



UNION4 PLANNING

Dnata Ltd

Dnata City North, 2 Pinfold Lane, Manchester
Airport, M90 5XR

Erection of an equine cargo unit (Use Class B8)
within the existing parking area, extension of
hardstanding and the erection of new fencing
and gates

Planning Statement

June 2025



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1.0 Introduction

- 1.1 This Planning Statement has been prepared by Union4 Planning on behalf of Dnata Ltd ('the Applicant') and forms part of a full planning application for proposed development at Dnata City North, 2 Pinfold Lane, Manchester Airport, M90 5XR.
- 1.2 The proposed development comprises the erection of an equine inspection building within the existing parking area, together with new fencing and extension to the existing hardstanding. The purpose of the building is to receive horses which have just arrived at Manchester Airport via plane, so that health checks can be undertaken prior to them being moved onwards.
- 1.3 The proposed building will include holding stables, ancillary office space, a WC/changing room and store room.
- 1.4 The proposal will make use of an underutilised part of the wider dnata site, currently laid out for surplus car parking, but for which there is no requirement.

Application Documents

- 1.5 In addition to this Planning Statement, the planning application includes the following:
- Application Form and Certificates
 - Planning Drawings
 - Application Fee

Structure of this Planning Statement

- 1.6 This Planning Statement provides a comprehensive overview of the proposals and includes an assessment of the proposed development against the relevant planning policies and guidance.
- 1.7 The Planning Statement is structured as follows:
- Section 2 provides an overview of the site's location and description
 - Section 3 provides an overview of the planning history
 - Section 4 describes the proposed development
 - Section 5 sets out the policy context pertaining to the site
 - Section 6 outlines the key planning and environmental considerations; and
 - Section 7 provides a summary and conclusions

2.0 Site Location and Context

- 2.1 The application site ('the Site') is located within a predominantly industrial area to the southwest of Manchester Airport, Wythenshawe. The Site is positioned to the west of Pinfold Lane.
- 2.2 Figure 1 shows the approximate red-line boundary of the Site.

Figure 1: Approximate red-line boundary



Source: Google Maps (2025); annotated by Union4 Planning

- 2.3 The Site comprises an area of approximately 0.12 hectares which consists of existing hardstanding laid out for car parking, a seating area on a square of scrubby grass, a transformer unit, as well as a patch of vegetation at the southern end and an additional green area at the eastern corner.
- 2.4 The Site is accessible via Pinfold Lane at the western side of the main building and via the unnamed road which runs down the southeast boundary of the site, which currently provide HGV access to the main service yard to the south.
- 2.5 The Site is bounded to the northeast and southeast by access roads which run through the wider estate. Metal fencing bounds the perimeter of the site adjacent the estate roads.

Surrounding Area

- 2.6 The immediate surrounding area on all sides is industrial/warehousing in nature, with areas of car parking, all located within the wider Manchester Airport facility. The main runway lies some 900m to the east of the site, with terminal buildings and aircraft hangars some 250m to the north and beyond.
- 2.7 In the wider surrounding area to the north, west and east are predominately residential uses covering the areas of Wythenshawe, Hale Barns and Heald Green/Handforth respectively. The wider area to the south is rural/agricultural in nature.

Transport Network and Accessibility

- 2.8 Pinfold Lane connects to the M56 via the A538 to the west. The M56 allows direct connections between Manchester and Liverpool and around Northwest England, as well as connecting to North Wales and the Wirral peninsula.

3.0 Planning History

- 3.1 The specific Site has no planning history available on the Manchester City Council online planning register.
- 3.2 The wider dnata building and site has a single prior approval planning application (Ref: 118732/DEM/2018) which was validated in January 2018. The description of development was as follows:

"Prior notification for the demolition of former aircraft hangar"

- 3.3 The decision letter (published February 2018) identified that prior approval to undertake demolition was not required, having been satisfied that the demolition works would not have a significant impact on the environment.
- 3.4 From the information available, it is assumed that the former aircraft hangar was replaced by the current dnata building.

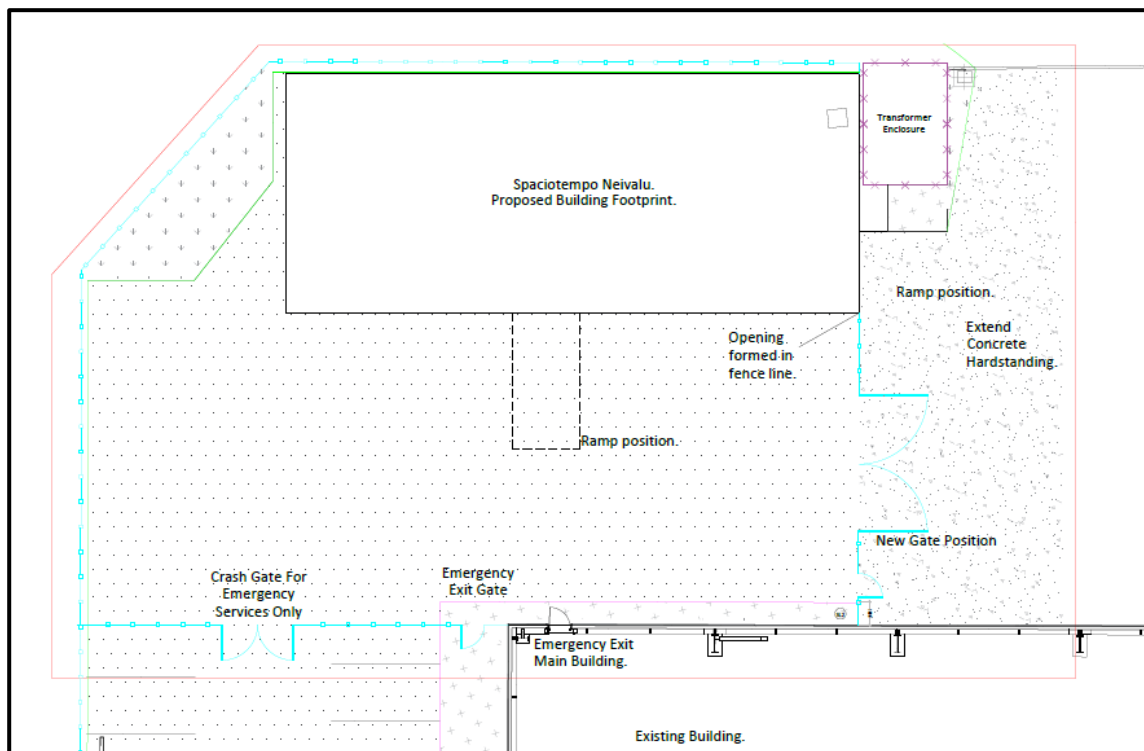
4.0 Proposed Development

- 4.1 This application seeks planning permission for the proposed development at dnata, 2 Pinfold Lane, Manchester, M90 5XR. The summary description of development is as follows:

"Erection of an equine cargo unit (Use Class B8) within the existing parking area, extension of hardstanding and the erection of new fencing and gates"

- 4.2 The proposed Site Plan is shown in Figure 2 below.

Figure 2: Proposed Site Plan



Source: BWP (2025)

- 4.3 Vehicular access to the Site is maintained from Pinfold Lane to the west and from the existing service yard to the south, via an extended area of hardstanding and new gates at the southern boundary.
- 4.4 The premises will provide a holding inspection building for horses arriving at the airport via plane, where health checks can be undertaken prior to them continuing their onward journeys.
- 4.5 The holding building will be located to the eastern side of the Site, clad with metal cladding in Goosewing Grey colour. The roof will comprise an inflated envelope (Colour: 'Traffic White'), filled by a 240v air pump continuously running.
- 4.6 The structure will rise to 4m high at eaves and 5.8m high at eaves, well below the height of the neighbouring main dnata building.

- 4.7 There are two main entrances with roller shutters proposed to the front and the side. Each entrance will be served by a ramp to enable access for horses.
- 4.8 The majority of the space within the building will comprise an open area (227 sqm) which will contain 6 holding stables to the rear. There are 3 separate rooms designed within the unit. The office, WC / changing room and a store room are all located in the north-western corner of the unit.
- 4.9 The proposal will also involve new water, power and telecommunication connections from the main dnata building to the new unit. LED lighting is to be installed internally within the unit throughout the open area and four external flood lights will be installed on the north-east (1), south-west (1) and front elevations (2). CCTV is also proposed within the unit and externally onto the hardstanding area. All lighting will be angled down to ensure no light spill from the site or potential disturbance to planes.
- 4.10 The floodlight units to be installed will be Ansell AAZLED50/ASY/PC Aztec Photocell Asymmetric Floodlight, the product datasheet for which is included with this application. The floodlights will appear as per the following image:



Source: Ansell Lighting

- 4.11 Externally, the existing generator block at the western extent of the site, adjoining the main building, will be removed.
- 4.12 Extending from the existing perimeter fence to the north, a new western fence and gate is proposed which will connect to the Main Building, securing this end of the site. The fence will separate the site off from the existing car parking area and the proposed gate is to be used in emergencies only.
- 4.13 At the southern end of the site, a new fence will run from the corner of the proposed unit, to the eastern elevation of the main building, securing the southern end of the site. This new fence will

include a gate and will be the primary vehicular access point from the main service yard to the south.

- 4.14 Extended concrete hardstanding is proposed to connect the service yard to the south, with the existing hardstanding within the site. Pedestrian gates are also provided in both new runs of fencing.
- 4.15 The existing transformer unit to the south of the site will be retained and remain enclosed with security fencing.

5.0 Planning Policy Context

- 5.1 This section provides an overview of the planning policies and legislative framework, which together provide the context against which an application for planning permission would be considered. It identifies those national and local policies which are contained within statements of Government policy or the development plan for the area, or which otherwise may be material to the consideration of the proposals.
- 5.2 In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004, any planning application for new development should be considered in accordance with the development plan unless material considerations indicate otherwise. The relevant Development Plan for the application site comprises the following:
- Places for Everyone Joint Development Plan 2022 to 2039 (adopted March 2024)
 - Manchester Core Strategy (adopted July 2012, updated March 2024)
- 5.3 The National Planning Policy Framework (NPPF) was adopted on 12th December 2024 and is a material consideration in decision making.
- 5.4 Manchester City Council is currently in the process of updating their Local Plan. According to the latest Local Development Scheme (published March 2025), Regulation 18 consultation is expected to begin in July 2025. Given the early stages of the emerging Local Plan, there are no emerging policies considered to be of relevance to this proposal.

National Planning Policy Framework (December 2024)

- 5.5 The revised National Planning Policy Framework (NPPF) was published on 12 December 2024 and sets out the national framework that all development proposals must accord with.
- 5.6 Chapter 2 outlines that the purpose of the planning system is to ensure proposals contribute to the achievement of sustainable development. The NPPF retains a *"presumption in favour of sustainable development"*, with Paragraph 11 stating as follows:

"For decision-taking this means:

... c) approving development proposals that accord with an up-to-date development plan without delay; or

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

- *the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for refusing the development proposed; or*

- *any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole...*

- 5.7 Section 4 relates to decision-making on planning applications. Paragraph 39 reiterates that Local Planning Authorities should approach decision making on proposed development in a positive and creative way. They should work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area.
- 5.8 Section 6 relates to building a strong, competitive economy. Paragraph 85 identifies that planning policies and decisions 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.
- 5.9 Paragraph 87 states that planning policies and decisions should recognise and address the specific locational requirements of different sectors. Part B identifies that provision should be made for storage and distribution operations at a variety of scales in suitably accessible locations that would allow for the efficient and reliable handling of goods, especially where this is needed to support the supply chain.
- 5.10 Section 9 relates to the promotion of sustainable transport. Paragraph 116 states the following:
- "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."*
- 5.11 Section 11 relates to making effective use of land. Paragraph 125, part D identifies that planning policies and decisions should promote and support the development of under-utilised land on available sites that can be used more effectively. Car parks are identified as one of the types of sites to be better utilised.

Places for Everyone Joint Development Plan 2022 to 2039 (March 2024)

- 5.12 The Places for Everyone Joint Development Plan 2022 to 2039 was adopted in March 2024. This DPD sets out the joint policies controlling development across 9 Councils including Manchester up to 2039.
- 5.13 Policy JP-Strat 9 'Southern Areas' identifies that the economic competitiveness of the southern areas will be protected and enhanced. The economic potential of Manchester Airport along with associated transport infrastructure will be maximised.
- 5.14 Policy JP-Strat 10 'Manchester Airport' states that development in the surrounding locality of Manchester Airport that is in line with Government policy and Manchester's local plan policies will

be supported. The airport and its surrounding locality will make a major contribution to the competitiveness of the North, Midlands and Wales by supporting inward investment, international trade and supporting economic regeneration.

- 5.15 Policy JP-S1 'Sustainable Development' states that to help tackle climate change, development should aim to maximise its economic, social and environmental benefits simultaneously, minimise its adverse impacts, and utilise sustainable construction techniques.
- 5.16 Policy JP-J1 'Supporting Long-Term Economic Growth' states that there will be an emphasis on facilitating development of high value clusters in key economic sectors, such as logistics. Manchester Airport is identified as a key growth location under Policy JP-Strat 10.
- 5.17 Policy JP-J2 'Employment Sites and Premises' states that a strong portfolio of prime investment opportunities for new floorspace will be brought forward in key growth locations and in complementary locations.
- 5.18 Policy JP-C7 'Freight and Logistics' states that the Council will support more efficient and sustainable movement of freight, including by accommodating the expansion of air freight activities at Manchester Airport. New development should make appropriate provision for deliveries and servicing in terms of road safety, traffic congestion and environmental impacts, in accordance with Policy JP-C8.
- 5.19 Policy JP-C8 'Transport Requirements of New Development' states that development should provide designated pick-up/drop-off points for demand responsive transport services where appropriate. Development should make appropriate provision for deliveries and servicing in a way that meets road safety requirements, reduces transport emissions, and reduce traffic congestion. Planning applications should be accompanied by a Transport Statement.

Manchester Core Strategy (July 2012)

- 5.20 The Manchester Core Strategy was adopted in July 2012, however, was updated in March 2024 in response to the adoption of the Places for Everyone Joint Development Plan. The Manchester Core Strategy contains policies which will control development until 2027.
- 5.21 Policy SP1 'Spatial Principles' states that one of the key spatial principles which will guide development of Manchester to 2027 is the growth of Manchester Airport. This will act as a catalyst for the regional economy. Development in all parts of the city will minimise emissions and reduce the need to travel.
- 5.22 Policy EC1 'Employment and Economic Growth in Manchester' states that the Council will support significant contributors to economic growth and productivity.
- 5.23 Policy EC10 'Wythenshawe' states that the majority of economic development will be focused on Manchester Airport, more specifically the Manchester Airport Strategic Site. Development proposals

should have regard to being located where there is good access to the national motorway network M56 and M60 and their suitability for logistics.

- 5.24 Policy MA1 'Manchester Airport Strategic Site' states that the growth of Manchester Airport to 2030 will be supported. The Site is located within identified Area 1a 'Existing Area' in which ancillary operational facilities are supported.
- 5.25 Policy T1 'Sustainable Transport' identifies that the Council will support development that would reduce negative impacts of road traffic, for example through congestion, air pollution and road accident casualties.
- 5.26 Policy EN1 'Design Principles and Strategic Character Areas' states that in the Airport & urban fringe Character Area, built development is mainly associated with the Airport and associated uses, often large scale but height limited by flight path requirements. Development in this area needs to accommodate the future operational needs of the Airport, whilst retaining the area's open character.
- 5.27 Policy DM2 'Aerodrome Safeguarding' states that development that would affect operational integrity or safety of Manchester Airport or Manchester Radar will not be permitted.

6.0 Planning and Environmental Considerations

6.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that, if regard is to be had to the Development Plan for the purpose of any determination to be made under the Planning Acts, the determination must be made in accordance with the Plan, unless material considerations indicate otherwise.

6.2 We consider the following planning and environmental matters to be pertinent to the proposed development:

- Principle of Development
- Design and Amenity
- Highways and Parking
- Climate Change and Sustainability

6.3 The aforementioned matters are considered under the relevant headings below.

Principle of Development

6.4 The Site is in a predominantly industrial/warehousing area to the south-west of Manchester Airport. The Site is located within the Manchester Airport Strategic Site, and as such Policy MA1 of the Manchester Core Strategy is relevant. Policy MA1 states that the growth of Manchester Airport to 2030 will be supported, involving the expansion of the developed Airport area.

6.5 In Figure 8.8 of the Manchester Core Strategy, the Site is identified as located within Area 1a ('Existing Area'). Table 8.1 of Policy MA1 states the following uses are expected across the Manchester Airport Operational Area for Area 1a:

- Terminal
- Taxiways
- Aircraft Apron
- Ancillary operational facilities
- Offices
- Hotels and other uses
- Surface access and car parking

6.6 The proposal is to erect a standalone unit for the inspection of horses which have arrived via plane at the airport. The wider existing use of this Site is as a cargo facility (Use Class B8) for dnata Ltd and the proposed building, handling equine cargo, is therefore considered suitable in this location, serviced by existing transport connections and a service yard. Historically, the use of the site as an

aircraft hanger also fell within use class B8 and as such, it is evident that use of the site as a cargo facility for horses, which also falls under Use Class B8, is acceptable in principle.

Design and Amenity

- 6.7 The proposal is located with the Manchester Airport Strategic Character Area. As such, Policy EN1 of the Manchester Core Strategy applies. Policy EN1 identifies that development within Manchester Airport and the urban fringe Character Area should be mainly associated with the airport and its associated uses. Existing buildings are often of large scale, but are height limited due to flight path requirements. The area is open in character which should be retained, whilst ensuring development meets the airport's future operational needs.
- 6.8 The proposal is also located within the Civil Aviation Authority Aerodrome Safeguarding Area. As such, Policy DM2 of the Manchester Core Strategy also applies. Policy DM2 states that development that would affect the operational integrity or safety of Manchester Airport or Manchester Radar will not be supported.
- 6.9 The unit proposed is a single storey warehouse-type structure which would have a footprint of approximately 255 sqm and would rise to 5.8m at its highest point. As such, the proposed unit will be in keeping with the surrounding warehousing type units, but on a much smaller and lower scale than most developments within the Manchester Airport Strategic Character Area. As such, it is considered that the height of the development would not affect the operational integrity or safety of Manchester Airport or Manchester Radar, with no impact on flight paths.
- 6.10 Due to the use of the unit for the for inspection of horses arriving as cargo, this would help support the wider dnata main building by providing an ancillary operational cargo function for which there is a demand, but which is not currently supported on site. Furthermore, the small-scale nature of the proposed development helps to preserve the open character of the wider site.
- 6.11 According to the Civil Aviation Authority Safeguarding Map for Manchester Airport, the site is in an area where all development has to be notified to the Authority. The proposed unit will be constructed using a semi-temporary frame with a height of approximately 5.8m. The non-reflective cladding coating the building has been designed to ensure no risk of glint or glare affecting aircraft or the control tower.
- 6.12 The proposal includes 4 external LED floodlights directed onto the hardstanding to facilitate the drop-off/pick-up of cargo during evening/night hours. Due to the directional nature of the lighting, and the fact that it will be mounted on elevations facing away from the runway, this will ensure there is no risk of light spill or dazzle to planes. The site is located in an area physically separate from the main airport and surrounded of 3 sides by existing built development of greater height.
- 6.13 As set out above, the main runway is approximately 900m south-east of the Site, and the closest Terminal (Terminal 1) located approximately 700m east of the Site. As such, any potential light

spill is not expected to impact the operational integrity or safety of Manchester Airport or Manchester Radar. Furthermore, the lighting scheme will be designed with appropriate mitigation to ensure that there is no adverse impact from external lighting.

- 6.14 Due to the nature of the use for the assessment of horses, there will be certain waste arisings and a requirement for feed to be brought to the site which could impact on the potential for birdstrike. All feed and waste associated with the use will be stored securely within the unit and removed regularly to ensure it does not attract birds (as could be associated with a more open agricultural facility). As such, there is no increased risk of birdstrike associated with the proposal.
- 6.15 The unit will include a solid waste compacter and all liquid waste will be disposed of via the sewage system.
- 6.16 In summary, we consider that the proposed development constitutes a carefully considered design which is in accordance with Policy EN1 and Policy DM2 of the Manchester Core Strategy.

Highways and Parking

- 6.17 There are two matters for consideration associated with the proposals, from a highways perspective, namely access/servicing and parking.
- 6.18 In terms of access and servicing, the site sits within an existing wider developed logistics site and thus is well served by both private vehicles accessing the parking area and HGV's accessing the service yard to the south (to which the proposed development will connect).
- 6.19 Given the nature of wider estate, the road network is set up for, and well frequented by HGV and service vehicles. The service yard and access point is large, providing clear access and good lines of site for vehicles entering and existing the site.
- 6.20 The vehicles associated with transporting horses to and from the site will be significantly smaller than the articulated lorries currently running in and out of the site and will result in an insignificant increase in vehicle movements when compared against the existing 24 hour operation ongoing at the site.
- 6.21 As such, the proposals will have no impact on access, highways safety or highways capacity, as the principle of such movements is already well established and the infrastructure set up to accommodate such movements.
- 6.22 With regard to parking, the main dnata building is served by 121 parking spaces at present. The proposed development will remove 27 spaces at the eastern corner, equating to a 22% reduction.
- 6.23 MCC standards set a maximum parking provision for B8 uses of 1 space per 100sqm and 1 space per 40sqm of office floorspace. For the wider application site, this equates to a maximum of 114 spaces serving the main building and 22 spaces serving the ancillary offices, there a maximum provision of 136 spaces.

- 6.24 Given that 94 spaces will be retained, against a maximum of 136 spaces, this is not considered to be contrary to policy requirements.
- 6.25 In addition to this, on a daily basis, a large number of the spaces within the site are not in use, thus these 27 spaces to be lost are considered surplus to requirement already. Notwithstanding this, dnata also have 60 spaces at their site near the Holiday Inn and a further carpark providing 180 spaces nearby.
- 6.26 As such, in the unlikely event that the demand for spaces at the main building exceeds the 94 spaces proposed, there are significant alternative options nearby.
- 6.27 From a highways and transportation perspective, it is therefore considered that the proposals are acceptable and accord with local and national policy guidance.

Climate Change and Sustainability

- 6.28 The design of the proposed unit and external works have been carefully considered in the context of sustainability principles and mitigating the effects of climate change.
- 6.29 Policy JP-S1 and Policy JP-S2 of the Places for Everyone Joint Development Plan is considered relevant to the proposal. Policy JP-S1 states that to help tackle climate change, development should aim to maximise its economic, social and environmental benefits simultaneously, minimise its adverse impacts, and utilise sustainable construction techniques.
- 6.30 Policy EN4, Policy EN6, and Policy EN8 of the Core Strategy is considered to also apply to the proposal. Policy EN4 identifies that all development should follow the principle of the Energy Hierarchy, reducing energy through energy efficiency measures and design features.
- 6.31 Policy EN6 states that for development under 1,000 sqm involving the erection of a building, they will be expected to meet minimum energy targets and will not be required to submit an Energy Statement. Lastly, Policy EN8 states that all new development will be expected to be adaptable to climate change in terms of design, layout, siting and function of buildings and external spaces.
- 6.32 The proposed building will not require heating and lighting will be in the form of LEDs, therefore energy usage will be very low.
- 6.33 A single shower and WC will be provided, thus water use will be minimal.
- 6.34 The building will be constructed from lightweight materials, including an inflatable roof, meaning embodied carbon will be minimised.

7.0 Summary and Conclusions

- 7.1 In conclusion, the proposals constitute a low key, small scale development within an existing developed industrial location.
- 7.2 The proposals have been fully considered to ensure aerodrome safeguarding, utilising non reflective materials and reducing built height compared to neighbouring structures. The development does not introduce a use which would be detrimental to the safety of the airport or planes landing and taking off.
- 7.3 The modest loss of parking is justified by the lack of demand for these spaces, together with ample additional parking nearby should the need arise. Servicing will be via existing well established routes and access points to the service yard.
- 7.4 The development would provide a facility in very close proximity to the airport, with direct transport routes, ensuring greater standards of welfare for horses arriving by plane, ensuring they can be fully assessed shortly after disembarking.
- 7.5 The site is well connected to the wider transport network, resulting in simplified onward travel for the horses.