

Planning Statement

Land adjoining Atlas Business Park, Wythenshawe

Aviva Investors

December 2022

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Our reference

AVIM3003

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1. Introduction

1.1 This Planning Statement has been prepared by Turley on behalf of Aviva Investors ('Aviva' / 'the Applicant'). It aims to assist Manchester City Council ('MCC') in its consideration of a full planning application for the redevelopment of land adjoining Atlas Business Park, Simonsway, Wythenshawe ('the site') for industrial (Use Class E(g)(iii) and B2) and logistics (Use Class B8) development comprising five no. warehouse units.

1.2 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.

1.3 This Planning Statement sets out the context for the development by providing the background to the proposals including a description of the site and its surroundings, relevant background, proposed development and policy framework. It assesses the proposals against the identified policy framework and the key issues to set out the case in favour of a grant of planning permission for the development.

Overview of the Case

1.4 This Planning Statement demonstrates that:

- The site is partially located on previously developed land, which is allocated for employment uses within the adopted Development Plan.
- The site is partially located within the Green Belt, however, the proposed development will result in only a limited to moderate degree of harm to the Green Belt including in respect of openness and Green Belt purposes.
- The technical documents accompanying the planning application demonstrate that there are no significant constraints which would preclude the proposed development from coming forward.
- There are numerous benefits arising from the scheme, which collectively represent the 'Very Special Circumstances' that outweigh identified harm to the Green Belt. These include:
 - Redevelopment of undeveloped land that remains at Atlas Business Park. Half of the site is brownfield 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.

- Contributing towards sustaining the southern competitiveness of Greater Manchester and would assist in maximising the economic potential of Manchester Airport.
 - Enhancing the supply of Grade A logistics and industrial floorspace – particularly within the small-medium warehousing sector - to meet an identified need in the South Manchester region and supporting the economic growth objectives for Wythenshawe and Manchester Airport.
 - Making an important contribution towards regeneration and generating employment opportunities in Wythenshawe which is an area of high deprivation and in need of levelling up.
 - Creation of a high-quality sustainable development, bringing a parcel of previously developed land back into use.
 - Providing a high-quality landscape setting around the site, particularly along the northern and eastern boundaries of the site.
 - Supporting the transition to a low carbon future, through sustainable design and a commitment to deliver high quality, energy efficient and low carbon buildings
- There are no adverse impacts resulting from the development that would significantly and demonstrably outweigh its benefits when assessed against National Planning Policy Framework as a whole.
 - There are no other material considerations or adverse impacts to outweigh the presumption in favour of granting planning permission in accordance with the development plan.
 - The presumption and the benefits which flow from the development clearly indicate that permission should be granted without delay, as instructed by the Framework.

Accompanying Documents

- 1.5 The application is accompanied by a full suite of detailed application drawings and technical documents, as listed at **Appendix 1**.

Structure

- 1.6 This remainder of this Planning Statement is structured as follows:
- Section 2 describes the site and its surroundings.
 - Section 3 provides an overview of the pre-application consultation.
 - Section 4 outlines the development proposals for which planning permission is sought by this application.

- Section 5 sets out the planning and associated policy context to the proposal.
- Sections 6 and 7 appraise the proposed development against local and national planning policy and other material considerations.
- Section 8 provides the Green Belt and planning balance.
- Section 9 sets out the conclusions and summarises this Planning Statement.

2. Site and Surroundings

The Site

- 2.1 The application site is located to the east of Wythenshawe town centre within the administrative boundary of Manchester City Council ('MMC' or 'the Council'). The site is located c. 14km to the south of Manchester City Centre.
- 2.2 The existing site is accessible via Simonsway, which is located just under c.2.7km from Junction 4 of the M56 Motorway, providing connections to Manchester, Cheshire and North Wales, and subsequently the wider strategic motorway network.
- 2.3 The location of the site is shown in **Figure 2.1** below:

Figure 2.1: Site Location



- 2.4 The application site extends to approximately 9.3 hectares and comprises vacant brownfield land of the former Ferranti factory that was previously situated on the site. This part of the site still has remnants of hardstanding from the previous building and road infrastructure. An asphalt driveway traverses the Site, centrally, forming a crescent shaped loop road, this road broadly divides the area into two halves. The eastern extent of the site is currently undeveloped land which is part of the Greater Manchester Green Belt). This part of the site generally is composed of a flat gradient and hosts no existing buildings or existing development within its boundary lines, apart from an existing substation. The application site is bounded by a combination boundary walling, security fencing and wire fencing along its north, eastern and southern boundaries.

- 2.5 The northern boundary is formed by a mixture of 25m tall mature Lombardy Poplar trees; a group of young beech and ash trees; a group of semi mature sycamore, willow, and London plane; some small areas of self-seeded vegetation; a mature oak tree; iron railings; and a low brick wall, beyond this is the wide grass verge including mature trees associated with Simonsway. The eastern boundary is formed by a mixture of a low brick wall and wire mesh fencing; with various early mature trees and dense bramble; there are two mature oak trees on this boundary, beyond this is the grass verge and vegetation associated with Styal Road. The southern boundary comprises of a wire mesh and concrete post fence separating the Site from the Manchester Airport JetParks Ringway car park; this boundary is vegetated with a mixture of early mature and young trees including willow, oak, ash and birch. The western boundary is formed by a palisade fence that separates the Site from the adjacent existing built form and associated parking areas at Atlas Business Park, clusters of dense, self-seeded vegetation can be found along this edge.

Context

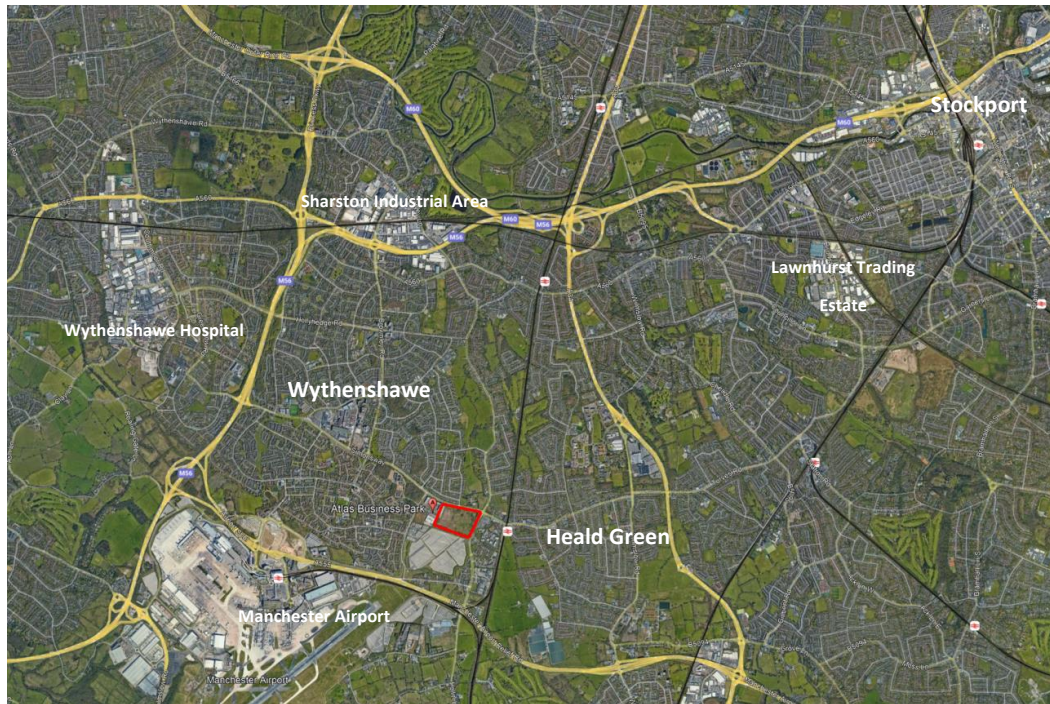
- 2.6 The application site lies to the north of Manchester Airport.
- 2.7 Manchester Airport is one of the primary economic drivers of the City and the north-west Region. It has grown rapidly since 1980 and is expected to continue to grow. Manchester Airport is the third busiest passenger airport in the UK, and the largest outside London, handling c. 28 million passengers in 2019 and adding £1.4bn GVA to the regional economy and supporting c. 25,000 jobs on-site. The airport is a key factor in realising the wider growth agenda for the North and unlocking the economic potential of cities and regions within its catchment area with approximately 22 million people living within two hours of it. More locally, the emerging Airport City development (part of the Greater Manchester Enterprise Zone) is creating a major new economic asset for Greater Manchester, attracting global occupiers and investment attracted by the unrivalled connectivity.
- 2.8 Manchester Airport is undergoing substantial improvement works as part of a £1 billion transformation programme to upgrade facilities within its terminals – the Manchester Airport Transformation Programme (MAN-TP). In addition, the adjacent Airport City masterplan area will deliver approximately 5 million sqft of floorspace encompassing offices, advanced manufacturing and logistics facilities, hotels and retail. In the longer term, Manchester Airport is proposed to have a rail station connecting into HS2
- 2.9 The application site lies to the east of Wythenshawe. Wythenshawe was conceived in the 1920s as a Garden City suburb but with the exceptions 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. Despite having major employers close by, unemployment in Wythenshawe is also above the average for Manchester.
- 2.10 Significant regeneration efforts are afoot to regenerate Wythenshawe. For example, Manchester City Council has recently completed the acquisition of the town centre from St. Modwen's and have recently consulted plans on how the town centre could be redeveloped. Redevelopment plans include a culture hub; food hall; employment

space and a new civic square and public realm. There is also a long-term strategic framework to deliver a new leading edge Wythenshawe Hospital Campus.

Surroundings

- 2.11 The site sits within a dense urban area on the edge of Wythenshawe and Heald Green, with the significant urbanising feature of Manchester Airport and associated infrastructure¹ situated to the south. This has resulted in the urban settlements of Wythenshawe and Heald Green effectively merging to the south of the site.
- 2.12 The site is surrounded on all sides by existing built development. A slight exception to this is to the north, however even here there is the presence of urban features comprising residential development and farm buildings immediately proximate to the site.

Figure 2.2: Site Surroundings



- 2.13 The site is bound by a variety of uses, summarised as follows:
- The site is bound to the west by the existing Atlas Business Park. The business park comprises approximately 225,000 square feet of Grade A office floorspace across four buildings, occupied by various businesses including Mittie TSOC, Coffey International, Bowmer & Kirkland, EMCOR UK and Vodafone. The business park is currently owned by Aviva Group but is subject to contract of sale with a new owner. Beyond this lies the Manchester Airport Metrolink line, running parallel to Shadowmoss Road and an area of woodland known as 'Big Wood'. Concord Business Park is located further west, comprising a series of

¹ In particular, the Manchester Airport JetParks Ringway

office buildings. Land to the south-west predominantly comprises residential development.

- Simonsway bounds the site to the north, beyond which lies residential development accessed via Pasture Field Road and farm buildings. Agricultural land lies further to the north.
- Styal Road (B5166) bounds the site to the east, beyond which is a large NCP Car Park serving Manchester Airport. A Premier Inn Hotel and the Ashbrook Business Park, comprising a mix of commercial and logistics occupiers, are located further to the east.
- The Flying Horse pub and restaurant are located adjacent to the south-east corner of the site, with residential development beyond. Further office development is located to the south-east within the Manchester Green and Trident business parks, as well as the Manchester International Office Centre.
- JetParks Ringway Airport Car Park bounds the site to the south, beyond which lies residential development along Ringway Road, the A555 Manchester Airport Relief Road and Manchester Airport itself.
- The Ringway Trading Estate is located to the south-west of the site, and is occupied by Arnold Clark Car & Van Rentals, Lloyds Autobody, Speedy Services and Sterling Event Group.

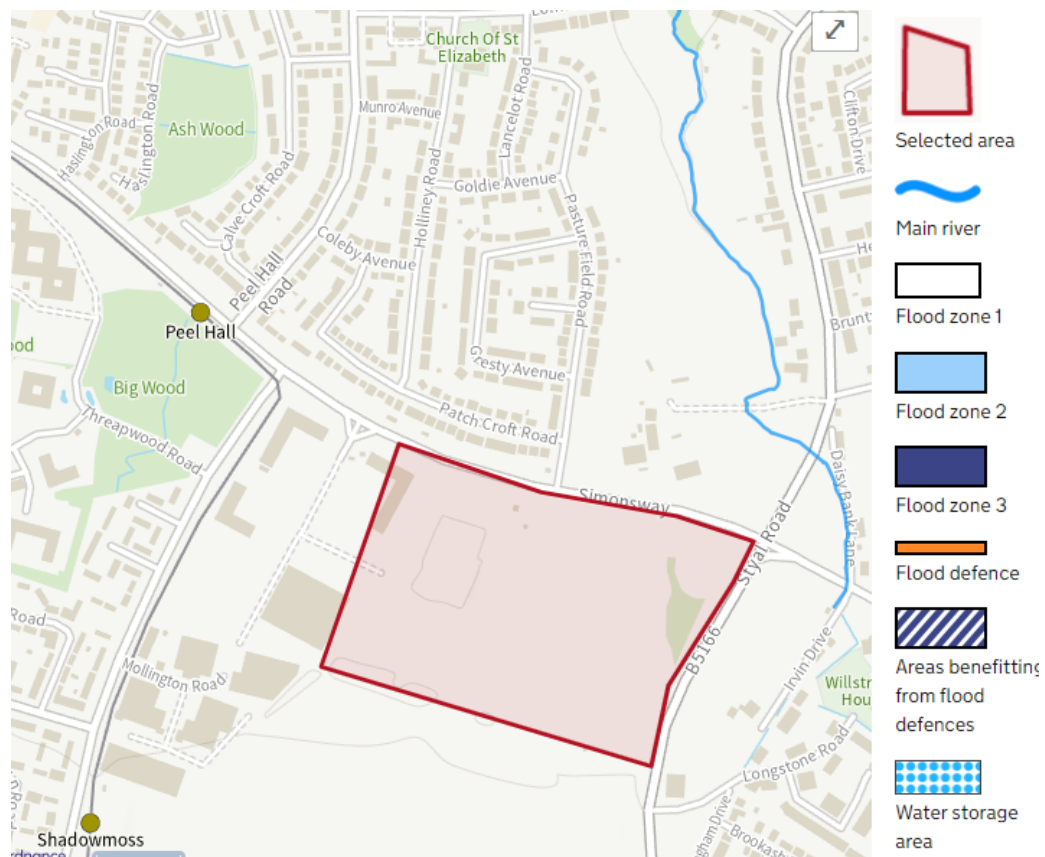
Accessibility

- 2.14 There are a number of bus stops located along Simonsway, providing services between Wythenshawe, Stockport, Wilmslow and Macclesfield. Metrolink stations are located at Peel Hill (300m north-west) and Shadowmoss Road (850m south-west) which provide connectivity into Manchester City Centre and beyond.
- 2.15 Similarly, Heald Green Train Station is located 950m (12 minute walk) to the east of the site and provides connections to Manchester, Crewe, Liverpool and Blackpool (in addition to smaller stations).
- 2.16 The site is bounded by National Cycle Route 85, which runs along Simonsway (northern boundary and Styal Road (eastern boundary), providing connections towards the city centre and across South Manchester and Wilmslow. National Cycle Route 558 connects into Route 85 at the junction of Styal Road and Brown Road to the north-east of the site, providing connections towards Cheadle and Stockport.
- 2.17 Furthermore, the site is strategically well located within the Manchester Airport Enterprise Zone, benefiting from direct access to the North of England's primary international airport.

Environmental Designations

- 2.18 The south-east portion of Green Belt land within the application site is identified as being partially within the Manchester Airport Public Safety Zone, which relates to the airports' flightpath and establishes height and construction restrictions.
- 2.19 The Environment Agency's Flood Risk Map² shows the site to be located within Flood Zone 1. Flood Zone 1 is assessed as having a less than 1 in 1,000 annual probability of river or sea flooding, and the site is therefore considered to have a low risk of flooding from fluvial sources.

Figure 2.3: Flood Map of Area



Source: Environment Agency Flood Risk Map for Planning

- 2.20 The site is not subject to any statutory environmental designations for the protection of landscape or ecology³, nor is it located within a conservation area or subject to any Tree Preservation Orders.
- 2.21 A section of the Greater Manchester Air Quality Management Area is designated to the northeast of the appraisal site, at the junction of Finney Lane and Daisy Bank Lane⁴.

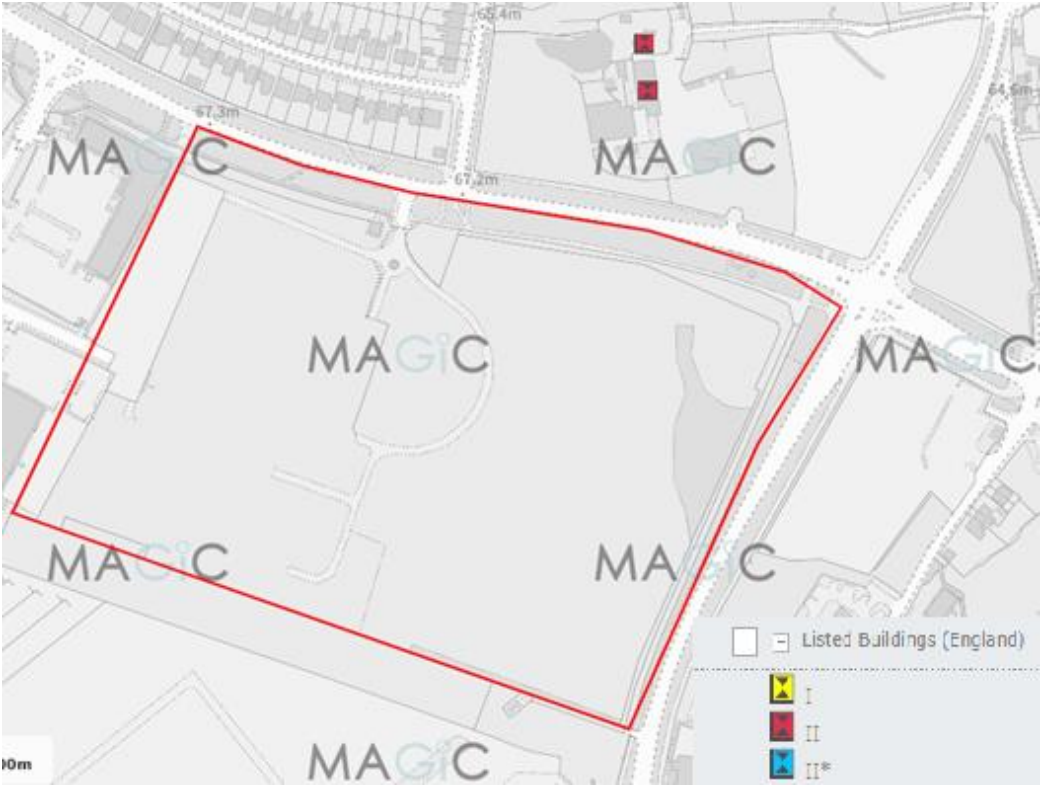
² [Flood Map for Planning](#), Environment Agency

³ In accordance with DEFRA's [Magic Maps Application](#)

⁴ [Air Quality Management Areas Interactive Map](#), Defra UK

- 2.22 Two Grade II listed buildings, Chamber Hall and Chamber Hall Barn, are situated c. 0.1km north of the site boundary (**Figure 2.3**).

Figure 2.4: Historic Designations



Source: Magic Maps⁵

Planning History

Application Site

- 2.23 The planning history of the site is identified in the table below. All previous applications include works to the previously developed land and not the Green Belt parcel.

Reference	Description	Status
058091/AO/SOUTH2/99	Retrospective application for the erection of 3 non-illuminated signboards.	Approved (24/02/2000)
052874/OO/SOUTH3/97	Demolition of existing buildings and redevelopment for 12,000m ² of business class B1 uses with associated car parking and associated works. <i>This covers the western portion of the application site. The buildings have been demolished but the redevelopment has not been implemented.</i>	Approved (20/10/2000)

5

[Magic Maps](#)

062122/FO/SOUTH2/01	Erection of 2.1 metre high wall and railings adjacent to the Shadow Moss Road and Simonsway boundaries, with additional fencing within the Business Park. <i>This covers the western portion of the application site, including boundary fencing to Simonsway.</i>	Approved (16/07/2001)
061677/FU/SOUTH2/01	Change of use from car storage to car park for use by the tenants of Atlas Business Park. <i>This covers the area of car parking to the western side of the site, to the rear of Freedom Finance Office building within Atlas Business Park.</i>	Approved (19/11/2001)
063780/FO/SOUTH2/01	Installation of 12 no. CCTV cameras and associated horn systems attached to 6 metre high columns. <i>This covers the western portion of the application site, along the northern boundary (Simonsway).</i>	Approved (05/02/2002)

Atlas Business Park

The existing Atlas Business Park, located to the west of the application site has an extensive planning history relating to the redevelopment of the site following the closure of the Ferranti Factory, initially for temporary use for long stay vehicle parking and subsequently for the construction of a business park comprising office use and associated development.

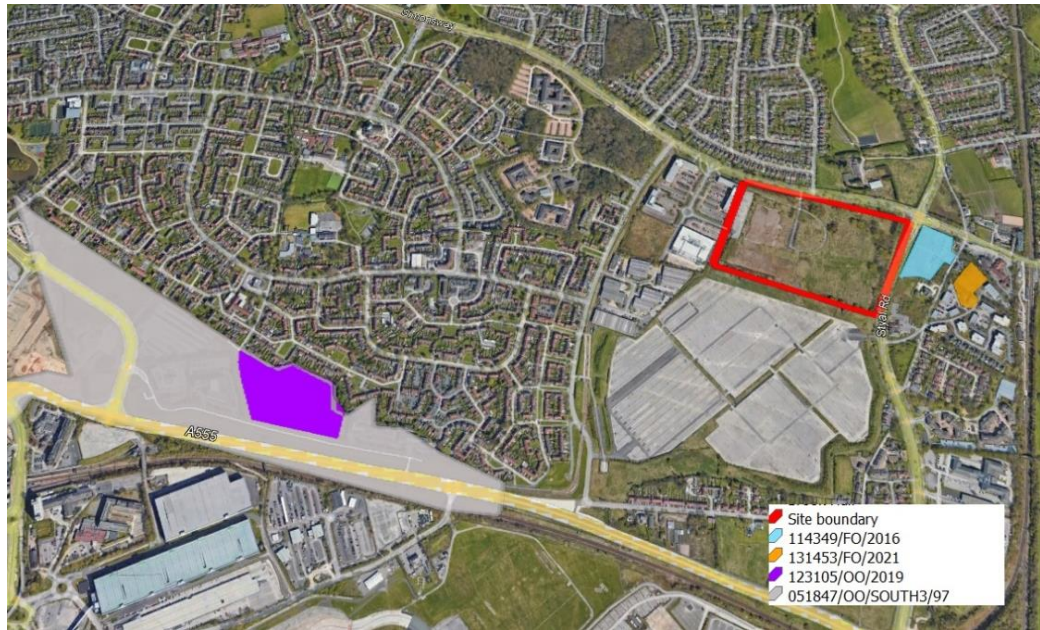
Surrounding Area

- 2.24 An application for the erection of a four-storey multi-storey car park on the existing surface level car park on land bounded by Finney Lane, Styal Road and Irvin Drive immediately to the east of the application site, to provide airport car parking for 2,244 cars was refused by MCC and dismissed at appeal in January 2017 (LPA ref. 114349/FO/2016). The proposed development was adjudged to give rise to unacceptable harm to the character and appearance of the area and to the living conditions of nearby residents, which would not be outweighed by the economic benefits to the airport or in terms of contribution to employment.
- 2.25 An application for the erection of four industrial units with ancillary office space (B8 use) was approved by MCC in June 2022 (LPA ref. 131453/FO/2021). The site is located upon land North of Longstone Road, adjacent to Ashbrook Office Park, to the east of the application site. This permission replaced a previous consent for the erection of a

creche and office building, approved in 2013 (LPA ref. 100414/FO/2012/S2), which also granted consent for a gym on adjoining land, which has been implemented.

- 2.26 Outline planning permission was granted by MCC in October 2019 for the erection of office buildings providing 13,200m² of floorspace with associated car parking and landscaping on land at Aviator Way (LPA ref. 123105/00/2019). This application represents the ongoing development of the 'Manchester Business Park', which was originally granted outline planning permission in July 1997 (LPA ref. 051847/00/SOUTH3/97). The site is located to the south-west of the application site.

Figure 2.5: Surrounding Area Planning Applications



Source: Turley

3. Pre-Application Consultation

Introduction

- 3.1 Aviva are committed to ensuring that local people have the opportunity to learn about and shape their development proposals and as such has undertaken pre-application consultation with the residents surrounding the site, as summarised below.

Political and Community Engagement

- 3.2 Aviva has undertaken pre-application consultation with local residents and political stakeholders. The focus of the consultation exercise was to encourage comments and suggestions on the emerging proposals and any other issues which respondents considered should be taken into account when finalising the proposals.

- 3.3 A Statement of Community Engagement (SCE) is submitted alongside the planning application and details the engagement which has been undertaken with the political stakeholders and local community and the feedback received. Summary details are provided below:

- **Political Stakeholders** – Aviva contacted local political stakeholders, including local and neighbouring ward councillors and MPs, prior to the start of the formal public consultation exercise to offer an introduction to the scheme and a briefing on the proposals. Local politicians generally expressed support for the proposed development, recognising the benefits to job creation and regeneration of a vacant site in a prominent location. Comments were made in respect of the proposals on local traffic conditions, parking, cycling infrastructure, air pollution, biodiversity, flooding and landscaping were raised – detailed responses to these points are shown within the SCE and wider application documentation.

Fundamentally, no objections to the proposed development in respect of the Green Belt designation were raised by local politicians, who appeared keen for the site to be redeveloped to support local economic growth and employment.

- **Local Community** – engagement with the local community included the distribution of an information leaflet, hosting a detailed project website and holding an in person public drop-in session at Woodhouse Park Lifestyle Centre for residents and stakeholders.

Feedback from the local community was consistent with the comments received from local political stakeholders, with no objections raised in respect of development within the Green Belt.

- 3.4 A detailed overview of the feedback received during the consultation and a response to this feedback from the Applicant is included in the SCE. This feedback has subsequently informed the evolution of the scheme.

Manchester City Council

- 3.5 Prior to submission of this application, Aviva has engaged directly with MCC Planning, Highways and Tree Officers to discuss the proposals. Advice from Officers has informed the proposed development and the material submitted with this application.

Manchester Airport Group

- 3.6 Aviva has also engaged with Manchester Airport Group ('MAG') in developing the proposals for this site and has received detailed advice in respect of building layout, height, materiality and landscaping. In accordance with advice from MAG, the application is supported by a range of detailed aviation related assessments, prepared by industry specialists.

4. Proposed Development

Introduction

- 4.1 The description of the proposed 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.

- 4.2 The accompanying Design and Access Statement provides a detailed description of the proposed development. It also explains how the design has evolved in response to an appraisal of the opportunities and constraints of the site and its surroundings, and pre-application feedback from MCC, consultees and the local community. Further details are also contained within the accompanying technical reports.

Layout

- 4.3 The proposed layout is detailed on the plan provided below (**Figure 4.1**). The scheme has been designed to accommodate the types of units which the subject of current and likely future market demand. This includes smaller units (units 2 and 3), medium-sized units (units 1 and 4) and larger warehouse units (unit 5).
- 4.4 As detailed in **Figure 4.1**, no built development has been proposed towards the south-east of the site in accordance with the designated public safety zone for Manchester Airport runway. Instead, this area of the site will provide soft landscaping, amenity space and biodiversity enhancement.

Figure 4.1: Proposed Site Plan



Use & Amount

- 4.5 The proposed development comprises a mix of light industrial (Use Class E(g)(iii), general industrial (Use Class B2), and/or storage or distribution (Use Class B8) units, together with ancillary offices (Use Class E(g)(i)).
- 4.6 The proposed accommodation schedule is set out at **Table 4.1**.

Table 4.1: Proposed Accommodation Schedule

Unit	Use	Gross External Area (m ²)	Gross Internal Area (ft ²)
Unit 1	Total	8,806	84,100
	<i>Warehouse</i>	<i>7,391</i>	<i>77,700</i>
	<i>Office</i>	<i>694</i>	<i>6,400</i>
Unit 2	Total	3,621	37,300
	<i>Warehouse</i>	<i>3,331</i>	<i>34,700</i>
	<i>Office</i>	<i>289</i>	<i>2,600</i>
Unit 3	Total	4,785	49,500
	<i>Warehouse</i>	<i>4,495</i>	<i>46,900</i>
	<i>Office</i>	<i>289</i>	<i>2,600</i>
Unit 4	Total	7,214	74,200
	<i>Warehouse</i>	<i>6,325</i>	<i>66,000</i>
	<i>Office</i>	<i>888</i>	<i>8,200</i>
Unit 5	Total	15,830	166,200
	<i>Warehouse</i>	<i>14,950</i>	<i>158,000</i>
	<i>Office</i>	<i>880</i>	<i>8,200</i>
Total	Total	39,536	411,300
	<i>Warehouse</i>	<i>36,492</i>	<i>383,300</i>
	<i>Office</i>	<i>3,044</i>	<i>28,000</i>

Scale

- 4.7 The scale of the units have been designed to respect the surrounding context of the site, to take into account the varying levels of the site and to ensure the maximum efficiency of the units such that they are usable to future occupiers.
- 4.8 The proposed building heights (max heights) are as follows:
- Unit 1: 16m
 - Unit 2: 12.5m
 - Unit 3: 12.5m

- Unit 4: 12.5m
- Unit 5: 16m

Appearance

- 4.9 The appearance of the buildings has been designed to give the development a simple and well-proportioned appearance through the use of contemporary materials. The use of metal cladding with simple detailing creates a high-quality appearance. The colour of the cladding will comprise of 3 graduated shades of grey.
- 4.10 Timber cladding has been proposed in parts of the office areas to create a contrast to the grey metal cladding whilst also utilising a sustainable material in a prominent part of the development.
- 4.11 The building will have double glazed powder coated aluminium framed windows to the office elevations

Landscaping

- 4.12 The proposed development incorporates significant landscaping areas, particularly along the northern and eastern boundary of the site. This will provide amenity space for employees of the business park, as well as delivering biodiversity enhancements.
- 4.13 Landscaped areas will be planted with a mix of ornamental and native shrubs and wildflower mix, as well as new deciduous trees and native hedgerow. Woodland enhancement across the northern boundary of the site, adjacent to Simonsway has been proposed to enhance tree planting to the existing woodland. Full details are set out within the Soft Landscape Proposals, prepared by BEA Landscape Design Ltd.
- 4.14 The landscape scheme has been designed in accordance with advice from Manchester Airport Group in respect of interactions with airport operations, seeking to minimise the risk of aircraft collisions arising from attracting significant bird populations through planting and landscape treatment. The proposed landscaping also seeks to contribute to biodiversity enhancement.

Access and Parking

- 4.15 Vehicular access into the site will be taken via the existing access to the north off Simonsway. From the main access route, internal roads will provide direct access to each unit. Pedestrian and cycle access to the site will also be facilitated in this location off Simonsway, including a 3m wide designated cycleway.
- 4.16 A total of 382 car parking spaces, including 42 active and 84 passive electric vehicle charging enabled spaces will be provided within the development. These spaces will be accessed off the spine road connecting from Simonsway to the designated car parks serving each of the five industrial units.
- 4.17 Furthermore, the proposed development will provide infrastructure for cyclists, including covered and secured parking for 84 cycles.

4.18 The breakdown of parking provision is provided at **Table 4.2**.

Unit	Car Parking Provision	Cycle Parking Provision
Unit 1	78	17
Unit 2	35	08
Unit 3	46	10
Unit 4	69	15
Unit 5	154	34

Sustainability

4.19 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. This includes:

- The development is targeting a BREEAM rating of 'Excellent'.
- Solar photovoltaics (PV) will be provided on the roof of each unit, to provide low carbon electricity to service the development.

Conclusion

4.20 The application documents demonstrate how the detailed analysis of the site and surroundings, extensive pre-application consultation and technical assessments that have been undertaken have informed the proposed development.

4.21 A high-quality logistics development is proposed, tailored to its context to particularly respond to the adjacent residential development, respecting the latest in good design principles and with important access to high quality amenity space.

5. Planning Policy Context

Introduction

- 5.1 This section of the Planning Statement summarises the planning policies and guidance pertinent to the proposed development and the application site. A detailed overview of all relevant policies is presented at **Appendix 2**.
- 5.2 Section 38A of the Town and Country Planning Act 1990 and Section 38(6) of the Planning and Compulsory Purchase Act 2004 require applications for planning permission to be submitted to the Local Planning Authority and determined in accordance with the Development Plan unless material considerations indicate otherwise.
- 5.3 Key themes and requirements of relevant Development Plan documents and other material considerations are summarised below.

A. The Development Plan

- 5.4 In this instance, the adopted Development Plan for Manchester comprises:
- Manchester Core Strategy ('CS') (2012)
 - 'Saved' policies of the Manchester Unitary Development Plan ('UDP') (1995)
 - The Greater Manchester Joint Waste Plan (April 2012)
 - Greater Manchester Joint Minerals Plan (April 2013)
- 5.5 The Core Strategy references and aligns with the Framework's 'presumption in favour of sustainable development'. This means that planning applications that accord with the policies in the Development Plan should be approved without delay, unless material considerations indicate otherwise.

i) Site Allocation

- 5.6 Half of the site to the western side comprises previously developed ('brownfield') land which is allocated for employment use as defined by **UDP Policy EW11** (Former Ferranti Site, Simonsway). The UDP notes that the site is allocated for industrial, ancillary warehouse and/or hotel purposes. The UDP states that the redevelopment of the site would ensure valuable contributions to economic activity and employment within South Manchester, including Wythenshawe.
- 5.7 The eastern portion of the site is situated within the Manchester Green Belt (Parcel Ref. MA14), as defined by **CS Policy EN13** (Green Belt), which was established within this area in 1984 to separate the urban areas of Heald Green and Wythenshawe. Further assessment of the Green Belt is considered later in this section.

- 5.8 Land to the south is identified as the Manchester Airport Strategic Site (**CS Policy MA1**), which has been allocated to accommodate significant development opportunities to meet operational requirements of Manchester Airport by 2030.
- 5.9 An area of woodland to the west of the existing Atlas Business Park is defined as a site of biological interest (Ref. F28). **Policy EN15** (Biodiversity and Geological Conservation) notes that the Council will seek to maintain and enhance sites of biological value and that developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity.
- 5.10 The Policy Map indicates that a major recreational route dissects the eastern edge of the site, as identified in **Figure 5.1**, which joins Wythenshawe to the village of Gatley, located to the north. However, there is currently no public access through the application site.

Figure 5.1: Extract of MCC Proposals Map



Source: MCC Interactive Proposals Map

ii) Vision, Spatial Objectives & Strategic Policies

- 5.11 **CS Spatial Objective SO1** seeks to provide a framework for the sustainable development of the City. The objective is supported by **CS Policy SP1** (Spatial Principles) which establishes a series of key principles for all developments across Manchester regardless of type. In particular, Policy SP1 recognises that the growth of Manchester Airport will act as a catalyst for the regional economy and will provide the impetus for economic activity in this part of the city.
- 5.12 **CS Spatial Objective SO2** supports significant further improvement of the City's economic performance and spread the benefits of this growth across the City to reduce economic, environmental and social disparities, and to help create sustainable communities.
- 5.13 **CS Spatial Objective SO6** seeks to protect and enhance both the natural and built environment of the City and ensure the sustainable use of natural resources, in order to mitigate and adapt to climate change, support biodiversity and wildlife, improve air,

water and land quality, recreational opportunities and provides networks of high-quality green infrastructure, ensuring that the City is inclusive and attractive to residents, workers, investors and visitors.

Regenerating Wythenshawe

- 5.14 The Core Strategy divides the Local Authority area into five Regeneration Areas (RA). **CS Policy SP1** (Spatial Principles) provides key spatial principles to guide the strategic development of the city as a whole and each of the RAs have more specific principles and locations for strategic development based upon a thorough review of challenges and opportunities in that area.
- 5.15 The site is located within the Wythenshawe Regeneration Area (**CS Policy EC10**) which is expected to provide 55ha of employment land within B1a offices, B1b/c research and development and light industry and B8 logistics and distribution over the plan period. A key objective of the area is to fully realise the economic and other benefits of proximity to the Airport for the Wythenshawe residents. Atlas Business Park is recognised as a location for continued economic development as part of the East Wythenshawe Development Corridor. Furthermore, this policy seeks to ensure that employment opportunities at Manchester Airport are made accessible to local communities.

Economic Growth & Employment

- 5.16 **CS Policy EC1** (Employment and Economic Growth in Manchester) supports the economic growth of the City and recognises the significant contributions to economic growth and productivity made by industrial, logistics and office-related uses. Land around Manchester Airport is identified as one of the key locations for employment development. This includes the continued social, economic and environmental regeneration of the City. Key to this will be to retain and enhance existing employment sites (**CS Policy EC2** (Existing Employment Space)).
- 5.17 **CS Policy EC11** (Airport City Strategic Employment Location) identifies the area to the north of Manchester Airport (south-west of the site) as a Strategic Employment Location, which will be the core of a wider Airport City opportunity, promoting functional and spatial links with nearby parts of Wythenshawe to maximise the catalytic potential of the airport to attract investment and increase economic activity. The area is identified as suitable for high technology industries, logistics, offices, warehousing and ancillary commercial facilities.

Green Belt

- 5.18 **CS Policy EN13** (Green Belt) notes that only Green Belt boundaries within the vicinity of Manchester Airport will be amended (not inclusive of the site). Land was released within the publication of the plan to accommodate growth within the area. The Policy's supporting text states that the Core Strategy and other national policy should inform subsequent policies within the Local Development Framework and decisions on planning applications, but it should not be taken that developments not specifically mentioned are inappropriate.

iii) Development Management Policies

- 5.19 The relevant development management related policies of the adopted Development Plan are summarised at **Appendix 2**.

B. Other Material Considerations

5.20 In addition to the adopted Development Plan, there are a number of other material considerations that the Council will have regard to in considering the proposal. These include:

- The National Planning Policy Framework ('the Framework') (July 2021) and National Planning Practice Guidance ('NPPG')
- Guide to Development in Manchester Supplementary Planning Document (2017)
- The draft Places for Everyone (PfE) Joint Development Plan Document (2021)
- Manchester Local Plan – Issues and Options (2020)
- Greater Manchester Local Industrial Strategy (2019)

The Framework and PPG

5.21 The Framework is a material consideration to be afforded substantial weight in the determination of the Application and is summarised below. The PPG also provides relevant guidance and is referred to within the foregoing analysis and in other supporting reports where applicable.

5.22 Extensive parts of the Framework are of relevance and for the sake of brevity are not recited in full here but are drawn out in reaching conclusions in later sections of the Statement and outlined in detail at **Appendix 2**. In summary, the following parts are of particular relevance:

- **Positive Planning** – The Government has made clear its expectation, through the Framework, that the planning system should positively embrace well-conceived development to deliver the economic growth necessary and the housing needed to create inclusive and mixed communities.
- **Achieving Sustainable Development** – Paragraph 11 of the Framework sets out a presumption in favour of sustainable development. This means that planning applications that accord with the policies in the development plan should be approved without delay, unless material considerations indicate otherwise. Relevant policies within emerging Local Plans may also be given weight in the decision-making process, dependent on their stage of preparation and the extent of unresolved objections (Paragraph 48).
- **Economic Growth** – Paragraphs 81 and 82 of the Framework discuss the importance of economic growth within a planning context. The Framework states “...*significant weight should be added to support economic growth and productivity...*”. Relevant policies should set out a clear economic vision and also allow flexibility to accommodate needs not anticipated in the plan in changing economic circumstances.
- **Making Effective Use of Land** – Paragraph 119 of the Framework states that planning policies and decisions should promote an effective use of land in

meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. The Framework at paragraph 120(c) states that “*substantial weight*” should be given to the value of using suitable brownfield land.

- **Green Belt** – Paragraph 138 sets out the five purposes of the Green Belt;
 - (a) to check the unrestricted sprawl of large built-up areas;
 - (b) to prevent neighbouring towns merging into one another;
 - (c) to assist in safeguarding the countryside from encroachment;
 - (d) to preserve the setting and special character of historic towns; and
 - (e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land

Paragraph 147 confirms that inappropriate development is, by definition, harmful to the Green Belt and should not be approved in except in very special circumstances. Very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations (paragraph 148).

Supplementary Planning Documents (SPDs)

Guide to development in Manchester SPD

- 5.23 The Guide to Development in Manchester SPD was adopted in April 2007. The document recognises the importance of design in delivering sustainable developments across the city. The SPD provides a set of reasoned principles to guide developers and designers in terms of the development Manchester desires.
- 5.24 The SPD recognises Wythenshawe through a vision of enhanced growth and change whilst maintaining the distinctive ‘garden’ identity for the area. The garden concept relates to the original 1945 concept of Wythenshawe as the City’s first Garden Suburb. Despite the ‘garden feel’ of Wythenshawe, the SPD notes that opportunities to integrate higher density development in a sensitive way around local centres and public transport routes, will be welcomed.

Emerging Development Plan Context

Places for Everyone

- 5.25 The Greater Manchester Combined Authority (‘GMCA’) and nine of the LPAs within Greater Manchester⁶, including MCC – are in the process of preparing a joint plan for their parts of the conurbation, referred to as Places for Everyone (PFE). This replaces an earlier iteration of the emerging Plan previously known as the Greater Manchester Spatial Framework (GMSF).

⁶

All GM authorities apart from Stockport.

- 5.26 PFE will be a new strategic development plan for the city-region which will guide development up to 2037. It will form the first part of a new development plan for Bolton which will, inter alia, establish a new housing requirement for the Borough and allocate strategic development sites. Upon adoption it will supersede the relevant policies of the existing development plan, including those set out in the CS.
- 5.27 The Publication version PFE was submitted to the Secretary of the State for examination on 14 February 2022 and is currently being examined.
- 5.28 The plan sets out how the nine boroughs should develop up until 2027 including identifying the minimum development needs that will need to come forward across the nine districts, in terms of housing, offices, warehousing and the main areas in which this will be focussed. It identifies draft strategic allocations (many in located within the Green Belt) and sets out expectations in respect of future Local Plans.
- 5.29 Whilst PFE is at an advanced stage of preparation, having been submitted for Examination, a number of objections to its policies remain outstanding and further modifications to the draft policies are expected to be published for consultation sometime in 2023. It is anticipated that PFE will be adopted in early 2024. PFE should therefore be attributed limited weight in the determination of the application.

Manchester Local Plan Issues and Options

- 5.30 Consultation on the first stage of developing a new Manchester Local Plan (MLP), Issues and Options, (Regulation 18) for Manchester was approved by Manchester City Council's Executive Committee on 15th January 2020.
- 5.31 The first stage of consultation on the MLP, 'the Issues Consultation' took place Monday 7th February 2020 – 1st May 2020. To ensure the ELP fits the needs and ambitions of the City over the next plan period (up to 2038), the purpose of this stage is to set out key issues to inform the scope and content of the new Local Plan. At this stage, the emerging Local Plan does not provide detail consideration of individual policies of the consultation and is intended to set out and define key issues to inform the scope and content of the MLP.
- 5.32 The MLP Issues Consultation 2020 (February 2020) paper identified that the MLP will be required to address a number of key strategic issues that of relevance to the City including achieving a zero-carbon Manchester by 2038; delivering a sustainable transport system; balancing competing demands for space; ensuring critical infrastructure requirements are addressed and creating neighbourhoods that promote and enable healthy lifestyles. In addition to these strategic issues, there are also a number other key issues that need to be considered, including the economy, Manchester City Centre, places to live and sustainability and resilience.
- 5.33 At this stage work is ongoing to prepare a draft Local Plan. No detail regarding individual policies have been published. Consultation on the Draft Local Plan (Regulation 18) is expected to be held within Summer 2023. As such, the MLP is not a material consideration for the determination of planning applications.

Greater Manchester Local Industrial Strategy 2019

- 5.34 The Greater Manchester Local Industrial Strategy aims to guide Greater Manchester's long term industrial aspirations and future actions to create opportunities across the city-region's future.
- 5.35 The document sets out strategic priorities including the sustainment and growth of industry within regional centres; the revitalisation of town centres through the support of enterprises and the underpinning of cross sectoral growth.

6. Planning Appraisal

The Decision-Making Framework

- 6.1 Planning law⁷ requires planning applications to be determined in accordance with the development plan, unless material considerations indicate otherwise.
- 6.2 As noted in Section 5, the development plan comprises the CS adopted in 2012, the saved UDP, the GMJWP and the GMJMP. It is necessary therefore to test the proposal against the relevant development plan policies identified and having regard to all other relevant material considerations. We conduct this assessment below.

Site Specific Policy

- 6.3 The western portion of the site comprises previously developed land, which is allocated for business uses, industrial purposes, ancillary warehousing purposes and/or a hotel under UDP Policy EW11. The supporting text to the policy confirms that the site is in a prominent location which enjoys close proximity to the Airport and the M56 motorway, and its redevelopment would ensure that the site continues to make a valuable contribution to economic activity and employment in South Manchester, particularly in Wythenshawe. The proposed development comprises an important urban industrial and logistics development which will contribute to meeting an established need and which will generate significant levels of employment (as discussed further below). Therefore, the proposed development (in so far as it relates to the allocated parcel of the site) is wholly in accordance with UDP Policy EW11, which should be afforded substantial weight in the planning balance.
- 6.4 The proposed development also accords with CS Policy EC2, which seeks to retain existing employment sites for related uses. The site comprises the former Ferranti factory, which was demolished many years ago and the proposed development will enable the site to be reutilised for employment generating uses. This policy compliance should also be afforded substantial weight in the planning balance.
- 6.5 The eastern portion of the site is identified as Green Belt. A detailed appraisal of Green Belt matters is set out in the following sections of this Statement.

Green Belt

- 6.6 The Government places great importance on Green Belts; their fundamental aim is to prevent urban sprawl by keeping land permanently open (Framework, Para 137). Inappropriate development will only be allowed in 'Very Special Circumstances' ('VSC') which will not exist unless the harm to Green Belt by way of inappropriateness, and any other harm resulting from the proposal is clearly outweighed by other considerations.

⁷ Section 38(6) of the Planning and Compulsory Purchase Act 2004 and Section 54A of the Town and Country Planning Act 1990 (as amended)

- 6.7 Within this section we address the extent and degree of harm which would be caused to the Green Belt as a consequence of the proposed development. This harm, alongside other harms and benefits identified in this statement, are then factored into the Green Belt balance undertaken in the following section.

Green Belt Status

- 6.8 Whilst 50% of the development envisaged is to be on land which has previously been developed (brownfield) and within the demise of an existing employment allocation as defined by UDP Policy E11, the development proposals would also require development of land currently designated as Green Belt.
- 6.9 The Green Belt covering the application site is part of a long and narrow strip of Green Belt located between the urban areas of Heald Green in the east and Wythenshawe in the west (**Appendix 3**). The parcel contains gently undulating land comprising predominately pasture and amenity grassland. This is the dominant character of the Green Belt parcel in the north but this changes significantly further south with the back-drop of more built development influencing character around the application site and urban development now present within the Green Belt, including two rows of houses along Simonsway, a farm and a small business complex located immediately north of Simonsway. The application site, which represents a relatively small part of the Green Belt, form its most southern edge but is more derelict in nature and unkempt in appearance than that which exists to the north.
- 6.10 It appears that the Green Belt boundary, to the extent which it is present on the application site, was defined by a semi-circular internal road which existed when the detailed Green Belt boundaries around Manchester were introduced in 1984 – an extract of the Greater Manchester Green Belt Local Plan Proposals Map 1984 is enclosed at **Appendix 4**. At that time, the Green Belt parcel was part of a much wider and comprehensive swath of Green Belt which had a strategic role in preventing sprawl southwards into the Cheshire countryside.
- 6.11 However, the Green Belt parcel to which part of the application site is situated within is now completely severed from the swath of South Manchester/Cheshire Green Belt. The severance from other Green Belt land has arose from significant amendments to Green Belt boundaries to facilitate growth and development at Manchester Airport. This planned intervention, originally through the Regional Spatial Strategy (2008)⁸ and then formally through the Manchester Core Strategy (MCS) resulted in detailed boundary changes being made to the Green Belt in this location to facilitate the expansion of Manchester Airport through CS Policy MA1.
- 6.12 The MCS was adopted in 2012 and as depicted on the MCS Proposals Map and through Policy MA1 this resulted in extensive and significant amendments to the Green Belt boundary around the airport. Since the adoption of the MCS, Manchester Airport has delivered on its expansion plans, including the introduction of further airport infrastructure, commercial development and the construction of a 9,000 capacity Ringway car park immediately south of the site which has resulted in the urban area

⁸ The North West Spatial Strategy policy RD4 while stating that the general extent of Green Belt in the North West should be maintained, subsequent Local Development Frameworks might provide for detailed changes to boundaries to accommodate the expansion of Manchester Airport.

merging in this location. In addition to this urbanisation, there has been the delivery of commercial development⁹ on non-Green Belt greenfield land to the east of the site and Styal Road. The effect of this is that to the south of Simonsway, significance coalescence has now occurred around the application site.

Green Belt Harm

6.13 Guided by national policy, harm to the Green Belt must be considered in respect of the following:

- The definitional harm resulting from any inappropriate development in the Green Belt;
- The impact on the openness of the Green Belt; and
- The impact on the purposes of including land within the Green Belt.

6.14 **Figure 6.1** shows the extent of Green Belt and its relationship to the application site.

Figure 6.1: Application Site (Red) and Green Belt Parcel MA14 (Green)



⁹ This includes Ashbrook Office Park, Train CrossFit Gym and the Flying Horse Pub

Definitional Harm

- 6.15 The development will cause harm to the Green Belt by definition as the proposal comprises inappropriate development in the Green Belt. In accordance with national policy, this harm should be afforded substantial weight in the planning balance.

Harm to Openness

- 6.16 Maintaining the openness of the countryside is a key objective of Green Belts.
- 6.17 The inappropriateness of development in respect of impact on “openness” has been considered in case law. In particular, the Europa Oil and Gas judgement¹⁰, which sets out that: “...considerations of appropriateness, preservation of openness and conflict with Green Belt purposes are not exclusively dependent on the size of buildings and structures but include their purpose...”.
- 6.18 The physical presence of development is not in itself harmful to the openness of the Green Belt nor is it inimical to the fundamental aim of Green Belt to keep land permanently open. Instead, the impact on openness must include a rounded consideration of matters such as the type, scale, volume, visibility and location of development. A large building can preserve the general sense of openness of the Green Belt if, for example, it is of the type and design that one would typically expect to find in the countryside (such as a large agricultural shed).
- 6.19 Case law and the PPG¹¹ has also established that determining the impact of development of openness cannot be considered only in spatial terms, but must expressly consider the visual dimension. The Samuel Smith Old Brewery judgement¹² stated that: “*Whether, in the individual circumstances of a particular case, there are likely to be visual as well as spatial effects of the openness of the Green Belt, and, if so, whether those effects are likely to be harmful or benign, will be for the decision-maker to judge. But the need for those judgments to be exercised is, in my view, inherent in the policy.*”
- 6.20 The application site is enclosed on all sides by urbanising features and built development. The Landscape & Visual Impact Assessment confirms that the site has a moderate to low level of physical openness and makes little contribution to the perception of openness of the Green Belt in the local vicinity. Whilst mature trees and the lack of built form within the site itself contribute to visual openness, there are no visual links with open landscape in the wider Green Belt and elements such as fencing, brick walls, signage and adjacent built form have an urbanising influence that detracts from visual openness. This is in contrast with the open agricultural fields and the green corridor associated with Gatley Brook to the north of Simonsway, which have a higher level of visual openness and in which the openness of the area is more strongly experienced. While it is accepted that the proposed development would have an impact on openness of the Green Belt in this location, the impact is tempered by the significant physical screening of the site and urban containment that the site benefits from, which will be reinforced as a result of the proposals and the limited extent to

¹⁰ Europa Oil and Gas Limited v Secretary of State for Communities and Local Government and Others [2014] EWCA Civ 825, [2014] JPL 1259

¹¹ PPG Paragraph: 001 Reference ID: 64-001-20190722

¹² Samuel Smith Old Brewery (Tadcaster) v North Yorkshire CC [2018] EWCA Civ 489

which the site is (and the proposed development would be) visible in long distance views. The harm to openness is therefore lessened to a degree and in this particular instance, the proposed change would amount to a moderate level of harm to the openness of this particular parcel of Green Belt.

Impact on Purposes of Including Land within the Green Belt Purposes

- 6.21 This section considers the anticipated impact of the proposed development on the purposes of the Green Belt.

i) To check the unrestricted sprawl of large built-up areas

- 6.22 This purpose is concerned with unrestricted sprawl – that is sprawl which would otherwise risk being unchecked if it were allowed to take place. The key determinant therefore is thus not whether the development would take the form of sprawl per se rather the extent to which any such sprawl would be unrestricted in character of itself or the development would increase the risk of further sprawl beyond the development's limit on account of it being contained by weak or non-durable boundaries. Self-evidently, the development of a site would be characteristic of an unrestricted form of sprawl if it does not take place in the context of strong outer boundaries such that there is no clearly defined and logical termination of the development area. In this scenario the risk of incremental further outward expansion of the development would exist.

- 6.23 In this instance, the application site's strong boundaries and the back-drop of urban development, as evidenced by the presence of built development to the west, south and east and Simonsway to the north provide a high degree of containment. Indeed, sprawl simply cannot occur beyond the site and leaves no scope of development 'creep'. It is concluded that very limited harm will flow to this Green Belt purpose.

ii) To prevent neighbouring towns merging into one another

- 6.24 The majority of Green Belt parcel (that is the land to the north of Simonsway) performs a strong role in preventing the merger of Wythenshawe and Heald Green. As a result, they remain separate and distinct conurbations of Manchester. However, in the context of the application site and the Green Belt to the south of Simonsway the integrity of the Green Belt gap (both perceived and actual) has already been compromised through the removal of Green Belt land and the consequent delivery of built development to the south and east. This – along with new physical development to constructed to the east of Styal Road – has ensured coalescence between Wythenshawe and Heald Green has occurred.

- 6.25 It is concluded that development will result in very limited harm to this Green Belt purpose.

iii) To assist in safeguarding the countryside from encroachment

- 6.26 The application site has little, if any, meaningful characteristics of the countryside. This is due the influence of built development surrounding it and its prevailing urban context. This includes significant road infrastructure, built development and the presence of Manchester Airport to the South. Indeed, the presence of ABP to the west,

along with its wider urban context, gives the application site the perception of an undeveloped part of a business park in the urban area.

- 6.27 It is concluded that development will result in limited harm to the Green Belt when considered in the context of this purpose.

(iv) To preserve the setting and special character of historic towns

- 6.28 Given that the Green Belt in this location does not contribute to preserving the setting or special character of historic settlements to any significant degree, this purpose is not pertinent to the consideration of this application and the proposed development will cause no harm to this purpose.

(v) To assist urban regeneration by encouraging the recycling of derelict and other land

- 6.29 Whether an area of Green Belt performs this purpose will depend on the circumstances and context presented, including whether the development needs of the Borough can be met entirely through the development of sites within the urban area.
- 6.30 As evidenced above, there is a significant qualitative and quantitative need for the development of industrial and logistics facilities in South Manchester, and there is a limited supply of non-Green Belt sites which are capable of accommodating this need.
- 6.31 The proposed development will contribute to urban regeneration through the reuse of the previously developed portion of the site, which is allocated for employment related uses. The development of the balance of the site, which is located within the Green Belt, will support the redevelopment of the derelict portion of the site, providing much needed logistics floorspace and employment opportunities.
- 6.32 As such no harmful effect will arise from the development in respect of this purpose of the Green Belt.

Conclusion on Green Belt Harm

- 6.33 Taking Green Belt policy as a whole in order to provide an into to the planning balance, it is concluded the proposals:
- Is inappropriate development and, by definition, harmful to the Green Belt;
 - 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 application site as Green Belt. As a result, development will have a limited impact on three of the Green Belt purposes and no impact on the remaining two purposes;
- 6.34 In line with the Framework, these harms attract substantial weight.

7. Other Considerations

- 7.1 This section of the Planning Statement considers those considerations that are in favour of the proposals.

Meeting Urban Logistics Need

- 7.2 Aviva have instructed JLL and B8 Real Estate to undertake market analysis on the industrial/warehousing market in South Manchester, which is presented with the Market Report submitted with this application.
- 7.3 In summary the Market Report confirms the following:
- The logistics sector plays a significant and ever-increasing contribution to the UK economy including its role in other sectors and its quality and quantity of employment opportunities and contribution to GDP. The Covid-19 pandemic has only further fuelled increased e-commerce demand thereby accelerating demand for logistics operations and floorspace of all scales. The pandemic has also highlighted the importance of the sector as a whole to the overall resilience of local, regional and national economics, requiring chains of optimal efficiency in order for businesses and consumers to have access to necessary goods.
 - That there is 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.
 - Urbanisation is a key trend in logistics. High expectations among consumers for faster deliveries and easy returns has forced retailers and third-party logistics operators to improve their supply chains, especially for 'last mile' deliveries. This has, in turn, resulted in greater demand for well-located urban logistics facilities which can satisfy consumer demand in a way that traditional locations for logistics alongside motorways and on urban boundaries cannot. The growth of ecommerce operations has brought about a structural change to logistics operations and unprecedented demand for urban logistics facilities.
 - South Manchester has emerged as an important location for logistics, attracting interest from a wide range of local, regional and national occupiers due to its location being strategically attractive benefiting from its excellent accessibility with direct links to the national motorway network via the M60. The location, in close proximity to Manchester City Centre and Manchester Airport, means it is superbly placed to benefit serve the main economic growth areas in the Greater Manchester area.
 - There is a severe shortage of modern space on the market in South Manchester above 20,000 sq ft, which is partly due to the limited amount of new build development undertaken and strengthening demand year on year over the last 10 years. Large scale employment sites, proposed through the emerging PfE , have not materialised and are unlikely to provide an adequate supply of warehousing of less than 100,000 sqft in any event. All available plots at Airport

City are now in process of being developed. The principle industrial employment locations in South Manchester are effectively full with minimal vacancies.

- There is evidence of particularly strong occupier demand in South Manchester and, in particular around Manchester Airport. There are currently known occupier space requirements totalling circa 1 million sq ft however the lack of deliverable sites which can capture this demand is forcing occupiers to seek premises potentially out of the region and consequently impacting the economic prosperity of Greater Manchester.
- The proposed development offers high specification logistics development which benefits from its close proximity to Manchester Airport and will enhance the supply of Grade A floorspace in South Manchester.

7.4 The Framework makes clear 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 81). It further states that planning policies should recognise and address the specific locational requirements of different sectors.

7.5 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

7.6 The Economic Benefits Statement submitted alongside this application demonstrates that the proposed development will result in significant economic benefits, which in summary include:

- Creating up to 625 full-time equivalent jobs created, amounting to 595 net additional employment opportunities. Some 235 jobs could be created for local residents of Wythenshawe and Manchester.
- Generating approximately £43.3 million in GVA at the Greater Manchester level per annum, including £33.7 million in Manchester.
- £680,000 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.

7.7 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

- 7.8 The draft Levelling Up Bill seeks to *“boost productivity, pay, jobs and living standards by growing the private sector, especially in those places where they are lagging”*. The Economic Benefits Statement confirms that large swathes of Wythenshawe have been identified as being amongst the most deprived areas of Greater Manchester and indeed England.
- 7.9 The proposed economic and employment benefits of the scheme, as summarised above, will contribute to tackling the economic challenges faced by the region and within Wythenshawe in particular, supporting employment opportunities and delivering substantial investment. Therefore, 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

- 7.10 An emerging strategic policy direction of PfE is the protection and enhancement of the economic competitiveness of the southern areas of Greater Manchester, including through prioritising the re-use of brownfield land and enabling people to gain access to employment opportunities, ensuring that new development in this area contributes to reducing poverty (Draft Policy JP-Strat 9). PFE also confirms that the economic potential of Manchester Airport will be maximised, ensuring that the continued operation and sustainable growth of the airport and its surrounding locality is supported (Draft Policy JP-Strat 10).
- 7.11 As set out above, the proposals will contribute to the delivery of enhanced employment opportunities within Wythenshawe, contributing to economic growth and investment in the local area. The proposed development will also support the regeneration of a longstanding brownfield site in a prime location, benefitting from close proximity to Manchester Airport and therefore providing significant clustering opportunities linked to the growth of global logistics. Overall, the proposals are consistent with the strategic policy objectives of 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.

Policy Compliance

Vision, Strategic Objectives and Strategic Policies

- 7.12 It is considered that the proposed development will contribute positively to delivering the vision and the strategic objectives and policies of the development plan. Most notably:
- The proposal will make an important contribution towards regenerating Wythenshawe.

- The proposal represents a form of sustainable development which will help to improve the overall economic, social and environmental condition of the local area, and help to improve the City's economic performance, by spreading growth across the City (Spatial Objectives SO1 of the Core Strategy).
- The application site is located in close proximity to Manchester Airport and its development for new logistics buildings will support the airport's expansion, as well as its role as a catalyst for the regional economy (CS Policy SP1).
- The proposed development will deliver new industrial and logistics floorspace, which will support economic growth and productivity in the region, providing employment opportunities and supporting local investment (CS Policy EC1).

7.13 The Economic Benefits Statement submitted with this application provides further details about the economic benefits which will be generated by the development, including in terms of jobs, business rate revenue and constructional capital expenditure. Achieving these positive economic outcomes is a strategic objective of the development plan which the development will help to realise.

Development Management & Environmental Policies

7.14 The proposed development has been assessed against the development management & environmental policies of the Development Plan in Section 6, which concludes that the proposals comply with all relevant policies.

Technical Matters

7.15 The technical documents which are submitted alongside this application have assessed the impact of the proposed development in respect of all relevant technical and environmental issues. The content and findings of these assessments is summarised at **Table 6.1**, in the context of relevant policies of the Development Plan and other material considerations which are summarised in Section 5 and detailed at **Appendix 2**.

Table 7.1: 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 confirms:

- The Site partially falls within LCA 40: Heald Green to Bramhall ('LCA 40'), which is categorised within the 'Urban Fringe Farmland' LCT. LCA40, within which the Site is partially located, was judged to have a 'low-moderate' sensitivity commercial/industrial development.
- The effects of the landscape receptors as a result of the proposed development would generally be adverse; however due to the locations and setting of the site the receptors are not particular sensitive to change of this nature. The Greater Manchester Landscape Character and Sensitivity Assessment ('GMLCSA') identifies LCA 40 Urban Fringe Farmland as having a low-moderate sensitivity to commercial/industrial developments.
- Overall, the visual receptors have low – medium sensitivity and the identified effects on views would be localised and generally of medium to low magnitude. Where the magnitude of change in views is high to medium, the effects would be considered as neutral or beneficial and on receptors of low or medium sensitivity. These effects would not constitute 'significant effects' in the context of the EIA regulations.
- The proposed development would result in an increase in development on open land in the site which lies within the Green Belt. Subsequently this would result in the permanent loss of physical openness within the site itself and a localised part of the Green Belt. The site has a moderate to low level of visual openness and makes little contribution to the perception of openness of the Green Belt. The proposals would result in a reduction in visual openness in the site itself. Due to the containment of the site and the urbanising influence of existing boundary treatments and surrounding development, the impact would be limited. The site is cut off from the land to the north which makes a stronger contribution to physical and visual.

	The proposed development is therefore compliant with the policies of the Development Plan (CS Policy DM1) and the Framework (paragraph 174).
Aerodrome Safeguarding	The application is supported by a series of reports relating to aerodrome safeguarding and aviation safety. Collectively these reports confirm that the proposed development will not have an adverse impact upon operations at Manchester Airport, including in respect of related radar and infrastructure. The proposed landscape scheme has been designed in accordance with pre-application advice from Manchester Airport Group in respect of minimising risks associated with increased bird-species activity, which may pose a collision risk for aircraft. A Bird Hazard Management Plan is submitted with the application which addresses the potential of the proposed development to be attractive to nesting, roosting, and “loafing” birds, and the measures that should be put in place to ensure that the site will not increase bird strike risk given the proximity to Manchester Airport. Through the inclusion of the proposed site management procedures within this management plan, it is anticipated that the site will not increase the bird strike risk to Manchester Airport. On this basis, the proposed development is not anticipated to impact upon operations of Manchester Airport and is therefore compliant with CS Policy DM2. The layout of the proposed development has kept land designated under the Public Safety Zone (PSZ) for Manchester Airport free from built development. Therefore, the proposed development complies with CS Policy DM3 and the Control of Development in Airport Public Safety Zones Policy Paper.
Transport & Access	The Transport Assessment, prepared by Vectos, confirms: • The reuse of the existing access position from Simonsway is proposed in the form of a new priority junction with a ghost island right turn lane. The proposed junction will provide access to the internal estate road which will accommodate a width of 7.3 metres and facilitate the simultaneous passing of cars and heavy goods vehicles. • The proposed parking provision has been assessed against Manchester City Council car parking standards contained within the Core Strategy and shows the proposals are compliant with car and cycle parking standards for B2 and B8 uses.

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- In line with the minimum requirement of 1 Electric Vehicle Charge Point (EVCP) per 1,000sqm of floor space, the site will provide a total of 42 active and 84 passive EVCPs.
 - Swept path analysis indicates service and refuse trips can be accommodated within the site.
 - A review of historic traffic data along the M56 and local roads within the vicinity of the site indicates there has been no identifiable trend for background traffic growth within the local area.
 - Junction capacity assessments undertaken at a number of junctions in the vicinity of the development site have demonstrated that traffic associated with the proposed scheme can be accommodated on the highway network.
 - The merge-diverge assessments undertaken at junctions 4 and 5 of the M56 demonstrate that no changes to the slip road configuration requirements occur as a result of the proposed development traffic.
 - It is therefore concluded that the proposed scheme would not result in a severe or material impact in transport terms. As such, there are no transport reasons why the proposed development should not come forward and be granted planning permission.

A Framework Travel Plan is submitted with the application, which sets out a series of measures to encourage the use of sustainable modes of travel. A Delivery & Servicing Management Plan is also submitted, which sets out the proposed approach for managing the future operations and servicing of the site, to ensure that this does not detrimentally effect highway safety.

The proposed development is therefore compliant with the policies of the Development Plan (CS Policies T1, T2 and DM1, and UDP Policy DC22.1) and the Framework (paragraphs 111-113).

**Ecology &
Biodiversity**

The Ecological Impact Assessment (EclA) submitted with this application confirms:

- The habitats on the site were surveyed and assessed for their suitability to support protected/otherwise notable species by Delta-Simons in January 2021. The site comprises woodland, grassland, scrub, scattered trees, bare ground, hardstanding, and buildings bounded by perimeter fencing. There are no Habitats of Principal Importance present on site, However, the woodland on-site qualifies as a Manchester BAP Priority Habitat, and fall within the W10 Oak Bracken Bramble Woodland classification. The habitats present on site are widespread on both a local and national scale, with none of the habitats being considered rare.
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- The site was found to be suitable for several protected / otherwise notable species and further surveys were carried out for bats and reptiles. Following further surveys, reptiles were considered likely to be absent from site. Whilst no bats were recorded emerging from the site and activity levels were generally low, several mature trees on-site have features suitable for roosting bats and further surveys and appropriate mitigation will be required – which can be secured via condition.

A Biodiversity Net Gain Assessment (BNGA) submitted with this application 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 proposed development will result in a net loss in biodiversity of 45.02%, due to the loss of 19.32 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. The addition of new scrub planting, additional tree planting alongside those retained and the creation of new areas of hedgerow are positive changes. Furthermore, sections of the new buildings will have biodiverse green roofs to further enhance the biodiversity at the site.
- 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 proposals will however result in a 100% net gain (+1.68 units) in linear units through the planting of new native hedgerow.

The proposed development is therefore compliant with the policies of the Development Plan (CS Policies EN15 and DM1) and the Framework (paragraphs 180).

Arboriculture

A Tree Survey and Arboricultural Impact Assessment (AIA) have been undertaken which confirm:

- 37no. individual trees and/or groups were surveyed on site.
 - The majority of existing trees are of low value and have been classified as Category C or U, and therefore their removal will not be significant.
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- Three Category A trees (T13, T14 and T17) are to be removed as part of the proposed development, however the AIA concludes that the loss of these trees will have a limited impact on the overall tree-scape.

An Arboricultural Method Statement (AMS) has been prepared which sets out the proposed approach to protection of existing trees which are to be retained during construction. This includes protection of the root protection areas.

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 submitted Flood Risk Assessment & Drainage Strategy confirms: • The site is situated within Fluvial Flood Zone 1 (low risk) and is at generally low risk of surface water flooding. • Discharge to the existing combined sewer has been identified as the most sustainable method for the discharge of surface water as this is the only option that does not increase flood risk downstream. • Existing run off rates will be reduced by 50%. The remainder of the site will discharge as greenfield, in accordance with the Non Statutory Standards for Sustainable Drainage Systems , QBAR Rates will be used to limit discharge from greenfield areas. • Sustainable urban drainage features are proposed, including a Geocellular Storage Tank, oversized pipes and petrol interceptors. • Foul water drainage will discharge to the public combined sewer via an existing private connection. • There is no residual flood risk from the development site to the surrounding district due to the reduction of existing storm water flow rates. Therefore, the development does not increase the risk of flooding to the other adjacent properties and roads. The site surface water drainage system will be designed in accordance with the requirements of the Framework. Events up to the 30 year will be stored below ground. Events in excess of 30 year and up to 100 year +40% may be allowed to flood, but this will be controlled on site and not flood buildings. Out of chamber or gully flooding for the events in excess of the 100-year plus 40% climate change event may occur within the development site and is classed as exceedance flows. Flood water from this event will be contained within the development site and directed away from the buildings to the external hard and soft landscaped areas.
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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

A Preliminary Geo-Environmental Risk Assessment has been undertaken which confirms:

- Widespread or significant contamination is considered unlikely and the preliminary risk assessment has identified a low to moderate risk of soil contamination and hazardous ground gas at the Site. Asbestos may be present within the localised Made Ground and stockpile of demolition material.
- Potential sources of contamination have been identified, comprising localised Made Ground deposits, the former chemical and manufacturing works on the site, and potentially infilled land from the former pond on site. This will require further investigation to determine the extent and properties of the clay deposits and allow for development of an accurate ground model for foundation design.
- It is recommended that an intrusive Site investigation is undertaken to assess the potential for contamination and ground gases to impact on the proposed development. The investigation will also refine the site-specific ground model and groundwater regime and enable an assessment of foundation and engineering solutions to be made – this can be secured through a planning condition.

A Stage 2 Detailed Explosive Ordnance Risk Assessment has also been prepared which confirms the site is at low to moderate risk of explosive ordnance, which can be mitigated via standard working practices during below ground works.

The proposed development is therefore compliant with the policies of the Development Plan (CS Policy EN18) and the Framework (paragraphs 174 and 183).

Air Quality

An Air Quality Assessment (AQA) has been prepared by Delta Simons and confirms:

- The assessment of construction phase impacts associated with emissions of fugitive dust and fine particulate matter (PM) with an aerodynamic diameter of less than 10 and 2.5 microns (PM₁₀ and PM_{2.5}, respectively), has been undertaken in line with the relevant Institute of Air Quality Management (IAQM) guidance. This identified that there is a medium risk of dust soiling impacts and a low risk of increases in PM, due to unmitigated
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construction activities. However, through good site practice and the implementation of suitable mitigation measures, the effect of dust and PM releases would be significantly reduced. The residual effects of the construction phase on air quality are considered to be not significant.

- The Proposed Development is expected to result in a negligible impact associated with the operational phase traffic on nearby receptors and the residual effects are considered to be not significant, in line with Environmental Protection UK (EPUK) and IAQM assessment criteria.
- It is, therefore, concluded that the proposed development will not result in any significant loss of local residential amenity, without the inclusion of additional mitigation measures during the operational phase.

Based on the results of the AQA, the proposed development is therefore compliant with the policies of the Development Plan (CS Policies EN16 and DM1) and the Framework (paragraph 186).

Noise

A Noise Impact Assessment has been completed which confirms:

- Operational and fixed plant noise assessments have been carried out on the basis that the rating level should be 5dB below the measured background sound level, as required by Manchester City Council.
 - The operational assessment results have shown that the rated level of noise is more than 5dB below the daytime background sound levels at the closest receptors.
 - Results for the night-time scenario have shown that the rated level of noise would be more than 5dB below the background sound levels at the majority of receptors, however at one receptor, the rated level of noise would only be 4dB below background sound levels. The assessment has shown that internal noise levels would still be below guideline levels. Therefore, a negligible impact is predicted.
 - Provided the noise emission at receptor locations from fixed plant on the site does not exceed 49dB LAr,1hour in the daytime and 40dB LAr,15min at night-time at the closest receptor, a negligible impact is predicted.
 - The BS 8233:2014 night-time LAFmax event assessment has concluded that the calculated internal noise level from a LAFmax event would not exceed internal noise level criteria at any Noise Sensitive Receptors (NSRs). Therefore, a negligible impact is predicted.
 - An indicative construction phase assessment has been undertaken based on typical examples of construction tasks and
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	scheduling, concluding a negligible impact at noise and vibration sensitive receptors. • The traffic assessment results have shown that there is up to +0.8 LA10,18hour change in basic noise level on surrounding roads due to traffic associated with the Site, which indicates a negligible impact The proposed development is therefore compliant with the policies of the Development Plan (CS Policy DM1 and UPD Policies DC26.1-6) and the Framework (paragraph 185).
Lighting	The proposed development will incorporate external lighting within internal access roads, car parks and service yards to aid wayfinding, safety and security. The submitted 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 Heritage Statement submitted with this application confirms: • There are no designated heritage assets within the Site, however the proposed development has the potential to affect the significance of heritage assets as a result of development and change within their setting. • There are two listed buildings near the Site with potential to be affected by the proposed development, including Chamber Hall (grade II listed) and Chamber Hall, Barn (approximately 5 metres south of Farmhouse; grade II listed). • Further north, beyond an area of post war residential development, are the scheduled remains of Peel Hall Moated Site and an associated grade II listed Bridge (Bridge of Approach over Moat to former Peel Hall). • The proposed development would introduce additional built development within the setting of Chamber Hall and Barn. Views of the development from the listed buildings would be heavily restricted and from those aspects of setting that contribute to their significance would be filtered and partially screened by existing and proposed planting. If visible from the existing listed buildings and their associated farmyard, there would be a reduction in the ability to appreciate the rural characteristics of these buildings. Based on the level of existing screening and the extent to which the setting of these assets is

already influenced by modern development any harm would be **less than substantial, and at a low level**.

- Paragraph 202 of the Framework is therefore engaged which states the following: “Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimal viable use”. PPG confirms that public benefits may follow from many developments and could be anything that delivers economic, social or environmental objectives, as described in the Framework.
- The public benefits of the proposed development, as set out within this Planning Statement and the wider application documentation, include the regeneration of brownfield land, meeting urban logistics need, employment creation, local economic growth/prosperity, contribution to the levelling up of Wythenshawe and sustaining the economic competitiveness of the southern regions of Greater Manchester. Collectively these benefits are significant and should be afforded significant weight in the heritage balance.
- Overall, the identified public benefits are considered to outweigh any potential harms arising to heritage assets, bearing in mind the considerable importance and weight to be given to s.66 of the Planning (Listed Buildings and Conservation Areas) Act 1990.
- The Proposed Scheme will not harm any of the identified non-designated heritage assets and Paragraph 203 of the Framework is not engaged.

The proposed development is therefore compliant with the policies of the Development Plan (CS Policies EN2 and EN3, and UDP Policy DC19) and the Framework (paragraphs 197, 199, 202 and 203).

Archaeology

The Desk-Based Archaeological Assessment (DBAA) submitted with this application confirms:

- There is no evidence for prehistoric or Roman activity within the study area. Archaeological sites dating from these periods are known from the wider area and the absence of evidence in the vicinity of the site may be due to the lack archaeological fieldwork preceding much of the development in the area, the majority of it taking place in the 1960s: archaeological work in advance of the construction of the Manchester Airport second runway illustrates the potential for remains of this period to survive locally. On this basis it is difficult to rule out the possibility of remains of this date being present in the site,
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	though there is no reason to believe any such remains would be greater than Regional importance. • There is no evidence for medieval settlement or industrial activity within the site. The site is an area most likely to have been open fields or common at this time and remained as agricultural land into the post-medieval period. Remnants of the previous agricultural use of the land may survive (and there is evidence that trees of the enclosure landscape survive) though this would be of Negligible importance. • While it is clear that the western half of the site will have been significantly impacted by the construction of the Ferranti factory, the level of disturbance on the eastern half appears to have been minimal. • It is recommended that the archaeological potential of the site is clarified through field evaluation. The overgrown nature of the site and uneven ground means that geophysical survey will not be feasible and so it is suggested that a programme of trial trenching is undertaken prior to commencement of development and that any significant archaeological remains revealed by this work are appropriately recorded and sampled – this can be secured via planning condition. All work should be undertaken in accordance with a Written Scheme of Investigation approved by the Greater Manchester Archaeological Advisory Service. On this basis, the proposed development is therefore compliant with the policies of the Development Plan (CS Policies EN3 and DM1) and the Framework (paragraph 194).
Sustainability	The Sustainability Statement and Energy Strategy submitted with this application demonstrates the range of measures incorporated into the proposed development, which seek to reduce carbon emissions and adapt to climate change. The proposals incorporate the provision of on-site renewable energy generation in the form of solar PV's, and is targeting BREEAM 'Excellent' rating. Overall, the Sustainability Statement concludes that the proposed development is compliant with the policies of the Development Plan (CS Policies EN4, EN6, EN8 and EN9) and the Framework (paragraph 157).
Waste	Each unit is provided with a dedicated bin store to provide space for the storage of waste, including recyclable material. The proposed development is therefore compliant with the policies of the Development Plan (CS Policies EN19 and DM1).

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

Other Material Considerations

- 7.17 Section 38(6) of the Planning and Compulsory Purchase 2004 Act directs that the application should be approved in accordance with the Development Plan unless material considerations indicate otherwise.
- 7.18 In this context, other material considerations include the Framework, adopted SPD's, the emerging PFE and the Greater Manchester Local Industrial Strategy.

National Planning Policy Framework (July 2021)

- 7.19 The introduction to Paragraph 11 of the Framework sets out the presumption in favour of sustainable development which is at the heart of the Framework.
- 7.20 The Framework requires that an overall approach is taken to sustainable development, incorporating social, economic and environmental objectives (Paragraph 8). These elements should not be considered in isolation. All elements of a scheme should be balanced; even if there is conflict with aspects of policy, a development may still be sustainable.
- 7.21 Those elements of the Framework that are identified as relevant to this application are discussed in more detail below.

Building a strong, competitive economy

- 7.22 The Framework confirms 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 81). The proposed development therefore wholly complies with the Framework in this respect.
- 7.23 Furthermore, the Framework outlines at paragraph 83 that planning policies and decisions should recognise and address the specific locational requirements of different sectors. For storage and distribution operations, this means providing such facilities in suitable accessible locations. The site is located in a strategic location in Wythenshawe, located in close proximity to the strategic road network facilitating easy access to and from the site both locally (i.e. Manchester), regionally (Birmingham, Sheffield, Leeds) and international (due to its proximity to Manchester Airport). As such, it is considered that the proposed development fully complies with paragraph 83 of the Framework.
- 7.24 Ultimately, the proposed development addresses the requirement for much needed logistics development in South Manchester, and supports the economic prosperity of Wythenshawe, Manchester and Greater Manchester as a whole. Through co-location and clustering, the scheme would also assist in maximising the economic potential of Manchester Airport. The economic benefits resulting from the scheme are compelling. In this regard, the proposed development wholly supports and accords with the Framework in respect of its contribution to building a strong, competitive economy.

Making effective use of land

- 7.25 The Framework is clear at paragraph 119 that planning policies and decisions should promote an effective use of land that makes as much use as possible of previously developed or 'brownfield' land.
- 7.26 The proposed development results in the redevelopment of previously developed land and ensures the site reaches its full potential as an employment site. The extent of the built form respects the existing extent of the surrounding development and is considered appropriate in the context of the site constraints and consistent with the character of the existing urban area.
- 7.27 The proposed development represents an effective use of land and the reuse of derelict land.

Promoting Sustainable Transport

- 7.28 The application is supported by a detailed Transport Assessment as detailed above. This concludes that the proposed development would have no material impact on the operation of the local highway network. Similarly, the proposed development would not have a detrimental impact upon highway safety.
- 7.29 In addition, a Travel Plan has been prepared and outlines a range of measures which will be promoted to employees in order to encourage sustainable travel patterns from and to the site.
- 7.30 The proposals will also secure the provision of additional pedestrian and cycle routes, which will be available for use by future employees.
- 7.31 It is clear that the proposed development would therefore promote sustainable transport in accordance with the Framework.

Achieving well-design places

- 7.32 The planning application is submitted in full and supported by a detailed Design and Access Statement which demonstrates how the development will be assimilated into the wider area.
- 7.33 The analysis within the Design and Access Statement is summarised in Section 6 and demonstrates how the scheme will achieve a high-quality of design and create an attractive local environment.

Other relevant chapters

- 7.34 The relevant remaining chapters of the Framework seek to:
- Meet the challenge of climate change, flooding and coastal change
 - Conserve and enhance the natural environment
 - Conserve and enhance the historic environment
 - Facilitate the sustainable use of materials

- 7.35 The detailed analysis presented in Section 6 demonstrates how the proposal reflects and will make positive contributions towards each of these national policy objectives.

Conclusion on compliance with the Framework

- 7.36 It is clear from the above appraisal that the proposals are entirely consistent with the Framework and represent sustainable development when considered against the requirements of the Framework as a whole.

- 7.37 Compliance with national planning policy is a material consideration capable of being attributed significant weight; particularly in the context of building a strong, competitive economy.

Supplementary Planning Documents

- 7.38 MCC has a number of adopted SPDs which provide additional detail and guidance to support policies within the adopted development plan, as summarised at Appendix 2.
- 7.39 The proposed development has been appraised against the development plan in Section 6. That appraisal concludes that the proposals are consistent with the strategic objectives and all relevant policies of the development plan.
- 7.40 As the proposals have been found to comply with those planning policies to which the SPDs relate, they also comply with the provisions of all relevant SPDs.

Places for Everyone

- 7.41 The Framework states that decision makers may give weight to relevant policies in emerging plans according to:
- the stage of preparation of the emerging plan;
 - the extent to which there are unresolved objections to relevant policies in the emerging plan; and
 - the degree of consistency of relevant policies to the policies in the Framework.
- 7.42 PfE has been through four rounds of consultation and has been submitted for examination. There are a number of objections to its policies and provisions and therefore limited weight can be applied to these policies in the planning balance. The draft policies seek to ensure Manchester becomes a global city, focussing development within its core whilst ensuring economic disparity is reduced in the north while the southern areas continue to make a considerable contribution to growth and the most is made of key economic assets such as Manchester Airport and its surrounding locality.
- 7.43 Throughout the GMSF / PfE process the GMCA has gathered and updated a detailed and robust evidence base to justify the policies and allocations within the development plan document. This has included substantial evidence to demonstrate that the availability of land within the existing urban areas of Greater Manchester, and an absence of alternatives, exceptional circumstances exist to justify the removal of land from the Green Belt to meet employment needs. Whilst limited weight should be

given to emerging policies, the evidence base informing PfE is an important material consideration.

- 7.44 It is acknowledged that the emerging PfE cannot be attributed more than limited weight in decision-taking (paragraph 48 of the Framework). However, the contents and policy direction of the emerging PfE is capable of being a material consideration in the determination of this planning application. This includes the emphasis on the redevelopment of brownfield land; the regeneration of areas such as Wythenshawe and that growth is needed around Manchester Airport sustain the economic competitiveness of the south Manchester. All these strategic policy direction provisions all point in favour of the development proposals.

Greater Manchester Local Industrial Strategy (June 2019)

- 7.45 The proposed development fully supports the priorities of the Local Industrial Strategy particularly in driving the need to improve productivity and drive prosperity across the city region. The proposed development also contributes to ensuring Greater Manchester remains as one of the most economically diverse city-regions in the UK.

Summary of Other Considerations

- 7.46 In terms of other harm arising from the development:
- 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 45.02%, due to the loss of 19.32 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.
 - The proposals will result in the removal of three Category A trees, however the AIA concludes that the loss of these trees will have a limited impact on the overall tree-scape and is mitigated by the soft landscape proposals.
- 7.47 In terms of the Development Plan, the proposal responds positively to the strategic objectives and general employment policies of the adopted development plan. The proposed development is compliant with all other relevant planning policies within the development plan from a technical perspective and, no conflict arises.
- 7.48 In respect of other material considerations, it is found that:
- The site is within the control of Aviva Investors who are committed to the redevelopment of the site to ensure it reaches its full potential as a major contributor to the economic prosperity of Wythenshawe.
 - The proposals are entirely consistent with up-to-date national planning policy contained within the revised Framework and represent sustainable development when considered against the requirements of the Framework as a whole.

- The site will result in the effective use of land through the much-needed regeneration of previously developed land to ensure the site reaches its full potential as an employment site.
- It has been evidenced that the delivery of the proposed development will provide a number of benefits locally, regionally and nationally, including:
 - **Meeting urban logistics need** – provision of much needed urban logistics facilities in a sustainable and strategic location.
 - **Creating jobs and prosperity** – provision of new employment opportunities and substantial investment in Wythenshawe, supporting efforts to tackle deprivation and unemployment.
 - **Economic growth and levelling up** – as outlined above, the proposed development will result in major economic benefits for Wythenshawe and Greater Manchester as a whole.
 - **Sustaining southern competitiveness** – contributing to the wider policy direction for continued economic growth and investment, particularly in proximity to Manchester Airport.
 - **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.
 - **Provision of new landscaping** – a high quality landscape setting around the site is proposed, particularly along the northern and eastern boundaries of the site.
 - **Support for the transition to a low carbon future** – the development will mitigate and can adapt to future climate change through sustainable design and a commitment to deliver high quality, energy efficient and low carbon buildings, seeking to achieve a BREEAM rating of 'Excellent'.

8. Green Belt & Planning Balance

- 8.1 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).

- 8.2 In defining what constitutes VSC the judgement of Mr Justice Sullivan in the Basildon case – Basildon District Council, R (on the application of) v Temple, [2004] EWHC 2759 (Admin) provides the appropriate context:

“...the decision-taker must be able to point to a circumstance, or combination of circumstances which, viewed objectively, is reasonably capable of being described as ‘very special’,”

“The short answer to the claimant’s argument is that in planning, as in ordinary life, a number of ordinary factors may when combined together result in something very special. Whether any particular combination amounts to very special circumstances for the purposes of PPG2 will be a matter for the planning judgement of the decision-taker”

“...The question is not merely whether there are very special circumstances, but whether those circumstances clearly outweigh the harm done by reason of inappropriateness and any other harm. Thus, a combination of factors which amounted to special circumstances might be sufficient to clearly outweigh the limited degree of harm that would be caused by granting planning permission upon one particular site, but the same or a similar combination of factors might well be insufficient to justify the grant of planning permission for a site that was more harmful in planning terms, for example because it had a greater impact upon the underlying objectives of the Green Belt; it was more harmful in terms of the character or appearance of the countryside; it had a greater effect upon residential amenity and/or highway safety, etc.”

- 8.3 The judgement makes clear that it is possible for a number of factors, whilst ordinary in themselves, could in combination clearly outweigh the harm arising from development proposals in the Green Belt, including that arising from inappropriateness, and result in the VSC test being satisfied.

Green Belt Harm

- 8.4 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. 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 application site as Green Belt. As a result, 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.

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

Other Harms

8.6 As established in Section 7, 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 would introduce additional built development within the setting of Grade II Listed Chamber Hall and Barn. Views of the development from the listed buildings would be heavily restricted and from those aspects of setting that contribute to their significance would be filtered and partially screened by existing and proposed planting. If visible from the existing listed buildings and their associated farmyard, there would be a reduction in the ability to appreciate the rural characteristics of these buildings. Based on the level of existing screening and the extent to which the setting of these assets is already influenced by modern development any harm would be less than substantial, and at a low level. However, in accordance with paragraph 202, the identified public benefits are considered to outweigh any potential harms arising to heritage assets, bearing in mind the considerable importance and weight to be given to s.66 of the Planning (Listed Buildings and Conservation Areas) Act 1990.
- The proposed development will result in a net loss in biodiversity of 45.02%, due to the loss of 19.32 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. Therefore, this harm should be afforded limited weight.
- The proposals will result in the removal of three Category A trees, however the AIA concludes that the loss of these trees will have a limited impact on the overall tree-scape and is mitigated by the soft landscape proposals. Therefore, this harm should be afforded limited weight.

Benefits

8.7 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

8.8 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

- 8.9 The MCS is over twelve years old and a replacement development plan (in the form of PfE) has been over eight years in preparation and currently is at examination. 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.
- 8.10 There is strategic case for Green Belt release to meet development needs for the future prosperity for Greater Manchester.

Meeting Urban Logistics Needs

- 8.11 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.
- 8.12 This should be afforded significant weight in the planning balance.

Creating Jobs and Prosperity

- 8.13 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.
- 8.14 The proposals will create significant job creation in one of the most deprived areas of Manchester.
- 8.15 This should be afforded significant weight in the planning balance.

Economic Growth and Levelling Up of Wythenshawe

- 8.16 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.
- 8.17 This should be afforded significant weight in the planning balance.

Sustaining southern Competitiveness

- 8.18 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.

- 8.19 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.
- 8.20 This should be afforded moderate weight in the planning balance.

Other Benefits

- 8.21 The proposed development will also deliver the following benefits:
- **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.
 - **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

- 8.22 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.
- 8.23 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.
- 8.24 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.
- 8.25 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. As we will turn

to, this positive Green Belt balance is also instructive in reaching broader conclusions on the overall planning balance.

9. Summary and Conclusions

- 9.1 This Planning Statement has been prepared to support a full planning application for light/general industrial and logistics development on land adjacent to Atlas Business Park, Simonsway, Wythenshawe. 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.
- 9.2 Aviva have worked collaboratively with key stakeholders and local residents throughout the pre-application process to deliver a scheme that respects its surrounding context whilst securing the much-needed redevelopment of a key employment site in Wythenshawe.
- 9.3 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.
- 9.4 The remainder of the site is located with 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.
- 9.5 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 6 and 7 of this statement. No conflict arises from the Development Plan.
- 9.6 The technical documents accompanying the planning application demonstrate that there are no significant constraints which would preclude the proposed development from coming forward.
- 9.7 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

The application is supported by the following drawings & documents:

- Covering Letter, prepared by Turley
- Application Forms and Certificates, prepared by Turley
- Community Infrastructure Level Questions Form, prepared by Turley
- Site Location Plan (drawing ref. 20071-PL101), prepared by Hale
- Architectural Drawings, prepared by Hale, including:
 - Existing Site Plan (drawing ref. 20071-PL102A)
 - Proposed Site Plan (Ground Level) (drawing ref. 20071-PL 201J)
 - Proposed Site Plan (Roof Level) (drawing ref. 20071-PL 202C)
 - Proposed Site Plan (Partial Extent) (drawing ref. 20071-PL208A)
 - Separation Distances and Section A (drawing ref. 20071-PL 330A)
 - Proposed Site Sections (drawing ref. 20071-PL310B)
 - Proposed Site Elevations (drawing ref. 20071-PL320B)
 - Unit 1 Proposed Plan (drawing ref. 20071-PL210)
 - Unit 1 Proposed Elevations (drawing ref 20071-PL215A)
 - Units 2 & 3 Proposed Plans (drawing ref. 20071-PL220)
 - Units 2 & 3 Proposed Elevations (drawing ref. 20071-PL225A)
 - Unit 4 Proposed Plans (drawing ref. 20071-PL240)
 - Unit 4 Proposed Elevations (drawing ref. 20071-PL245A)
 - Unit 5 Proposed Plans & Elevations (drawing ref. 20071-PL255B)
- Soft Landscape Proposals (drawing ref, 22-103-P-02 Rec A), prepared by BEA
- Proposed Level Plans, prepared by Ridge and Partners, including:
 - Proposed Levels Sheet 1 (5017477-RDG-ZZ-XX-DR-C-0601-P02)
 - Proposed Levels Sheet 2 (5017477-RDG-ZZ-XX-DR-C-0602-P02)
 - Cut & Fill Sheet 1 (5017477-RDG-ZZ-XX-DR-C-0603-P02)
 - Cut & Fill Sheet 2 (5017477-RDG-ZZ-XX-DR-C-0604-P02)
- Design and Access Statement, prepared by Hale
- Planning Statement, prepared by Turley
- Community Engagement Statement, prepared by Turley Strategic Communications
- Landscape and Visual Impact Assessment, prepared by Turley LVIA
- Aerodrome Safeguarding Assessments, including:
 - Communications, Navigation & Surveillance (CNS) Technical Safeguarding Assessment, prepared by Osprey
 - Obstacle Limitation Surfaces (OLS) Assessment, prepared by Osprey

- Instrument Flight Procedure (IFP) Assessment, prepared by Osprey
- Instrument Landing System (ILS) Assessment, prepared by Cyrrus
- Solar Panel Glint & Glare Assessment, prepared by Osprey
- Wind Shear Turbulence Survey, prepared by Bfluid
- Air Quality Assessment, prepared by Delta Simons
- Archaeological Desk Based Assessment, prepared by Delta Simons
- Tree Survey, Arboricultural Impact Assessment and Arboricultural Method Statement, prepared by James Royston
- Crime Impact Statement, prepared by GMP Design for Security
- Ecological Impact Assessment, prepared by Delta Simons
- Biodiversity Net Gain Assessment, prepared by Delta Simons
- Flood Risk Assessment and Drainage Strategy, prepared by Ridge and Partners
- Heritage Statement, prepared by Turley Heritage
- Lighting Assessment, prepared by Kingfisher
- Noise Impact Assessment, prepared by Delta Simons
- Preliminary Geo-Environmental Risk Assessment, prepared by Delta Simons
- Stage 2 Detailed Explosive Ordnance Risk Assessment, prepared by Impartial Assessments
- Sustainability and Energy Statement, prepared by Yonder
- Transport Statement, prepared by Vectos
- Travel Plan, prepared by Vectos
- Economic Benefits Statement, prepared by Turley Economics
- Market Report, prepared by JLL and B8 Real Estate

Appendix 2: Planning Policy Summary

1. This appendix sets out the policies of the Framework, the Development Plan, and other relevant material considerations relevant to the determination of this application

Design & Landscaping

2. The Framework confirms that the creation “...of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve” and that “...good design is a key aspect of sustainable development...” (paragraph 126).
3. It goes on to confirm at that, to ensure well-designed places, planning decisions should require developments to, amongst other things (paragraph 130):
 - Function well and add to the overall quality of the area for the lifetime of the development;
 - Be visually attractive through good architecture, layout and landscaping;
 - Be sympathetic to local character and history, including the surrounding built environment and landscape setting while not preventing or discouraging appropriate innovation or change (such as increased densities);
 - Establish a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
 - Optimise the potential of the site accommodating an appropriate amount and mix of development (including green and other public open space) and support local facilities and transport networks; and
 - Create safe, inclusive and accessible places, which promote health and wellbeing, with a high standard of amenity for existing and future users, and where crime and disorder, and the fear of crime, do not undermine the quality of life of community cohesion and resilience.
4. Furthermore, the Framework outlines that “*design quality should be considered throughout the evolution and assessment of individual proposals*” and that early engagement and discussions with the Local Planning Authority and local community regarding the design and style of emerging proposals is important (paragraph 132).
5. The Framework highlights the important contribution that trees make to the character and quality of urban environments and climate change mitigation and adaptation. Paragraph 131 confirms that new developments should ensure that new streets are tree-lined and incorporate trees elsewhere in the development, whilst also seeking to retain existing trees wherever possible. Furthermore, appropriate measures should be put in place to secure the long-term maintenance of newly-planted trees.

6. The National Design Guide (NDG), published in September 2019, seeks to illustrate how well-designed places that are beautiful, enduring and successful can be achieved in practice. The NDG sets out 10 key characteristics of well-designed places which will work together to create character; help nature and sustain a sense of community; and address environmental issues affecting climate.
7. The application site straddles the 'Wider Wythenshawe' and 'Airport & Urban Fringe' character areas. **CS Policy EN1** (Design Principles and Strategic Character Areas)) requires that all development in Manchester follows the seven principles of urban design, including:
 - Character: a place with its own identity
 - Continuity and enclosure: a place where public and private places are clearly distinguished
 - Quality of the public realm: a place with attractive, and successful outdoor areas
 - Ease of movement: a place that is easy to get to and move through
 - Legibility: a place that has a clear image and is easy to understand
 - Adaptability: a place that can change easily
 - Diversity: a place with variety and choice
- 9.8 **CS Policy DM1** (Development Management) requires all new development to have regard to appropriate siting, layout, scale, form, massing, materials and detail, as well as the impact of the proposals on the surrounding areas in terms of its design, scale and appearance.

Landscape & Visual Impact

8. Paragraph 174 of the Framework states that the planning system should contribute to and enhance the natural and local environment, including by protecting and enhancing valued landscapes.
9. Paragraph 197 of the Framework highlights that local planning authorities should take account of the desirability of new development making a positive contribution to local character and distinctiveness.
10. As noted in **CS Policy DM 1** (Development Management), development proposals should have regard to effects relating to landscape.

Aerodrome Safeguarding & Public Safety Zones

11. **CS Policy DM 2** (Aerodrome Safeguarding) confirms that development that would affect the operational integrity or safety of Manchester Airport will not be permitted.
12. **CS Policy DM 3** (Public Safety Zones) confirms that within the Public Safety Zones defined by the Civil Aviation Authority, development will not be permitted, except

where that development conforms to that set out in Paragraphs 11 & 12 of DfT Circular 01/2010 or any replacement guidance.

13. The **Control of Development in Airport Public Safety Zones** Policy Paper (October 2021)¹³ provides national guidance in respect of development within Public Safety Zones (PSZs) situated at the end of runways. Development within PSZs is restricted so as to control the number of people on the ground at risk of death or injury should an aircraft accident occur during take-off or landing. The fundamental objective of the Policy Paper is to ensure that there is no increase in the number of people living, working and/or congregating in the PSZ and that over time, the number should be reduced as circumstances allow. As such, there is a general presumption against development within a PSZ, except in specific circumstances, including employee car parking, public open space, 'traditional' warehousing and storage development (with limited numbers of employees) and any development of a kind likely to introduce very few people on to a site on a regular basis. The application site is situated within the 'controlled zone' of Manchester Airport PSZ.

Transport & Access

- 9.9 Paragraphs 111-113 of the Framework require all developments which generate significant amounts of movement are supported by a Transport Statement or Transport Assessment and a Travel Plan. Plans and decisions should take account of whether:
- Opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
 - Safe and suitable access to the site can be achieved for all people; and
 - Improvements can be undertaken within the transport network that cost effectively limits the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.
- 9.10 **CS Policies T1** (Sustainable Transport) and **T2** (Accessible Areas of Opportunity and Need) underpin the delivery of **CS Spatial Objective SO5**, which seeks to improve the physical connectivity of the City through sustainable transport networks and improved access to jobs, education, services, retail, leisure and recreation. In doing so, the pattern of development in the city should ensure good access to the City's economic drivers and be easily accessible by modes of sustainable transport.
- 9.11 **CS Policy DM1** (Development Management) requires all new development to have regard to vehicular access and car parking.
- 9.12 **UDP Policy DC22.1** (Footpath Protection) highlights that in the determination of applications, the Council will regard the effect on existing pedestrian routes and will not normally allow development that would impact local pedestrian movement.

Ecology & Biodiversity

14. Paragraph 180 of the Framework states that when determining planning applications, local planning authorities should aim to conserve and enhance biodiversity by applying the following principles:
 - If significant harm resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused;
 - Opportunities to incorporate biodiversity in and around development should be encouraged; and
 - Planning permission should be refused for development resulting in the loss or deterioration of irreplaceable habitats, including ancient woodland and the loss of aged or veteran trees found outside ancient woodland, unless there are wholly exceptional reasons for its loss and a suitable compensation strategy exists.
15. **CS Policy EN 15 (Biodiversity and Geological Conservation)** sets out that the Council will seek to maintain or enhance sites of biodiversity value throughout the City. Particular consideration will be given to protected or priority species and the Council's aim for a net increase in trees across the City. Developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on-site or adjacent to the site, contributing to linkages between valuable or potentially valuable habitat areas. Any adverse impacts on biodiversity will need to be justified against the wider benefits of the proposal.
16. **CS Policy DM1 (Development Management)** requires all new development to have regard to effects relating to biodiversity.

Arboriculture

17. Paragraph 174 of the Framework states that the planning system should contribute to and enhance the natural and local environment, including by minimising impacts on biodiversity and providing net gains where possible. Paragraph 180 states that planning permission should be refused for development resulting in the loss or deterioration of irreplaceable habitats, including ancient woodland and the loss of aged or veteran trees found outside ancient woodland, unless the need for, and benefits of, the development in that location clearly outweigh the loss.
18. **CS Policy EN 9 (Green Infrastructure)** states that new developments will be expected to maintain existing infrastructure and where possible, enhance the quality and quantity. The Council will promote new planting particularly in circumstances where green links can be enhanced.
19. **Green and Blue Infrastructure Strategy (2015 – 2025)** The Green and Blue Infrastructure Strategy for Manchester was published in 2015, and outlines how existing and new green and blue infrastructure (GBI) will need to be an integrated part

in the growth of Manchester. This is set out across four key objectives, which seek to improve the quality and function of existing GBI, to use appropriate GBI as a key component of new developments to help create successful neighbourhoods, to improve connectivity and accessibility to GBI and to promote a wider understanding and awareness of the benefits of GBI.

Water, Flood Risk & Drainage

20. The Framework includes various policies and requirements in respect of flood risk associated with new development. In particular:
- Paragraph 159 states that development should be directed away from areas at highest risk of flooding.
 - Paragraph 167 states that when determining planning applications local planning authorities should ensure that flood risk is not increased elsewhere and that development is appropriately flood resilient and resistant, including safe access and escape routes where required.
21. **CS Policy EN 14 (Flood Risk)** states development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding. The policy also outlines that all new development should minimise surface water run-off, including through Sustainable Drainage Systems (“SUDS”) and the appropriate use of Green Infrastructure.

Ground Conditions

22. Section 15 of the Framework considers ground conditions and land instability issues. In particular:
- Paragraph 174 states that the planning system should prevent both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability.
 - Paragraph 183 states that planning decisions should ensure that the site is suitable for its new use taking account of ground conditions and land instability issues.
23. **CS Policy EN 18 (Contaminated Land and Ground Stability)** relates to contaminated land and ground stability and states that the Council will give priority for the remediation of contaminated land to strategic locations. Any proposal for development of contaminated land must be accompanied by a health risk assessment.

Air Quality

24. Paragraph 186 of the Framework considers amenity issues with regards to air quality. It states that:

- Planning policies should sustain compliance with relevant values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts on air quality from individual sites in local areas.
 - Planning decisions should ensure that any new development in Air Quality Management Areas are consistent with the local air quality action plan.
25. **CS Policy EN 16** (Air Quality) outlines that the Council will seek to improve the air quality within Manchester. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself. When assessing the appropriateness of locations for new development, the Council will consider the impacts on air quality which includes cumulative impacts.
26. **CS Policy DM1** (Development Management) requires all new development to have regard to effects on air quality.

Noise

27. The Framework considers the noise impacts of development and impacts upon health and quality of life (Paragraph 185). It states that planning policies and decisions should:
- Mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life;
 - Identify and protect tranquil areas which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason; and
 - Limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.
28. The Explanatory Note to the Noise Policy Statement for England¹⁴ provides further guidance regarding the meaning of “adverse” impacts in respect of noise.
29. **CS Policy DM 1** (Development Management) states that all development should have regard to the effects of proposals on noise in the surrounding area.
30. **UPD Policies DC26.1-6** (Development and Noise) states that the Council will consider the effect of new proposals on the generation of noise and the implications of new development being exposed to existing noise sources which are effectively outside planning control. The Council will take account both of noise exposure at the time of receiving a planning application and of any increase that may reasonably be expected in the foreseeable future.

¹⁴ Noise Policy Statement for England (NPSE), Department for Environment Food and Rural Affairs (March 2010)

Lighting

31. Paragraph 185 of the Framework encourages good design and states that planning decisions should, *inter alia*, limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.
32. **CS Policy DM 1** (Development Management) states that all development should have regard to the effects of proposals on light pollution in the surrounding area.

Historic Environment

33. Section 16 of the Framework considers the historic environment and states at paragraph 194 that, *inter alia*:
 - Local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance;
 - As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary; and
 - Where a site on which development is proposed includes or has the potential to include heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.
34. **CS Policy EN 3** (Heritage) states that the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the city centre. New developments shall be designed to support the Council in preserving and enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance.
35. **CS Policy DM1** (Development Management) requires all new development to have regard to archaeological heritage.

Sustainability

36. Paragraph 157 of the Framework states that new development should:
 - Comply with adopted Local Plan policies on local requirements for decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and
 - Take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption.

37. **CS Policies EN 4** (Reducing CO2 Emissions by Enabling Low and Zero Carbon Development), **EN 6** (Target Framework for CO2 reductions from low or zero carbon energy supplies), **EN 8** (Adaptation to Climate Change) **and EN 9** (Green Infrastructure) relate to adaptation to climate change, in which all new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and external spaces. Regard is to be had to areas such as minimisation of flood risk, the use of Green Infrastructure and the opportunity to provide linked and diverse green space.
38. **Manchester Climate Change Framework (2020 – 2025)** The Manchester Climate Change Framework was published in February 2020 and acts as Manchester's high-level strategy for tackling climate change. The overall aim of the framework is for Manchester to play its 'full part' in limiting the impacts of climate change and creating a healthy, green, socially just city where everyone can thrive, taking action on six priority areas. One of the six priority areas identified is buildings (existing and new), whereby it is outlined that new developments in the city should be built to operate on zero carbon standards, with a view that all development should be zero carbon by 2023. The framework also highlights the need to increase active travel and public transport use, whilst decreasing the use of private vehicles (and ensuring that these private vehicles are electric).

Waste

39. **CS Policy EN 19** (Waste) requires all developers to submit a waste management plan to demonstrate how construction and demolition waste will be minimised and recycled on site wherever possible and how the sustainable waste management needs of the end user will be met.
40. **CS Policy DM1** (Development Management) requires all new development to have regard to refuse storage and collection.

Appendix 3: Green Belt Parcel MA14

Appendix 4: Greater Manchester Green Belt Local Plan Proposals Map 1984

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