

Planning Statement Addendum

Land adjoining Atlas Business Park, Wythenshawe

Aviva Investors

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Contact

Thomas Lord
thomas.lord@turley.co.uk

Client

Aviva Investors

Our reference

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1. Introduction

- 1.1 This Planning Statement Addendum ('PSA') has been prepared by Turley on behalf of Aviva Investors ('Aviva' / 'the Applicant') and supports revisions to the live application ('the Application') for full planning permission for the redevelopment of land adjoining Atlas Business Park, Simonsway, Wythenshawe ('the Site') (LPA ref. 135952/FO/2023).
- 1.2 The proposals for the Site are for industrial (Use Class E(g)(iii) and B2) and logistics (Use Class B8) development comprising five no. warehouse units ('the Proposed Development').
- 1.3 This PSA should be read in conjunction with the original Planning Statement (dated December 2022) submitted in support of the Application. This PSA complements and supports a number of other updated drawings and documents prepared to support the formal revisions to the Proposed Development, which are listed in full at **Appendix 1**.
- 1.4 Whilst this PSA summarises the key elements and findings of those other application documents, it is important that the application submission be read as a whole.
- 1.5 The remainder of this PSA is structured as follows:
 - Chapter 2 provides a description of the formal amendments to the Proposed Development.
 - Chapter 3 provides an updated Planning Appraisal of the Proposed Development, including a summary of the updated technical information.
 - Chapter 4 provides an updated Green Belt & Planning Balance, considering the formal amendments to the Proposed Development.
 - Chapter 5 provides an overall summary and conclusions.

2. Proposed Amendments

Background

- 2.1 An application for full planning permission for the redevelopment of land adjoining Atlas Business Park, Simonsway, Wythenshawe was validated by Manchester City Council ('MCC') on 02 February 2023 (LPA ref. 135952/FO/2023).

- 2.2 The description of development is as follows:

Application for full planning permission for the severable and phased construction of five units (light industrial (Use Class E(g)(iii), general industrial (Use Class B2) and/or storage or distribution (Use Class B8), together with ancillary offices (Use Class E(g)(i)) and associated service yards, parking, landscaping, amenity space and infrastructure, with vehicular access off Simonsway.

- 2.3 The Proposed Development is hereby formally amended to respond to comments from various Statutory and Non-Statutory Consultees, as well as the Local Planning Authority ('LPA'), and the drawings and documents submitted pursuant to the Application have been updated to reflect the revised scheme, as summarised below. The proposed amendments do not change the description of development stated above.

Application Site Boundary

- 2.4 As noted within the LPA's comments on the Application (dated 02 May 2023), there is a discrepancy between the redline boundary depicted on the submitted Site Location Plan (drawing ref. 20071-PL-101) and the area of land proposed for redevelopment within the submitted Proposed Site Plan (drawing ref. 20071-PL-201 Rev J).
- 2.5 This discrepancy has been amended and an updated Site Location Plan (drawing ref. 20071-PL-101 Rev A) is hereby submitted. The Applicant confirms that this land remains wholly in the Applicant's control and is not affected by third party ownership – therefore there is no requirement for further landowner notification.

Amendments to Proposed Development

Retention of Existing Trees & Reduction in Floorspace

- 2.6 A Tree Presentation Order ('TPO') has recently been applied to five existing trees within the redline boundary of the Application¹. Three of the TPO trees were proposed to be removed by the Proposed Development to enable the construction of Unit 5.
- 2.7 Following the enactment of the TPO, MCC's Tree Officer provided a consultation response which objected to the proposed removal of these three trees and requested that these should instead be incorporated into the proposals.

¹ The Manchester City Council (Land at Atlas Business Park, Woodhouse) Tree Preservation Order 2023 (dated 17 February 2023).

- 2.8 In response to this, the Applicant has amended the Proposed Development to enable the retention of the TPO trees by reducing the Gross External Area of Unit 5 from 15,830m² to 13,000m² (reduction of 2,830m² total). The revised layout is shown on the updated Proposed Site Plan (drawing ref. 20071-PL-201 Rev K).

Removal of Sedum Roof Features

- 2.9 Consultation comments from Manchester Airport Group ('MAG') (dated 02 March 2023) confirmed that the proposed sedum roofs, shown on the submitted Proposed Site Plan (at Roof Level) (drawing ref. 20071-PL-202 Rev C), have the potential to mimic natural cliff top nesting species of birds that are hazardous to aircraft. Despite mitigation measures being included within the submitted Bird Hazard Management Plan (dated 15 December 2022), MAG have confirmed that such a feature is contrary to their aerodrome safeguarding policies for sites in close proximity to Manchester Airport and would therefore not be supported.
- 2.10 In response to these comments, the Proposed Development has been amended to remove the sedum roof features, as shown on the submitted Proposed Site Plan (at Roof Level) (drawing ref. 20071-PL-202 Rev D).

Internal Layout Alterations

- 2.11 A series of minor alterations to the internal arrangement and layout of the proposed units have been made in order to improve their operational efficiency. The associated floorplans have been updated and are submitted alongside this PSA.

3. Planning Appraisal

- 3.1 An overview of the Planning Policy context relevant to the Proposed Development is set out in Section 5 of the original Planning Statement and a detailed appraisal of the Proposed Development against this is undertaken at Sections 6 and 7 of the original Planning Statement. This section provides an update to the aspects of that appraisal affected by the formal revisions to the design and layout of the Proposed Development.

Site Specific Policy

- 3.2 A full assessment of the Proposed Development against site specific policy is set out at Section 6 of the original Planning Statement (paragraphs 6.3-6.4). The amendments to the Proposed Development do not change the conclusions of the original assessment, which concluded that the proposals were wholly in accordance with UDP Policy EW11 and CS Policy EC2. This policy compliance should continue to be afforded substantial weight in the planning balance.

Green Belt

- 3.3 The eastern portion of the site is identified as Green Belt. A detailed appraisal of Green Belt matters is set out at Section 6 of the original Planning Statement (paragraphs 6.6-6.34). This concluded that the Proposed Development:

- Is inappropriate development and, by definition, harmful to the Green Belt;
- Would generate a moderate level of harm to the openness of Green Belt; and
- It is clear that the Green Belt boundaries have been heavily altered around the Site by the expansion of Manchester Airport which has compromised the purposes of designating part of the Site as Green Belt. As a result, the Proposed Development will have:
 - A limited impact on three of the Green Belt purposes (i.e. to check the unrestricted sprawl of large built-up areas; to prevent the neighbouring towns merging into one another; and to assist in safeguarding the countryside from encroachment).
 - No impact on the remaining two purposes (i.e. preserving the setting and special character of historic towns; and assisting urban regeneration by encouraging the recycling of derelict and other land).

- 3.4 In line with the Framework, these harms attract substantial weight.

- 3.5 The amendments to the Proposed Development will result in a reduction of built floorspace within the Green Belt parcel of the site of 2,830m², as well as removal of areas of associated hardstanding and the retention of existing mature trees, which have recently been covered by a TPO.

- 3.6 Overall, the amendments to the Proposed Development are still, by definition, harmful to the Green Belt. However, whilst the amendments to the Proposed Development continue to generate a moderate level of harm to the openness of Green Belt, this is on the lower end of the scale when compared to the original scheme. There are no changes to the conclusions in respect of Green Belt purposes, as presented in the original Planning Statement.
- 3.7 As has been set out above and within the original Planning Statement, the Green Belt in this location has already been heavily compromised and the Proposed Development will not facilitate further encroachment into the Green Belt by future development proposals.

Other Considerations

Meeting Urban Logistics Need

- 3.8 As can be evidenced by the updated Market Report (dated September 2023), there remains a very significant and pressing need for the development of additional logistics space in the form proposed in the context of a rapidly developing distribution market in the UK. In particular, South Manchester is acknowledged to be one of the North-West region's prime industrial / warehouse locations, alongside Trafford Park and Warrington, with consistent strong demand and premium rentals achieved. However, in this part of Greater Manchester, industrial and warehouse supply has been constrained over the last 20 years due to limited employment sites being available and competition from higher value uses in the area. Leasehold demand for good quality space in South Manchester is consistently strong but this has not been reflected in terms of take-up, which is constrained due to the lack of available new and modern buildings. Whilst some development is coming forward in South Manchester, there is current strong interest from occupiers, and most modern or new build premises currently under construction will be absorbed in the next 12 – 18 months and much of this development is aimed at the 'mid-box' due to the limited availability of land and the smaller plot sizes restricting larger buildings.
- 3.9 The updated Market Report confirms that occupier demand for logistics space within South Manchester remains high. Some of this demand includes occupiers that need to be located close to Manchester Airport but are being displaced from units at the World Freight Terminal due to wider airport redevelopment.
- 3.10 The amendments to the Proposed Development continue to offer the right type of product for those occupiers wishing to remain and/or re-locate to South Manchester. The proposed development offers high specification logistics and light industrial floorspace which benefits from its close proximity to Manchester Airport and will enhance the supply of Grade A floorspace in South Manchester.
- 3.11 The site is strategically located within the South Manchester region, with direct access to the local and strategic road network, and to Manchester Airport. As such, there is significant planning policy support for local employment opportunities within the city, acknowledging that Manchester will play a major role in the future economic growth of Greater Manchester and the North West of England. The Proposed Development therefore accords with CS Policy EC1, which seeks to promote economic growth and

productivity made by industrial and logistics-related uses. This should be afforded substantial weight in the planning balance.

Creating Jobs and Prosperity

3.12 The Economic Benefits Statement has been updated to reflect the amendments to the Proposed Development, and demonstrates that despite the reduction in floorspace to be delivered the proposals will continue to result in significant economic benefits, which in summary include:

- Creating up to 580 full-time equivalent jobs created, amounting to 555 net additional employment opportunities. Some 215 jobs could be created for local residents of Wythenshawe and Manchester.
- Generating approximately £40.2 million in GVA at the Greater Manchester level per annum, including £31.2 million in Manchester.
- £640,000 in additional business rates to the City Council per annum.
- During the construction phase, the Proposed Development will generate 245 new employment opportunities at the Greater Manchester level, including 95 jobs for residents of Manchester, as well as £31.3 million in GVA. It is estimated that circa £36.7 million will be invested in the construction phase.

3.13 The Proposed Development will therefore deliver clear and substantial economic benefits to the local area, City of Manchester and Greater Manchester as a whole, contributing to the economic prosperity of the region and locality. This should be afforded substantial weight in the planning balance.

Economic Growth and Levelling Up

3.14 As set out within the original Planning Statement (paragraphs 7.8-7.9), the Proposed Development is considered to align with national policy objectives in respect of levelling up and spreading economic growth across the UK. This should be afforded substantial weight in the planning balance.

Sustaining Southern Competitiveness

3.15 As set out within the original Planning Statement (paragraphs 7.10-7.11), the Proposed Development is consistent with the strategic policy objectives of the emerging PfE in respect of sustaining the economic competitiveness of the southern areas of Greater Manchester. This should be afforded substantial weight in the planning balance.

Accessibility

3.16 As set out within the submitted Accessibility Statement (dated September 2023), the site is highly accessible for pedestrian, cycle and public transport users and benefits from strong connectivity links to the surrounding area. This will ensure that the future employment opportunities (as discussed above) are accessible to the local community, and particularly those living in areas identified as having high levels of deprivation.

3.17 The Proposed Development now proposes a series of improvements to sustainable transport infrastructure in the wider area, including for pedestrians, cyclists and access to public transport networks. This includes:

- Footways will be provided on both sides of the internal access road within the site which will connect to the existing western footway and provide access to the westbound bus stop on Simonsway, creating a continued pedestrian link to the Site's wider environment.
- A two-way cycle lane is proposed on the eastern side of the Site's internal estate road and will connect to the existing National Cycle Route 85 that runs along the length of Simonsway. This cycle lane is proposed to facilitate cycle trips to / from the Proposed Development amongst staff and visitors and build upon the area's exiting excellent cycling credentials.
- A financial contribution towards the resurfacing of the National Cycle Route 85 as it runs along the boundary of the Site, subject to agreement with MCC.
- As part of the Proposed Development access design the westbound bus stop outside the Site on Simonsway will be relocated slightly west of its existing position, with a new stop provided.
- An extension of the footway connecting to the new bus stop on Simonsway will be provided as part of the proposals, to ensure access to the stop is safe for all staff and visitors to the Site.
- An upgrade and revalidation of MOVA at the Simonsway / M56 junction.
- The revalidation of SCOOT at the Poundswick Lane / Simonsway junction.
- The revalidation of SCOOT at the Simonsway / Brownley Road junction.

3.18 The provision of these works will benefit all staff and visitors to the Site and will encourage use of active travel modes. The effects of the proposed improvements will be to:

- Improve access to the Proposed Development by sustainable travel modes of transport.
- To improve sustainable accessibility to Wythenshaw.
- To improve active travel and connectivity from the site to the wider area.
- To encourage increased use of sustainable transport modes to employment thereby reducing traffic growth and congestion.

3.19 The Proposed Development will offer employment opportunities including to those severely impacted by deprivation within Wythenshaw and its residential communities. Some of these communities are identified as being within the top 10% most deprived wats in the country. The updated Accessibility Statement assesses in detail the accessibility of the proposals for potential employees that reside within these communities. The assessment confirms the that these communities are within an acceptable and accessible commutable distance from the Site.

Policy Compliance

- 3.20 As set out within the original Planning Statement (paragraphs 7.12-7.13), the Proposed Development will contribute positively to delivering the vision and the strategic objectives and policies of the development plan. The amendments to the Proposed Development do not change these conclusions.

Technical Matters

- 3.21 The technical documents which were submitted alongside the Application have been updated to assess the impact of the amendments to the Proposed Development in respect of all relevant technical and environmental issues. The content and findings of these assessments is summarised at **Table 3.1**, in the context of relevant policies of the Development Plan and other material considerations which are summarised in the original Planning Statement (Section 5 and Appendix 2).

Table 3.1: Summary of Technical & Environmental Assessments

Issue	Key Conclusion
Design	The accompanying Design and Access Statement explains the design concepts and principles which have been applied to the Proposed Development, and how the proposals have evolved to reflect the site's context, identified technical and environmental constraints and opportunities and pre-application engagement with a range of stakeholders. It explains the design rationale for the proposals and how they have been adopted to ensure that the design of the Proposed Development will produce a place which is appropriate for its physical, social and economic context. The Design and Access Statement concludes that the Proposed Development represents good design, which will result in the creation of a high-quality employment scheme which is integrated within the existing industrial landscape. The scale and massing of the proposed units, the materials to be used and the way in which the development will be laid out is consistent with the site's surroundings and demonstrates an efficient use of the space available within the Site. Overall, the Design and Access Statement identifies that the Proposed Development accords with the principles and standards set out within the Development Plan (CS Policies DM1 and EN1), the Framework (paragraphs 126 and 130), and the National Design Guide, in terms of securing high quality design which responds positively to its surrounding context.
Landscape & Visual Impact	The Landscape & Visual Impact Assessment has been updated to consider the amendments to the Proposed Development. Overall,

	the conclusions presented in Table 7.1 of the original Planning Statement remain unchanged.
Aerodrome Safeguarding	As set out in Section 2, the Proposed Development has been amended in line with consultation comments received from Manchester Airport Group, which specifically includes the removal of Sedum Roof features to mitigate bird hazards. Overall, the conclusions presented in Table 7.1 of the original Planning Statement remain unchanged.
Transport & Access	The Highways & Transport Technical Note, prepared by Vectos, confirms that the amendments to the Proposed Development will result in an overall reduction of 12 vehicle trips in the AM peak hour period and 13 vehicle trips in the PM peak hour period. The revised scheme will generate less traffic and therefore have less of an impact than the originally submitted scheme. It is therefore considered that the original Transport Assessment and supporting Technical Notes prepared to date are considered a “worst case” and the conclusions reached remain unchanged.
Ecology & Biodiversity	The Biodiversity Net Gain Assessment (BNGA) has been updated to reflect the amendments to the Proposed Development. In summary the BNGA confirms: • The mitigation hierarchy has been followed in relation to the proposed development, with large proportion of woodland, scrub and grassland being retained and enhanced across the site. Furthermore, the Site is subject to a bird hazard management plan in relation to the impact upon the operations of Manchester Airport, which has reduced planting opportunities on-site to deter nesting/foraging birds. • As a result, the amendments to the Proposed Development will result in a net loss in biodiversity of 38.33%, due to the loss of 16.45 area units. The main contributor to the loss of biodiversity is the loss of woodland, scrub, and grassland across the site, despite the retention and enhancement of a large proportion of the boundary vegetation. The addition of new scrub planting, additional tree planting alongside those retained and the creation of new areas of hedgerow are positive changes. • This is an improvement from the original scheme which resulted in a net loss in biodiversity of 45.02%, due to the loss of 19.32 area units. This is achieved by the retention of existing trees and reduction in the amount of built development. • A bespoke compensation agreement will be reached with the Local Planning Authority in order to ensure that the remaining units are compensated for, or alternatively an off-site area could be enhanced. The Applicant would be content to secure this through a planning obligation in a section 106 agreement if the Local Planning Authority considers necessary.

	The Proposed Development is therefore compliant with the policies of the Development Plan (CS Policies EN15 and DM1) and the Framework (paragraphs 180).
Arboriculture	The Arboricultural Impact Assessment (AIA) Has been updated to reflect the amendments to the Proposed Development. In summary the AIA confirms: • A total of 15 trees and 22 groups of trees were surveyed in on the Site. • Six trees were categorised as high quality ('A'), five trees and four tree groups were categorised as moderate quality ('B'), and one tree and 13 groups were assessed as being of low quality ('C'). Three trees and five tree groups were categorised as being of poor quality ('U'). • The development has gone through a design revision, to enable the retention of the recently assigned TPO trees; T10, T13, T14 and T17. • An evaluation of the Proposed Development in the context of the existing Site has indicated that it will be necessary to remove: four trees and partial removal of two tree groups of moderate quality ('B'), four tree groups and partial removal of seven tree groups of low quality ('C'), and three trees and five tree groups of poor quality ('U'). • Within the RPAs of TG1, T10, T13, T14, T20; there will be changes to ground levels. A method statement, to include details of specialised construction methods along with an arboricultural watching brief, shall be required for proposed ground level changes within the root protection areas of these trees. This can be secured pursuant to a planning condition. • In consideration of the above findings, it is concluded that, from the details provided to date, the Site in question can be developed as proposed, whilst retaining the majority of individual trees and tree groups around the boundaries and, in turn providing new tree planting within the Site. This should provide a varied age range within the tree stock and allow retained trees to grow to maturity while providing younger trees space to grow. The Proposed Development is therefore compliant with the policies of the Development Plan (CS Policies EN9 and EN15) and the Framework (paragraphs 174 and 180).
Flood Risk & Drainage	The Flood Risk & Drainage Technical Note, prepared by Ridge and Partners, provides a response to consultation comments received from the Lead Local Flood Authority and United Utilities, as well as presenting an updated Drainage Strategy to reflect the amendments to the Proposed Development. This demonstrates that the proposed drainage strategy is appropriate and that the

	Proposed Development will not increase the risk of flooding. The Proposed Development is therefore compliant with the policies of the Development Plan (CS Policies EN14 and DM1) and the Framework (paragraphs 159 and 167).
Ground Conditions	No Changes – refer to Table 7.1 of the original Planning Statement
Air Quality	The enclosed Letter of Comfort, prepared by Delta Simons, confirms that there are no changes to the conclusions of the original Air Quality Assessment, as summarised at Table 7.1 of the original Planning Statement.
Noise	The enclosed Letter of Comfort, prepared by Delta Simons, confirms that there are no changes to the conclusions of the original Noise Impact Assessment, as summarised at Table 7.1 of the original Planning Statement.
Lighting	The Proposed Development will incorporate external lighting within internal access roads, car parks and service yards to aid wayfinding, safety and security. The updated Lighting Impact Assessment demonstrates that the proposals will not result in significant illuminance spill and therefore will not adversely impact on amenity of surrounding occupiers, including adjacent residential properties. The Proposed Development is therefore compliant with the policies of the Development Plan (CS Policy DM1) and the Framework (paragraph 185).
Historic Environment	The enclosed Supplementary Heritage Statement, supported by verified wireline views, provides an update to the assessment of heritage impact and a more thorough understanding of how visible the Proposed Development would be from the setting of the grade II listed Chamber Hall and the separately grade II listed Chamber Hall Barn. The verified wireline views demonstrate that the Proposed Development would not be visible in views southwards from the area of farmstead to the east of the two listed buildings (viewpoint 7.0). They also demonstrate that in a view further north, from Lomond Road (viewpoint 6.1), only the uppermost stages of the proposed units would be visible, heavily filtered and largely obscured by existing trees. It is expected that there would be increased levels of visibility when the trees are not in leaf, however given the presence of evergreen planting to the south of the farm complex and the fact that the listed buildings are not clearly appreciable in views from Lomond Road, it is not expected that seasonal variations would result in additional visual impact.

This new information confirms that there would be no erosion or reduction in the ability to appreciate the rural characteristics of Chamber Hall or Chamber Hall Barn. The significance of the two listed buildings, invested in their historic and architectural interest, the legibility of their former functions, their group value and the relationship they have within a recognisable farmstead, would be sustained.

Based on this updated assessment, supported by verified wireline views, it is concluded that there would be no harm to Chamber Hall or Chamber Hall Barn. The Proposed Development will meet the objectives of Paragraphs 197, 199 and 206 of the NPPF and the requirement of s.66 (1) of The Planning (Listed Buildings and Conservation Areas) Act 1990 can be satisfied if MCC grants planning permission.

There is no change to previous judgements made in connection with non-designated heritage assets near the Site. The Proposed Development will not harm any of the identified non-designated heritage assets and Paragraph 203 of the NPPF is not engaged.

Archaeology	No Changes – refer to Table 7.1 of the original Planning Statement
Sustainability	No Changes – refer to Table 7.1 of the original Planning Statement
Waste	No Changes – refer to Table 7.1 of the original Planning Statement

- 3.22 All these matters are factored into the Green Belt balance and overall planning balance that follows.

4. Green Belt & Planning Balance

- 4.1 As set out within Section 8 of the original Planning Statement, Paragraph 147 of the Framework states that planning permission should not be granted for inappropriate development unless “very special circumstances” exist. For very special circumstances (VSC) to exist, the definitional harm by reason of appropriateness, additional Green Belt harm, and another harm caused, must be clearly outweighed by other considerations (paragraph 184 of the Framework).

Green Belt Harm

- 4.2 We have identified the Proposed Development constitutes inappropriate development in the Green Belt, which is harmful by definition. The proposal would also cause a moderate level of harm to the openness of the Green Belt. It is clear that the Green Belt boundaries have been heavily altered around the Site by the expansion of Manchester Airport which has compromised the purposes of designating part of the Site as Green Belt. As a result, the Proposed Development will have very limited impact on three of the Green Belt purposes and no impact on the remaining two purposes; and very limited harm to the purposes of including this Site within it.
- 4.3 In line with the Framework, these harms attract substantial weight.

Other Harms

- 4.4 As established in above, the other harms to be factored into the balance are as follows:
- There would be a low to moderate degree of harm in landscape and visual terms and this should be afforded moderate weight.
 - The Proposed Development will result in a net loss in biodiversity of 38.33%, due to the loss of 16.45 area units. The main contributor to this is the loss of woodland, scrub, and grassland across the site, despite the retention and enhancement of a large proportion of the boundary vegetation. However, this loss can be mitigated through contributions to offsite provision/enhancement, and secured through a planning obligation. Therefore, this harm should be afforded limited weight. It is important to note that the amendments to the Proposed Development have reduced the overall net loss of biodiversity, which was previously 45.02% due to the loss of 19.32 area units.
- 4.5 In the absence of verified views, the original Heritage Statement and Planning Statement concluded that any harm to the setting of the Grade II Listed Chamber Hall and Barn would be less than substantial and at a low level. Verified views have now been prepared which demonstrate that the visual impact of the Proposed Development on the listed buildings is limited and therefore the previous conclusions have been revised. The submitted Supplementary Heritage Statement therefore concludes that there will be no harm to the setting of these assets. Therefore, this harm is removed from the planning balance.

Benefits

- 4.6 There are a series of considerations which we consider, cumulatively, clearly outweigh the acknowledged harms and demonstrate that very special circumstances would exist in the context of Green Belt policy. Each consideration is dealt with in turn, including by reference to other sections of this Statement and other application documents.

The Merits of the Site and Brownfield Redevelopment

- 4.7 The Site comprises the redevelopment of undeveloped land adjacent to Atlas Business Park. Half of the Site comprises brownfield land and would comprise a sustainable form of development with excellent connections. The remaining half – whilst Green Belt – is unkempt and presents a poor appearance to what is a gateway site into Wythenshawe. The Site is an underused but sustainable opportunity with significant potential to meet urban logistics needs.

This should be afforded moderate weight in the planning balance.

Policy Vacuum

- 4.8 The MCS is over twelve years old and a replacement development plan (in the form of PfE) has been over eight years in preparation. PfE and its evidence base already makes a case that there is a need to amend Green Belt boundaries to meet employment needs across the city. It also advocates the consequences of not meeting this shortfall which would essentially be planning for economic stagnation and failure rather than achieving growth and prosperity with a paucity of employment sites, choice and flexibility.
- 4.9 There is strategic case for Green Belt release to meet development needs for the future prosperity for Greater Manchester.

Meeting Urban Logistics Needs

- 4.10 The Proposed Development will deliver Grade A logistics and general industrial floorspace which benefits from its close proximity to Manchester Airport, and will enhance supply to meet a significant existing and expanding need in the South Manchester region, as demonstrated within the submitted Market Report. Much of the draft PfE allocations are a long way off from development commencing and are of a scale which will not meet the burgeoning need for smaller, more 'urbanised' logistics.
- 4.11 This should be afforded significant weight in the planning balance.

Creating Jobs and Prosperity

- 4.12 The Proposed Development will create jobs on underused land in close proximity to Wythenshawe and its town centre. With the exception of Northenden, Brooklands and areas of Baguley, Wythenshawe has high levels of deprivation and all areas of Wythenshawe have worklessness figures that fall well below the national average.
- 4.13 The proposals will create significant job creation in one of the most deprived areas of Manchester.
- 4.14 This should be afforded significant weight in the planning balance.

Economic Growth and Levelling Up of Wythenshawe

- 4.15 The redevelopment will contribute towards the on-going regeneration efforts of Wythenshawe, providing significant investment to bring a brownfield site back into use and creating new employment opportunities in an area with significant levels of deprivation and unemployment.
- 4.16 This should be afforded significant weight in the planning balance.

Sustaining Southern Competitiveness

- 4.17 There is a strategic policy direction to ensure that Manchester becomes a top 'Global City'. There is an acceptance that intervention is required within the northern areas of Greater Manchester but this needs to be supported by ensuring the southern areas of Greater Manchester maintain its competitiveness.
- 4.18 The proposals will contribute towards sustaining the economic competitiveness of southern Greater Manchester and would assist in maximising the economic potential of Manchester Airport which is one of the region's largest economic assets.
- 4.19 This should be afforded moderate weight in the planning balance.

Other Benefits

- 4.20 The Proposed Development will also deliver the following benefits, which can be secured through planning condition/obligation (as appropriate):
- **Creation of a high-quality environment which respects the character of the area** – the development has been carefully designed to respond positively and sympathetically to its built and environmental context and the character and appearance of the surrounding area.
 - **Improving sustainable transport infrastructure in the wider area** – this includes improving connections for pedestrians and cyclists, as well as access to public transport networks, including a financial contribution towards the resurfacing of the National Cycle Route 85.
 - **Provision of new landscaping** – a high quality landscape setting and external surfacing and enclosure materials are proposed.
 - **Support for the transition to a low carbon future** – The development will mitigate and can adapt to future climate change through sustainable design, on-site energy generation and a commitment to deliver high quality, energy efficient and low carbon buildings.

Overall Conclusion on Green Belt Balance; Very Special Circumstances

- 4.21 We have identified the Proposed Development constitutes inappropriate development in the Green Belt, which is harmful by definition. The proposals would also cause a moderate level of harm to the openness of the Green Belt and very limited harm to the purposes of including this Site within it. In line with the Framework, these harms attract substantial weight.

- 4.22 Against this, there are a series of other considerations and benefits to be weighed against. Each of these considerations are material and to be afforded weight, balanced against the acknowledged harms. The contribution of the Proposed Development to meeting a clear need for new urban industrial / logistics floorspace in the South Manchester region weighs very significantly in favour of the Proposed Development. Furthermore, the economic and regeneration benefits arising from the Proposed Development, particularly in respect of the generation of employment opportunities and economic investment also weigh very significantly in favour of the Proposed Development, especially within the local context within which the Proposed Development lies.
- 4.23 Such is the significance of those combined benefits, they are capable of clearly outweighing the Green Belt and other harm, so that very special circumstances would exist regardless of the other considerations. When one takes into account those other considerations that are addressed above, the balance weighs overwhelmingly in favour of the Proposed Development.
- 4.24 Given the existence of very special circumstances the Proposed Development accords with national Green Belt policy, as expressed within the Framework. This is a material consideration to be afforded significant weight in the planning balance.

5. Summary and Conclusions

- 5.1 This Planning Statement Addendum has been prepared to support amendments to the full planning application for light/general industrial and logistics development on land adjacent to Atlas Business Park, Simonsway, Wythenshawe (LPA ref. 135952/FO/2023). The application is submitted on behalf of Aviva Investors who are committed to responsible investment and to delivering high-quality social and environmental standards in order to create attractive environmentally friendly workplaces.
- 5.2 The Site partially comprises previously developed land which is allocated for employment-related uses, including those proposed by this application. This would support the strategic objectives of the Development Plan and the Framework for reuse of brownfield land, as well as supporting economic growth and employment priorities.
- 5.3 The remainder of the Site is located within an area of Green Belt, which is acknowledged to be compromised and therefore the proposals would result in minimal level of harm to openness and the purposes of including land within the Green Belt. There are a number of significant benefits of the proposal, including meeting identified need for urban industrial and logistics floorspace, delivering economic investment, creating employment opportunities and regenerating previously developed land, which collectively demonstrate 'Very Special Circumstances' required to outweigh the limited harms arising from the Proposed Development.
- 5.4 The Proposed Development has been appraised against relevant policies of the adopted development plan and other material considerations, including the prevailing policies of the Framework, at Sections 3 and 4 of this PSA. No conflict arises from the Development Plan.
- 5.5 The technical documents accompanying the Planning Application demonstrate that there are no significant constraints which would preclude the Proposed Development from coming forward.
- 5.6 For these reasons, there is a compelling case for the approval of the planning application and planning permission should be granted without delay, in accordance with paragraph 11(c) of the Framework.

Appendix 1: Application Drawings & Documents

Drawing / Document	Original	Updated / Addendum
Application Forms and Certificates	Dated December 2022	N/A
Community Infrastructure Level Questions Form	Dated December 2022	N/A
Site Location Plan	20071-PL101	20071-PL101A
Existing Site Plan	20071-PL102A	20071-PL102B
Proposed Site Plan (Ground Level)	20071-PL 201J	20071-PL 201L
Proposed Site Plan (Roof Level)	20071-PL 202C	20071-PL 202D
Proposed Site Plan (Partial Extent)	20071-PL208A	20071-PL208B
Separation Distances and Section A	20071-PL 330A	20071-PL 330B
Proposed Site Sections	20071-PL310B	20071-PL310C
Proposed Site Elevations	20071-PL320B	20071-PL320C
Unit 1 Proposed Plan	20071-PL210	20071-PL210B
Unit 1 Proposed Elevations	20071-PL215A	20071-PL215B
Units 2 & 3 Proposed Plans	20071-PL220	20071-PL220B
Units 2 & 3 Proposed Elevations	20071-PL225A	20071-PL225C
Unit 4 Proposed Plans	20071-PL240	20071-PL240B
Unit 4 Proposed Elevations	20071-PL245A	20071-PL245C
Unit 5 Proposed Plans & Elevations	20071-PL255B	20071-PL255E
Soft Landscape Proposals	22-103-P-02 Rev A	22-103-P-03
Proposed Levels Sheet 1	5017477-RDG-ZZ-XX-DR-C-0601-P02	5017477-RDG-ZZ-XX-DR-C-0601-P03
Proposed Levels Sheet 2	5017477-RDG-ZZ-XX-DR-C-0602-P02	5017477-RDG-ZZ-XX-DR-C-0602-P03
Cut & Fill Sheet 1	5017477-RDG-ZZ-XX-DR-C-0603-P02	5017477-RDG-ZZ-XX-DR-C-0603-P03
Cut & Fill Sheet 2	5017477-RDG-ZZ-XX-DR-C-0604-P02	5017477-RDG-ZZ-XX-DR-C-0604-P03
Design and Access Statement	Dated December 2022	Dated May 2023
Planning Statement	Dated December 2022	Planning Statement Addendum (dated 12 October 2023)
Statement of Community Engagement	Dated December 2022	N/A

Landscape and Visual Impact Assessment	Dated December 2022	Dated June 2023
Communications, Navigation & Surveillance (CNS) Technical Safeguarding Assessment	71764 001 Issue 1	N/A
Obstacle Limitation Surfaces (OLS) Assessment	71764 003 Issue 1	N/A
Instrument Flight Procedure (IFP) Assessment	71764 004 Issue 1	N/A
Rebuttal Note – IFP & ILS Assessment	71764 007	N/A
Instrument Landing System (ILS) Assessment	CL-5900-RPT-002 V1.0	N/A
Solar Panel Glint & Glare Assessment	71764 006 Issue 1	N/A
Rebuttal Note – Glint & Glare	71764 008	N/A
Wind Shear Turbulence Survey	Dated March 2023	Dated June 2023
Bird Hazard Management Plan	Dated December 2022	Dated June 2023
Air Quality Assessment	Dated November 2022	Letter of Comfort (dated 06/06/2023)
Archaeological Desk Based Assessment	Dated October 2022	N/A
Arboricultural Impact Assessment	220902A AIA	Dated June 2023
Arboricultural Method Statement	220902A MS	Dated August 2023
Crime Impact Statement	2022/0587/CIS/01 Rev A	N/A
Ecological Impact Assessment	Dated December 2022	N/A
Biodiversity Net Gain Assessment	Dated December 2022	Dated June 2023
Flood Risk Assessment and Drainage Strategy Report	Dated December 2022	Flood Risk & Drainage Technical Note (5017477- RDG-XX-XX-TN-C-001-P01)
Heritage Statement	Dated December 2022	Supplementary Heritage Statement (dated 12 October 2023)
External Lighting Scheme	D47479/LKM/C	External Lighting Layout (Sheet 1) (13775-WBS-XX- XX-DR-E-63101) External Lighting Layout (Sheet 2) (13775-WBS-XX- XX-DR-E-63102)

		External Lighting Layout (Sheet 3) (13775-WBS-XX- XX-DR-E-63103)
		External Lighting Layout (Sheet 4) (13775-WBS-XX- XX-DR-E-63104)
Noise Impact Assessment	Dated November 2022	Letter of Comfort (dated 06/06/2023)
Preliminary Geo-Environmental Risk Assessment	Dated August 2022	N/A
Stage 2 Detailed Explosive Ordnance Risk Assessment	Dated 04 October 2022	N/A
Sustainability Statement	Dated 20 December 2022	N/A
Energy Strategy	Dated 16 December 2022	Dated June 2023
Transport Assessment	Dated December 2022	Highways Technical Note (VN211880 – June 2023)
National Highways – Transport Response Note (01)	Dated March 2023	
MCC Highways Response: Note 01	Dated May 2023	
Accessibility Statement	N/A	Dated September 2023
Framework Travel Plan	Dated December 2022	N/A
Delivery and Servicing Management Plan	Dated December 2022	N/A
Economic Benefits Statement	Dated December 2022	Dated June 2023
Market Report	Dated December 2022	Dated September 2023

Turley Office
1 New York Street
Manchester
M1 4HD

T 0161 233 7676