

Date: 31st October 2023
Your Ref: PP-12505479
Our Ref: 17153



6 New Bridge Street
London EC4V 6AB
T: 020 7489 0213
F: 020 7248 4743
E: info@dwdllp.com
W: dwdllp.com

Manchester City Council
Planning
P O Box 532
Manchester
M60 2LA

Submitted Electronically

Dear Sir or Madam,

TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED): APPLICATION FOR PLANNING PERMISSION AT PLOT 318 WORLD LOGISTICS HUB SUNBANK LANE MANCHESTER AIRPORT MANCHESTER WA15 8XL

PLANNING COVERING STATEMENT

We hereby submit an application for full planning permission for the proposed development set out below at the above site:

“External amendments to the exterior of the decked parking facility to create a new van exit point (part-retrospective), in addition to the proposed alterations to the decked parking facility car parking provision to allow for the loading of vans, together with the installation of a new ramp, sally port and fencing”

This application is supported by the following documents that should be read in conjunction with this statement:

- Application Form including Certificate of Ownership; and
- Transport Statement (October 2023) prepared by SLR.

In addition, the following drawings have been submitted with the application to illustrate the proposed scheme.

Table 1.1 – Application Drawings

Plan Title	Plan Reference
Site Location Plan	2001 S3 Rev P05
Existing Site Plan	2002 S3 Rev P05
Proposed Site Plan	2003 S3 Rev P09
Proposed Access Ramp	2006 S3 Rev P07
Proposed Sally Point	2007 S3 Rev P06



Bus Parking Strategy	2009 S3 Rev P02
Elevations as Existing	2004 S3 Rev P05
Elevations as Proposed	2005 S3 Rev P06
Fencing Schedule	2008 S3 Rev P06

Planning History

The site forms part of a warehouse unit which is currently occupied by Amazon. Outline planning permission the site was approved in December 2012 under reference 100263/OO/2012/S2 for outline planning application for a World Logistic Hub comprising B8 logistic space with ancillary B1 office (131,000 m²) with ancillary amenity/retail space and landscaping and ecology mitigation area. The permission was then amended in April 2014 under reference 104469/JO/2013/S2 to allow changes to the height of the logistics buildings.

A Reserved Matters planning application was then approved in February 2015 for the storage and distribution warehouse via planning ref 107568/MO/2014/S for a Class B8 warehouse and distribution unit (25,803m² gross internal area) with ancillary Class B1 offices (1,440m² gross internal area), with associated car parking, servicing and landscaping.

Following which have been a number of non-material amendments applications and full drop in planning applications subsequently approved at the site for external alterations to meet the operational requirements of the occupier.

Table 1.1 below sets out an overview of the Planning History found at the Site.

Table 1.1 – Planning History

REFERENCE	DESCRIPTION OF DEVELOPMENT	DECISION AND DATE
100263/OO/2012/S2	Outline planning application for a World Logistic Hub comprising B8 logistic space with ancillary B1 office (131,000 m ²) with ancillary amenity/retail space and landscaping and ecology mitigation area	Approved 18 December 2012
104469/JO/2013/S2	Variation of planning conditions 3 and 17 to allow for changes in the heights of the logistic buildings approved in outline under reference 100263/OO/2012/S2	Approved 29 April 2014
107568/MO/2014/S	Reserved Matters application (appearance, landscaping, layout and scale) for the erection of a Class B8 warehouse and distribution unit (25,803m ² gross internal area) with ancillary Class B1 offices (1,440m ² gross internal area), with associated car parking, servicing and landscaping	Approved 13 February 2015
110694/FO/2015/S2	Insertion of mezzanine floors and erection of a 4 storey extension to a Class B8 warehouse building (approved under ref. 107568/MO/2014/S2) to provide an additional 60,750 sq. m of Class B8 floorspace and 3,980sq. m. of ancillary Class B1(a) office accommodation; erection of a part 2/part 5 storey decked parking facility to provide 580 car parking spaces; alterations to the north-western elevation to form an additional 9 external docking doors; erection of 8 external staircases, formation of a 14 space overflow/visitor car park and provision of a new vehicular exit to the rear of the building.	Approved 25 January 2016

REFERENCE	DESCRIPTION OF DEVELOPMENT	DECISION AND DATE
113423/JO/2016	Variation of condition 2 attached to planning permission 110694/FO/2015/S2 for 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	Approved 25 October 2016
118510/FO/2017	Extension to the existing service yard, erection of security gatehouses, installation of bus turning area and associated fencing, installation of access ramp to multi-storey car park, along with landscaping and access following demolition of existing gatehouse	Approved 22 March 2018
120963/JO/2018	Variation of condition 9 of planning approval reference 118510/FO/2017 to allow for provision of landscaping and wetland/pond feature on site at the same time	Approved 09 November 2018
122737/JO/2019	Variation of condition number 2 attached to planning approval reference 118510/FO/2017 to allow for amendments to: the bus drop-off / pick-up arrangements; the HGV parking and service yard egress points; and provision of a HGV overflow area to the north of the Fulfilment Centre but not connected to the service yard as previously proposed	Approved 12 June 2019
129567/FO/2021	Installation of marquee for relocated canteen space/ break room for temporary period until 28 February 2022	Approved 01 April 2022
132713/FO/2022	The retention of 1 no. marquee for relocated canteen space/ break room within existing decked car park until 28 February 2023	Approved 16 February 2022

Proposed Development

This application comprises of amendments to the exterior of the decked parking facility to allow for the creation of a new van exit point. This element of the application is retrospective as the alteration to this part of the façade is existing at the time of submission and is used as a pedestrian entrance/exit. Accordingly, this existing opening is proposed to be used as a one-way van egress point (exit) onto Sunbank Lane in order to facilitate the efficient and safe movement of vans from the site.

This application also seeks to amend the parking layout of the ground floor of the decked car parking facility provision, to allow for the loading of vans at specific hours during the day, totalling 21 no. spaces. This part of the site will also retain its use as a bus collection / drop off point, which shall operate outside of the hours the area is used by the vans. These elements will be closely managed by the Applicant.

In order to facilitate this, of the existing 595 no. car parking space, a total of 52 no. car parking spaces have been removed and the existing 14 no. accessible spaces are proposed to be relocated in an area nearby, providing close, levelled access to the warehouse's pedestrian entrance.

The existing cycle provision (approved under ref: 118510/FO/2017) 18 no. Sheffield cycle stands (36 no. spaces) is to be relocated internally within the decked car parking facility, re-providing safe and covered parking provision on the site. An additional 10 no. Sheffield cycle stands (20 no. spaces) is also proposed to be provided nearby in order to meet the requirements of the current occupier.

In association with the proposed loading of the vans, the proposal seeks to install a new ramp and sally port. New fencing is also proposed in a slightly altered location in order to meet the security requirements for the site. There is no fixed plant proposed as part of this application.

In summary, this proposal is required to meet the operational requirements of an occupier and alterations are required to ensure the facility can operate as effectively as possible.

Relevant Planning Policy & Assessment

The National Planning Policy Framework (NPPF, September 2023) sets out the Government's commitment to creating the conditions in which businesses can invest, expand and adapt. It advises that 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 (paragraph 80).

The relevant policy document relates to Manchester Core Strategy Development Plan Document (July 2012). A review of the accompanying Proposals Map identifies the Site as being located within the Airport Strategic Site. This allocation is subject to Policy MA1 (Manchester Airport Strategic Site), within this policy the Site sits within Area 3 which Uses are for operational facilities, cargo facilities and car parking and landscape mitigation.

The proposed development is required to meet the identified occupier's operational requirements, which should be afforded significant weight in accordance with national planning policy. The proposed works are minor and given the application site's industrial location and proximity away from residential development, is considered that the proposed charging infrastructure will not have a detrimental impact on local amenity. Especially considering there have been similar applications approved within the baseline outline consent, an example being the DHL Express unit which is solely for delivery / access by vans. This application was approved under reference 102611/MO/2013/S2.

Parking and Highways

Appendix B of the Core Strategy Development Plan Document (July 2012) provides details of the parking standards. This states that there should be 1 space per 100 sqm gross floor area. The previously approved consent found at the Site has an area of 89,773 sqm of Class B8, the maximum spaces permitted in the parking standards is 844 no. car parking spaces. Therefore, the loss of car parking spaces in this instance is considered compliant in accordance with their standards. The submitted Transport Technical Note prepared by SLR (October 2023) also concludes with this point and demonstrates the proposed access point and arrangements as acceptable.

Summary

In summary, the proposals will secure improvements to economic productivity and reflect the scale of alterations previously consented on the site and are considered in accordance to the Development Plan and its policies.

We trust we have provided sufficient information for you to be able to register and consider the application, and we look forward to receiving confirmation of this in due course. However, should you require any additional information, please do not hesitate to contact me.

Yours faithfully,



Charlie Merry MPlan MRTPI
Associate
DWD
charlie.merry@dwdllp.com
020 7355 0337