

Our Ref: 20231/SM/GM/WH
Your Ref: PP-10553369
Email: smiles@firstplan.co.uk
gmanley@firstplan.co.uk
Date: 17 January 2022

David Lawless
Planning Department
Manchester City Council
Town Hall Extension
Albert Square
Manchester
M60 2LA

Dear Mr Lawless,

**PLANNING APPLICATION FOR THE RETENTION OF 1 NO. MARQUEE FOR RELOCATED CANTEEN SPACE/BREAK ROOM UNTIL 28 FEBRUARY 2023
AMAZON MAN1, MANCHESTER AIRPORT, 6 SUNBANK LANE, ALTRINCHAM, MANCHESTER M90 5AA**

We have been instructed by our client, Amazon UK Services Ltd, to submit the enclosed planning application for the retention of a temporary marquee at the above address, operated as a warehousing and distribution facility by Amazon. The application has been submitted online via the Planning Portal (Ref: PP-10553369).

The temporary marquee (consented for 12 months under planning permission ref. 129567/FO/2021) is still required to provide a relocated staff canteen space / break room, a facility which has been displaced from inside the main building due to the continued social distancing measures associated with the current Covid-19 pandemic. The marquee also includes an area for temperature testing.

This application seeks planning permission for the retention of the marquee which has been installed within the multistorey carpark structure ('MSCP') at level 3, in April 2020. This was installed quickly to deal with an urgent need associated with safe work practices. It has become clear that businesses will need to take these measures for an extended period and therefore Amazon are seeking permission to regularise the position for a further year.

In accordance with national and local validation requirements, the following documents are attached in support of this submission:

- Completed Planning Application Form and Completed Certificate B;
- Completed CIL Form;
- Planning Statement (this letter) by Firstplan, (incorporating Design and Access Statement);
- The following Architectural Drawings prepared by SMR:
 - Site Location Plan (drawing no. DR-A-2001-A3-P2);
 - Existing Site Plan (drawing no.) DR-A-2002-A3-P2;

- Existing Parking Deck Plan (drawing no.) DR-A-2003-A3-P2;
- Existing Parking Deck Elevations (drawing no. DR-A-2004-A4-P2);
- Proposed Parking Deck Plan with Marquee (drawing no. DR-A-2005-A3-P2);
- Proposed Parking Deck Elevations (drawing no. DR-A-2006-A3-P2).

The requisite fee £468 has been paid online via the Planning Portal (Ref: PP-10553369). The proposals do not involve the creation of new floorspace and therefore represent minor ancillary development which is classified as within the 'Other Operations' fee category, equating to a fee of £234 per 0.1 hectare.

The remainder of this letter outlines our supporting case for the enclosed proposals.

Site Description

The application site comprises part of Amazon's storage and distribution warehouse (MAN1), located within the wider World Logistics Hub (WLH) off Sunbank Lane, south-west of Manchester Airport. The site is within Class B8 (storage and distribution) use. The area pertinent to these proposals equates to a proportion of the MSCP within the south-western extent of the site, as shown outlined in red within the enclosed Site Location Plan. The MSCP has 4 parking deck levels and the marquee has been installed on level 3, covering an area originally laid out for 42 car parking spaces.

The wider site consists of the warehouse itself, car parking and HGV parking facilities. Separate car and HGV accesses are located on Sunbank Lane to the south west and a further HGV access point is located in the north eastern corner of the site off a further service road. The site is bound to the north-west by the M56 motorway, with Junction 6 positioned further to the north. Manchester Airport is situated to the north-east. Move Dance Warehouse and DHL Express Manchester are situated immediately to the south-east, with woodland and farmland located to the south and west.

In terms of designations, the site lies within the wider WLH and Greater Manchester Enterprise Zone in which employment uses are supported, specifically logistics and cargo operations.

Planning History

The site was initially granted outline permission in December 2012 for employment development (comprising Class B8 warehouse with ancillary B1 office) known as the WLH and encompassing 130,112 sqm of logistics space (ref: 100263/00/2012/S2). The MAN1 site, previously known as Plot 318, occupies one of these plots.

This outline permission was subsequently varied in April 2014 to enable changes in the heights of the logistics buildings (ref: 104469/JO/2013/S2). Conditions attached to the original outline permission have since been discharged.

The reserved matters application for the MAN1 building (comprising 25,083 sq m) was approved in February 2015 (ref: 107568/MO/2014/S2), with site amendments pertaining to the insertion of mezzanine floors, the erection of a four-storey extension and a decked car park allowed in January 2016 (ref: 110694/FO/2015/S2). This permission allowed for an additional 60,750 sqm of Class B8 warehouse and 3,980 sqm of ancillary Class B1 office accommodation at the site.

Amendments to the layout of the multi storey car park and associated changes to the landscape layout, positioning of the plant on the roof and the widening of the service yard entrance were facilitated by application ref: 113423/JO/2016, granted in October 2016.

Permission for the extension to an existing service yard, erection of security gatehouses and associated works was enabled in March 2018 (ref: 118510/FO/2017) and was later varied in June 2019 to allow further changes

to the bus drop-off / pick-up arrangements, the HGV parking and service yard egress point (ref: 122737/JO/2019).

Most recently, planning permission was approved in April 2021 for installation of the marquee for relocated canteen space/ break room for temporary period until 28 February 2022 (ref: 129567/FO/2021). It is this facility that the business still requires to be in place, given the continued social distancing protocols needed at the Site for the health and safety of staff.

A certificate of lawfulness was approved in December 2021 for elevational alterations including a roller shutter door (ref: 132296/LP/2021).

The overarching use of the site for B8 warehouse and distribution services is not altered by the current proposals.

Application Proposals

This application seeks the retention of the single installed marquee within the MSCP, at level 3 for a further 12-month period (until 28 February 2023). The marquee has been in situ since April 2020.

The marquee will continue to be utilised for canteen space / break room facilities including temperature testing for employees. Social distancing measures necessary during the Covid-19 pandemic have rendered the current arrangements impractical and Amazon are unable to accommodate all employee services within the warehouse building itself.

As this marquee is only required during the current Covid-19 pandemic, based on recent public health announcements, it is anticipated that a further 12-month period of use, until 28 February 2023, is reasonable to expect. A temporary period is therefore once again being applied for. The marquee would be removed if it is not needed before this date.

The proposed works demonstrate Amazon's commitment to ensuring its employees can work in a safe environment during the pandemic.

The design of the marquee is illustrated within the enclosed architectural drawings. A summary of the structure is as follows:

Location	Within the MSCP, at parking deck level 3, close to the western end of the structure.
Purpose	Relocated canteen space / break room facilities including temperature testing.
Area enclosed by marquee	Marquee dimensions: 39.4m x 6.4m (252.1 sq m) Car Parking spaces temporarily cordoned off: 42
Ridge Height	6.4m
Colour	White
Materials	Polyester coated with PVC on aluminium frame
Retrospective	Yes, installed in April 2020

Duration of use applied	Until 28 February 2023
--------------------------------	------------------------

Design and Access Statement

Use

The continued use of the marquee is for additional canteen space / break room facilities (including temperature testing) in connection with the current Covid-19 pandemic. The development is ancillary to the existing Class B8 (storage and distribution) use. No change is proposed to the authorised use. The marquee will continue to be used by employees only.

Layout

The positioning of the marquee is designed to be functional for break periods and temperature testing and is located within the MSCP at level 3, allowing for easy ingress/egress to the main building.

Amount and Scale

The marquee is only of a quantity and scale that is required to fulfil its intended purpose of accommodating socially distanced break periods, with the current canteen arrangements deemed insufficient at present. As evidenced within the submitted drawings and table above, the temporary marquee is modest in nature when viewed against the existing large warehousing facility it serves.

Appearance

The marquee is white in colour with a single storey and pitched roof design. The height of the marquee will be significantly lower than the existing warehouse and, given its location within the MSCP structure, will largely be absent from views.

Landscaping

The proposals do not incorporate any changes to the existing landscaping scheme as a result of the installation of the temporary marquee.

Access

The wider building's existing physical access arrangements will not be altered. The entrance to the marquee will be large enough to accommodate all users and will have designated entrance and exit lanes to allow for social distancing and the smooth flow of employees through the marquee. Existing access points to the Amazon warehouse itself are not impacted by the presence of the marquee and employees and visitors will continue to access the warehouse in the usual way. Similarly, vehicle access will also not be impacted.

Planning Policy

The statutory development framework for the application site is composed of the Manchester Core Strategy (2012), the Interactive Policies Map (2012), and the Extant Unitary Development Plan Policies (1999, saved 2012). The National Planning Policy Framework (NPPF) (2021) forms a material consideration, as does additional local guidance.

National Planning Policy Framework (NPPF) (2021)

This document provides the Government's overarching planning policy framework for England and delineates how these policies should be applied. Paragraph 7 affirms that *'The purpose of the planning system is to contribute to the achievement of sustainable development.'*

The inherent three-pronged objectives of the planning system are defined in Paragraph 8:

- a) an economic objective - to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
- b) 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 a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
- c) an environmental objective - to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

Further, Paragraph 11 stipulates that plans and decisions should assume a presumption in favour of sustainable development; for decision-taking this translates as: *'approving development proposals that accord with an up-to-date development plan without delay.'*

Paragraph 92(b) establishes that planning policies and decision should take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community.

Manchester Core Strategy (2012)

This document contains the spatial development framework for Manchester up until 2027, whereby strategic objectives are established in order to address key identified challenges akin to improving skills, reducing and mitigating effects of climate change, increasing housing provision and ensuring the provision of high-quality development.

Policy SP 1 'Spatial Principles' confirms that the growth of Manchester Airport will act as a catalyst for the regional economy, whilst also providing the impetus for a second hub of economic activity in this part of the City. Further, development in all parts of the city is expected to create well designed places that protect and enhance the built environment.

Policy MAN 1 'Manchester Airport Strategic Site' outlines that growth within the Airport will be supported to accommodate 45 million passengers per annum; indeed, the application site, and wider World Logistics Hub, is situated within 'land to the west of the A538 "Oak Farm"' in which operational and cargo facilities are expected along with car parking and landscape mitigation.

Policy CC 9 'Design and Heritage' states that new buildings are to be of the highest standard in terms of appearance and functionality.

Policy EN 1 'Design Principles and Strategic Character Areas' sets out that development should attribute due consideration to the strategic character area in which it is located; the application site lies within the 'Airport and Urban Fringe Character Area' which is required to accommodate the future operational needs of the Airport, whilst also striving to retain the locality's open character as far as possible.

Unitary Development Plan (Saved Policies) (2012)

Saved Policy E3.3 concerns environmental improvement and protection and expects new development to be of the highest quality.

Saved Policy DC26 (1-7) relates to development and noise and seeks to safeguard the amenities of existing and future occupiers of nearby residential accommodation.

National Planning Practice Guidance

Whilst it is noted that the National Planning Practice Guidance (NPPG) does not advocate multiple temporary consents, there is a clear rationale in this instance due to changing circumstances surrounding COVID-19 and therefore the proposals are considered to be in accordance with the NPPG.

Planning Assessment

This planning assessment merely concerns the retained temporary marquee within the multi-storey car park, which has been in situ since April 2020.

The central issues in considering the proposed development are considered to be:

- Principle of the development; and
- Design considerations.

The application site is located within an established employment area of the WLH, in which the principle of development for employment uses, such as 'logistics' and 'cargo operations' are supported. Accordingly, the proposals are considered to be entirely acceptable. The limited scale and temporary nature of the proposals are necessary to enable the premises to continue to operate with safe and comfortable working conditions for employees amidst the current Covid-19 pandemic.

The temporary and low-key marquee is suitably sited and is considered key in supporting Amazon's daily operations, allowing the business to continue to operate efficiently and safely during this time. The proposals are similar in scale to minor changes to the operation of the site that have been approved by the planning authority in the past and compliment the efficient running of the existing B8 use. Thus, the principle of development is therefore deemed to be acceptable in accordance with the above land use and economic national and local policies.

Whilst it is noted that the Planning Practice Guidance does not advocate multiple temporary consents, there is a clear rationale in this instance due to prolonged need for social distancing at the workplace to protect the health and safety of staff and all who come into contact with them. Therefore, the proposals are considered to be in accordance with this guidance.

The marquee is positioned within the MSCP at level 3. Whilst temporarily occupying some car parking spaces within the MSCP, the positioning will ensure no impairment to the usual flow of vehicles around the site including the other levels and areas with the MSCP. Indeed, there has been no impact on parking and circulation of vehicles to date. Further, the location of the marquee does not conflict with the continued safe and efficient operations of the warehouse or its servicing; the marquee is suitably located to ensure the site

can continue to be operated in a Covid-19 secure manner, pursuant to the policies identified above, particularly Policy SP 1 and EN 1.

The application site forms part of a designated employment area for logistics and cargo uses. The discrete siting of the marquee (largely absent from public views), along with its modest scale and appropriate and functional design, will blend with the contextual backdrop of both the immediate and wider site. The proposals are considered to continue to reflect the character and appearance of a typical temporary operation in an employment area and are considered appropriate in design terms for their intended use in accordance with Policy PMD2.

Conclusions

As evidenced above, we consider the enclosed temporary proposals for the retention of the marquee to be entirely appropriate for this existing Class B8 facility. Importantly, the proposals continue to assist this business in providing Covid-19 secure facilities for employees during the pandemic.

The proposed marquee does not alter the nature of the business undertaken, and, by virtue of its small extent and discrete positioning, will not affect the visual impact or parking capacity of the adjoining warehouse. The application site is within an existing employment area and these ancillary uses are considered appropriate within the policy context of the NPPF and the Manchester Local Development Framework. We therefore trust the Council will conclude that the proposals are acceptable and should be supported.

We trust you have been afforded sufficient information to enable a positive determination of the application and we look forward to confirmation that the application has been validated. In the interim, should you require any further information please do not hesitate to contact me via the contact details above.

Yours faithfully,



GERARD MANLEY
Associate

Enc.