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14th June 2024

Dear Sir/Madam,

Proposed Alterations at Alpha 6, Global Logistics Hub, M90 5AD.

Cushman & Wakefield has been instructed on behalf of our client FedEx ('the applicant') to apply to Manchester City Council for full planning permission for the proposed alterations at Alpha 6, Global Logistics, M90 5AD.

The application has been submitted to the Council via the Planning Portal (ref: PP-13144483).

The following documents and drawings are submitted with this application:

- Application Forms;
- This Covering Letter;
- Existing Site and Site Location Plan, Drawing Ref: FFM-MLA-XX-PL-DR-A-90001 P04;
- Existing Plan and Elevations, Drawing Ref: FFM-MLA-XX-PL-DR-A-99001 P01;and
- Proposed Plan and Elevations, Drawing Ref: FFM-MLA-XX-PL-DR-A-90010 P01.

Site Description

The application site comprises Alpha 6, an industrial warehouse building, located within the Global Logistics Hub, Manchester. Outline planning permission was originally granted for the unit in 2015, with reserved matters consent granted in 2016. The unit was subsequently constructed and occupied, most recently by The Hut Group. The unit is now vacant.

The site adjoins existing industrial/ logistics development in all directions, with the M56 only a few minutes' drive from the site. The site is located c.750m south west of Manchester Airport.

Proposed Development

FedEx are having to relocate from their existing international sortation and warehouse operations at the World Freight Terminal, York Drive due to development at Manchester Airport and the subsequent demolition of their existing building. In order to support FedEx's international business activities, it is imperative for them to have a suitable unit close to Manchester Airport. The proposed alterations at the unit will facilitate FedEx's use of Alpha 6.

A list of directors' names is open to inspection at address below.
Cushman & Wakefield Debenham Tie Leung Limited Registered in England No 2757768.
Registered office 125 Old Broad Street London EC2N 1AR.

The following alterations to the unit are proposed:

- The installations of 2no. windows to the front elevation of the building;
- The installation of 6no. windows to the side elevation of the building;
- The installations of 2no. louvres to the front elevation of the building;
- The installation of 2no. louvres to the rear of the building; and
- 10 black and yellow bollards positioned by the doors along the front elevation.

The windows will be in anthracite grey to match the existing windows, with the louvres matching the colour of the existing cladding.

The new windows are required to provide daylight into the proposed ground floor ancillary office and staff areas. The ancillary office space will be predominantly at ground floor level with a small area on the first floor as shown on the proposed floor plan, with the office floor space extending to 8.92% of the total floor space.

We are aware of the non-material amendment approved in 2016 (ref. 111405/NMC/2016/S2) whereby consent was granted for a reduction in office floor space at each unit on Plot S2 from 10% to 5%. We note however that there are no conditions on the principal consents (ref. 100263/OO/2012/S2 or 135847/JO/2022) that limit the ancillary office floorspace to 5%. As the actual provision of the office space is facilitated through internal alterations and it will clearly be ancillary to the main logistics use, it is not considered that the slight increase in office floorspace falls within the definition of development and therefore it does not require planning consent.

Planning Policy

The adopted development plan for Manchester comprises the Core Strategy (adopted 2012), the saved policies of the Unitary Development Plan (adopted in 1995) and the Places for Everyone Plan (adopted 2024).

Relevant material considerations include the National Planning Policy Framework (2023), the Planning Practice Guidance and relevant Supplementary Planning Documents (SPDs).

The Core Strategy was adopted in 2012 and covers the period to 2027. The Core Strategy is the key document within Manchester's Development Plan. The site is located within the Manchester Airport Strategic Site.

Relevant policies include:

- **Policy MA1 (Manchester Airport Strategic Site)** sets out the council will accommodate operational and cargo facilities in this area (Land to the west of the A538 (Oak Farm)).
- **Policy EC10 (Wythenshawe)** sets out that the majority of economic development within the Manchester Airport area will be focused upon economic development uses, including offices, logistics and warehousing.
- **Policy DM1 (Development Management)** states that development should have regard to the impact on the surrounding area in terms of design, appearance and effects on amenity, including noise impacts.

There are no extant Policies within the UDP relevant to the proposed development.

The Places for Everyone Plan also forms part of the adopted development plan and was formally adopted by 9 of the 10 Greater Manchester Local Authorities on the 21st of March 2024. The site is not allocated within the plan.

Policy JP-Strat10 (Manchester Airport) is relevant to the proposal seeking to maximise the benefits of the continued operation and sustainable growth of the Manchester Airport and the surrounding locality.

Planning Assessment

The proposed alterations will facilitate FedEx's use of the unit to relocate from their existing site to a suitable location close to Manchester Airport. The principle of the proposed development is considered to be complaint with Policy MA1 and EC10 of the Manchester Core Strategy (2012)

The proposed new windows and louvres to the ground floor of the building comprise minor alterations to the external appearance of the building. They will match existing windows and louvres regarding colour and material. The proposed bollards are functional in nature and will ensure adequate protection around the building openings.

Overall, the external alterations are not considered to result in any adverse impact and will therefore comply with Policy DM1 of the Manchester Core Strategy (2012).

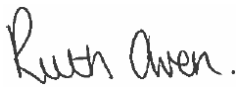
Summary

Overall, it is not considered that any of the proposed changes described above have any adverse impacts and are acceptable in their design., Iit is therefore concluded that the proposed development is in accordance with the adopted development plan and relevant material considerations.

All the information has been submitted electronically via the Planning Portal and the application fee has been paid online via the Portal.

I trust that you have all the necessary information to validate the application, however if you have any queries, please do not hesitate to contact me.

Yours sincerely,



Ruth Owen MRTPI
Planning Consultant
Cushman & Wakefield - Planning