees and vegetation the proposals would result in the loss of some trees particularly three Horse Chestnut trees around the vehicular access. The applicant has confirmed that a slight amendment to the access would still result in the need for trees to be removed due to impacts on the root protection areas, the layout of the scheme would also result in a more challenging access into the site and the loss of on-site car parking spaces. The loss of on-site trees is regretted, however, in this instance the applicant has sought to balance the layout of buildings and associated external spaces to minimise impacts on the majority of on-site trees and this loss is accepted.

Waste Management – The proposals incorporate external bin stores for each unit which would be accessible to building occupants or facilities operators and enable the segregation of recyclable and non-recyclable waste streams. The final details for collection are to be determined due to the speculative nature of the development and the requirements of future building occupiers. As such an appropriately worded condition is proposed to be attached to any approval for the final details to be agreed.

Crime – The application is accompanied by a Crime Impact Statement which identifies a number of features of the proposed development that would make a positive contribution to the prevention of crime and fear of crime. The site is currently vacant and not readily observed as such the development of the site would provide opportunities to introduce activity to reduce crime and the fear of crime in the surrounding area. A condition is proposed to ensure the recommendations of the CIS are incorporated into the site's development.

Aerodrome Safeguarding – The application has been subject to consultation with the aerodrome safeguarding officer at Manchester Airport. Following the submission of further information in respect of glint and glare and wind shear assessment together with amended landscaping proposals the ASO has confirmed that matters are capable of being dealt with through the submission of final details reserved by appropriately worded conditions.

Local Labour - The applicant has indicated that they are willing to work with the Council's work and skills team to maximise the outcomes for Manchester residents in both the construction and operational phases of the development. An appropriately worded condition is proposed.

Ground Conditions - The application is accompanied by a Phase 1 Desktop Study which has been assessed. This recommends the need for a site investigation to determine the extent of any remediation of the site. An appropriate condition is required to ensure that the results of the intrusive investigations are submitted and any remediation measures for the site are approved.

Construction Management - To ensure construction is effectively controlled and to prevent any disruption to existing occupiers and residents within the area, a condition is included which requires the submission and approval of a construction environmental management plan which details working practices, method statement for works in respect of protected species, working hours, dust suppression, the parking of construction vehicles and the removal of waste amongst other matters.

Conclusion – Following assessment the proposals are considered to be acceptable, there would be no significant harmful impact upon either residential amenity, or the operation of the highway and it is considered that the proposals would integrate effectively into the wider area. As such, the proposed development accords with relevant local and national policy and planning guidance.

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

The application has been determined in a positive and proactive manner, in this instance issues that have arisen have been discussed with the applicant and this has resulted in the submission of further information and clarification. A positive decision has been recommended alongside appropriately worded conditions.

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:

Location Plan Ref: 13502-AEW-SI-XX-DR-A-05000-S2-P03

Proposed Site Plan (Ref: 13502-AEW-SI-XX-DR-A-05010-S2-P03)

Proposed External Works Plan (Ref. 13502-AEW-SI-XX-DR-A-05011-S2-P03)

Proposed Boundary Treatment Plan (Ref. 13502-AEW-SI-XX-DR-A-05012-S2-P03)

Proposed Refuse Store Plan (Ref. 13502-AEW-SI-XX-DR-A-05014-S2-P02)

Unit 1 Drawings:

Proposed GA Roof Plan (Ref. 13502-AEW-B1-RF-DR-A-05122-S2-P03)

Proposed Overall GA Plans (Ref. 13502-AEW-B1-ZZ-DR-A-05120-S2-P02)

Proposed Typical GA Office Plan (Ref. 13502-AEW-B1-ZZ-DR-A-05121-S2-P02)

Proposed GA Elevations (Ref. 13502-AEW-B1-ZZ-DR-A-05130-S2-P03)

Proposed GA Sections (Ref. 13502-AEW-B1-ZZ-DR-A-05150-S2-P01)

Unit 2 Drawings:

Proposed Overall GA Plans (Ref. 13502-AEW-B2-ZZ-DR-A-05220-S2-P02)

Proposed Typical GA Office Plans (Ref. 13502-AEW-B2-ZZ-DR-A-05221-S2-P02)

Proposed GA Roof Plan (Ref. 13502-AEW-B2-ZZ-DR-A-05222-S2-P02)

Proposed GA Elevations (Ref. 13502-AEW-B2-ZZ-DR-A-05230-S2-P03)

Proposed GA Sections (Ref. 13502-AEW-B2-ZZ-DR-A-05250-S2-P01)

Unit 3 Drawings:

Proposed Overall GA Plans (Ref. 13502-AEW-B3-ZZ-DR-A-05320-S2-P02)

Proposed Typical GA Office Plans (Ref. 13502-AEW-B3-ZZ-DR-A-05321-S2-P02)

Proposed GA Elevations (Ref. 13502-AEW-B3-ZZ-DR-A-05330-S2-P03)

Proposed GA Sections (Ref. 13502-AEW-B3-ZZ-DR-A-05350-S2-P01)

Proposed GA Roof Plan (Ref. 13502-AEW-B3-RF-DR-A-05322-S2-P02)

Unit 4 Drawings:

Proposed GA Roof Plan (Ref. 13502-AEW-B4-RF-DR-A-05422-S2-P02)

Proposed GA Floor Plan (Ref. 13502-AEW-B4-ZZ-DR-A-05420-S2-P02)

Proposed Typical GA Office Plan 13502-AEW-B4-ZZ-DR-A-05421-S2-P02)

Proposed GA Elevations (Ref. 13502-AEW-B4-ZZ-DR-A-05430-S2-P04)

Proposed GA Sections (Ref. 13502-AEW-B4-ZZ-DR-A-05450-S2-P01)

Landscape Strategy and drawings:

Landscape General Arrangement reference 468-LST-XX-XX-DR-L-0101 P15

Tree Plan 468-LST-XX-XX-DR-L-0302 Revision P02

Softwork Plan reference 468-LST-XX-XX-DR-L-0301 Revision P02

Landscape Material Schedule reference 468-LST-XX-XX-RP-L-0003

MBP-REN-00-XX-DR-C-01100 P04 Below Ground Drainage General Arrangement

Documents:

Design and Access Statement (including landscaping) Rev P04 prepared by AEW Architects;
Accommodation Schedule (Drawing 06005 Rev P01) prepared by AEW Architects;
Acoustic Assessment prepared by Waterman Infrastructure & Environment Ltd
Air Quality Assessment prepared by Redmore Environmental
Arboricultural Impact Assessment prepared by Bowland Tree Consultancy dated November 2025
Archaeological Assessment prepared by Lanpro
Construction Management Plan prepared by Ask Real Estate Ltd
Crime Impact Statement prepared by Graphite Security
Daylight Sunlight Report prepared by Proximity
Drainage Strategy prepared by Renaissance
Ecology Assessment and Biodiversity Net Gain Metric prepared by Land Studio
Energy and Carbon Proforma prepared by Hannan Associates
Environmental Standards Statement and Energy Statement prepared by Hannan Associates
External Lighting Statement Dated: 02/12/2025 Ref:13502-HAN-RP-E-00001 prepared by Hannan Associates
Flood Risk Assessment prepared by Renaissance
Framework Delivery and Servicing Management Strategy prepared by Waterman Infrastructure & Environment Ltd
Framework Travel Plan prepared by Waterman Infrastructure & Environment Ltd
Glint and Glare for Aviation Report reference GIA No: 23458 dated 01 April 2026 and associated addendum document
Green and Blue Infrastructure Statement prepared by Deloitte
Ground Conditions Phase 1 Desktop Study prepared by Brownfield Solutions
Local Labour Agreement prepared by Ask Real Estate Ltd
Planning Statement prepared by Deloitte
Stage 1 Road Safety Audit Rev 2 reference SA5345 March 2026
Statement of Community Involvement prepared by Deloitte
Transport Statement prepared by Waterman Infrastructure & Environment Ltd
Tree Impact Report prepared by Bowland Tree Consultancy
UXO Pre-desktop Report prepared by Zetica
Ventilation and Extraction Statement prepared by Hannan Associates:
Visual Impact Assessment prepared by Land Studio
Wind Shear Technical Note reference GIA No: 23458 dated 02/2026

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

3) Prior to the commencement of development on site (including site clearance and earthworks) a Construction Environmental Management Plan shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be carried out in accordance with the agreed plan which shall include:

- A Bird Hazard Management Plan for the construction phase;
- Method statement setting out the measures to be taken during site clearance and construction works to avoid harm to wildlife and adjacent habitats including measures to avoid disturbance to badgers and badger setts;
- Measures to control noise and vibration;
- Dust and smoke suppression measures including: details of the sheeting of construction vehicles, wheel wash facilities and schedule for maintenance of drains and gulleys;
- Details of the area(s) subject to construction activity and the storage of materials, equipment, welfare facilities, waste storage and loading/unloading areas;

- Details of cranes and other tall construction equipment (including the details of obstacle lighting, arrangements for delivery, assembly and removal);
- Details of temporary lighting;
- Height of storage areas for materials or equipment;
- Control and disposal of putrescible waste to prevent attraction of birds;
- Gas purging / venting;
- Drone usage;
- Control of Foreign Object Debris including airborne FOD;
 - A community consultation plan;
- Confirmation of display of an emergency contact number;
- The duration/phasing of construction works and associated vehicle trips;
- Routing of construction traffic and associated swept-path assessment including traffic management measures for vehicles, pedestrians and cyclists;
- Details of the location and arrangements for contractor parking;
- The identification of the vehicular access points into the site;
- Highway dilapidation survey including photographs and commentary on the condition of carriageway/footways on construction vehicle routes surrounding the site.

Reason - In the interests of highway and pedestrian safety, safe operation of the Manchester Airport and to avoid harm to wildlife and adjacent habitats pursuant to policy DM1, DM2, EN9 and EN15 of the Core Strategy.

4) No works to trees or shrubs (including clearance work) shall occur between the 1st March and 31st August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation provided to the City Council as local planning authority that no active bird nests are present.

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 Core Strategy.

5) 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 set out within condition 2 of this decision notice ; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the buildings for their 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.

6) All tree work required to facilitate the development should be carried out by a competent contractor in accordance with British Standard BS 3998 "Recommendations for Tree Work".

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.

7) a) Prior to commencement of the development hereby approved, a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) shall be submitted to and approved in writing by the 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 Local Planning Authority. The development shall then be carried out in accordance with the approved Site Investigation Report and/or Remediation Strategy.

b) Prior to the first use/occupation of the development, a Completion/Verification Report shall be submitted to and approved in writing by the Local Planning Authority, to validate that the development conforms with the approved Site Investigation Report and/or Remediation Strategy.

c) In the event of any non-conformity with the approved Site Investigation Report and/or Remediation Strategy, then any further measures that are required to remediate the land shall be carried out. Any required measures/remediation and validation shall continue until conformity has been achieved and agreed in writing by the Local Planning Authority, prior to first use/occupation of the development.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Core Strategy.

8) a) Prior to the commencement of the development hereby approved, details of a Local Labour Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction phase of the development, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction of the development.

In this condition a Local Labour Proposal means a document which includes:

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

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

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

9) Notwithstanding, the approved Glint and Glare for Aviation Report prepared by GIA dated 1 April and approved Glint and Glare for Aviation Addendum prepared by GIA dated 1 April, prior to above ground works commencing, a glint and glare verification assessment in relation to external façade material details(excluding PVs), including detailing finishes and reflectivity characteristics, shall be submitted to and approved in writing by the City Council as Local Planning Authority.

Where such a verification assessment identifies potential impacts on aviation safety, appropriate mitigation measures shall be detailed and submitted to and approved in writing by the City Council as Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details."

Reason - In the interests of aviation safety due to the proximity of the site to Manchester Airport pursuant to policy DM2 of the Core Strategy.

10) No building or structure of the development shall exceed 15m above ground level.

Reason- In the interests of aviation safety any development exceeding this height would penetrate the protected surfaces surrounding Manchester Airport and thereby endanger aircraft movements and the safe operation of the aerodrome pursuant to policy DM2 of the Core Strategy.

11) 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 of the Core Strategy.

12) No above ground construction works shall take place until details and samples of the materials to be used in the construction of the external surfaces of the development hereby approved have been submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out in accordance with the approved details/samples.

Reason - In order to ensure a satisfactory appearance in the interests of visual amenity in accordance with policies SP1 and DM1 of the Core Strategy and the requirements of the National Planning Policy Framework.

13) Notwithstanding the details submitted with the application, no above ground works shall take place until details of the siting, scale, appearance and material for the proposed boundary treatments (including acoustic fencing) has been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented as part of the development and be in place prior to the first occupation of the development.

The approved boundary treatment shall be retained and maintained in situ thereafter whilst the development is in use.

Reason - In the interests of security, residential amenity and 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, pursuant to policies SP1 and DM1 of the Manchester Core Strategy and saved Unitary Development Plan policy DC26.

14) a) Notwithstanding the details submitted with the application, no above ground works shall take place until details of a hard and soft landscaping scheme based upon the principles of the drawings listed in condition 2 of this decision have been submitted to and approved in writing by the Local Planning Authority. The details shall include the formation of any banks, terraces or other earthworks, bat boxes, hard surfaced areas and materials, planting plans, specifications and schedules (including planting size, species and numbers/densities), existing plants / trees to be retained, a long term management and maintenance plan for the trees and landscaping located between the approved buildings and the northern boundary of the site, and a scheme for the timing/phasing of implementation works.

(b) The landscaping works shall be carried out in accordance with the approved scheme for timing / phasing of implementation or within the next planting season following final occupation of the development hereby permitted, whichever is the sooner with the maintenance and management being undertaken in accordance with the approved details whilst the development is operational.

(c) Any trees or shrubs planted or retained in accordance with this condition which are removed, uprooted, destroyed, die or become severely damaged or become seriously diseased after planting shall be replaced within the next planting season by trees or shrubs of similar size and species to those originally required to be planted.

Reason - To ensure that the site is satisfactorily landscaped having regard to its location in the vicinity of Manchester Airport and the nature of the proposed development and in the interests of residential and visual amenity and to enhance the biodiversity of the site in accordance with policies SP1, EN9, EN15, DM1 and DM2 of the Core Strategy and the National Planning Policy Framework.

15) Prior to the first use/occupation of the development hereby approved or any individual unit within the development, a detailed scheme showing the design, location and size of a facility to store refuse and waste materials for the development or unit shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented in full prior to first use/occupation of the development in accordance with the submitted details and retained thereafter.

Reason - In the interests of amenity and public health, pursuant to policies EN19 and DM1 of the Manchester Core Strategy.

16) Prior to the commencement of above ground works, full details of the cycle parking provision for the development shall be submitted to and approved in writing. The approved details shall be installed prior to the first occupation of the development and be retained thereafter for those working and visiting the development.

Reason - To ensure that there is adequate cycle parking for the development in order to comply with policies T1, T2 and DM1 of the Core strategy and policy JP-C6 of the Places for Everyone joint development plan document.

17) Prior to the first use of the car parking spaces hereby approved, a scheme for electric vehicle charging points together with details of infrastructure to allow further future electric vehicle charging conversion shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved details shall then be implemented and be in place prior to the first occupation of the development hereby approved and be retained thereafter for use by those working and visiting the development.

Reason - In the interest of air quality pursuant to policies SP1, DM1 and EN16 of the Manchester Core Strategy and policies JP-C8 and JP-S5 of the Places for Everyone Joint Development Plan.

18) Prior to the first use of the development or any individual unit within the development hereby approved, a detailed Travel Plan based upon the principles within the submitted Travel Plan Framework shall be submitted to and agreed in writing by the City Council as Local Planning Authority prior to first occupancy of the units hereby approved. In this condition a Travel Plan means a document which includes:

- (1) The measures proposed to be taken to reduce dependency on the private car;
- (2) A commitment to surveying the travel patterns of those employed at the development during the first three months of the development and thereafter from time to time;
- (3) Mechanisms for the implementation of the measures to reduce dependency on the private car; and
- (4) Measures for the delivery of specified travel plan services; and 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 development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (2) above shall be submitted to the City Council as local planning authority for approval. 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 and from the development pursuant to policies SP1, T2 and DM1 of the Core Strategy and the Guide to Development in Manchester SPD and policies JP-S1, JP-S1, JP-P1 and JP-C1 of the Places for Everyone Joint Development Plan.

19) The car parking, servicing and other vehicular access arrangements shown on the approved plans to serve the development shall be laid out and made fully available for use prior to the development or the associated unit being first brought into use and shall be retained thereafter for their intended purpose.

Reason - In the interest of highway safety and the free flow of traffic and in accordance with policy T1, T2 and DM1 of the Core Strategy and the National Planning Policy Framework.

20) Prior to the first occupation of the development hereby approved the Road Safety Audit stages 2 and 3 reports undertaken for the development shall be submitted to and approved in writing by the City Council as local planning authority. The details submitted shall also outline any measures recommended within each stage of audit and clearly identify any measures required that have been incorporated into the detailed design and implementation of the development. The development shall be carried out in accordance with the agreed details.

Reason - In the interests of pedestrian and highway safety pursuant to policy DM1 of the Core Strategy.

21) Whilst occupied the development hereby approved shall operate in accordance with the agreed Delivery and Servicing Management Strategy as set out in condition 2 of this decision notice.

Reason - In the interests of pedestrian and highway safety pursuant to policy DM1 of the Core Strategy.

22) Prior to the first use of the development hereby approved, full details of the necessary off-site highway work together with a process and method for their implementation, shall be submitted to and approved in writing by the City Council as Local Planning Authority. The details submitted shall include:

- The provision of CCTV cameras at the junctions of Outwood Lane/Ringway Road West and Ringway Road West/Enterprise
- Details of the extent and scope of the condition survey of Woodhouse Lane to be undertaken, together with a reporting mechanism of the results of the survey and identification of any required improvements.

Reason - In the interests of highway safety and residential amenity, pursuant to Policies DM1 and SP1 of the Manchester Core Strategy and policies JP-C4 and JPC6 of the Places for Everyone Joint Development Plan.

23) Prior to the first occupation of the hereby approved development an external lighting scheme shall be designed in line with the principles of the External Lighting Statement prepared by Hannan Associate's dated 02/12/2025 (reference 13502-HAN-RP-E-00001) and installed in accordance with a scheme submitted to and approved in writing by the City Council as Local Planning Authority so as to control glare and lighting overspill.

b) Prior to the first use of the development a verification report shall be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved external lighting scheme. The report shall also undertake post completion testing to confirm that acceptable criteria have been met.

c) In the event of any non-conformity with the approved external lighting scheme, then any further measures that are required to achieve the approved requirements shall be carried out. Any required measures and validation shall continue until conformity has been achieved and agreed in writing by the Local Planning Authority, prior to first use/occupation of the development.

Reason - To safeguard the amenities of the occupiers of nearby properties, to mitigate impacts on aviation safety, and to minimise impacts on protected species that may commute and forage in the area pursuant to Core Strategy policies DM1, DM2 and EN15 and policies JP-P1 and JP-G8 of the Places for Everyone joint development plan.

24) Prior to first use of any unit hereby approved whereby there is a requirement for the occupier to install equipment for the extraction of fumes, vapours and odours from the premises, a scheme detailing the equipment to be installed shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented before the use commences and shall remain operational thereafter.

Reason - In order to ensure the efficient dispersal of any fumes or odours from the premises in the interests of the amenity of neighbouring occupiers and to ensure that any ventilation flues/ducting can be accommodated without detriment to character and appearance of the host building and the surrounding area in accordance with policies SP1 and DM1 of the Core Strategy and the National Planning Policy Framework.

25) Prior to the first use of the development hereby approved a Bird Hazard Management Plan (BHMPs) for the site and any areas of off-site biodiversity net gain shall be submitted to and approved in writing by the City Council as local planning authority. The submitted plan should cover the operation of the site and should include:

- monitoring of any standing water within the site temporary or permanent
- maintenance of sustainable urban drainage schemes (SUDS)

- management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds.
- reinstatement of grass areas.
- maintenance of planted and landscaped areas.
- which waste materials can be brought on to the site
- physical arrangements for the collection (including litter bins) and storage of putrescible waste, arrangements for and frequency of the removal of putrescible waste.
- signs deterring people from feeding birds.
- prevention of ingress to the underside of any solar PV array, either ground or roof-mounted.
- monitoring of and disturbance of any roof loafing / nesting activity
- Details of the person or organisation responsible for implementing and maintaining the BHMP whilst the development is in operation.

Reason - To minimise the sites attractiveness to birds such as gulls, corvids, starlings, pigeons and thrushes which could endanger the safe movement of aircraft and the operation of Manchester Airport pursuant to policy DM2 of the Core Strategy.

26) (a) Three months prior to the first occupation of the development, a Local Labour Proposal Framework that outlines the approach to local recruitment for the end users of the development, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall then be implemented as part of the occupation of the development. In this condition a Local Labour Proposal means a document which includes:

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

(b) Within 6 months of the first occupation of the development, a Local Labour Proposal which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council, as Local Planning Authority. Any Local Labour 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.

27) Prior to the first use of the development or any individual unit within the development hereby approved a Noise Management Plan (NMP) shall be submitted to and approved in writing by the City Council as local planning authority. The NMP shall include an assessment of noise from all activities associated with the loading bay, service yard and loading dock area and the developments operation in accordance with the approved Acoustics Planning Assessment prepared by Waterman dated 2nd December 2025 as detailed within condition 2 of this decision notice. The scheme shall be implemented in full before the use commences and shall remain in operation whilst the development is in use.

Reason - To safeguard the amenities of the occupiers of nearby residential properties pursuant to policies SP1 and DM1 of the Core Strategy.

28) a) The premises shall be operated and acoustically insulated and treated to limit the breakout of noise in accordance with the approved Acoustic Planning Assessment (APA) prepared by Waterman dated 2nd December 2025 as detailed within condition 2 of this decision notice. The scheme shall be implemented in full prior to the first use of the development.

b) Prior to the first use of the development, a Completion/Verification Report shall be submitted to and approved in writing by the Local Planning Authority to validate that the work undertaken conforms to the recommendations and requirements of the approved noise insulation scheme.

c) In the event of any non-conformity with the approved noise insulation scheme or that internal noise levels are in excess of those set out in paragraph 5.2.2 of the approved APA, then any further measures that are required to achieve the required noise criteria shall be carried out. Any required measures and validation shall continue until conformity has been achieved and agreed in writing by the Local Planning Authority, prior to first use/occupation of the development.

Reason - To secure a reduction in noise and in order to protect residents from noise disturbance pursuant to policies SP1 and DM1 of the Core Strategy and saved policy DC26 of the Unitary Development Plan for the City of Manchester.

29) a) Prior to any above ground works, either a scheme that demonstrates that any plant equipment will achieve a rating level of 5dB (LAeq) below the typical background (LA90) level in each octave band at the nearest noise sensitive location, or a scheme showing a method to acoustically treat/insulate any plant equipment so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level in each octave band at the nearest noise sensitive location, shall be submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out in accordance with the approved details.

b) Prior to the first use of the development or any individual unit within the development, a verification report, which will include post-completion testing, shall be submitted to and approved in writing by the Local Planning Authority to validate that the plant equipment achieves a rating level of 5dB (LAeq) below the typical background (LA90) level in each octave band at the nearest noise sensitive location.

c) In the event of non-conformity with a rating level of 5dB (LAeq) below the typical background (LA90) level in each octave band, then any measures/changes required to achieve conformity shall be carried out. Any required measures/changes and verification shall continue until conformity has been achieved and agreed in writing by the Local Planning Authority, before the use can commence.

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 policies SP1 and DM1 of the Core Strategy and saved policy DC26 of the UDP.

30) Prior to first occupation of the development hereby approved, written confirmation that the development has implemented the recommendations of the submitted Crime Impact Statement shall be submitted to and approved in writing by the City Council as local planning authority.

Reason - To reduce the risk of crime, pursuant to policies SP1 and DM1 of the Manchester Core Strategy and policies JP-S1 and JP-P1 of the Places for Everyone Joint Development Plan.

31) a) The development hereby approved shall be implemented in accordance with the measures contained with the submitted Environmental Standards and Energy Statement (reference 13502-HAN-XX-XX-RP-MEP-00008 revision P04) dated 2nd December 2025, prepared by Hannan Associates.

b) Within 3 months of the completion of the construction of the approved 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, including dated photographic documentary evidence of the implementation and completion of required works.

c) In the event of any non-conformity from the approved scheme, then this non-conformity shall be clearly set out along with measures required to ensure compliance with the agreed details. Any required measures/changes and verification shall continue until conformity has been achieved and agreed in writing by the Local Planning Authority, before the use can commence.

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 policies JP-S1, JP-P1 and JP-S2 of the Places for Everyone Joint Development Plan.

32) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification), the units as identified on the approved drawings, shall be used only for purposes falling within Use Class B2 (General Industrial), and Use Class B8 (Storage and Distribution) with ancillary office space, and for no other purpose, including any other purpose in Class B or Class E of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - To reflect the details and uses to those specified within the application submission, pursuant to policy DM1 of the Manchester Core Strategy, saved policy DC26 of the Unitary Development Plan for the City of Manchester, policy JP-P1 of the Places for Everyone Joint Development Plan and the National Planning Policy Framework.

33) No signage shall be installed at the development unless:

- a) consent has been granted for any signage requiring advertisement consent;
- b) in all other cases, details of the signage to be installed has been submitted to and approved in writing by the city council as local planning authority prior to its installation.

Reason - In the interests of visual amenity of the site and character of the area and to maintain the architectural integrity of the development as divulged within the application documents and for aviation safety pursuant to policies DM1 and DM2 of the Core Strategy and saved Unitary Development Plan policy DC14.1.

34) Prior to the commencement of culvert diversion works, a final Culvert Diversion Masterplan shall be submitted to and approved in writing by the Local Planning Authority. The Masterplan shall be prepared in accordance with principles of drawing MBP-REN-00-XX-DR-C-01100 and shall be supported by the following information:

- Evidence of prior land drainage consent from Manchester City Council as Lead Local Flood Authority for the proposed culverted ordinary watercourse diversion.
- Details of all surveys undertaken of the culverted ordinary watercourse.
- A finalised detailed design layout of the proposed culvert strategy showing all components, sizes, levels, access chambers, and connectivity, including finalised easement details.
- Finalised detailed design drawings of foundation sections, showing all components, levels, easements, and zones of influence.
- Where minimum easements cannot be met, evidence is required from the structural engineer that the building foundations are appropriately designed to protect the culvert and building.

The development shall thereafter be carried out in full accordance with the approved final Culvert Diversion Masterplan.

Reason: To ensure safe development through appropriate consideration of culverted watercourse assets pursuant to Core Strategy policy EN14.

35) Prior to the commencement of the development hereby approved, a surface water drainage scheme in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards, shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The development shall be constructed and completed in accordance with the approved details prior to the first occupation/use of the development.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution pursuant to national policies within the NPPF and NPPG and Core Strategy policies EN8 and EN14.

36) Prior to the first occupation/use of the development hereby approved details of the implementation, maintenance and management of the surface water drainage scheme, as approved under Condition 35 of this decision notice shall be submitted for approval in writing by the City Council, as Local Planning Authority. Those details shall include:

- A detailed verification report including photographic evidence of constructed flow control(s) and its installation at the development together with the SuDS components installed as per design drawings approved as part of Condition 35.
- Provide As Built construction drawings OR confirm that they align with the original design construction drawings.
- 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.

The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details.

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.

Informatives

1) INFORMATIVE 1 (Requirements for the design of the Surface Water Scheme and details required to discharge condition 35)

In order to discharge condition 35 of this decision notice in respect of a surface water drainage scheme for the site. Any submitted scheme provided to discharge this condition shall include the following:

- Progression through the drainage hierarchy must be evidence based and supported by site investigation including assessments of ground conditions and infiltration testing in accordance with BRE365. Proposals of attenuation should achieve half drain time within 24 hours.
- Where surface water is connected to the ordinary watercourse, agreement in principle from Manchester City Council as Lead Local Flood Authority is required. Please note that all new connections to the watercourses shall comply with reduction of flows to Greenfield runoff rates. An email of acceptance of proposed flows and/or new connection will suffice.

- Maximised integration of green SuDS components (utilising infiltration or attenuation) if practicable.
- A finalised drainage layout showing all components, outfalls, levels and connectivity.
- An existing and proposed impermeable areas drawing to accompany all discharge rate calculations.
- Hydraulic calculations of the proposed drainage system, including all design parameters. Calculations must include Critical Storm Events for the 1 in 2, 1 in 30 and 1 in 100 + 45% Climate Change. Results must demonstrate no surcharge for the 1 in 2, no flooding in the 1 in 30 and no flooding of buildings for the 1 in 100 + 45% Climate Change.
- Construction details of flow control and SuDS elements.
- A plan indicating easements. SuDS features (including attenuation tanks) should be appropriately positioned, including a 2.5m easement from the existing highway and a 5m easement from any dwellings, guaranteeing accessibility for future maintenance and contingency for asset failure. This practice is in accordance with SuDS Manual (C753).

2) INFORMATIVE 2 (Culvert)

Records held by Manchester City Council highlight that an underground culvert is located within the site, while records are frequently updated to ensure the highest level of accuracy, the records cannot guarantee 100% accuracy for all culverted assets. Therefore, the Council would request that the applicant informs the onsite contractor to remain observant and to take the appropriate safety precautions during excavation works. If any major unknown drainage assets are found beneath the site, then further investigation works should take place to identify the asset and MCC Lead Local Flood Authority (LLFA) should be contacted immediately. Any alterations to an ordinary watercourse will require consent from MCC LLFA under Land Drainage Act 1991. The developer can apply for land drainage consent (if required) via the following link:

https://manchester.portal.uk.empro.verintcloudservices.com/site/myaccount/request/pr_watercourse_land

3) INFORMATIVE 3 - Construction Hours

Construction works shall be undertaken in accordance with the following working hours unless a deviation from these hours has been agreed in writing by the City Council:

- Monday - Friday: 7.30am - 6pm
- Saturday: 8.30am - 2pm
- Sunday / Bank holidays: No work

4) INFORMATIVE 4 (Statutory Biodiversity Net Gain requirement)

Biodiversity Net Gain - The statutory framework for biodiversity net gain requires a Biodiversity Gain Plan to be submitted and approved to discharge the biodiversity gain condition prior to the commencement of development.

A developer must submit the Biodiversity Gain Plan to the planning authority in writing, no earlier than the day after planning permission has been granted. The use of the Biodiversity Gain Plan template is strongly encouraged to bring together the required information into one document for approval.

The following content of a Biodiversity Gain Plan is required for development:

- information about the steps taken or to be taken to minimise the adverse effect of the development on the biodiversity of the onsite habitat and any other habitat;
- the pre-development biodiversity value of the onsite habitat;
- the post-development biodiversity value of the onsite habitat;

- any registered off-site biodiversity gain allocated to the development and the biodiversity; and
- any biodiversity credits purchased for the development.

In addition, the following is required:

- name and address of the person completing the Plan, and (if different) the person submitting the Plan;
- a description of the development and planning permission reference number (to which the plan relates);
- the relevant date, for the purposes of calculating the pre-development biodiversity value of onsite habitats and if proposing an earlier date, the reasons for using this earlier date;
- the completed biodiversity metric calculation tool(s), stating the publication date of the tool(s), and showing the calculation of the pre-development onsite value on the relevant date, and post-development biodiversity value;
- a description of arrangements for maintenance and monitoring of habitat enhancement to which paragraph 9(3) of Schedule 7A to the 1990 Act applies (habitat enhancement which must be maintained for at least 30 years after the development is completed);
- (except for onsite irreplaceable habitats) a description of how the biodiversity gain hierarchy will be followed and where to the extent any actions (in order of priority) in that hierarchy are not followed and the reason for that;
- pre-development and post-development plans showing the location of onsite habitat (including any irreplaceable habitat) on the relevant date, and drawn to an identified scale and showing the direction of North;
- a description of any irreplaceable habitat on the land to which the plan relates which exist on the relevant date, and any part of the development for which planning permission is granted where the onsite habitat of that part is irreplaceable habitat arrangements for compensation for any impact the development has on the biodiversity of the irreplaceable habitat; and
- if habitat degradation has taken place:
a statement to this effect,
the date immediately before the degradation activity,
the completed biodiversity tool showing the calculation of the biodiversity value of the onsite habitat on that date, and
any available supporting evidence for the value.

There is a standard Biodiversity Gain Plan template available to complete which brings together many of these matters into one document.

The submission of a Biodiversity Gain Plan to a local planning authority falls under Regulation 16 of the Town and Country Planning (Fee for Applications, Deemed Applications, Requests and Site Visit) (England) Regulations 2012 which covers fees for the written confirmation of compliance with a condition or conditions attached to a grant of planning permission.

5) INFORMATIVE 5 - (Waste Management Strategy)

In order to discharge the waste management strategy condition from this decision the following will be required to be submitted:

The proforma/ Waste Management Strategy must include the following information:

- Estimated volumes and types of waste produced by the development;
- Details of internal and external stores for both waste and recycling, including any plans and designs;
- Location of the proposed collection point and details of the route the collection vehicle will take;
- Details of how waste will be transferred between stores and to the collection location; and
- Details of number and capacity of bins proposed and collection frequency.

Other details as per 'Waste Proforma v1.0' - refer to guidance at:
http://www.manchester.gov.uk/downloads/download/6048/waste_management_strategy

6) INFORMATIVE 6 (Aerodrome Safeguarding requirement Tall Equipment)

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>

7) INFORMATIVE 7 (Air Navigation Order)

Given the location of this site relative to Manchester airport, the applicant should be aware that Manchester Airport has notified the City Council as local planning authority as part of its notification process for this application that they 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:-

- 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.
- Part 10: 241: A person must not recklessly or negligently cause or permit an aircraft to endanger any person or property.
- Part 28: 221: A person shall not exhibit in the United Kingdom any light which: (a) by reason of its glare is liable to endanger aircraft taking off or landing at an aerodrome; (b) by reason of its liability to be mistaken for an aeronautical ground light is liable to endanger aircraft.

8) INFORMATIVE 8 - (Aerodrome Safeguarding Radio Frequency)

The use of radio frequency (RF) emitting devices in this location has the potential to interfere with Manchester Airport's Communication, navigation, and surveillance (CNS) equipment. RF devices are to be approved by Manchester Airport prior to use in the interests of maintaining the integrity of CNS equipment critical to aviation operations.

9) INFORMATIVE 9 - (Aerodrome Safeguarding - Internal Lighting)

No lighting directly beneath any roof lights that will emit light upwards - only downward facing ambient lighting to spill from roof lights upwards - ideally with automatic blinds to be fitted that close at dusk.

10) INFORMATIVE 10 (Aerodrome Safeguarding - Drones)

The development lies within the flight restricted zone established for Manchester Airport. The applicant's attention is drawn to the procedures for drone notifications, please see: <https://www.manchesterairport.co.uk/aviation-professionals/drones/>

11) INFORMATIVE 11 (Highways)

The applicant is required to discuss and agree any requirements for licensing, hoarding / scaffolding, skips and temporary points of access(Section 50) with MCC's Highways Licensing Team via Email to highwaylicences@manchester.gov.uk

12) INFORMATIVE 12 - (Traffic Management)

The applicant is required to discuss and agree any requirements for temporary pedestrian and traffic management with MCC's Event and Traffic Management Team via Email to highwaynetworkmanagement@manchester.gov.uk

13) INFORMATIVE 13 - (Metrolink Safeworking)

The site is in proximity to the Metrolink light rail boundary and therefore the applicant is advised that the details of working safely near Metrolink can be found on the Metrolink Website at:-
<https://tfgm.com/public-transport/tram/working-safely>

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Work & Skills Team
Greater Manchester Police
United Utilities Water PLC
Manchester Airport Safeguarding Officer
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit
Manchester Airport Group
Active Travel England
National Highways

Annexe, 17 Lincombe Road, Manchester, M22 1PY
54 Thornsgreen Road, Manchester, M22 1GD
5 Lincombe Road, Manchester, M22 1GA
3 Bretton Walk, Manchester, M22 1QF
Regus UK Ltd, 3000 Aviator Way, Manchester, M22 5TG
1000 Aviator Way, Manchester, M22 5TG
3000 Aviator Way, Manchester, M22 5TG
12 Lambourne Close, Manchester, M22 1HS
84 Thornsgreen Road, Manchester, M22 1GD
20A Beaford Road, Manchester, M22 0AG
67 Thornsgreen Road, Manchester, M22 1QH
50 Thornsgreen Road, Manchester, M22 1GD
42 Thornsgreen Road, Manchester, M22 1GD
23 Thornsgreen Road, Manchester, M22 1GB
39 Thornsgreen Road, Manchester, M22 1QH
6 Dentdale Walk, Manchester, M22 1QA
86 Thornsgreen Road, Manchester, M22 1GD
62 Thornsgreen Road, Manchester, M22 1GD
44 Thornsgreen Road, Manchester, M22 1GD
26 Thornsgreen Road, Manchester, M22 1QD
17 Lincombe Road, Manchester, M22 1PY
2 Dentdale Walk, Manchester, M22 1QA
28 Beaford Road, Manchester, M22 0AG
26 Beaford Road, Manchester, M22 0AG
24 Beaford Road, Manchester, M22 0AG
53 Thornsgreen Road, Manchester, M22 1QH
45 Thornsgreen Road, Manchester, M22 1QH
37 Thornsgreen Road, Manchester, M22 1GB
32 Thornsgreen Road, Manchester, M22 1QD
20 Thornsgreen Road, Manchester, M22 1QD
10 Lincombe Road, Manchester, M22 1GA
1 Lincombe Road, Manchester, M22 1GA
15 Lenham Walk, Manchester, M22 1GE
10 Lambourne Close, Manchester, M22 1HS
82 Thornsgreen Road, Manchester, M22 1GD
76 Thornsgreen Road, Manchester, M22 1GD
64 Thornsgreen Road, Manchester, M22 1GD
7 Bretton Walk, Manchester, M22 1QF

27 Lincombe Road, Manchester, M22 1PY
Ground Floor, 3000 Aviator Way, Manchester, M22 5TG
21 Thornsgreen Road, Manchester, M22 1GB
81 Thornsgreen Road, Manchester, M22 1QH
8 Dentdale Walk, Manchester, M22 1QA
Second Floor, 1500 Aviator Way, Manchester, M22 5TG
20 Beaford Road, Manchester, M22 0AG
77 Thornsgreen Road, Manchester, M22 1QH
61 Thornsgreen Road, Manchester, M22 1QH
36 Thornsgreen Road, Manchester, M22 1GD
9 Lincombe Road, Manchester, M22 1GA
34 Thornsgreen Road, Manchester, M22 1QD
19 Woodhouse Road, Manchester, M22 1PZ
4 Lincombe Road, Manchester, M22 1GA
Marion Lauder House, 20 Lincombe Road, Manchester, M22 1PY
3 Lenham Walk, Manchester, M22 1GE
5 Lenham Walk, Manchester, M22 1GE
First Floor, 1500 Aviator Way, Manchester, M22 5TG
Second Floor, 3000 Aviator Way, Manchester, M22 5TG
18 Lambourne Close, Manchester, M22 1HS
25 Lincombe Road, Manchester, M22 1PY
27 Thornsgreen Road, Manchester, M22 1GB
73 Thornsgreen Road, Manchester, M22 1QH
55 Thornsgreen Road, Manchester, M22 1QH
51 Thornsgreen Road, Manchester, M22 1QH
49 Thornsgreen Road, Manchester, M22 1QH
38 Thornsgreen Road, Manchester, M22 1GD
33 Thornsgreen Road, Manchester, M22 1GB
31 Lincombe Road, Manchester, M22 1PY
23 Lincombe Road, Manchester, M22 1PY
2 Lincombe Road, Manchester, M22 1GA
11 Lenham Walk, Manchester, M22 1GE
16 Lambourne Close, Manchester, M22 1HS
80 Thornsgreen Road, Manchester, M22 1GD
70 Thornsgreen Road, Manchester, M22 1GD
25 Thornsgreen Road, Manchester, M22 1GB
6 Lincombe Road, Manchester, M22 1GA
Costain House, 1500 Aviator Way, Manchester, M22 5TG
6 Lambourne Close, Manchester, M22 1HS
72 Thornsgreen Road, Manchester, M22 1GD
3 Lincombe Road, Manchester, M22 1GA
Ground Floor, 1500 Aviator Way, Manchester, M22 5TG
3500 Aviator Way, Manchester, M22 5TG
Holdstock Technical Servces, 3000 Aviator Way, Manchester, M22 5TG
30 Beaford Road, Manchester, M22 0AG
48 Thornsgreen Road, Manchester, M22 1GD
65 Thornsgreen Road, Manchester, M22 1QH
46 Thornsgreen Road, Manchester, M22 1GD
19 Thornsgreen Road, Manchester, M22 1GB
28 Thornsgreen Road, Manchester, M22 1QD
16 Lincombe Road, Manchester, M22 1GA
20 Lambourne Close, Manchester, M22 1HS
52 Thornsgreen Road, Manchester, M22 1GD
31 Thornsgreen Road, Manchester, M22 1GB

75 Thornsgreen Road, Manchester, M22 1QH
24 Thornsgreen Road, Manchester, M22 1QD
Third Floor, 3000 Aviator Way, Manchester, M22 5TG
21 Lincombe Road, Manchester, M22 1PY
78 Thornsgreen Road, Manchester, M22 1GD
12 Lincombe Road, Manchester, M22 1GA
69 Thornsgreen Road, Manchester, M22 1QH
17 Woodhouse Road, Manchester, M22 1PZ
4 Lambourne Close, Manchester, M22 1HS
83 Thornsgreen Road, Manchester, M22 1QH
59 Thornsgreen Road, Manchester, M22 1QH
35 Thornsgreen Road, Manchester, M22 1GB
41 Thornsgreen Road, Manchester, M22 1QH
30 Thornsgreen Road, Manchester, M22 1QD
11 Lincombe Road, Manchester, M22 1GA
5 Bretton Walk, Manchester, M22 1QF
14 Lambourne Close, Manchester, M22 1HS
58 Thornsgreen Road, Manchester, M22 1GD
56 Thornsgreen Road, Manchester, M22 1GD
29 Thornsgreen Road, Manchester, M22 1GB
13 Lenham Walk, Manchester, M22 1GE
15 Lincombe Road, Manchester, M22 1GA
8 Lambourne Close, Manchester, M22 1HS
60 Thornsgreen Road, Manchester, M22 1GD
63 Thornsgreen Road, Manchester, M22 1QH
Microsoft Ltd, 3000 Aviator Way, Manchester, M22 5TG
22 Beaford Road, Manchester, M22 0AG
16 Beaford Road, Manchester, M22 0AG
79 Thornsgreen Road, Manchester, M22 1QH
57 Thornsgreen Road, Manchester, M22 1QH
47 Thornsgreen Road, Manchester, M22 1QH
43 Thornsgreen Road, Manchester, M22 1QH
4 Dentdale Walk, Manchester, M22 1QA
1 Bretton Walk, Manchester, M22 1QF
68 Thornsgreen Road, Manchester, M22 1GD
74 Thornsgreen Road, Manchester, M22 1GD
First Floor, 3000 Aviator Way, Manchester, M22 5TG
66 Thornsgreen Road, Manchester, M22 1GD
Tertio Ltd, 3000 Aviator Way, Manchester, M22 5TG
18 Beaford Road, Manchester, M22 0AG
29 Lincombe Road, Manchester, M22 1PY
71 Thornsgreen Road, Manchester, M22 1QH
40 Thornsgreen Road, Manchester, M22 1GD
8 Lincombe Road, Manchester, M22 1GA
7 Lincombe Road, Manchester, M22 1GA
19 Lincombe Road, Manchester, M22 1PY
15 Woodhouse Road, Manchester, M22 1PZ
14 Lincombe Road, Manchester, M22 1GA
13 Lincombe Road, Manchester, M22 1GA
9 Lenham Walk, Manchester, M22 1GE
7 Lenham Walk, Manchester, M22 1GE
1 Lenham Walk, Manchester, M22 1GE
2 Lambourne Close, Manchester, M22 1HS

Appendix 2 – Planning constraints

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

Airport Noise Index Zone - Noise and Nuisance Index - 50-59

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

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Middle) -

Susceptible to Surf Water Flood (Middle) -

Susceptible to Surf Water Flood (More) -

Area Team Boundary - Name: SOUTH AREA