



Supporting Planning Statement

Argosy Drive, Manchester Airport

January 2023

Contents

1. Introduction3

2. Site Location and Description4

3. Proposed Development6

4. Planning Policy Context.....14

5. Planning Appraisal24

6. Planning Balance.....28

7. Conclusion.....30

Appendix I- Submission Schedule

Appendix II- Proposed Site Layout

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For and on behalf of Avison Young (UK) Limited

1. Introduction

1.1 This Supporting Planning Statement ('SPS') has been prepared by Avison Young in support of a full application made by Threadneedle Curtis Ltd for the construction of three terrace warehouse units (Use Class B8), associated car/HGV parking, site access, internal roads, boundary security fencing and hard/soft landscaping.

1.2 The planning application is submitted in full and proposes the erection of three terrace warehouses Use Class B8 with ancillary office accommodation. The description of development as presented on the application form is:

"Proposed demolition of existing buildings on site and the erection of three terrace warehouse units (Use Class B8) with associated parking, access, landscaping and other works."

1.3 The scheme proposals are summarised in Chapter 3 of this Statement and are described fully in the Design and Access Statement ('DAS') prepared by RPS and presented on the application drawings. The DAS should be read in conjunction with this SPS.

1.4 This SPS intends to address the relevant planning considerations and in particular the case for development at the site. It considers the proposals in light of national and local planning policy and assesses the compatibility in planning policy terms.

1.5 The application is accompanied by a comprehensive suite of supporting documents. A list of supporting documents and application drawings that accompany the planning application is contained at **Appendix I**.

2. Site Location and Description

- 2.1 This chapter discusses the Site location and characteristics. It provides a description of the Site's current status and physical attributes.

Site Location and Accessibility

- 2.2 The Site is located within Manchester Airport, located on Argosy Drive off Viscount Drive and next to Avro Way. The site has direct access to the south onto Viscount Drive, which links to Avro Way, with easy access to the M56. Surrounding buildings include, Building 309 and 307 to the east and buildings 316, 317 and 318 to the west. There have been several recent planning applications made for the redevelopment of surrounding buildings. These include an approved application for the redevelopment of Building 401 (ref: 131892/FO/2021), an approved application for the demolition of Building 305 (ref: 132846/DEM/2022), and an application for the redevelopment of building 402 which is awaiting determination (ref: 133390/FO/2022). Building 305 is located on site and Buildings 401 and 402 are located approximately 250m south of the site.

Site Characteristics and Surroundings

- 2.3 The Site currently incorporates Buildings 311, 304, 303, and 305 and an existing car park of circa 207 spaces.
- 2.4 The Site locality and characteristic is very much one associated with an industrial, employment area relating to the close proximity of the airport. 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-site¹. Unique among non-London airports, it has the infrastructure, connectivity and scale to sustain a growing network of medium and long-haul routes. This enables northern Britain to benefit from a major international air gateway for both business and leisure traffic, passengers and freight.

Planning History

- 2.5 A desk-based planning history search for the application Site and immediate vicinity has been undertaken utilising the public access system on the Manchester City Council website. The site has been subject to several signage/ advertisement applications. Additionally, the site has been subject to the following relevant application:

¹ Page 25, Places for Everyone, 2021

- Application ref: 132846/DEM/2022 for *"Prior notification of demolition of Building 305"*. Building 305 currently occupies the south eastern corner of the site. – Approved on 3rd March 2022

2.6 In addition to the planning history on the site itself, the surrounding land has been subject to multiple development proposals for employment/ industrial use development associated with the airport, many of which have been implemented, including the airport expansion to the south of Wilmslow Road.

2.7 Notably, the Applicant has recently submitted a number of associated applications for the development of other warehouse units within close proximity. These applications are outlined below:

- Application ref: 131892/FO/2021 was approved on the 2nd February 2022 for the *"Erection of a terrace of three Class B8 warehouse units (7,845m² gross internal floor area) with associated parking, access and landscaping, following demolition of existing building."* At Building 401 Avro Way.
- Subsequently an application was submitted on the 1st April 2022 (reference: 133408/JO/2022) for the *"Variation of condition no. 2 (approved drawings), attached to planning permission 131892/FO/2021 to allow for amendments to design and layout of the development."* This application was also at Building 401 Avro Way and is awaiting determination.
- Application ref: 133390/FO/2022 was submitted on the 31st March 2022 for the *"Erection of a terrace of four Class B8 warehouse units (8,604m² gross internal floor area) with associated parking, access and landscaping, following demolition of existing building."* At Building 402 Avro Way. This application is awaiting determination.

2.8 These associated applications across the wider site demonstrate the Applicant's aspirations to regenerate and modernise the site to ensure it can continue functioning as a high-quality industrial area and to increase the site's occupation levels.

3. Proposed Development

- 3.1 This chapter describes the application proposals and the relationship with the characteristics of the Site. The Proposed Site Plan shows the layout and configuration of the development proposals and is attached at **Appendix II** of this SPS.

Description of Development

- 3.2 The submitted planning application seeks full planning permission for:

"Proposed demolition of existing buildings on site and the erection of three terrace warehouse units (Use Class B8) with associated parking, access, landscaping and other works."

Use and Amount

- 3.3 The proposal consists of three warehouses one being located along the western boundary of the site (Unit 1) and the other two being located opposite along the eastern boundary of the site (Units 2 and 3). Unit 1 is proposed to provide 5,798 sqm of floorspace divided into 6 units, Unit 2 is proposed to be provide 3,811 sqm of floorspace divided into 3 units, and Unit 3 is proposed to provide 3,952 sqm divided into 4 units. This gives the overall site a building footprint of 13,561 sqm.
- 3.4 Each unit will be supported by its own designated car and HGV parking spaces. Unit 1 has a total of 56 car parking spaces including 8 accessible spaces, and 6 HGV parking spaces. Unit 2 has a total of 32 car parking spaces, 8 HGV spaces, and 4 disabled parking spaces. Unit 3 has a total of 24 car parking spaces, 5 HGV spaces and 3 disabled parking spaces.
- 3.5 The proposal also includes associated landscaping along the eastern and southern boundaries of the site.



Figure 1: Proposed Site Plan

Layout, Scale and Appearance

- 3.6 As demonstrated in Figure 1, the Argosy Drive development is proposed to be configured with Unit 1 located on the south western site boundary and Units 2 and 3 located opposite on the north western site boundary. All units will be accessed via Argosy Drive which runs up the middle of the site. Car and HGV parking facilities are located between the units and Argosy Drive.
- 3.7 A number of various building footprints and yard configurations have been considered leading up to the draft masterplan contained within this document. The preferred solution displayed in Figure 1 was considered to best maximise the site's potential.
- 3.8 Regarding scale and appearance, Unit 1 is proposed to be 8m clear internal height for units 1a-1f, with a horizontal parapet eaves line. The external parapet height will be c.10.5m above surrounding ground level for units 1a – 1f. The proposed elevations of Unit 1 will consist of a mix of profiled and flat (microrib) cladding. The colours will be of a neutral grey, cream and white palette with subtle greys and creams colours applied to key areas such as doors and glazing.

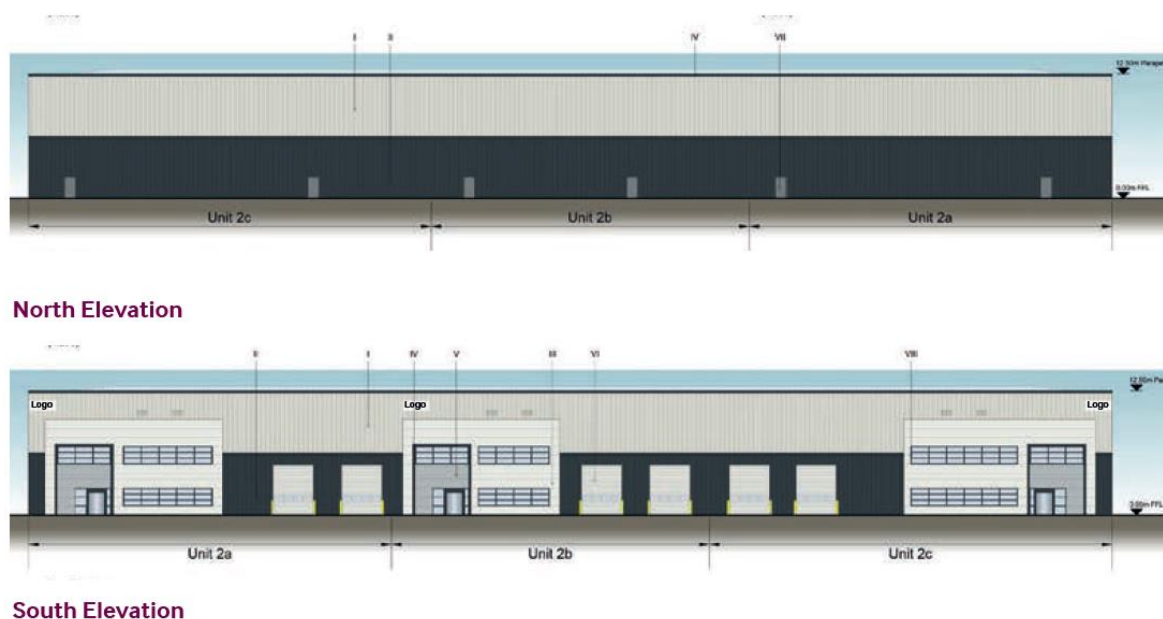


Figure 2: Unit 1 South and North Elevations

- 3.9 Unit 2 is proposed to be 10m clear internal in height with a horizontal parapet eaves line. The external parapet height will be c.12.5m above surrounding ground level. The proposed elevations will consist of a mix of profiled and flat (microrib) cladding. The colours will be of a neutral grey, cream and white palette with subtle greys and creams colours applied to key areas such as doors and glazing.

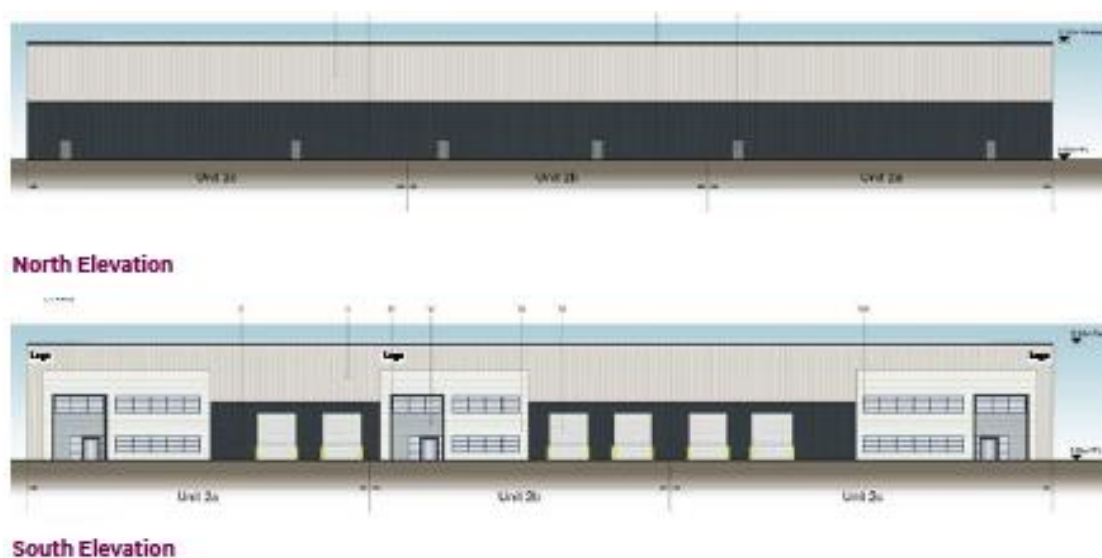


Figure 3: Unit 2 South and North Elevations

- 3.10 Unit 3 is proposed to be 10m clear internal in height with a horizontal parapet eaves line. The external parapet height will be c.12.5m above surrounding ground level. The proposed elevations will consist

of a mix of profiled and flat (microrib) cladding. The colours will be of a neutral grey, cream and white palette with subtle greys and creams colours applied to key areas such as doors and glazing.



Figure 4: Unit 3 North and South elevations

- 3.11 The building will be of steel portal framed construction, with insulated metal wall and roof cladding. The roof is designed with low level parapets to disguise the hipped roof behind.
- 3.12 The elevational treatment incorporates that very similar to the Dnata building adjacent to the site. A plinth of Anthracite vertical profiled cladding on the bottom, with Hamlet vertical profiled cladding to the top. Each entrance will be framed with horizontally laid, composite 'flat appearance' microrib cladding.
- 3.13 The neutral palette of simplistic grey and cream cladding materials has also been adopted to prevent any potential clashing of colour with end user logos and branding. The colours and materials will help with the design longevity of the building rather than following any current design trends and fads.
- 3.14 Glazing has been added to the entrance of each unit, reducing the need for unnecessary signage and visual clutter. This glazing creates an entrance focal point for the building upon approach and adds visual interest and prestige to the facility for potential occupiers.
- 3.15 In order to maximise internal light and reduce energy demand, 15% roof lights are included within the proposed unit design.



Figure 5: Indicative Site Visual

Landscaping

- 3.16 All new landscaping around the perimeter of the site will be designed to suit the surrounding context with species chosen to compliment the airport environment. Where possible existing trees and mature landscaping will be retained.
- 3.17 To the back of Unit 1 the existing verge of landscaping will be retained where possible and enhanced as part of this development.
- 3.18 Currently there is a mature landscaping strip to the southern and western edge of the site, which helps to screen views of the site from Avro Way and Runger Lane. This landscaping strip will be retained where possible and enhanced as part of the site redevelopment.
- 3.19 The majority of the proposed trees will be sourced as semi-mature to provide instant impact and screening of the site.
- 3.20 The removed tree groups will be replaced with appropriate buffer planting as the existing groups contain an abundance of shrub and whip planting. The proposed buffer planting is a mixture of native species and evergreen defensive species that are currently found within the existing groups and will form a low to medium height evergreen screen around the site. Groundcover planting is specified in areas where enhanced visibility is required (e.g. adjacent to road junctions).
- 3.21 All plant species specified are, in the majority, either found currently on or adjacent to the site, and are non-berry / nut producing varieties due to the proximity to the airport.

Access and Servicing

- 3.22 The main vehicle entrance for staff personal vehicles and HGV/ vans will be off Argosy Drive. This junction also serves the unit yard areas to all units.
- 3.23 The geometry of the service yard and access roads will comply with the general recommendations and turning performance diagrams for the full range of vehicles, permitted in the UK as set out in the Freight Transport Association document 'Designing for Deliveries'.
- 3.24 Pedestrians enter from Avro Way via the proposed footpaths off the estate road leading to the mark footways on site. Cyclists would also follow the same route into the site, dismounting at the cycle shelter and proceeding on foot to the main offices.
- 3.25 Pedestrian entry to the buildings will be via the glazed office reception areas for office staff and visitors, or via any separate driver/warehouse staff entrance.
- 3.26 The nearest bus stop is located on Viscount Drive, services 288 and 313 run from this stop.
- 3.27 The service yards act as emergency access and egress points. York Drive to the north and Avro Way to the south of the site will also allow for emergency access giving 50% overall access to the buildings for fire engine vehicles.

Sustainability

- 3.28 Sustainability and environmental considerations incorporated into the design include:
- Layout and use
 - Maximisation of efficient M&E systems to minimise energy usage
 - Efficient design to minimise the use of natural resources
 - Use of recyclable / recycled materials
 - Minimising waste using off-site prefabrication of elements i.e. retaining walls, cladding, steelwork etc
 - Design for deconstruction rather than demolition
 - Selection of materials considering whole life cycle assessments
 - Adaptation of natural materials where appropriate

- Occupant comfort and well-being

3.29 A range of proposed eco measures are listed on the adjacent image and will be incorporated as required to achieve the desired BREEAM rating. This will also include the incorporation of photovoltaic panels to the roof.

Overall Scheme

3.30 The Argosy Drive development will form part of an overall scheme to improve the area, including the development of Buildings 401 and 402. As stated within the Planning History section of this SPS, Building 401 gained planning consent on the 2nd February 2022 (ref: 131892/FO/2021). This proposal was for the erection of a terrace of three Class B8 warehouse units. An application was submitted in March 2022 for the erection of a terrace of 4 Class B8 warehouse units at Building 402 (ref: 133408/JO/2022), this application is awaiting determination. A subsequent S73 application (ref: 133390/FO/2022) has been made for the original entrance position proposed on the Building 401 scheme to be relocated and replaced by a central access road which will also serve Building 402.

Phased Delivery

3.31 The overall development is proposed to be split into three phases as follows:

- Phase 1 comprises Unit 1, associated car parking and service yard and access road.
- Phase 2 comprises Unit 2, associated car parking and service yards.
- Phase 3 comprises Unit 3 associated car parking and service yards.

3.32 As such, should the scheme be approved, any associated conditions would need to reflect the phased delivery plan.



Figure 6: Proposed Phasing Plan

Summary

- 3.33 The scheme proposals have regard to and respond positively to the Site's opportunities and considerations; ensuring that the design and layout assimilates into the character and appearance of the area.
- 3.34 The application forms part of a wider masterplan to improve the Manchester Airport. The masterplan began with the approval of planning application ref: 131892/FO/2021 in February 2022. This proposal was for the erection of a terrace of three Class B8 warehouse units. An application was submitted in March 2022 for the erection of a terrace of 4 Class B8 warehouse units at Building 402 (ref: 133408/JO/2022), this application is awaiting determination. A subsequent S73 application (ref: 133390/FO/2022) has been made for the original entrance position proposed on the Building 401.

4. Planning Policy Context

- 4.1 This chapter describes the relevant adopted local planning policies as well as national planning policy and other material considerations relevant to the determination of this application.

Development Plan

- 4.2 Section 38 (6) of the Planning and Compulsory Purchase Act 2004 states that decisions should be made in accordance with the Development Plan unless material considerations indicate otherwise.
- 4.3 For the purposes of this application, the Development Plan comprises the Manchester City Council Core Strategy Development Plan Document (2012); and saved policies of the Unitary Development Plan (1995).

Core Strategy Development Plan Document (Core Strategy)

- 4.4 The Core Strategy was adopted on 11th July 2012 and it is the key document to guide development in the City over the plan period (2012-2027).
- Policy MA 1 – Manchester Airport Strategic Site: this is a relevant policy in guiding the development of the site and the World Logistics Hub at Manchester Airport. The policy includes a usage masterplan to ensure development supports the operations of the airport. The application Site falls within Area 1a “existing” and within this area it states uses should relate to airport logistics. Development outside of these uses will be acceptable where the applicant has demonstrated:
 - that it does not impede the operation of the airport and the planned growth outlined in this policy;
 - that the development is a part of the phased development of the airport organisation;
 - that development is needed due to the operational expansion of the Airport; and,
 - that there would be no greater negative environmental effect, either alone or cumulatively, than would occur for the intended use.
 - Policy CC5 – Transport: The Council will seek to ensure that development includes adequate parking provision for cars and bicycles. This should be based on the parking standards described in Appendix B. For B8 usage this requires 1 car parking space per 100sqm and 1 cycle space per 850sqm of development.

- Policy T2 – Accessible Areas of Opportunity and Need: this policy states that the Council will actively manage the pattern of development to ensure that new development; offers good access to the City's main economic drivers; is easily accessible by walking, cycling and public transport and provides an appropriate level of car parking in accordance with the standards set out in Appendix B.
- Policy EN1 – Design Principles and Strategic Character Areas: this policy reinforces the core design principles identified in the NPPF. In relation to the Northern Character Area, which the application site falls within, this policy states that developers should respond to the underlying topography and varied townscape created by the balance-built form and the tree-covered landscape.
- Policy EN6 – Target Framework for CO2 reductions from low or zero carbon energy supplies: this policy sets out the Council's targets for the reduction of CO2 emissions and states that an energy statement addressing this should be submitted alongside all applications over 1,000m2.
- Policy EN9 – Green infrastructure: this policy stated that new development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. The policy goes on to state that the key features of Manchester's Green Infrastructure will include the continued maintenance and management of the Rivers Mersey and Irwell and their tributaries including the River Irk which runs adjacent to the application site.
- Policy EN14 – Flood Risk: this policy states that development should be directed away from sites at the greatest risk of flooding and towards sites with little or no risk of flooding. Development should also minimise surface water run-off through the provision of SUDS and the appropriate use of Green Infrastructure.
- Policy EN15 – Biodiversity and Geological Conservation: the policy seeks to maintain or enhance sites of biodiversity and geological value throughout the City. Particular consideration will be given to:
 - sites with international or national designations for their biodiversity value. Manchester contains one Site of Special Scientific Interest (SSSI) (Cotteril Clough); there is a Special Area of Conservation (SAC) and an SSSI just over the border in Oldham (both on the Rochdale Canal within Oldham);

- other sites of biodiversity value, including Sites of Biological Importance (SBIs) and Local Nature Reserves (LNRs); Manchester currently has 35 SBIs (including the Rochdale and Ashton Canals) and 7 LNRs; priority habitats found within Manchester, as listed in the Manchester Biodiversity Strategy and included in the Greater Manchester Biodiversity Action Plan (GM BAP);
 - protected and priority species, as listed in the Manchester Biodiversity Strategy and included in the Greater Manchester Biodiversity Action Plan (GM BAP);
 - sites that are recognised for their geological importance;
 - the Council's objective to protect and conserve the City's existing trees and woodlands and the 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 where appropriate.
- Policy EN16 – Air Quality: this policy seeks to improve the air quality within Manchester and states that 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. 5.13 When assessing the appropriateness of locations for new development the Council will consider the impacts on air quality, alongside other plan objectives. This includes cumulative impacts, particularly in Air Quality Management Areas.
 - Policy EN18 – Contaminated Land and Ground Stability: this policy states that the Council will give priority for the remediation of contaminated land to strategic locations and that any proposal for development of contaminated land must be accompanied by a health.
 - Policy DM1 – Development Management: sets out a set of development management principles that all development should have regard to. The layout for the proposed development has been developed in line with the following principles:
 - Appropriate siting, layout, scale, form, massing, materials and detail;
 - Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development; Effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation;

- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes;
 - Community safety and crime prevention;
 - Vehicular access and car parking;
 - Effects relating to biodiversity, landscape, archaeological or built heritage;
 - Green Infrastructure including open space, both public and private;
 - Flood risk and drainage; and
 - Sustainable construction techniques.
- Policy DM 2 – Aerodrome Safeguarding: this policy states that, development that would affect the operational integrity or safety of Manchester Airport or Manchester Radar will not be permitted. Extensive consultation was undertaken as part of the 2012 and 2013 planning applications which confirmed the building height, location and design is suitable in principle and in conformity with the criteria set out within Policy DM 2.
 - Policy SP 1 – Spatial Principles: this emphasises that the growth of Manchester Airport will act as a catalyst for the regional economy and will provide the impetus for the second hub of economic activity in this part of the Airport. The proposed development will contribute to delivering the aims of the World Logistics Hub site and for Manchester Airports Strategic Site aims.
 - Policy EC 1 – Employment and Economic Growth in Manchester: states that a minimum of 200 ha of employment land will be developed between 2010 and 2027 for offices (B1a), research and development (B1b), light industrial (B1c), general industry (B2) and distribution and warehousing (B8).
 - Policy EC 2 – Existing Employment Space: states that the Council will seek to retain and enhance existing employment space and sites.
 - Policy EC 10 – Wythenshawe: this policy expects Wythenshawe to provide 55ha of employment land within B1a offices, B1b/c research and development and light industry and B8 logistics and distribution. The policy states that the majority of economic development will be focused on areas including Manchester Airport Strategic Site and Airport City Strategic Employment Location which are suitable for aviation related development and a mix of economic

development uses including offices, high technology industries, logistics, warehousing and airport hotels.

Saved policies of the Unitary Development Plan (UDP)

- 4.5 The majority of the Manchester UDP policies have been replaced by the Core Strategy, however there are still saved policies that remain extant, although the weight that can be attributed to these is dependent on their consistency with the NPPF (para 219). It is not considered there are any saved policies of relevance in the determination of this application.

Other Material Considerations

- 4.6 There are a series of other planning policy guidance documents at local and national level that are relevant to the determination of this application which include the:

- Greater Manchester Places for Everyone;
- National Planning Policy Framework ('NPPF') (July 2021); and
- Planning Practice Guidance ('PPG').

- 4.7 Each of these documents are summarised below.

Greater Manchester Places for Everyone

- 4.8 Greater Manchester's Places for Everyone is a long-term plan of nine Greater Manchester districts (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan) for jobs, new homes, and sustainable growth. It has been published by the GMCA on behalf of the nine districts. The plan is a joint development plan of the nine districts which will determine the kind of development that takes place in their boroughs, maximising the use of brownfield land and urban spaces while protecting Green Belt land from the risk of unplanned development.
- 4.9 The plan is the result of a process that began as the Greater Manchester Spatial Framework (GMSF) in 2014. The Combined Authority have undertaken their final round of public consultation in September 2021 prior to submitting to the Secretary of State for examination before subsequently being adopted.
- 4.10 It should be noted that until the Plan has been examined and adopted the policies carry limited to no weight. However, the latest version of the "Places for Everyone" document dated August 2021 has been reviewed and includes the following points of relevance for this application:

- Objective 4 of the Plan states development should be focused in Core Growth Areas, Manchester Airport and Key Economic Locations;
- Policy JP-Strat 9 (Southern Areas) states economic potential of, and benefits of investment in, Manchester Airport will be maximised;
- Policy JP-Strat 10 (Manchester Airport) states the airport and its surrounding locality will make a major contribution to the competitiveness of the North, Midlands and Wales by supporting inward investment, international trade and tourism, high quality new homes and supporting economic and social regeneration. It will be central to raising the global profile and economic performance of Manchester and the North West.
- Policy JP-J 1 (Supporting Long-Term Economic Growth) seeks to maximise the potential of the key growth locations whilst also securing investment that raises the competitiveness of northern boroughs to deliver inclusive growth across the sub-region by ensuring that employment growth opportunities are well connected and accessible to all residents. Key locations that will help to maximise economic growth in an inclusive way includes the Manchester Airport Enterprise Zone.
- Policy JP-J 4 (Industry and Warehousing Development) states that at least 3,330,000 sqm of new, accessible, industrial and warehousing floorspace will be provided in the Plan area over the period 2021-2037. To achieve this, a high level of choice and flexibility will be provided in the supply of sites for new industrial and warehousing floorspace.

National Planning Policy Framework

- 4.11 The National Planning Policy Framework (NPPF) dated July 2021, contains the Government's most up-to-date planning guidance. The NPPF sets out the Government's planning policies for England and how these are expected to be applied. The NPPF is a significant material consideration in the determination of this application. The overall emphasis of the NPPF is to reiterate the Government's key objectives of facilitating economic growth and securing sustainable development.

Achieving Sustainable Development

- 4.12 Central to the NPPF is the presumption in favour of sustainable development and the need for the planning system to support economic growth. Paragraph 11 of the Framework sets out the presumption in favour of sustainable development and the application of the policy for decision making states:

"Plans and decisions should apply a presumption in favour of sustainable development.

For decision-taking this means:

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

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

i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or

*ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole."*²

4.13 Paragraph 8 of the Framework emphasises that the purpose of the planning system is to contribute to the achievement of sustainable development. Paragraph 8 defines "sustainable development" and highlights the three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways:

*"a) **an economic objective** – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;*

*b) **a social objective** – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and*

*c) **an environmental objective** – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy."*³

Building a Strong and Competitive Economy

4.14 The Framework confirms that planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Paragraph 80 states that "*significant weight should be*

² NPPF, page 6, paragraph 11

³ NPPF, page 5, paragraph 8

placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development”.

- 4.15 In addition, paragraph 85 states that previously developed land (PDL) *“and sites that are physically well related to existing settlements, should be encouraged where suitable opportunities exist”*.⁴

Promoting Sustainable Transport

- 4.16 Chapter 9 of the NPPF confirms that transport issues should be considered from the earliest stages of plan-making and development proposals, so that a number of matters can be considered and addressed including the impacts of the development on the transport network.
- 4.17 Paragraph 111 states that *“developments should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”*.

Making Effective Use of Land

- 4.18 The Framework puts great weight on planning policies and decisions promoting an effective use of land in meeting the need for homes and other uses.
- 4.19 Paragraph 125 (c) states that local planning authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in this Framework.

Achieving Well Designed Places

- 4.20 The main change in the updated NPPF from July 2021 places more emphasis on the importance of good design for decision making. Paragraph 126 sets out that good design is a key aspect of sustainable development, creates a better place in which to live and work and helps make development acceptable to communities. At paragraph 134, the NPPF states that:

“significant weight should be given to:

a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or

⁴ NPPF, page 24, paragraph 85

b) outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings".

Meeting the challenge of climate change, flooding and coastal change

- 4.21 Chapter 14 of the NPPF sets out that the planning system should support the transition to a low carbon future in a changing climate. On building efficiency, the NPPF states that buildings should take account of layout, building orientation, massing and landscape to minimise energy consumption.

Implementation of the NPPF

- 4.22 Paragraphs 218 – 223 of the NPPF sets out how the Framework should be implemented and the level of weight that should be attributed to Development Plan policies.
- 4.23 Paragraph 219 states that existing policies should not be considered out of date simply because they were not adopted or made prior to the publication of the Framework however due weight should be given to them, according to their degree of consistency with this Framework (i.e. the closer the policies in the plan to the policies in the Framework, the greater weight that may be given).

Planning Practice Guidance

- 4.24 On 6th March 2014 the Department for Communities and Local Government launched the online Planning Practice Guidance (PPG) as a web-based resource to further simplify and bring together planning practice guidance for England in an accessible and usable way. The PPG is intended to assist practitioners and provide further guidance on the interpretation of national planning policy within the NPPF. It is therefore a significant material consideration in the determination of the application.
- 4.25 The NPPG emphasises the importance of good design and making effective use of land. It recognises design as an integral part of sustainable development. Good design '*responds in a practical and creative way to the function and identity of a place*'. With regards to supportive more effective uses of land, the NPPG provides guidance on what tools and evidence should be used in the determination of applications.

Summary

- 4.26 This chapter has identified a series of Development Plan Documents and other material considerations to be taken into account in the determination of this application. The following Chapter

assesses the principle of development against the local and national planning policy framework in greater detail.

5. Planning Appraisal

- 5.1 This chapter assesses the principle of the Site's redevelopment against the relevant adopted and emerging local policies, NPPF and other material considerations.
- 5.2 Under the provisions of Section 38 of the Planning and Compulsory Purchase Act 2004, LPAs are required to determine planning applications in accordance with policies contained within the statutory Development Plan, unless material planning considerations indicate otherwise.

Principle of Development

- 5.3 The site is located within an established employment area, surrounded by existing employment uses. The statutory starting point for the determination of the application is the Development Plan. The proposal fully accords with the Core Strategy and Saved UDP policies. The proposals are also in accordance with emerging "Places for Everyone" policies as identified in Chapter 4 of this SPS.
- 5.4 This application seeks consent for three warehouses incorporating 8, 4, and 3 terrace units (Use Class B8) on a previously developed site located within an allocated employment area as part of Manchester Airport (Policy MA1). Policy MA1 states that a development on this site should be occupied for airport logistics uses. The occupiers for this scheme are yet to be determined. The Applicant will seek occupiers which accord with the intended airport logistics uses for the site.

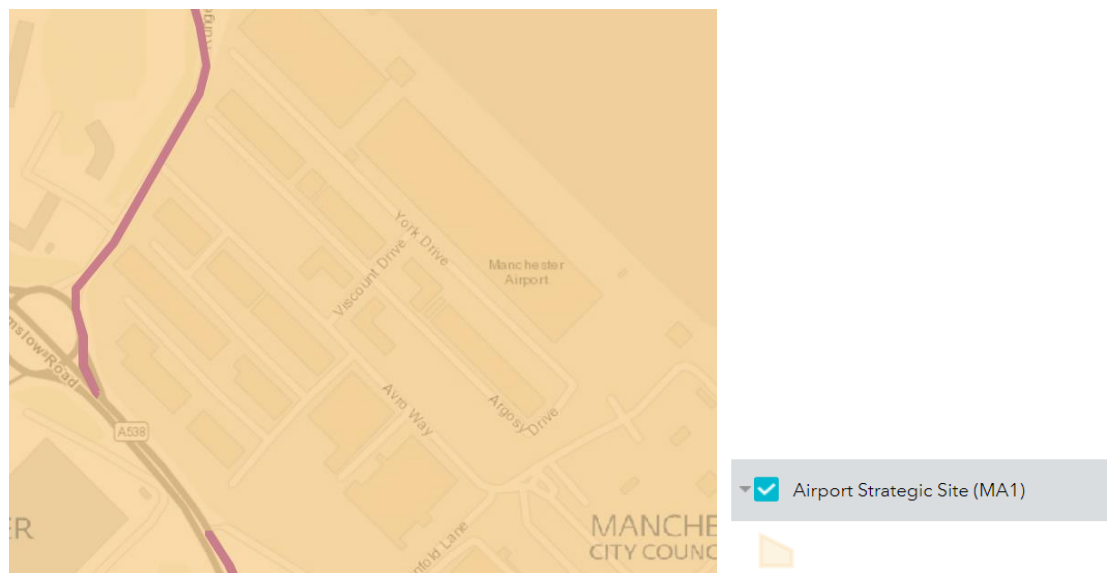


Figure 7: Extract of Policy Map Showing Allocation

- 5.5 The proposed development will not only deliver employment opportunities on an allocated site for such uses but will also redevelop the site. Therefore, not only should the principle of use be supported

but the ambitions of the Applicant to invest and maintain employment opportunities in a sustainable location as proposed by both local and national planning policy should also be supported and carry great weight in the determination of this application.

Design

- 5.6 A Design and Access Statement has been prepared by RPS, which addresses the site's location and context, the design development and the scale, massing and appearance of the proposal. The site currently comprises previously developed land and as such the proposed development will ensure that the existing streetscape is significantly enhanced through the development of a high-quality development on the site.
- 5.7 CS Policy EN1 (Design Principles) seeks to ensure that development will achieve a high standard of design and will respond to the surrounding context and enhance the street scene or character of the area. Furthermore, the latest revision of the NPPF poses more emphasis and the weight on the importance of good design for new developments. The scheme has been designed to be fully in accordance with this policy to ensure that the development will make a positive contribution to the existing local character of the area.
- 5.8 As set out further in the submitted Design and Access Statement, the detailed layout and design has been considered to ensure that the proposals make a positive contribution to the form and quality of the surrounding areas by meeting the necessary standards and protecting amenity for nearby buildings and future residents. Careful attention has been paid to the creation of a safe, inclusive and accessible development.
- 5.9 Overall, the proposed development will result in creating a high-quality employment development that will overall improve the appearance and sense of character within the local area.

Highways

- 5.10 The application is supported by a Transport Statement prepared by AECOM Ltd. The Transport Statement finds that the proposed development is relatively modest and is unlikely to result in additional congestion. It further proposes that the reduction in car parking spaces between the existing and proposed uses the traffic could have a positive impact on the highway network. As such, AECOM considers that the proposals would not be detrimental to the operation of the local highway network and that it is consistent with the National Planning Policy Framework and Development Plan Policies DM1 and CC5, therefore should not be refused on highway grounds.

- 5.11 In addition, the application is supported by an Interim Travel Plan, prepared by AECOM Ltd. The Interim Travel Plan provides a strategy for managing travel demand, with the aim of minimising the number of single journey occupancy car trips generated by the development. This proposal is therefore demonstrated to comply with policies SP1 and T2 of the Core Strategy as it encourages sustainable modes of transport.

Trees

- 5.12 An Arboricultural Impact Assessment has been prepared by AECOM. This assessment concluded the proposed development will require the removal of a number of individual trees and groups of trees.
- 5.13 Tree removals are required due to a direct conflict with the Proposed Development, to avoid inappropriate tree retention close to new structures where onerous ongoing tree management would be necessary or to achieve the landscaping objectives for the Site. As such the proposal is considered to accord with policies EN9 and EN15 of the Manchester Core Strategy.
- 5.14 Mitigation for tree removals will consist of a robust and high quality scheme of new tree planting which represents an opportunity to increase the quality, impact, diversity and resilience of the local tree stock.
- 5.15 The Landscape Strategy for Argosy Drive proposes replacing the removed trees at a rate in excess of 1:1; there are 18 removed trees (category B & C), and 20 proposed trees within the landscape proposal.
- 5.16 The proposed trees are of species either currently found on or adjacent to the site, or a cultivar thereof (such as *Quercus robur* 'Fastigiata'). The majority of the proposed trees will be sourced as semi-mature to provide instant impact and screening of the site.
- 5.17 The removed tree groups will be replaced with appropriate buffer planting as the existing groups contain an abundance of shrub and whip planting. The proposed buffer planting is a mixture of native species and evergreen defensive species that are currently found within the existing groups and will form a low to medium height evergreen screen around the site. Groundcover planting is specified in areas where enhanced visibility is required (e.g. adjacent to road junctions).
- 5.18 All plant species specified are, in the majority, either found currently on or adjacent to the site, and are non-berry / nut producing varieties due to the proximity to the airport.

Other Technical Assessments

- 5.19 A number of other technical assessment have been undertaken on the site, in respect to land contamination, flood risk, drainage, noise, air quality and ecology which demonstrate that the development proposals will not result in any significant adverse impacts, subject to the proposed mitigation and as such comply with the relevant Development Plan policies.

Summary

- 5.20 It has been clearly demonstrated that the development proposals fully accord with the relevant policies and aspirations of the Development Plan and as such should be approved without delay.

6. Planning Balance

- 6.1 Section 38(6) of the Planning and Compulsory Planning Act 2004 states that decisions should be made in accordance with the Development Plan unless material considerations indicate otherwise. Case law has established that a proposal does not have to accord with each and every policy to be considered to be in accordance with the development plan when read as a whole.
- 6.2 As demonstrated in this Statement the application proposals accord with the relevant policies of the Development Plan, when read as a whole, and should therefore be approved without delay in accordance with the NPPF.
- 6.3 Notwithstanding the above, if the Council does identify a conflict with any policies of the Development Plan, the potential harm is clearly outweighed by the substantial economic, social and environmental benefits, as set out below:

Economic Benefits

- 6.4 The proposed development will contribute to building a strong, responsive and competitive economy. In particular, the economic outcomes of the proposed development are:
- Direct and indirect job creation during the construction phase. The jobs span a range of sectors and skill requirements, including building suppliers and architects;
 - The resultant employment floorspace will create skilled jobs at an employment location;
 - The proposals will see further development on a site allocated for employment uses;
 - Contribution to the ongoing regeneration and modernisation of the wider area; and,
 - The creation of modern employment units which are fit for purpose and will increase occupancy levels.

Social Benefits

- 6.5 The proposed development will support the creation of strong, vibrant and healthy communities. In particular, the proposed development will:
- Make a significant investment and contribution towards the Councils ongoing aspirations for this area;
 - Deliver a sustainable development which has good access to existing transport links; and

- Will support the local economy and help to boost the productivity of the local area's labour market.

Environmental Benefits

6.6 As demonstrated within the accompanying technical reports, the proposed development will not result in significant harm to the natural environment. In particular, the proposed development will:

- Provide access to services and facilities via sustainable modes of transport, such as through cycling and walking;
- Not have a detrimental impact on protected species;
- Have an acceptable impact on the local highway network;
- Not result in any adverse impacts in terms of flood risk/drainage; and,
- Result in improved landscaping with any unavoidable tree loss being replaced at a 1:1 ratio, the site will also be subject to ongoing maintenance to upkeep the high quality landscaping scheme.

Summary

6.7 In summary, the proposed development represents a high-quality sustainable form of development which will deliver further investment at Manchester Airport. The proposal constitutes sustainable development in accordance with the NPPF and Development Plan when taken as a whole. The proposals would deliver positive economic, social and environmental benefits which should be afforded significant weight in the determination of this planning application.

7. Conclusion

- 7.1 This Supporting Planning Statement has been prepared by Avison Young on behalf of Threadneedle Curtis Ltd (the Applicant), in support of a full planning application for the redevelopment of Land at Argosy Drive, Manchester Airport.
- 7.2 The proposal consists of a three warehouses providing a total of 13,746sqm (5,798sqm, 3,811sqm, and 3,952 sqm) in floorspace. The warehouses will be supported by a total of 140 car parking spaces.
- 7.3 The development will be delivered in three phases, as detailed in the supporting Phasing Plan. Phase 1 comprises Unit 1, associated car parking, service yard and access road, Phase 2 comprises Unit 2, associated car parking and service yard and Phase 3 comprises Unit 3, associated car parking and service yards. As aforementioned, should the proposal be approved it is requested any associated conditions reflect the three phases to delivery.
- 7.4 The Argosy Drive development is part of a wider long-term masterplan by CTI to redevelop the area, include the nearby Building 401 which was recently approved by MCC, and the outstanding application for Building 402.
- 7.5 This application seeks consent for a three warehouses incorporating 6, 4 and 3 terrace units (Use Class B8) on a previously developed site located within an allocated employment area as part of Manchester Airport (Policy MA1). While the end users have not yet been identified, it is anticipated that they will be in accordance with this site specific policy.
- 7.6 As aforementioned in the preceding chapters of the SPS, this proposed development will result in, but not restricted to, the following sustainable benefits:
- The proposed development will contribute to building a strong, responsive and competitive economy.
 - The proposed development will support the creation of strong, vibrant and healthy communities.
 - As demonstrated within the accompanying technical reports, the proposed development will not result in significant harm to the natural environment.
- 7.7 Overall, this Planning Statement, the supporting technical surveys/reports and drawings demonstrate that the proposal accords with the principles of sustainable development, makes efficient use of previously developed land and will deliver significant benefits to the local area.

7.8 On this basis, in accordance with the adopted development plans and presumption in favour of sustainable development, as identified within the NPPF, it is respectfully requested that planning permission should be granted for the proposed development.

APPENDIX I

SUBMISSION SCHEDULE

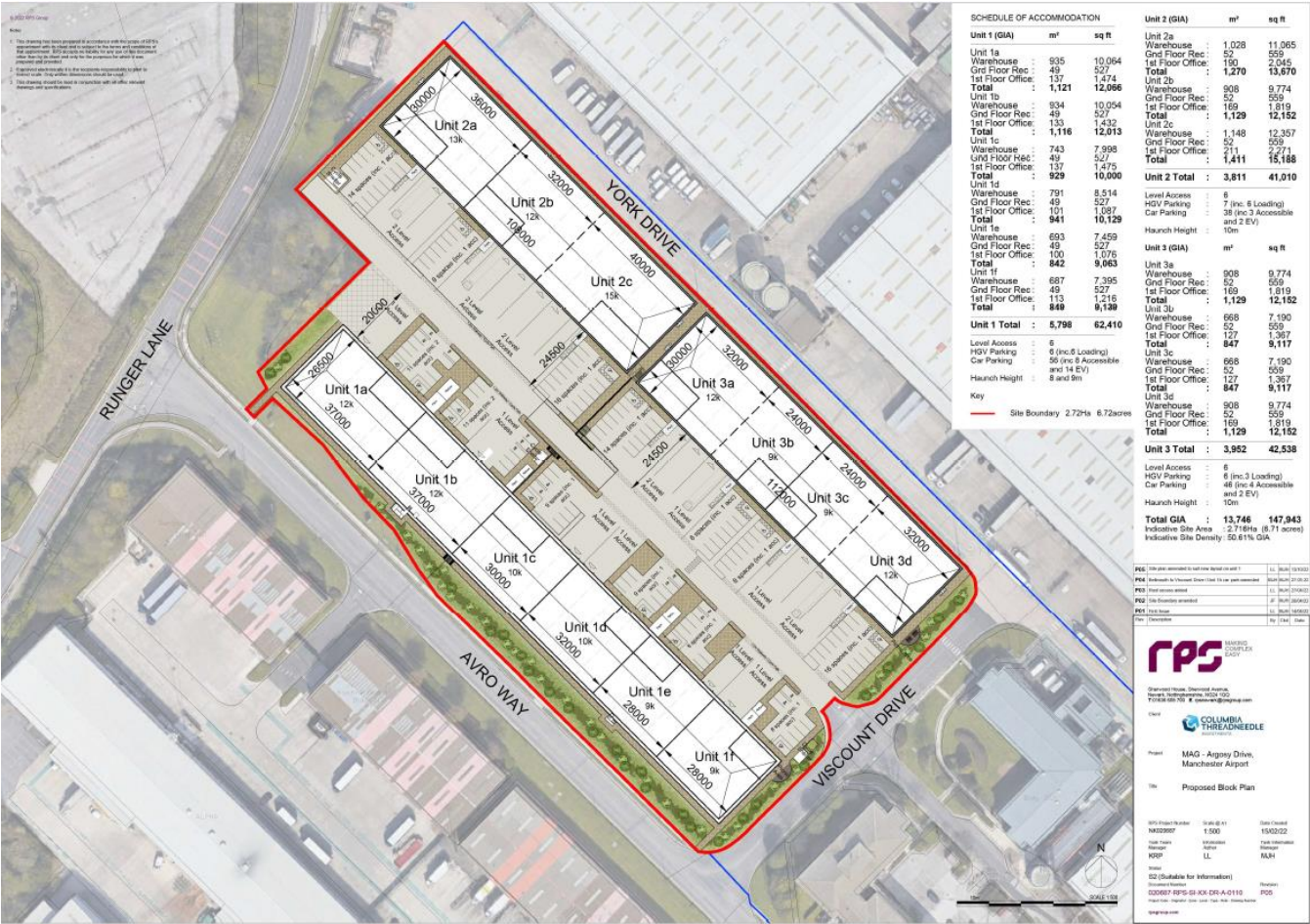
Document	June 2022 Submission	January 2023 Update	Consultant/ Responsibility
Forms			
Application Form	June 2022	February 2023	Avison Young
Covering Letter	June 2022	February 2023	Avison Young
Plans			
Red Line Plan	020687-RPS-SI-XX-DR-A-0100 P02	020687-RPS-SI-XX-DR-A-0100 P02	RPS
Existing Site Plan	020687-RPS-SI-XX-DR-A-0101 P02	020687-RPS-SI-XX-DR-A-0101 P02	RPS
Existing Elevations	020687-RPS-SI-XX-DR-A-0102 P01	020687-RPS-SI-XX-DR-A-0102 P01	RPS
Proposed Site Plan	020697-RPS-XX-DR-0110-P03	020687-RPS-SI-XX-DR-A-0110-P06	RPS
Phasing Plan	020687-RPS-SI-XX-DR-A-0111-P04	020687-RPS-SI-XX-DR-A-0111 P05	RPS
Cycle Shelter Details	020687-RPS-SI-XX-DR-A-0112-P04	020687-RPS-SI-XX-DR-A-0112 P05	RPS
Proposed Elevations Unit 1	020687-RPS-SI-XX-DR-A-0121-P03	020687-RPS-SI-XX-DR-A-0121 P05	RPS
Proposed Building Plan Unit 1	020687-RPS-SI-XX-DR-A-0122-P03	020687-RPS-SI-XX-DR-A-0122 P05	RPS
Site Sections Unit 1	020687-RPS-SI-XX-DR-A-0123-P03	020687-RPS-SI-XX-DR-A-0123 P04	RPS
Proposed Roof Plan Unit 1	020687-RPS-SI-XX-DR-A-0124-P02	020687-RPS-SI-XX-DR-A-0124 P04	RPS
Proposed Elevations Unit 2	020687-RPS-SI-XX-DR-A-0131 P02	020687-RPS-SI-XX-DR-A-0131 P02	RPS
Proposed Building Plan Unit 2	020687-RPS-SI-XX-DR-A-0132 P02	020687-RPS-SI-XX-DR-A-0132 P02	RPS
Site Sections Unit 2	020687-RPS-SI-XX-DR-A-0133 P03	020687-RPS-SI-XX-DR-A-0133 P03	RPS

Proposed Roof Plan Unit 2	020687-RPS-SI-XX-DR-A-0134 P02	020687-RPS-SI-XX-DR-A-0134 P02	RPS
Proposed Elevations Unit 3	020687-RPS-SI-XX-DR-A-0141 P03	020687-RPS-SI-XX-DR-A-0141 P03	RPS
Proposed Building Plan Unit 3	020687-RPS-SI-XX-DR-A-0142 P02	020687-RPS-SI-XX-DR-A-0142 P02	RPS
Site Sections Unit 3	020687-RPS-SI-XX-DR-A-0143 P03	020687-RPS-SI-XX-DR-A-0143 P03	RPS
Proposed Roof Plan Unit 3	020687-RPS-SI-XX-DR-A-0144 P02	020687-RPS-SI-XX-DR-A-0144 P02	RPS
Proposed Levels	60663052-ACM-ArA-XX-DR-C-10001_P01	To supplement submission	RPS
Landscape Strategy 1 of 2	JSL4364-RPS-XX-EX-DR-L-9001_P01	N/A	N/A
Landscape Strategy 2 of 2	JSL4364-RPS-XX-EX-DR-L-9002_P01	N/A	N/A
Detailed Landscape Proposals 1 of 2	JSL4364-RPS-XX-EX-DR-L-9003_P01	N/A	N/A
Detailed Landscape Proposals 2 of 2	JSL4364-RPS-XX-EX-DR-L-9004_P01	N/A	N/A
Ecological Enhancements & Planting Plan Part 1	N/A	AT.22.1242.200r1	Amenity Tree
Ecological Enhancements & Planting Plan Part 2	N/A	AT.22.1242.201r1	Amenity Tree
Logistics Drawings	N/A	KM-ADM-DR-002-RevA	RPS
Reports			
Supporting Planning Statement	April 2022	February 2023	Avison Young
Solar Photovoltaic Glint and Glare Study	April 2022	November 2022	Pager Power
Design and Access Statement	April 2022	January 2023	RPS
Planting Schedule and Specification	April 2022	N/A	N/A
Waste Management Strategy Proforma	April 2022	January 2023	RPS
Flood Risk Assessment	April 2022	April 2022	AECOM

Drainage Strategy	April 2022	Drainage Strategy Planning Addendum January 2023	Tetra Tech
Utilities Strategy	March 2022	Utility Strategy Addendum January 2023	Tetra Tech
Preliminary Ecology Appraisal Report	February 2022	Assessment of Biodiversity Argosy Way	Amenity Tree
Arboricultural Impact Assessment	March 2022	March 2022	AECOM
Interim Travel Plan	March 2022	March 2022	AECOM
Transport Statement	March 2022	Transport Assessment Addendum January 2023	AECOM
External Lighting Strategy Report	March 2022	External Lighting Strategy Addendum January 2023	AECOM
Phase 1 Tier 1 Geo- environmental and Geotechnical Assessment	March 2022	March 2022	AECOM
Photographic Schedule	January 2022	January 2022	Venture Workman Projects
COMAH Technical Note	March 2022	March 2022	RAS Ltd
Local Labor Agreement- Statement of Intent	May 2022	December 2022	MAG
Crime Impact Statement	May 2022	November 2022	GMP
Site Waste Management Plan	N/A	December 2022	RPS
Swept Path Drawings	N/A	KM-ADM-DR-003 Rev A KM-ADM-DR-004 Rev A KM-ADM-DR-005 Rev A KM-ADM-DR-006 Rev A KM-ADM-DR-007 Rev A	Knockmoy Consultancy
Overall Outline Construction Programme	N/A	December 2022	Knockmoy Consultancy
Construction and Environment Outline Method Statement	N/A	December 2022	Knockmoy consultancy

APPENDIX II

PROPOSED SITE LAYOUT



Contact Details

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