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Planning Statement
Manchester Business Park

December 2025

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1. Introduction

- 1.1. This Planning Statement (the ‘Statement’) accompanies an application to Manchester City Council (MCC) for Full Planning Permission for the redevelopment of a vacant site at Manchester Business Park, to build a new prime logistics facility (the “Proposed Development”).
- 1.2. The Applicant is a subsidiary of Ask Real Estate Property Ltd (the “Applicant”).
- 1.3. The description of the Proposed Development on the application for Full Planning Permission is set out below:

“Full Planning Permission for the development of 9.no new prime logistics units (Use Class B2 (General Industry) and B8 (Storage and distribution)), along with car parking, cycle parking, landscaping, servicing and access arrangements and other associated works.”
- 1.4. The term “Proposed Development” used within this Statement refers to all stages of construction and operation of the development.
- 1.5. This Statement considers the Proposed Development in its strategic and local context and assesses its acceptability in the context of the Local Development Plan and other material considerations such as the National Planning Policy Framework (NPPF) and relevant guidance.

The Applicant

- 1.6. The Applicant is a subsidiary of Ask Development Ltd. Ask is an independent real estate company with an excellent track record of delivering high quality, large scale, developments across a mix of uses and a diverse range of building typologies. Ask’s approach involves adopting a long-term vision, alongside sustainable design principles and a commitment to creating lasting value for local communities.

The Site

- 1.7. Figure 1.1 below shows the location of the Site in its local context as well as the application boundary in red.
- 1.8. The Site is located immediately north of Manchester Airport and the A555 Ringway Road West, on Aviator Way, and extends to c.3.21 ha. It currently comprises a vacant parcel of ‘undeveloped’ land within Manchester Business Park. Its most recent use was as a garden nursery, which ceased in the late 1990’s.

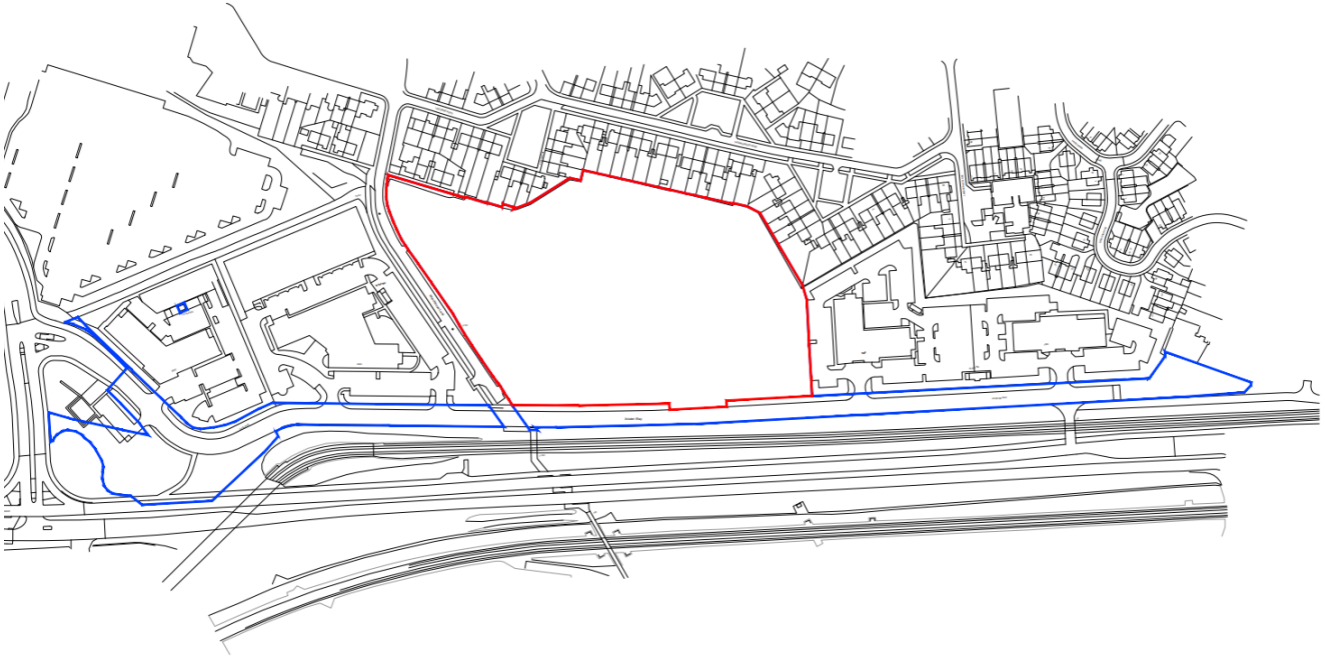


Figure 1.1: Site Location Plan (Source: AEW Architects, 2025)

- 1.9. The Site is located within the Airport City Strategic Employment Location, which is designated under Core Strategy Policy EC 11 as an area for high technology industries, logistics, offices, warehousing and ancillary commercial facilities, aiming to support the economy of the City Region and capitalise on access to the Airport.
- 1.10. The wider Manchester Business Park is bounded to the west by the MIX Manchester Development Area, for which a Strategic Regeneration Framework (“SRF”) was endorsed by Manchester City Council in November 2024. This SRF will bring forward up to 2 million sq. ft. of advanced manufacturing space, R&D labs and office space as well as hotels, leisure facilities and public areas.
- 1.11. Please refer to Section 3 for further details on the Site Context.

The Proposed Development

- 1.12. The Proposed Development comprises a new prime logistics and light industrial scheme to address an undersupply of small and medium-sized industrial units in the market. It aims to create highly attractive spaces tailored to a diverse range of businesses, including those in high technology, logistics, and warehousing sectors.
- 1.13. Strategically located near Manchester Airport and the MIX Manchester SRF, the Proposed Development is ideally positioned to deliver sustainable logistics units. These units will achieve BREEAM Excellent and EPC A ratings and are targeted to be designed to be net zero in operation. Additionally, new planting, trees, and landscaped areas will be incorporated to enhance the Site’s appearance and biodiversity.
- 1.14. The Proposed Development comprises the following elements:
- 9 no. commercial B2 (General Industry) and B8 (Storage and Distribution) units and ancillary office space amounting to c.10,167 sq. m (GIA);

- 145 car parking spaces, including 12 accessible and 18 EV spaces (with futureproofed provision for 26 additional EV spaces);
- Internal circulation road and loading areas; and,
- Associated landscaping.

1.15. The Proposed Development's design and materiality have been carefully considered to provide a sensitive response to the surrounding context. The project will deliver benefits through employment creation, aligning with Manchester's core strategy policy economic objectives, providing opportunities for local communities.

Pre-Application Stakeholder Engagement

1.16. A Statement of Consultation has been prepared in support of the application. The document explains the programme of pre-application consultation that has been implemented to provide all key stakeholders with an understanding of the emerging scheme, in addition to the development and design rationale that underpins the proposals. It includes details of the feedback received and how the Applicant has sought to address that information.

Environmental Impact Assessment (EIA) Screening

1.17. A formal request for an EIA Screening Opinion was submitted to MCC on 11 November 2025. A formal response was issued on 2 December 2025 confirming that an EIA is not required in support of the application.

Structure of the Planning Statement

1.18. The remainder of this Statement is structured as follows:

- Chapter 2: Strategic Context – Consideration of strategic objectives – national, regional and local - which set the strategic context against which the proposals should be considered;
- Chapter 3: Site Context – Description of the Site and its surroundings;
- Chapter 4: Proposed Development – A description of the proposals;
- Chapter 5: Planning Assessment – Assessment of the Proposed Development against the Development Plan and Other Material Considerations;
- Chapter 6: Public Benefits – Details of the expected public benefits associated with the Proposed Development; and,
- Chapter 7: Sets out our conclusion in respect of the Planning Assessment of the proposals.

1.19. A full list of information submitted in support of this Planning Application, and referred to in this Planning Statement, is provided at Appendix A.

2. Strategic Context

This section provides a comprehensive overview of the strategic landscape influencing the Proposed Development. It references key national, regional, and local policy documents to establish the broader priorities relevant to the site. The section then concludes with an initial assessment, demonstrating how the proposed prime logistics space, if approved, will contribute to and align with these identified strategic objectives.

A Platform for Growth and Innovation

The UK's Modern Industrial Strategy (2025)¹

- 2.1. The Industrial Strategy, launched in June 2025, recognises that national economic growth relies on increasing productivity across all UK regions, particularly those with high-potential clusters. It advocates focusing efforts and bringing forward more investable sites in eight high-growth sectors which includes advanced manufacturing, clean energy industries, creative industries, digital and technologies, financial services, defence, life sciences and professional and business services.
- 2.2. The Industrial Strategy, launched in June 2025, recognises that national economic growth relies on increasing productivity across all UK regions, particularly those with high-potential clusters. It advocates focusing efforts and bringing forward more investable sites in eight high-growth sectors, which include advanced manufacturing, clean energy industries, creative industries, digital and technologies, financial services, defence, life sciences, and professional and business services.
- 2.3. The strategy also recognises the critical, cross-cutting role of logistics in supporting the continued growth and competitiveness of these high-value sectors, identifying it as a fundamental enabler of UK productivity and decarbonisation. This recognition is supported by significant commitments to UK-wide infrastructure upgrades, including a £600 million Strategic Sites Accelerator fund, a Connections Accelerator Service, and the establishment of a National Supply Chain Centre. Additionally, the strategy aims to improve rail freight capacity, port connectivity, and digital freight corridors, with a focus on electrification and advanced digital systems, which will support sustainability objectives such as the development of electric vehicle freight depots and charging infrastructure.

¹ UK Government (2025), The UK's Modern Industrial Strategy, available at [The UK's Modern Industrial Strategy](#), accessed on 30 October 2025.

Investing in Success – an Economic Strategy for Manchester (2023)²

- 2.4. Manchester's Economic Strategy ('the Strategy') seeks to make the City's economy function as a net-contributor to UK GDP and provide the best possible opportunities for its residents. To achieve this, the Strategy aims to create an economy that:
- Is thriving and performing as well as the best international comparators.
 - Creates great opportunities and increases social mobility for residents.
 - Attracts the best of global business and talent.
 - Is resilient to future shocks and a changing climate and capitalises on the opportunities created by the transition to zero-carbon.
- 2.5. The Strategy emphasises the crucial role of innovation in driving economic growth, productivity, and a high-value economy. It supports this by prioritising the development of world-class physical and digital infrastructure and improving connectivity to facilitate the efficient movement of people and goods. The Southern Arc, encompassing Manchester Airport, is identified as a vital area for economic development, with the strategy seeking to establish economic assets and foster thriving neighbourhoods through large-scale redevelopment outside the City Centre.
- 2.6. The strategy designates Airport City (now known as MIX) as a key innovative hub. The strategy's development pipeline outlines ambitious plans for 5 million sq. ft. of office, advanced manufacturing, and logistics space at Airport City, projected to create 16,000 jobs. This significant investment in logistics space is underpinned by the strategy's broader commitment to enhancing Manchester's transport network, addressing congestion, and improving inter-city connectivity, all of which are critical for the seamless flow of goods and the overall competitiveness of businesses within the city. The strategy also aligns with the Greater Manchester Transport Strategy 2040, which explicitly recognises the efficient movement of goods as critical for sustainable economic growth.

Innovation Greater Manchester (2022)³

- 2.7. Innovation Greater Manchester ('IGM') seeks to drive productivity and create good quality jobs across all parts of the Greater Manchester City-Region. IGM will leverage Greater Manchester's existing strengths in research and development, including its nationally and internationally significant R&D assets and clusters of innovative SMEs.
- 2.8. Greater Manchester has identified six 'growth locations' which represent opportunities for the whole City-Region to bring forward development at a scale that can drive transformational change, including plans for the Airport City and Southern Growth Corridor to capitalise on the international connectivity of Manchester Airport. Capitalising on these opportunities and ensuring that the innovation economy benefits all parts of the City-Region is a central priority for IGM.

² Manchester City Council (2023), *Investing in Success – an Economic Strategy for Manchester*, available at [Investing in Success: An Economic Strategy for Manchester | Manchester City Council](#), accessed on 03 December 2025.

³ Innovation Greater Manchester (2023), *Innovation Accelerator*, available at [Innovation Greater Manchester | Innovation Accelerator](#), accessed on 18 November 2025.

Greater Manchester Combined Authority – Good Growth Strategy⁴

- 2.9. The Greater Manchester Combined Authority (GMCA) is championing a transformative 'Good Growth' strategy with a pipeline of more than 30 projects across the City Region. This initiative, announced 24 November 2025, aims to extend the region's economic success to every district. Central to this is the new £1 billion 'GM Good Growth Fund', designed to deliver high-impact housing, employment, and regeneration projects.
- 2.10. The general strategy involves an 'Integrated Pipeline' to accelerate development, with an initial £400 million investment projected to deliver nearly 3,000 new homes, over 22,000 jobs, and 2 million square feet of employment space, unlocking substantial private capital. This approach focuses on revitalising town centres, building affordable homes, and growing innovation districts.

The Northern Powerhouse: One Agenda, One Economy, One North⁵

- 2.11. The Northern Transport Strategy, a collaborative effort by Government, Northern city regions, and Local Enterprise Partnerships, aims to transform the North into a global powerhouse. Its overarching vision is to cultivate a vibrant, growing economy that attracts investment and rebalances the UK economy by matching national growth rates. The core objective is to establish a "single market for people, goods and ideas" across the North, fostering a unified economic area through a world-class transport system.
- 2.12. The strategy prioritises seamless access to the North's ports and airports, crucial for promoting international trade and travel. This includes enhancing rail connections to major hubs like Manchester Airport and developing the broader transport network to support the expanding Northern economy. Such improvements are designed to drive the growth of the knowledge economy, enabling talent clusters, fostering innovation through increased business connectivity and allowing logistics to operate more efficiently.

MIX MANCHESTER Strategic Regeneration Framework (2024)⁶

- 2.13. The Mix Manchester Strategic Regeneration Framework (SRF), adopted in 2024, outlines the vision and development strategy for a 60-acre site. The SRF supersedes several previous studies and proposals at the site, formerly known as Airport City North, and reframes the previously office-focussed Airport City North framework as an advanced manufacturing and research and development (R&D) hub.
- 2.14. The overarching objective of the SRF is to transform this area into a world-class science, innovation, and manufacturing campus in a highly strategic location. MIX Manchester is envisioned as a flexible and adaptable campus offering 2 million sq. ft. of advanced manufacturing, R&D, laboratory and office space, complemented by hotel and amenity uses. It aims to create up to 8,000 new jobs for Greater Manchester.

⁴ Greater Manchester Combined Authority (2025) Good Growth Strategy, available at [Mayor Andy Burnham unveils plan to pioneer a new model of economic growth with £1bn 'GM Good Growth Fund' and pipeline of more than 30 projects across city region - Greater Manchester Combined Authority](#) accessed 03 December 2025.

⁵ HM Government & Transport for the North. (2015) The Northern Powerhouse: One Agenda, One Economy, One North: A report on the Northern Transport Strategy, available at [The Northern Powerhouse: One Agenda, One Economy, One North](#), accessed on 03 December 2025.

⁶ MIX Manchester approved SRF available at [MIX_DRAFT_SRF.pdf](#) accessed on 03 December 2025.

Tackling the Issues of Today and Tomorrow

Our Manchester Strategy – 2025-35 (2025)⁷

- 2.15. Our Manchester Strategy defines the City's vision to be in the top-flight of world cities by 2035, when the City will:
- Be a place where residents from all backgrounds feel safe, can aspire, succeed and live well;
 - Have clean, attractive, neighbourhoods, with good-quality affordable homes and good public services;
 - Have a growing and more equitable economy that brings better jobs and prospects, that draws on Manchester's distinctive strengths in science, advanced manufacturing, and culture, creative and digital businesses – cultivating and encouraging new ideas; Be connected, internationally and within the UK; and attractive to international visitors; and,
 - Reduce Manchester's carbon emissions and manage the impacts of climate change.
- 2.16. To deliver on that vision, Our Manchester Strategy defines twelve priorities under three groupings, comprising:
1. **Our people** focuses on improving the lives of 'everyone who calls Manchester home', including tackling preventable differences in health between different groups and communities. This will be through providing places in Manchester where people can be active, connect with others, and breathe fresh air; and continuing to make Manchester an Age-Friendly City where people can age happily with equality, respect and independence.
 2. **Our Neighbourhoods** seeks to ensure that Manchester's neighbourhoods are places to be proud of, with good facilities, services and green spaces. This includes an ambition for all neighbourhoods to have access to nature, through planting 2,000 new trees a year as part of the City of Trees initiative, expanding green corridors and walking routes, and improving access to waterways like the Irk Valley and Medlock River.
 3. **Our City** centres on securing Manchester's future prosperity and economic growth, seeking to secure job creation, and equal employment opportunities for everyone. This includes promoting growth in Manchester's strongest sectors, such as life sciences, digital technology, advanced manufacturing and the creative economy, to generate jobs. There is also an ambition to collaborate with Manchester's businesses' and universities to foster innovation in areas such as artificial intelligence and green technology, boosting the local economy

Manchester Climate Ready: The Plan 2025-30⁸

- 2.17. The plan sets out the direction for achieving a zero carbon Manchester by 2038. Building on the Manchester Climate Change Framework 2025-25, it presents a vision for a climate resilient

⁷ Manchester City Council (2025), Our Manchester Strategy 2025-2035, available at [Our Manchester Strategy 2025-35 | Manchester City Council](#), accessed on 18 November 2025.

⁸ Manchester Climate Ready (2025), Manchester Climate Ready: The Plan, available at [The Plan — Manchester Climate Ready](#), accessed on 03 December 2025.

Manchester which protects its communities and benefits health, wellbeing, the economy and natural environment.

- 2.18. The plan establishes 11 long term aims that will guide development across the city, including energy-efficient buildings, clean energy generation, sustainable transport, enhanced biodiversity, reduced consumption emissions and strengthened adaptation to climate risks.

The Climate Action Plan (CCAP) 2025-2030⁹

- 2.19. The Climate Change Action Plan (CCAP) 2025-30 has been adopted by Manchester City Council and sets out Manchester City Council's next five-year programme to stay on track for its 2038 zero-carbon target.
- 2.20. It sets out three core areas: place and infrastructure, a green circular economy, and people and communities. It aims to provide access to energy efficient homes, nature, and quality green space, ensure reliable public transport and support economic growth and job creation.

Biodiversity Strategy 2022-30¹⁰

- 2.21. Manchester's Biodiversity Strategy 2022-2030 outlines a commitment to nature recovery, addressing biodiversity loss and climate change. Its core ambition is to improve places for nature across the city through increased practical action, evidence-based decisions, and enhanced ecological understanding. The strategy champions a "People and Partnership Powered Nature Recovery" approach, emphasising collaboration and citizen engagement to achieve its goals.
- 2.22. The plan focuses on three key objectives: managing and understanding biodiversity, actively involving people, and integrating nature into planning, policy, and partnerships. This involves ensuring priority wildlife sites are managed, empowering communities with knowledge and skills, and embedding biodiversity considerations into city policies.

Green and Blue Infrastructure Strategy 2021¹¹

- 2.23. Manchester's Great Outdoors: A Green and Blue Infrastructure Strategy for Manchester 2015-25 was adopted by MCC in July 2015 and subsequently updated in 2022, highlighting approaches, challenges and projects that will help bring the Strategy to life over the coming years.
- 2.24. MCC recognises that green and blue infrastructure is an essential part of creating a successful, liveable city. Parks, river valleys, gardens, street trees, green roofs, canals and many other components all form part of a rich network that is integrated with the built environment.

Summary

- 2.25. This section establishes the Proposed Development's alignment with key strategic priorities at national, regional, and local levels. Nationally, it supports the UK's Modern Industrial Strategy (2025) by recognising logistics as a fundamental enabler of economic growth, productivity,

⁹ Manchester City Council (2025) The Climate Action Plan 2025-2030, available at [Climate change action plan \(CCAP\) 2025–2030 | Manchester City Council](#), accessed on 03 December 2025.

¹⁰ Manchester City Council (2022) Biodiversity Strategy 2022-2030, available at [Manchester Biodiversity Strategy and Action Plan | Manchester City Council](#), accessed on 03 December 2025.

¹¹ Manchester City Council (2022) Green and Blue Infrastructure Strategy, Implementation Plan Refresh 2021-2025, available at [2022 Green and Blue infrastructure refresh | Manchester City Council](#), accessed on 03 December 2025.

and decarbonisation, particularly for high-growth sectors. Regionally, the proposal aligns with Manchester's Economic Strategy (2023), Innovation Greater Manchester (2022), and the Northern Powerhouse initiative, all of which prioritise world-class infrastructure, connectivity, and innovation to drive economic prosperity. The development specifically addresses the Manchester Airport area, including the MIX Manchester site, identified as a vital hub for advanced manufacturing, R&D, and logistics, with plans for significant job creation and investment.

- 2.26. Locally, the Proposed Development contributes to the Greater Manchester Combined Authority's Good Growth Strategy (2025) and Manchester's overarching Our Manchester Strategy (2025-35), which aim for economic growth, job creation, and improved quality of life. Crucially, it also supports the city's ambitious sustainability agenda, including the Manchester Climate Ready Plan (2025-30) and Climate Action Plan (2025-30) to achieve zero-carbon by 2038, by promoting sustainable transport, energy-efficient infrastructure, and green economic practices. The proposal will also need to consider the objectives of the Biodiversity Strategy (2022-30) and Green and Blue Infrastructure Strategy (2021) to ensure integrated environmental benefits.

3. Site Context

This Section describes the Site, its context in relation to the surrounding area and its suitability for the Proposed Development.

Site Description

- 3.1. The Site extends to circa 3.21ha. It comprises vacant undeveloped land comprising mostly of self-seeded low-lying vegetation, with trees and denser foliage located around the perimeter of the Site. Groupings of trees are focused along the north and west edges which provide a level of screening between the Site and residential areas to the north.
- 3.2. The Site was last used as a garden nursery which ceased operation in the late 1990's.
- 3.3. Land directly to the south of the Site comprises Aviator Way, a single carriage way which runs along the southern boundary. Just beyond Aviator Way lies the route of the Metrolink tram and the A555 Ringway Road, and Manchester Airport, a key strategic transport hub.
- 3.4. To the north of the Site lies a well-established residential area comprising two storey housing, within the Woodhouse Park ward of Manchester. Directly bordering the western boundary of the Site is a public footpath, Woodhouse Lane, facilitating access between the residential neighbourhood situated to the north of the Site and Aviator Way located to the south.
- 3.5. The Site is bounded to the east and west by 3 / 4 storey commercial office buildings (the existing Manchester Business Park premises) and associated surface carparking.
- 3.6. The Site is identified on the Figure 1.1 on page 2.

Surrounding Area

- 3.7. The Site sits in a key regeneration area, falling within the 'Airport & Southern Growth Cluster', one of the six Greater Manchester Growth Locations, allocated in the Greater Manchester Strategy 2025–35. The 'Airport & Southern Growth Cluster' is identified as being essential for the realisation of Greater Manchester's international potential, developing employment opportunities for local people. The Proposed Development also sits within Airport City Strategic Employment Location, allocated in the 2012 Core Strategy.
- 3.8. To the west of the site is land allocated to the forthcoming MIX Manchester Masterplan, for which a Strategic Regeneration Framework has been adopted by Manchester City Council to bring forward up to 2 million sq. ft. of advanced manufacturing space, R&D labs and office space as well as hotels, leisure facilities and public areas.

Accessibility

- 3.9. The Site occupies a highly accessible location, benefiting from a comprehensive array of transport links which provide regular services across the area. It is situated within a 15-minute walk of Manchester Airport's integrated transport hub, which includes the rail station, Metrolink tram, and bus interchange. Furthermore, its immediate proximity to Manchester

Airport and the strategic road network, with access to Junction 5 of the M56 motorway within one mile, makes it exceptionally well-suited for logistics, facilitating efficient connections to international destinations and the national road network.

Vehicular Access

- 3.10. The Site is afforded excellent connectivity to the Strategic Road Network both within the North West and nationally.
- 3.11. The primary vehicular access to the Site is proposed directly off Aviator Way, which links to the A555 Ringway Road West. Aviator Way provides access to the Site and the four existing office buildings currently located within the Manchester Business Park. It is a single carriageway road running west to east from its signal-controlled junction with Enterprise Way. Aviator Way is approximately 750m in length and is a private, no-through road accessed via Enterprise Way.
- 3.12. Enterprise Way, a looped link road, connects directly into the airport terminals and to Junction 5 of the M56 motorway, and the M56 provides direct connection to the M60. The A5103 route north of M56 Junction 3a provides a direct route into Manchester City Centre.
- 3.13. A detailed breakdown of accessibility by sustainable transport modes facilitating connectivity in the local area and wider City Region is provided below.

Pedestrian and Cycling Access

- 3.14. A variety of key services and facilities, alongside transport connections, and residential areas, are located within a 2km walking distance and 5km cycling distance of the Site, including the residential area of Woodhouse Park, Wythenshawe town centre and Manchester Airport.
- 3.15. The public footpath, Woodhouse Lane, forming the western boundary of the Site provides linkages northwards towards the communities in Wythenshawe. The Site is a c.15-min walk from Wythenshawe Civic Centre, which contains a number of shops, amenities and facilities.
- 3.16. A shared cycle/footway currently runs along the entire length of Aviator Way on its northern side, passing the frontage of the Site. This cycle/footway connects with Woodhouse Lane, which runs along the western boundary of the Site, forming a cycle/footway connection with the residential areas to the north. To the east and west of the Site, the Aviator Way cycle/footway connects with the existing pedestrian and cycle networks alongside the A555 and Enterprise Way.
- 3.17. A continuous cycle/footway route via Enterprise Way (circa 1.8km in length, 7 minutes by bicycle) currently provides access between the Site and the Bus/Rail Interchange at Manchester Airport.

Public Transport

Rail

- 3.18. Manchester Airport, located to the south of the Site, provides a well-connected public transport hub. The Rail Station provides direct access to local and regional rail destinations across the North of England, including the City Centre with Piccadilly Station accessible within a 15-minute train journey.

Metrolink

- 3.19. The Metrolink network is also located in Manchester Airport and provides regular services approximately every 12 minutes. This enhances the public transport catchment of the airport, providing a sustainable multi-modal offer. In addition, Shadowmoss Road Tram stop is located a c.13-minute walk east from the Site.

Bus

Numerous bus services are in operation at Manchester Airport, providing further access to the Greater Manchester area. Additionally, Woodhouse Park, Cornishway bus stop is located a 4-minute walk north of the Site, via the existing walking and cycling network to the east.

Site Specific Environmental Designations

Air Quality

- 3.20. The Site lies within approximately 100m of the Greater Manchester Air Quality Management Area (AQMA), referring to an area where air pollution levels are, or are likely to, exceed national air quality objectives. This means that the NO₂ is monitored, and the local authority has a strategy in place to manage and improve air quality in these areas.

Ecology

- 3.21. The Site is not within, nor does it contain any ecological designations including Sites of Special Scientific interest (SSSI) or Special Areas of Conservation ('SAC').
- 3.22. The closest SSSI, Cotteril Clough, is located 1.95km southwest of the Site. The Site falls within the Cotteril Clough SSSI Impact Risk Zone.
- 3.23. The nearest non-statutory designated site is Big Wood Site of Biological Importance (SBI), located approximately 0.7km away. The nearest parcel of priority habitat is located approximately 0.4km northwest (deciduous woodland priority habitat).

Flood Risk and Drainage

- 3.24. According to The UK Governments Flood Map (Figure 4.4), the entirety of the Site is located within Flood Zone 1, defined as having a low probability of flooding, meaning there is a less than 1 in 1,000 annual probability of river or sea flooding.
- 3.25. In addition, the Flood Risk Assessment prepared by Renaissance sets out the flood risk for the Site associated with all types of flooding. The site is typically at a low risk of flooding from surface water with some areas at medium risk and considered to be at low to moderate risk of groundwater flooding. The site is not at risk of flooding from reservoirs.
- 3.26. The Site is located within the Conurbation Core Critical Drainage Area, as defined in the Manchester, Salford, Trafford Strategic Flood Risk Assessment (SFRA).

Heritage

- 3.27. The Site is not located within a conservation area. The nearest Conservation Area, Cheadle Royal Hospital, is located 2.4km north of the Site.

3.28. The Site does not contain any designated heritage asset. Furthermore, no heritage assets can be found within a 500m buffer zone of the Site See Figure 3.1 below. Two listed heritage assets are located outside of this 500m radius:

- 1) Roman Catholic Church of St Anthony (Grade II)
- 2) Etrop Grange (Grade II)

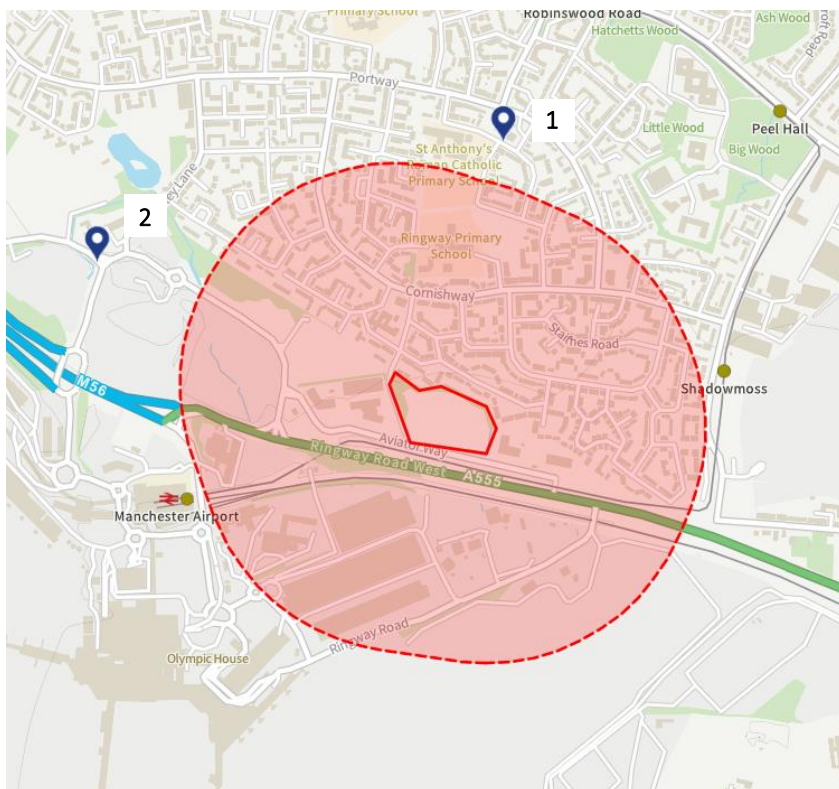


Figure 3.1: Historic England Listed Assets Map

3.29. The Proposed Development therefore will not have a heritage impact on the surrounding area.

Archaeology

3.30. An archaeological desk-based assessment, prepared by Lanpro, has evaluated the archaeological potential of a proposed development site at Aviator Way, Manchester Business Park. The assessment found no designated heritage assets or recorded archaeological remains within the study site.

3.31. The assessment found very limited potential for prehistoric and Roman period remains. While the site was primarily agricultural through the medieval and post-medieval periods, any potential buried remains from former post-medieval buildings or agricultural features are of local or negligible significance. Furthermore, extensive disturbance from former greenhouses and nursery infrastructure is likely to have impacted any surviving buried remains.

Planning History

3.32. A search of the Site's planning history has been undertaken using MCC's Public Access system and those of relevance to the Site have been summarised below in Table 3.1:

Table 3.1- Planning History

Reference	Description of Development	Status
051847/00/SOUTH/97	Outline planning permission for a 62,709 sq. m. Business Park (Class B1 use)	Approved 10 July 1997
069719/JO/2003/S2	Variation of condition No. 1 attached to planning ref 051847 to extend date for submission of reserved matters planning applications until 28th October 2006.	Approved 05 November 2004
075073/JO/2005/S2	Variation of condition no 1 attached to planning application 069719 to extend the date of submission of reserved matters planning applications for the erection of a business park (Class B1 use) until 24th November 2012	Approved 21 December 2005
099663/REP/2012/S2	Renewal of an extant planning permission 075073/JO/2005/S2 to extend the date of submission of reserved matters planning applications for the erection of a business park (Class B1 use) on plots 2000 and 2500 for a further 5 years (2017)	Approved 15 June 2012
123105/OO/2019	Outline application for the erection Class B1 office building(s) providing 13,200 sqm of floorspace with associated car parking and landscaping.	Approved 21 March 2019

- 3.33. The previously consented office schemes (including the most recent 2019 approval) have not been implemented. Therefore, these planning permissions have now lapsed.

4. Proposed Development

This Section summarises the key elements of the Proposed Development and should be read in conjunction with the submitted application drawings and DAS.

The Need for the Proposed Development

- 4.1. The Site, strategically positioned adjacent to Manchester Airport, has historically been earmarked for office-led development, and has been subject to a number of planning approvals for office use over the last two decades. However, development has failed to materialise on Site and these consents have all lapsed, highlighting a clear and persistent viability challenge for this type of development on this specific parcel of land.
- 4.2. This lack of market traction is not due to a deficiency in the site's strategic location but rather reflects broader shifts in the commercial office market and the specific characteristics of this peripheral location. The modern office market, particularly in a post-pandemic landscape, increasingly favours highly amenity-rich, well-connected city centre locations or established, integrated business parks with a critical mass of services and public transport options. Standalone, out-of-town office developments, even those with excellent road links, struggle to compete with these vibrant hubs,
- 4.3. The immediate environment of the Site, while excellent for connectivity, does not lend itself to the creation of the high-amenity, pedestrian-friendly office environment that contemporary occupiers demand. This sustained lack of delivery, despite previous approvals, demonstrates that the economic fundamentals and occupier preferences do not align with office development on this specific site.
- 4.4. This shift in market demand is also reflected in the ambition set out in the adopted MIX Manchester SRF reframes the 60-acre, previously office-focussed Airport City North as an advanced manufacturing and R&D hub. While the previous Airport City vision included 5 million sq. ft. of commercial space (across Airport City North and South), MIX Manchester (which stands for Manufacturing Innovation Exchange) has the capacity to provide 2 million sq. ft. of advanced manufacturing, research and development, laboratory, and office space alongside complementary hotel and amenity uses.
- 4.5. In contrast to the challenges faced by office development, the Site possesses a set of critical attributes that make it ideally suited for logistics and light industrial uses. It is located within The Airport City Strategic Employment Location, an area specifically designated for a broader range of uses beyond offices which include high-technology industries, logistics, and ancillary commercial facilities. The clear policy focus for this area is on maximising employment opportunities, stimulating economic activity, and attracting investment.
- 4.6. The Proposed Development is perfectly positioned to capitalise on this designation, delivering on these objectives where office development has not. The prime logistics / light industrial units are designed to directly contribute to Manchester's strategic priorities by addressing a clear and demonstrable market need. It directly addresses the current undersupply of small

and medium-sized industrial and logistics units within the Manchester conurbation. This type of high-quality, modern facility is attractive to a diverse range of businesses, including high-technology firms and traditional logistics and warehousing companies.

- 4.7. These units are anticipated to provide a vital 'last mile' hub, representing the final stage in the efficient process of delivering goods to consumers and businesses across the region. The Site's highly accessible, strategic location ensures excellent local and regional distribution capabilities, as well as direct global connections via Manchester Airport itself.
- 4.8. By bringing a currently undeveloped site into productive use, the Proposed Development will generate new job opportunities and support the continued growth of the local economy in Manchester and Wythenshawe. It will make a direct and meaningful contribution to Manchester City Council's ambitions for economic growth, aligning with the visions and strategic priorities outlined in Section 2 of this Statement.

Design Evolution

- 4.9. The design evolution of the Proposed Development has been shaped as part of an iterative process, and the Site's opportunities and constraints have guided the overall design development. In particular, key considerations to the emerging design proposals have been the amenity of nearby residential dwellings; the existing vegetation on the Site; the potential impacts on the local highway network and the safeguarding requirements of Manchester Airport.
- 4.10. Recognising the Site's prominent position adjacent to Manchester Airport and proximity to the Motorway network, the design responds to the need to provide a high-quality frontage which fits in with the existing character of Aviator Way, and seeks to activate the main frontage by concentrating more elevated cladding and high quality materials in this area.
- 4.11. The layout of the site has been informed by the proximity to local residential housing, particularly those whose gardens immediately bound the Site. The service yards, turning circles and new parking are positioned toward the centre of the site, to reduce noise impacts on nearby residents, as the buildings themselves provide the best form of acoustic screening.
- 4.12. The units have been located so as to allow a minimum 10 m buffer between the rear of the proposed units and gardens of the residential housing. Further to this, the retention of this buffer zone will allow for the retention of as many existing trees as possible, helping to protect habitats. This retained planting, alongside new trees and planting will provide natural visual screening, and additional natural acoustic buffering.

The Proposed Development

- 4.13. The Proposed Development comprises of the following elements:
- 9no. commercial B2 (General Industry) and B8 (Storage and Distribution) units and ancillary office space amounting to c.10,167 sq. m (GIA);
 - 145 car parking spaces, including 12 accessible and 18 EV spaces (with futureproofed provision for 26 additional EV spaces);
 - Internal circulation road and loading areas; and

- Associated landscaping.

Site Layout

- 4.14. The main access to the site will be from Aviator Way with a new bellmouth to be formed onto the site from this private road. The Site is comprised of 9 no industrial units grouped into four blocks.
- 4.15. The proposed units are arranged roughly parallel to this route, creating an active frontage with the ancillary office spaces facing the road. The layout has been designed to retain as many existing trees as possible, helping to protect habitats while also providing natural screening from noise and views.
- 4.16. As noted above, the scheme has been deliberately designed with the units bordering the rear boundary with the residential properties, as the buildings themselves provide excellent acoustic screening. Where there are gaps between the buildings, acoustic fences will be used to maintain a complete acoustic screen. Initial noise modelling has been carried out to show that the noise levels during both the day and night will remain within the required levels, and the application will be supported by a full acoustic assessment.

Unit 1 and 4

- 4.17. Unit 1 (subdivided into units 1A and 1B) and Unit 4 consist of the 3 largest occupier units on the scheme, ranging from circa 1,606 to 1,966 sq. m, and are located fronting onto Aviator Way. These units each have a large warehouse space to the north of the building footprint, which are accessed from their own dedicated service yard.
- 4.18. Office accommodation is positioned on the south of the units to frame views out and also activate the facade on Unit 1A Aviator Way. The office is provided at the first floor, with 153.35 sq. m. in each unit. As a result, this first floor area creates an undercroft space to the ground floor which lends itself for use as a flexible reception/ additional office or showroom space where required.

Units 2 and 3

- 4.19. These 2 buildings are subdivided into 6 smaller units, ranging from circa 578.9 to 1,150.9 sq. m. These units have semi-private or shared loading areas, all to the south of the units, along with the main entrances and office accommodation. The building layout has been designed to provide modern, desirable warehouse space with associated offices at first floor.

Scale and Massing

- 4.20. The height of the Proposed Development has been designed to align with institutional standards, ensuring the buildings remain desirable for prospective tenants and offers modern day specifications. The roof is set at a shallow pitch limiting the height as much as possible to the rear of the Site, and the units fronting Aviator Way have a parapet to create a crisp finish to the building line and appear more in keeping with the adjacent office buildings.
- 4.21. This provides a striking office style facade to the front, while reducing the massing to the units at the rear – demonstrating sensitivity to neighbouring residential properties. Furthermore, the parapet of the proposed units will be approximately 12.1 m, significantly lower than the adjacent offices.

- 4.22. A Daylight and Sunlight assessment has been undertaken by Proximity, and concludes that none of the adjacent residential properties on Lenham Walk, Bretton Walk or Thornsgreen Road will have their Daylight or Sunlight significantly affected by the Proposed Development.

Appearance and Materiality

- 4.23. Units 1 and 4 face onto Aviator Way, creating an active frontage to both the site entrance and Manchester Ringway Road West, with new landscaping and tree planting included to soften the appearance of the frontage.
- 4.24. The choice of materials will support the ambition for a distinctive, high-quality scheme, and work cohesively with the existing frontages onto Aviator Way and the A555. A soft bronze cladding creates a link to the metallic tones associated with aircraft, while its warm hue creates an inviting character. This bronze finish will be carried through to the glazing frames and contrasted with darker feature bands to enhance the contemporary aesthetic.
- 4.25. Careful attention has been given to the proportions and orientation of the glazing to achieve a balanced relationship between industrial and office character. The glazing is arranged horizontally to reinforce the building's rhythmic composition and to align with the horizontal solar shading fins which is an important consideration for the south-facing office.

Units 1 and 4

- 4.26. The elevations to the two units fronting Aviator Way feature a parapet and glazed frontage to strike the right balance between office and industrial. Bronze feature cladding and matching glazing frames are contrasted with dark spandrel panels to create a warm, welcoming, and contemporary aesthetic.
- 4.27. The horizontal design language continues across the elevation, using light grey trapezoidal cladding to complement the bronze feature bands and horizontal fins. The composition is anchored by a defined feature corner that enhances the sense of arrival and visual identity of the building.

Units 2 and 3

- 4.28. Unit 2 and 3 continue the design philosophy of the front unit, but have been simplified slightly to reflect the hierarchy of the Site.
- 4.29. The entrances still feature the bronze feature banding and frames, with the same curtain wall glazing and solar shading fins. However, the parapet has been removed from these units in order to keep the overall height to a minimum and thus limit the visual impact on the residential properties to the north. The sides and rear of the units have been treated very simply with grey profiled cladding, as these will be almost entirely shielded by the perimeter landscape planting and rear garden fences.

Landscaping Strategy

- 4.30. The plans include a fully designed landscaping scheme, including new tree planting, and soft landscaping, which will help to enhance the Site's biodiversity and create visually cohesive frontage with existing plots along Aviator Way. In addition, this will provide an external amenity space for occupiers, including seating and picnic benches.

- 4.31. As far as possible, all existing trees will be retained, and any lost will be replaced on a 2:1 basis, focusing additional planting to the rear of the Site to densify the existing vegetation buffer. The landscape buffer to the rear boundary with this additional planting has been specifically designed to provide a natural visual barrier between the existing dwellings and the proposal.
- 4.32. Native species prevail in the plant palette, with carefully chosen ornamental species only in the entrance planting and amenity area. Native species rich hedgerow and wildflower meadow edges create a separation between the active areas of the site and the protected and enhanced scrub areas beyond. A holly hedge in front adds a more formal approach while still utilising native species and providing an ecological corridor that connects with the rest of the site.

Access

Access and Inclusion

- 4.33. The site is accessed from Aviator Way which has good road links to the Ring Road West(A555). Public footpaths will run along the access road leading into the site and to the unit entrances.
- 4.34. Parking spaces, including accessible spaces, electric vehicle bays and cycle parking, will be located close to the building entrances for convenient access. All building entrances are at ground level, with first floor office areas overlooking the car parks and yards for Units 2 and 3, helping to provide passive security.
- 4.35. A level threshold shall be provided, with no upstands exceeding 15mm in height, in accordance with paragraph 2.24 of Approved Document M. All areas internally will be fully accessible, including provision of platform lifts, and door and corridor widths specified to allow for disabled access.

Parking

Cycle parking

- 4.36. The Proposed development will exceed minimum cycle parking provision set out in the Core Strategy, currently 1 space per 450 sq. m. (with a minimum of 2 spaces) for B2 use and 1 space per 850sqm (with a minimum of 2 spaces) for B8 use.
- 4.37. Based upon the proposed floor areas, the current Core Strategy Parking standard equates to a minimum provision of 23 cycle spaces (B2) or 12 cycle spaces (B8) across the Site. The Proposed Development will exceed this through provision of 48 cycle spaces across the Site.
- 4.38. Covered cycle parking is provided for a total of 48 cycles across all units, in line with local authority standards. The cycle stores will be located externally and will be adequately lit and located where they can be accessed via a safe walking route.

Car Parking

- 4.39. The Proposed Development will provide 145 car parking spaces. Of these a total of 12 accessible parking spaces are provided and a total of 18 fitted EV spaces are to be provided (plus an additional 26 spaces futureproofed with ducting for installation of EV chargers).

Servicing

- 4.40. A Waste and Servicing Strategy has been prepared by Waterman Infrastructure & Environment Ltd. Servicing arrangements for the Site will require all delivery and servicing vehicles to access and egress the Site from Aviator Way, with turning facilities accommodated within the Site.
- 4.41. Swept path analysis has been undertaken on vehicle tracking software using a 16.5m length Articulated Vehicle, which is the largest vehicle expected to arrive at or depart the Site.

Waste

- 4.42. Each unit will be provided with its own external bin store which will be accessible within a 30m carry distance from each unit. The locations of these are indicated within the proposed refuse store plan, at Appendix D of the Waste and Servicing Strategy.
- 4.43. Each refuse store will be of an appropriate capacity for the building's size and type, be accessible to building occupants or facilities operators, and enable the segregation of recyclable and non-recyclable waste streams.
- 4.44. As the scheme is speculative at this stage, the exact strategy for waste collection will be subject to the nature and requirements of the future building occupier(s).

5. Planning Assessment

The following Section assesses the Proposed Development against the Development Plan and Material Considerations.

5.1. Section 38(6) of the Planning and Compulsory Purchase Act 2004 (PCPA) states:

“If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise”.

Planning Framework

5.2. The Development Plan and Material Considerations for the Site and Proposed Development are comprised of the following:

Table 5.1- Planning Framework

DEVELOPMENT PLAN			
REGIONAL	GM Places for Everyone (2024)	GM Joint Waste Development Plan (2012)	GM Joint Minerals Plan (2013)
LOCAL	Manchester Core Strategy (2012) and 2024 addendum	Manchester Proposals Map (2012)	Saved Unitary Development Plan Policies (1995)
MATERIAL CONSIDERATIONS			
NATIONAL	National Planning Policy Framework (2024)		Planning Practice Guidance (PPG)
Supplementary Planning Guidance Documents	Guide to Development in Manchester (2007)		Design for Access 2 (2003)
	GMCA Design Guidance for Net Zero (2025)		Climate Change Action Plan (CCAP) 2025-30
Strategic Frameworks	MIX Manchester SRF		

5.3. The Proposed Development is assessed with reference to these documents in respect to the following relevant planning considerations:

- Principle of Development
- Overall Case for Development
- Design and Appearance

- Scale and Massing
- Architectural Quality
- Inclusive Design
- Landscaping
- Climate change and Energy
- Crime and Security
- Visual Impact
- Heritage and Archaeology
- Traffic and Transport
- Environmental Considerations
 - Air Quality
 - Flood Risk and Drainage
 - Ecology and Biodiversity
 - Ground Conditions
 - Noise
 - Ventilation
- Microclimate Considerations
 - Daylight and Sunlight
- Other Considerations
 - Waste Management
 - Servicing and Deliveries
 - Construction Management
 - Operational Management

Principle of Development

Relevant Policies and Guidance

Places for Everyone Joint Development Plan (2024)

- Policy JP-Strat9: Southern Areas
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- Policy JP-Strat10: Manchester Airport
- JP-J1: Supporting Long-Term Economic Growth

Core Strategy (2012)

- Policy SP1: Spatial Principles
- Policy EC1: Employment and Economic Growth in Manchester
- Policy EC 11: Airport City Strategic Employment Location
- Policy PA1: Developer Contributions

Material Considerations

- NPPF (2024)
 - Guide to Development in Manchester (2007)
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Overall Case for Development

- 5.4. The principle of the comprehensive redevelopment of the Proposed Development Site is clearly established through regional and local planning policy, namely the policies in the Core Strategy (2012), Saved Policies from Unitary Development Plan, and Places for Everyone Plan (2024).
- 5.5. Places for Everyone enforces the ambition to bring forward urban / brownfield land for development. Policy JP-Strat9: Southern Areas and Policy JP-Strat10: Manchester Airport outline the key role that brownfield land at Manchester Airport will have in providing new office, logistics, hotel and advanced manufacturing space.
- 5.6. Places for Everyone facilitates the development of high value clusters in key economic sectors of advanced manufacturing, digital and cyber, health innovation, low carbon goods, professional services and logistics. The Proposed Development is aimed at contributing to a building of such a cluster by Manchester Airport, complementing the offer proposed at MIX Manchester.
- 5.7. At the local level, Policy EC10 (Wythenshawe) identifies Manchester Airport and Airport City for aviation related development and a mix of economic development uses including offices, high technology industries, logistics, warehousing and airport hotels. Airport City is recognised as having the potential for bringing international investment to the city.
- 5.8. Core Strategy Policy EC 11 states that the area to the north of Manchester Airport is a significant opportunity for employment development in Manchester. The development of this location will be promoted as the core of a wider MIX Manchester 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.
- 5.9. Despite being historically earmarked for office development via previous planning permissions, those schemes have not come forward and the consents have lapsed, underscoring a persistent viability challenge for office development in this specific area. It is considered that this stems from broader shifts in the commercial office market, particularly post-pandemic. Modern occupiers increasingly favour well-connected city centre locations in close proximity to a range of amenities, making out-of-town office developments less competitive.

- 5.10. Conversely, the Site is ideally suited for logistics and light industrial uses: the Site's highly accessible, strategic location ensures excellent local, regional, and global distribution capabilities. The proposed logistics and light industrial units are well-positioned to address a clear market need, directly addressing the current undersupply of small and medium-sized industrial and logistics units within the Manchester conurbation.
- 5.11. These units are expected to serve as a vital 'last mile' hub, facilitating the efficient delivery of goods across the region, capitalising on the Site's excellent transport connections. The high-quality, modern facilities have been designed to be attractive to a diverse range of businesses, including high-technology firms and traditional logistics and warehousing companies.
- 5.12. By bringing a currently undeveloped site into productive use, the Proposed Development will generate significant new job opportunities across various skill levels and support the continued growth of the local economy in Manchester and Wythenshawe. It will make a direct and meaningful contribution to Manchester City Council's ambitions for economic growth and strategic priorities.
- 5.13. Once operational, the modern warehouse facilities will establish a permanent employment base, offering diverse roles in warehousing, logistics, administration, and maintenance. Within the '*Employment Density Guide (3rd Edition)*', the estimated employment density for a 'Final Mile' Distribution Centre is approximately 1 FTE per 70 sq. m floorspace (GEA). Therefore, on the basis of 10,783 sq. m GEA floorspace to be provided, it is anticipated that approximately 154 FTE jobs would be created. The construction phase will generate employment across various skilled and general roles, with a strong emphasis on a Local Labour Strategy to benefit local residents through accessible jobs and skills development.
- 5.14. Beyond direct job creation, the project will boost the region's Gross Value Added (GVA), increase business rates revenue for the local authority, and stimulate indirect and induced job growth through its supply chain and local spending by employees, thereby supporting the Wythenshawe community.
- 5.15. In accordance with the second part of S38(6) it is prudent to assess the Proposed Development against other material considerations, in this regard due consideration has been had to the NPPF. At the heart of the NPPF is the presumption in favour of sustainable development (Paragraph 11) which states that development proposals that accord with an up-to-date development plan should be approved without delay.
- 5.16. The NPPF sets out in Paragraph 87 that planning decisions should recognise and address the specific locational requirements of different sectors. These include knowledge and data driven, creative of high technology industries and also the expansion of industries of local, regional or national importance to support economic growth.

Design and Appearance

Relevant Policies and Guidance

Places for Everyone Joint Development Plan (2024)

- JP-S1: Sustainable Development

Core Strategy (2012)

- Policy SP1: Spatial Principles
- Policy DM1: Development Management
- Policy EN1: Design Principles and Strategic Character Areas
- Policy EN9: Green Infrastructure

Material Considerations

- NPPF (2024)
 - National Planning Practice Guidance
 - Guide to Development in Manchester Supplementary Planning Document (2007) and Technical Guidance (2015)
 - Design for Access 2 (2003)
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- 5.17. Core Strategy Policy SP1 requires that all development make a positive contribution to neighbourhoods of choice including creating well designed places that enhance or create character.
- 5.18. Core Strategy Policy EN1 Design Principles and Strategic Character Areas states that all development in Manchester will be expected to follow the seven principles of urban design (character, continuity and enclosure, public realm, ease of movement, legibility, adaptability and diversity) and have regard to the strategic character area in which the Proposed Development is located.
- 5.19. Core Strategy Policy DM1 Development Management states that development should have regard to appropriate siting, layout, scale, form, massing, materials and detailing as well as the impact on the surrounding areas in terms of the design, scale and appearance.
- 5.20. In addition, Guide to Development in Manchester Supplementary Planning Document (2007) and Technical Guidance (2015) provides design guidance for developers. Design for Access 2 is also relevant. This document provides guidance on measures that should be incorporated into schemes to increase their accessibility.
- 5.21. The NPPF advises that good design is a key aspect of sustainable development. At Paragraph 135 it is advised that planning policies and decisions should ensure that developments:
- Will function well and add to the overall quality of the area, over the lifetime of the development;
 - Are visually attractive;
 - Are sympathetic to local character and history, while not preventing or discouraging appropriate innovation or change;
 - Establish or maintain 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 to accommodate and sustain an appropriate amount and mix of development and support local facilities and transport networks; and,
- Create places that are safe, inclusive and accessible and which promote health and well-being, 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 or community cohesion and resilience.

5.22. The National Planning Practice Guidance (NPPG) stresses the importance of good design and that planning should drive up standards across all forms of development. As a core planning principle, plan makers and decision makers should always seek to ensure high quality design through creating places, buildings or space that work well for everyone, look good, last well and will adapt to the need of future generations. The NPPG references pre-application discussions, DASs and Design Reviews as some of the methods that can be used to achieve good design.

5.23. The Proposed Development has been developed by a design team, led by AEW, with extensive experience in designing high-quality logistics/light industrial schemes in similar locations.

Scale and Massing

5.24. The proposed height and massing of the buildings have been carefully considered to ensure a sensitive response to the surrounding context. The potential amenity effect of the Proposed Development on the nearby land uses, principally the residential area located to the north has been addressed through consideration of development height, buffer zones and acoustics. Ensuring the appropriate screening of visuals and noise.

5.25. The development proposal is to place four two-storey buildings around the perimeter of the Site with the centre reserved for parking and loading. Further to this, the buildings are only two storey in height, and are therefore considerably lower than the existing, neighbouring office buildings.

5.26. Trees and landscape are to be retained wherever feasible, and evergreen trees will be planted within the existing vegetated areas to fill in and assist in screening views from the neighbourhood to the north and the public footpath to the west. All of this will help to minimise the visual impact of the new proposals.

5.27. Acoustic fencing is proposed in strategic locations within the site to mitigate potential noise that could impact the neighbourhood as well.

5.28. Assessments of impact on Daylight and Sunlight and Visual Impact in relation to the residential properties to the north of the Site have been undertaken and submitted in support of this application, as detailed below.

Architectural Quality

5.29. The design of the proposed building units seeks to activate the Aviator Way frontage by through use of distinctive design. The highest quality materials have been proposed that are appropriate to their purpose and location, and an attention to detailing will be maintained to ensure an exemplar of good design.

- 5.30. As set out on page 16 of the DAS, the choice of materials has also been informed by the existing building palette of facades in the surrounding area, to ensure the proposed façade will work cohesively with the existing frontages onto Aviator Way and the A555. Proximity to Manchester Airport has inspired the use of a soft bronze cladding, creating a link to the metallic tones associated with aircraft, while its warm hue creates an inviting character. This bronze finish will be carried through to the glazing frames and contrasted with darker feature bands to enhance the contemporary aesthetic.
- 5.31. The elevations of the two units fronting Aviator Way feature a parapet and glazed frontage, striking an optimal balance between office and industrial aesthetics. Bronze feature cladding and matching glazing frames are thoughtfully contrasted with dark spandrel panels, creating a warm, welcoming, and contemporary aesthetic. This horizontal design language continues across the elevation, utilising light grey trapezoidal cladding to complement the bronze feature bands and horizontal fins. The composition is anchored by a distinctive feature corner that enhances both the sense of arrival and the visual identity of the building.
- 5.32. Sustainable strategies, such as optimised glazing proportions and solar shading have been integrated into the façade design to minimise glare and overheating.

Inclusive Design

Relevant policies and guidance:

Core Strategy (2012)

- Policy SP1: Spatial Principles
- Policy CC10: Places for Everyone

Material Considerations

- Design for Access 2
- Manchester Guide to Development SPD
- NPPF Chapter 12 – Achieving well-designed places

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- 5.33. Core Strategy Policy SP1 notes that development in all parts of the City should make a positive contribution to neighbourhoods of choice including, considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income.
- 5.34. The Design for Access 2 manual provides a practical and clear set of best practice standards supporting equal access to facilities in building and measures that should be incorporated into schemes to increase their accessibility.
- 5.35. To comply with the above, an Access Statement is provided within the Design and Access Statement prepared by AEW, which accompanies this application. In summary, the building is designed to be inclusive in terms of access, with the entrance having level access, set back from the footway. The design of the ground floor has been developed to provide a simple and clear layout which is easy to use. The proposed accommodation is designed to the highest

quality and will be easy to navigate and accessible by users with mobility, hearing and visual impairments.

- 5.36. Internally, platform lifts will be installed in Units 1 and 4 to ensure accessible circulation to the first-floor office space. Units 2 and 3 will incorporate provision for the future installation of a platform lift, should it be required.
- 5.37. With provision of 12 accessible spaces, the Proposed Development will exceed the policy required provision applicable to the Site: minimum individual bays for each disabled employee plus 2 bays, or 5% of total capacity, whichever is greater (a minimum of 8 accessible spaces of the 145 total).

Landscaping

Relevant policies and guidance:

Core Strategy (2012)

- Policy EN9: Green Infrastructure
- Policy DM1: Development Management

Material Considerations

- Manchester Guide to Development SPD
- NPPF Section 12 – Achieving well-designed places.
- NPPF Section 8 – Promoting healthy and safe communities.

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- 5.38. Core Strategy Policy EN11 states that the Council will encourage developers to enhance green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure.
- 5.39. Core Strategy Policy DM1 outlines that all development should have regard to green infrastructure including open space, both public and private.
- 5.40. Paragraph 136 of the NPPF outlines the contribution made by trees to the character and quality of urban environments, as well mitigating the impacts of climate change. Decisions should ensure new streets are tree lined and appropriate measures be taken to secure the long-term maintenance of newly planted trees.
- 5.41. To comply with the above, Land Studio have prepared a landscaping strategy to support this application. The plans include a fully designed landscaping scheme, including new tree planting, and soft landscaping, which will help to enhance the site's biodiversity and create visually cohesive frontage with existing plots along Aviator Way.
- 5.42. Native species prevail in the plant palette, with carefully chosen ornamental species only in the entrance planting and amenity area. Native species rich hedgerow and wildflower meadow edges create a separation between the active areas of the site and the protected and enhanced scrub areas beyond. A holly hedge in front adds a more formal approach while still

utilising native species and providing an ecological corridor that connects with the rest of the site.

- 5.43. In particular, the proposals for the Site includes retaining and enhancing a significant amount of scrub and vegetation around the Site perimeter, particularly along the west and northern boundaries. Several existing canopy trees around the perimeter are also retained, and a substantial number of new trees are proposed for increased habitat and biodiversity on the Site. Overall 123 new trees will be planted across the site, delivering in excess of the 2:1 replacement required. Additional details are within the DAS and the Landscape General Arrangement (ref. 468-LST-XX-XX-DR-L-0101) submitted in support of this application.

Climate Change and Energy

Relevant Policies and Guidance

Places for Everyone Joint Development Plan (2024)

- JP-S1: Sustainable Development
- JP-S2: Carbon and Energy
- JP P-S3: Heat and Energy Networks

Core Strategy (2012)

- Policy EN4: Reducing CO2 Emissions by Enabling Low and Zero Carbon Development
- Policy EN5: Strategic Areas for low and zero carbon decentralised energy infrastructure
- Policy EN6: Target Framework for CO2 reductions from low to zero carbon energy supplies
- Policy EN8: Adaption to Climate Change
- Policy EN9: Green Infrastructure

Material Considerations

- NPPF (2024)
- Guide to Development in Manchester SPD (2007)
- GMCA Design Guidance for Net Zero (2025)
- Climate Change Action Plan (CCAP) 2025-30

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- 5.44. A Climate Emergency was declared by MCC on 10 July 2019, with the target to make Manchester carbon neutral by 2038. In March 2020 the Executive adopted the. The five-year framework sets out measures that MCC will take in order to reduce carbon emissions from its buildings, energy use and transport. The measures include retrofitting buildings to improve energy efficiency, increasing the use of Electric Vehicles, and seeking 100% renewable energy. Whilst this has also not been formally adopted into planning policy, it is a material consideration for development proposals.

- 5.45. The Greater Manchester Combined Authority Net Zero Design Guidance (2025), produced to provide guidance on the Places for Everyone policies and sets a series of KPIs for non-residential developments.
- 5.46. Low carbon design principles have been applied to maximise energy efficiency and minimise carbon emissions in line with the requirements of Policy JP-S2 of the PfE and Policy EN6 of the Manchester Core Strategy. This is achieved by highly efficient design which will adhere to the current 2021 Part L Building Regulations; exceeding them where practicable; thereby also exceeding the 25% and 15% improvement targets over the 2006 and 2010 Part L Building Regulations, respectively.
- 5.47. At a national level, on 15 December 2021 the government announced changes to The Building Regulations to help the UK deliver net zero. The changes include a requirement for new non-dwelling developments to produce around 27% less CO₂ than current standards.
- 5.48. The application is supported by an Energy and Carbon Statement (and its relevant appendices), by Hannan Associates prepared to respond to the GMCA guidance. In line with Policies JP-S2, EN4 and EN6, the following low and zero carbon technologies have been considered for use within the Proposed Development Of the technologies considered, the most suitable for incorporation into the proposed development are roof mounted photovoltaics and air source heat pumps that will be utilised in office areas.
- 5.49. Manchester Business Park has also sought to consider and reduce the embodied carbon associated with its construction and building materials. An embodied carbon assessment has been carried out by L.C.D Consulting applying the RICS 2023 methodology. The assessment uses early-stage design information and material quantities to estimate the life cycle embodied carbon associated with the proposed development's 'upfront', 'in-use' and 'end-of-life' emissions. The Proposed Development has been designed to consider the GMCA Net Zero Design Guidance target metrics for large major non-residential developments, to demonstrate the commitment to best practice low carbon design.
- 5.50. The Proposed Development will target a minimum standard of BREEAM (Shell and Core) "Excellent" in accordance with Policy JP-S2 of the PfE. A BREEAM Pre-Assessment workshop was held with the design team, confirming that the likely score is 75.43% for the development.
- 5.51. It is also considered that the Proposed Development is deemed sustainable from a transport perspective, including provision of 18 EV parking spaces, and futureproofed provision for an additional 26 specs. This is in line with Policy JP-S5: Clean Air within the recently adopted Places for Everyone (2024) plan which notes development should be located in areas that maximise the use of sustainable travel modes and be designed to minimise exposure to high levels of air pollution.
- 5.52. Based upon the above it is considered that the Proposed Development is in line with both local and national policy in relation to climate change impacts.

Crime and Security

Relevant Policies and Guidance

Core Strategy (2012)

- Policy DM1: Development Management

Material Considerations

- NPPF (2024)

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- 5.53. The NPPF (Para. 96) states the importance of creating places and buildings that are:
- “Safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of beautiful, well-designed, clear and legible pedestrian and cycle routes, and high-quality public space, which encourage the active and continual use of public areas.”*
- 5.54. Core Strategy Policy DM1 Development Management outlines that all development should have regard to the specific issues including community safety and crime prevention.
- 5.55. A Crime Impact Statement (‘CIS’) prepared by Graphite Security has been submitted with this application, which identifies a number of features of the Proposed Development that would make a positive contribution to the prevention of crime and fear of crime. These can be found in full within the CIS submitted in support of these applications.
- 5.56. The CIS outlined a number of possible improvements to the scheme that should be considered for incorporation into the final design, which can be found in Section 8 of the CIS. The project team have subsequently revised the design to address any valid concerns. Full details in relation to the design response are provided in the DAS.
- 5.57. Further to measures on Site, it is considered that the new external lighting to be installed will improve security on Woodhouse Lane, which runs immediately to the west of the Site boundary.
- 5.58. It is anticipated that a planning condition should be applied to the consent requiring the development to be carried out in accordance with the recommendations of the Crime Impact Statement and within three months of the first occupation of the development requiring the LPA acknowledgement that it has received written confirmation of a Secured by Design accreditation.

Visual Impact

Relevant Policies and Guidance

Core Strategy (2012)

- Policy DM1: Development Management
- Policy EN: Design Principles and Strategic Character Areas

Material Considerations

- NPPF (2024)
 - NPPG
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- Guide to Development in Manchester (2007)
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- 5.59. Core Strategy Policy DM1 outlines that all development should have regard to any impact on the surrounding areas in terms of the design, scale and appearance of the proposed development, and development should have regard to the character of the surrounding area.
- 5.60. Core Strategy Policy EN1 Design Principles and Strategic Character Areas states that all development in Manchester will be expected to follow the seven principles of urban design and have regard to the strategic character area in which the Proposed Development is located.
- 5.61. An assessment of the visual impact of the development has been produced by Land Studio. The assessment has focused on the visibility of the development from the surrounding residential properties, it is unlikely that the new development will be visible between gaps in the houses and beyond existing boundary vegetation. Three views were selected to show conceptually how the proposed buildings would appear from the adjacent neighbourhood to the north.
- 5.62. This has concluded that the Site is not visible from most publicly accessible areas of the neighbourhood to the north. The residences are a mixture of two storey flats and semi-detached or terraced houses which block most of the views. Trees surrounding the site are visible from many of the vantage points.
- 5.63. The boundary along the northern and northeastern portion of the Site will require additional evergreen tree and shrub plantings to protect views from the adjacent neighbourhood, particularly views from upper storey windows in residences and from private back gardens. Any potential views into the site from this neighbourhood and particularly from gaps between houses or from back gardens and upper storey windows will be mitigated through additional boundary plantings - particularly evergreen trees and shrubs - in the development site and particularly along its northern boundary.
- 5.64. Maintaining the existing vegetation along the western boundary of the site, and replacing and damaged or dead vegetation along this boundary following site development, will protect the views from the footpath.
- 5.65. The VIA concludes that any potential visual impacts can be managed with correct mitigation and plantings on the boundaries.

Heritage and Archaeology

Relevant Policies and Guidance

Places for Everyone Joint Development Plan (2024)

- Policy JP-P2: Heritage

Core Strategy (2012)

- Policy EN3: Heritage
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- Core Strategy Policy DM: Development Management

Material Considerations

- NPPF (2024)
 - NPPG
 - Guide to Development in Manchester (2007)
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Heritage

- 5.66. There are no considerations in relation to heritage, as the nearest assets are over 500m from the Site.

Archaeology

- 5.67. An Archaeological Assessment has been undertaken by Lanpro to establish the nature and significance of the sub-surface archaeological resource within the area and assess the impact of any future development on these.
- 5.68. The assessment establishes that the potential for the survival of any archaeological remains from the prehistoric and Roman period is very limited.
- 5.69. There is potential for the survival of sub-surface features relating to medieval and postmedieval agricultural activity within the study site, such as ploughing, drainage or former field boundaries, which could be impacted by the Proposed Development, but any such remains would be considered to be of negligible significance. There is also potential for the survival of buried remains of former post-medieval buildings along the western side of the site, but it is considered unlikely that such remains would be of greater than local significance.
- 5.70. Any buried remains are likely to have been extensively disturbed or destroyed by the construction and demolition of the former greenhouses and other infrastructure that comprised the former nursery within the site.
- 5.71. The Archaeological Assessment concludes therefore that there are no matters to consider in relation to archaeology.

Traffic and Transport

Relevant Policies and Guidance

Places for Everyone Joint Development Plan (2024)

- Policy JP-C8: Transport Requirements of New Development

Core Strategy (2012)

- Policy T1: Sustainable Transport
 - Policy T2: Accessible Areas of Opportunity and Needs
 - Policy CC5: Transport
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Material Considerations

- NPPF (2024)
 - Guide to Development in Manchester (2007)
 - Holcroft Moss Obligations SPD (2025)
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- 5.72. Core Strategy Policy T1 encourages ‘modal shift’ away from car travel to public transport, cycling and walking. It sets out that regard should also be given to the need for disabled and cycle parking provision.
- 5.73. Core Strategy Policy T2 Accessible Areas of Opportunity and Need notes new development should be located to ensure good access to the City's main economic drivers, including the Airport and to ensure good national and international connections.
- 5.74. Core Strategy Policy CC5 Transport outlines that developers should work with public transport providers to ensure that all users are able to access development by sustainable means, especially taking account of times when developments are likely to be busiest.
- 5.75. Places for Everyone Policy JP-C8 notes the importance of prioritising cycling, walking and public transport routes; ensuring appropriate connectivity to the existing highway network. Part (7) references the importance of ensuring adequate car parking provision, including for disabled drivers. Part (9) references the importance of incorporating enough secure and covered cycle parking to meet long-term demand from occupiers and visitors. Part (14) sets out the requirements for project specific Delivery and Servicing Plan, whilst Part (16) establishes requirements for Transport Assessments and Travel Plans.
- 5.76. A Transport Statement and Framework Travel Plan have been prepared by Waterman in order to assess the impact of the Proposed Development on traffic and transport. Pre-application advice provided by MCC and TfGM in May 2025 has informed the shape and content of the assessment.
- 5.77. This has demonstrated that the scheme can be suitably and safely accommodated on the existing highway network with no severe impact on highway safety or capacity. The trip generation calculations indicate that the Proposed Development under Use Class B2 (General Industrial), which is considered to provide a ‘worst case trip generation scenario’, would generate up to 895 daily two-way driver trips, including 85 and 87 in the AM and PM peak hour periods respectively. This is equivalent to approximately 1.36 vehicle movements per minute in the combined peak periods.
- 5.78. The assessment also indicates that the development proposals would generate in the order of 128 daily two-way public transport trips (12 in each peak hour) and 62 daily trips by the active travel modes of walking and cycling, including 6 in both the AM and PM peak hour periods. Based on the assessments undertaken, it is considered that the trips generated by the Proposed Development would not result in a material change in operation to the highway network.
- 5.79. In line with the requirements of PpE JP-C8, the likely routing of traffic associated with the Proposed Development beyond the assessed study area has been appraised. It is not considered that any material volume of traffic associated the Proposed Development will

route along the M62 past Holcroft Moss given the distance and geographic location of each site. Traffic from Aviator Way will either utilise M56 – M60 to travel north, or M56 – M6 – M62 (west of the section on which Holcroft Moss is located) to travel west to/from Liverpool.

- 5.80. A Framework Travel Plan has been produced to maximise the use of sustainable travel modes and the Applicant is committed to the implementation and delivery of everything detailed in this document. It is expected that the provision of a final Travel Plan would be enforced by condition attached to any subsequent Planning Permission.
- 5.81. As a result, the Proposed Development is therefore considered to be in accordance with relevant planning policy and guidance in respect of traffic and transport, when taken as a whole.

Environmental Considerations

Air Quality

Relevant Policies and Guidance

Places for Everyone Joint Development Plan (2024)

- Policy JP-S5: Clean Air

Core Strategy (2012)

- Policy EN16: Air Quality
- Policy DM1: Development Management

Material Considerations

- NPPF (2024)
- NPPG – Air Quality (2019)
- Guide to Development in Manchester (2007)

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- 5.82. Policy JP-S5 of Places for Everyone encourages to take up a comprehensive range of measures to support improvements in air quality and requiring developments to submit relevant air pollution data if they could have an adverse impact on air quality.
- 5.83. Policy DM1 of the Core Strategy suggests that developments should have regard to effects on amenity including air quality and odours.
- 5.84. In line with Core Strategy Policy EN16, an Air Quality Assessment prepared by Redmore Environmental and has been submitted in support of this Application which assess the impact of the Proposed Development in relation to air quality during both the construction phase and operational phase. It focuses on emissions from construction and operational traffic, and their impacts on local air quality and human health, in line with IAQM guidance:
- 5.85. The proposals are located on the southern edge of Wythenshawe, Manchester, close to residential areas and Marion Lauder House Care Home. However, the scheme comprises commercial land use, which is not considered sensitive to long-term pollutant exposure, and

associated emissions are unlikely to have a significant impact on existing air quality conditions.

- 5.86. A number of mitigation measures have been included within the development to encourage the use of sustainable transport modes, manage vehicle flow and reduce pollution around the site. These are in accordance with MCC's 'Air Quality and Planning Technical Guidance'. These include:
- Provision of 18 EV charging points to encourage the use of low emission transportation;
 - Provision of cable routing for future installation of EV charging points for a further 26 spaces;
 - Provision of cycle storage to encourage active travel ; and
 - Air Source Heat Pumps are proposed as part of the energy strategy.
- 5.87. Further to the above, in order to reduce emissions during the construction phase, a number of mitigation measures will be used to minimise dust generation from associated activities, as outlined in Table 15 of the Air Quality Assessment.
- 5.88. Based upon the above, it is considered that the Proposed Development is in accordance with relevant planning policy and guidance in respect of air quality, when taken as a whole.

Flood Risk and Drainage

Relevant Policies and Guidance

Places for Everyone Joint Development Plan (2024)

- Policy JP-S4: Flood Risk and the Water Environment

Core Strategy (2012)

- Policy EN14: Flood Risk
- Policy EN17: Water Quality

Material Considerations

- NPPF Chapter 14: Meeting the challenge of climate change, flooding and coastal change.
- Planning Policy Statement 25: Development and Flood Risk Practise Guide

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- 5.89. Places for Everyone Policy JP-S4 requires developments to manage surface water run-off through sustainable drainage systems and as close to source as possible. Development should achieve greenfield run-off rates unless it is demonstrated to be impracticable.
- 5.90. Core Strategy Policy EN14 notes that all new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of Green Infrastructure. Developers should have regard to the surface water run-off rates in the SFRA

User Guide. In CDAs, evidence to justify the surface water run-off approach / rates will be required.

- 5.91. Full impact of the Proposed Development on water resources is included within the Flood Risk Assessment (FRA) and Drainage Strategy, prepared by Renaissance and submitted in support of this Application.

Flood Risk Assessment

- 5.92. The Site is identified to at 'Very low' risk of flooding due to being located within Flood Zone 1 which has less than a 0.1% chance of fluvial flooding each year. In accordance with the NPPF's Flood Risk Vulnerability and Flood Zone Compatibility table, the Site is suitable for any development.
- 5.93. To mitigate any risk associated with surface water flood risk, the new development will have a dedicated surface water drainage network which will provide surface water attenuation and reduce flows to the public sewer network. In addition to this, external landscaping to direct surface water away from the buildings will reduce the consequence of localised flooding should it occur.
- 5.94. The Site is located within Flood Zone 1 and is not at risk of flooding from other sources during its lifetime except surface water. The surface water flood risk will, however, be mitigated by the proposed drainage network that will manage run-off and restrict flows to the sewer network. It is therefore not necessary to apply the Sequential test.

Drainage

- 5.95. The Site is located within the Conurbation Core Critical Drainage Area, as defined in the Manchester, Salford, Trafford Strategic Flood Risk Assessment (SFRA). In compliance with Core Strategy Policy EN14, the development will reduce surface water run-off through the implementation of SuDS.
- 5.96. The development is to have a dedicated surface water network that collects the runoff from the proposed building roofs and external hard landscaping. The runoff is to discharge via the 300mm private culverted watercourse to the northwest of the Site. The discharge rate from site is to be limited to 13.6 l/s.
- 5.97. As part of this Drainage Strategy, a SuDS Assessment has been undertaken which analyses various above and below ground SuDS options to effectively manage and reduce runoff. This assessment identified permeable paving with sub-base storage as appropriate SuDS for this development. The SuDS and below ground drainage network are to be maintained by the building owners or a maintenance company employment on their behalf.
- 5.98. The final design and implementation details of these SuDS features will be confirmed and agreed upon as a condition of any subsequent planning permission.
- 5.99. The proposed drainage strategy ensures that the Proposed Development can handle a 1 in 30-year storm event without flooding and contain runoff from a more extreme 1 in 100-year storm, even accounting for potential increases in rainfall due to climate change. The surface water system is to be designed to accommodate the 1-, 2-, 30- and 100-year return events with 40% and 45% climate change allowances for the 30- and 100-year events respectively.

- 5.100. Based upon the above the Proposed Development is considered to be wholly in compliance with the Development Plan and NPPF with regards to flood risk and drainage.

Ecology and Biodiversity

Relevant Policies and Guidance

Places for Everyone Joint Development Plan (2024)

- JP-G7: Trees and Woodland
- Policy JP-G8: A Net Enhancement of Biodiversity and Geodiversity

Core Strategy (2012)

- Policy EN15: Biodiversity and Geological Conservation
- Policy EN9: Green Infrastructure
- Policy EN17: Water Quality

Material Considerations

- Manchester's Green and Blue Infrastructure Strategy (2018 updated in 2022)
- NPPF (2024)
- NPPG: Biodiversity Net Gain (2024)

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- 5.101. Places for Everyone Policy JP-G8 outlines that through local planning and associated activities a net enhancement of biodiversity resources will be sought.
- 5.102. Core Strategy EN15 states that MCC will seek to maintain or enhance sites of biodiversity and geological value throughout the City. Proposed Developments will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity.
- 5.103. In England, Schedule 7A of the Town and Country Planning Act 1990 sets out the objective that any development for which planning permission is granted will achieve at least a 10% Biodiversity Net Gain (BNG), and that a plan to achieve this will be submitted to and approved by the LPA. This was inserted by the Environment Act (2021).

Ecology

- 5.104. The Preliminary Ecological Assessment was undertaken by Land Studio in March 2025 and submitted in support of the Application, confirms that the Site does not contain any designated nature conservation sites. The majority of habitats present on the Site are considered to be of negligible ecological importance, being widespread and common within the urban context of Greater Manchester.
- 5.105. While one Sites of Special Scientific Interest (SSSIs) is located c.1.95km away from the Site, the Proposed Development is unlikely to have any direct adverse impacts on these sites due to their distance and the nature of the habitats they support.

- 5.106. A Badger Survey has been undertaken as part of these applications which confirmed that badgers are currently absent from the Site. Although provides suitable habitat for badgers, the increasingly isolated nature of the Site within the wider environment reduces the likelihood of presence. However, measures will be implemented during construction to avoid disturbing any potential Badgers.
- 5.107. The hedgerows with trees to the west, and the boundary scrub to the west and north of the Site also provide nesting habitat for common birds and priority species such as hedgehog. As such, mitigation measures for construction have been recommended. In addition, it is recommended that the development incorporates the ecological enhancements:
- a sympathetic lighting scheme to avoid indirect impacts to commuting and foraging bats.
 - two bird boxes fixed on mature trees within or near to the Site to provide additional opportunities for common bird species (e.g. Great Tit, Starling).
 - two bat roost boxes fixed on mature trees to provide additional roosting opportunities.
 - two informal deadwood hibernacula are created at the northern site boundaries to provide enhanced refuge, shelter, and hibernation opportunities for a range of wildlife including small mammals, common amphibians and invertebrates.
- 5.108. Opportunities to protect existing ecological features and maximise the biodiversity on the site have been developed through the landscaping and biodiversity strategy. Existing habitats will be retained where practicable, and new grassland and tree planting will be undertaken across the site to the greatest extent possible. The landscape plan is sensitively designed to promote wildlife corridor and green infrastructure function, and incorporates a range of native plant species which are of value to wildlife.
- 5.109. It is anticipated that a condition be attached to any subsequent planning permission to confirm final details of ecological mitigation measures.

Trees

- 5.110. Where possible, existing trees have been retained. In accordance with Policy JP-G7 of the PfE, and Core Strategy Policy EN9, the Proposed Development, where possible, will enhance the quality of green infrastructure and mitigate any potential loss of quality, quantity and function by protecting and retaining existing trees where practical. Where development results in the loss of existing trees, these will be replaced on the basis of two new trees for each tree lost. In line with
- 5.111. Evergreen trees will be planted within the existing vegetated areas to fill in and assist in screening views from the neighbourhood to the north and the public footpath to the west.

Biodiversity

- 5.112. The Environment Act 2021 mandates a minimum 10% biodiversity net gain (BNG) for most new developments, calculated using a standard metric. This involves assessing pre-development habitats and planned enhancements, aiming to balance development needs with environmental protection. Developers must either create new habitat or offset losses elsewhere, while still adhering to the established mitigation hierarchy.

- 5.113. The Preliminary Ecological Assessment undertaken by Land Studio in March 2025 identifies the Site as predominantly neutral grassland in moderate condition, and mixed scrub. Neither of these are classified as a priority habitat, however due to the large site area there will be quite a high net value lost / to be replaced. There are also native hedgerow with trees to the western boundary, which represent priority habitat.
- 5.114. Given the existing overall value of the Site, achieving 10% net gain onsite will be a significant challenge. The Applicant has sought to maximise the gains achieved on site through the following measures:
- Significant new tree and shrub planting focused to the rear of the Site to densify the existing vegetation buffer.
 - Additional landscaping buffers to along the Aviator Way frontage and within the internal service yards and circulation spaces.
 - Seeking to retain as many trees as possible and only removing those with a low value (Cat C). Any trees removed will be replaced at more than the 2:1 requirement.
- 5.115. However, even with these measures in place will not be possible to achieve 10% net gain onsite given the site constraints. However, the Applicant's ownership at Manchester Business Park is wider than the Application Site and includes other landscaping areas where additional on-site habitat enhancements will be provided to supplement that provided by the Proposed Development (see the plan at Figure 5.1 below).

Figure 5.1 Illustrative Plan showing additional areas for BNG provision (Source: AEW, 2025)



- 5.116. Therefore, the shortfall to 10% net gain will be achieved through a combination of onsite planting, wider habitat enhancements across Manchester Business Park and, where necessary, off-site provisions or financial contributions, ensuring an overall net positive impact on biodiversity in the wider Manchester area.

- 5.117. It is not yet known how much can be delivered within the Applicant's wider ownership and they will seek to maximise this. Should off-site provisions or financial contributions also be required, the first preference should be that these are within the same National Character Area ('NCA') as the Site, which is Manchester. However, MCC do not currently have any and therefore, the Applicant has confirmed that the following options are currently available for this:
- Environment Bank - confirmed availability in Cheshire (adjacent National Character Area (NCA))
 - Lancashire Wildlife Trust – confirmed availability in adjacent NCA (Cutacre, Bolton)
 - Biomark - confirmed availability in adjacent NCA (Oswestry)
- 5.118. The final solution to achieving the required minimum 10% biodiversity net gain will be secured through the use of a planning condition which requires that a Biodiversity Gain Plan to be submitted to and approved by the Local Planning Authority before the commencement of development. In satisfying this condition, the Applicant commits to seek to maximise the amount delivered on site at Manchester Business Park before looking at off-site options firstly in Manchester (should any NCA's have been introduced by MCC within the timescales), and then surrounding NCAs.

Ground Conditions

Relevant Policies and Guidance

Core Strategy (2012)

- Policy EN18: Contaminated Land and Ground Stability

Saved Unitary Development Plan (1995)

- Policy DC26.1 and DC26.5 – Development and Noise

Material Considerations

- NPPF Paragraph 196

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- 5.119. Paragraph 196 of the NPPF and Core Strategy Policy EN18 requires that planning policies and decisions should ensure that sites are suitable for any proposed use by taking account of ground conditions and risks arising from land instability and contamination.
- 5.120. To comply with the above, a Phase 1 Geo-Environmental Assessment Report has been prepared by Brownfield Solutions Ltd and is submitted in support of this Planning Application. This concludes that due to the Sites previous use as a nursery, and based upon the proposed commercial development, based on the proposed commercial development, the overall risk to human health from on-site soils contamination is considered to be low. The risk from off-site sources of soil contamination is negligible, risk from permanent ground gases is considered to be low, and radon is not considered to pose a risk. The overall risk to controlled waters is considered to be very low to low.

- 5.121. To confirm the risks to the identified receptors and confirm the ground conditions in respect to the identified geotechnical and geo-environmental risks, an appropriate intrusive investigation will need to be undertaken, which will also determine requirement for any remedial works to be undertaken.
- 5.122. It is anticipated that prior to the commencement of development, a report (the Preliminary Risk Assessment) will be required to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to that phase shall be submitted to and approved in writing by the Local Planning Authority. This will be secured by a suitably worded planning condition attached to any subsequent planning consent.
- 5.123. A pre-desktop UXO assessment has been prepared by Zetica, and concludes no further detailed desk study is required on the basis of their findings.

Noise

Relevant Policies and Guidance

Core Strategy (2012)

- Core Strategy Policy DM1: Development Management

Saved Unitary Development Plan (1995)

- Policy DC26.1 and DC26.5: Development and Noise

Other Planning Policy and Guidance

- NPPF (2024)
- NPPG – Noise (2019)

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- 5.124. Saved UDP Policy DC26 Development and Noise outlines the Council intends to use the Development Control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both:
- the effect of new development proposals which are likely to be generators of noise; and
 - the implications of new development being exposed to existing noise sources which are effectively outside planning control.
- 5.125. Policy DM1 of the Core Strategy suggests that developments should have regard to effects on amenity including noise and vibration.
- 5.126. To comply with the above, an Acoustic Assessment has been prepared by Waterman Infrastructure & Environment Ltd. The report presents the results of baseline environmental noise surveys, establishes noise limiting criteria for new fixed mechanical building services plant, and assesses potential noise impacts from operational activities including OGV movements and road traffic.
- 5.127. Two baseline environmental noise surveys were undertaken, the first between Wednesday 15th January and Thursday 16th January 2025 and the second between Thursday 16th January

and Friday 17th January 2025. The dominant noise sources were road traffic contributions from Ringway Road West and aircraft flyover given proximity to Manchester Airport (roughly 415m northwest of nearest runway).

- 5.128. Noise limits have been recommended in accordance with BS 4142:2014+A1:2019 and Manchester City Council Planning and Noise Technical Guidance to ensure a low adverse impact at the nearest sensitive receptors.
- 5.129. As set out in Section 4, the layout of the Proposed Development has been designed so that the buildings themselves provided embedded noise mitigation to the residential properties to the rear, through providing an acoustic buffer. Further to this, the Acoustic Assessment recommends the following mitigation measures:
- Selection of low-noise, non-tonal plant;
 - Acoustic enclosures, screens, and in-duct attenuators;
 - Isolated mounts and flexible connectors; and,
 - Strategic plant location away from sensitive receptors.
- 5.130. For the construction phase, the noise report notes that any noise generated minimised in line with mitigation methods set out within the BS 4142. This includes using low-noise and low-vibration construction methods and equipment where practicable, implementing appropriate acoustic screening as needed, and adhering to a Construction, Environmental & Quality Management Plan (CEMP). These measures aim to keep construction noise and vibration levels as low as reasonably practicable.
- 5.131. For the operational phase, an assessment of noise associated with road traffic noise indicates negligible changes on surrounding road links, with only small increases on Aviator Way. No mitigation measures are therefore proposed in this regard. Predicted noise levels from HGV movements and loading/unloading operations are well below background sound levels and considered to have a low impact. The acoustic screening provided by the buildings further reduce potential adverse effects.
- 5.132. The Acoustic Assessment concludes that given the industrial nature of the surrounding area, intervening screening between the Site and residential receptors, the Proposed Development is considered to be appropriate for its location in terms of noise. Provided the recommended mitigation measures are incorporated into the design, noise emissions can be controlled to an acceptable level, ensuring compliance with relevant standards and safeguarding residential amenity.
- 5.133. The Proposed Development is therefore considered to be wholly in compliance with the Development Plan and NPPF with regards to Noise.

Ventilation and Extraction

Relevant Policies and Guidance

Places for Everyone Joint Development Plan (2024)

- JP-P1: Sustainable Places

Core Strategy (2012)

- Core Strategy Policy DM1: Development Management

Saved Unitary Development Plan (1995)

- Policy DC26.1 and DC26.5 – Development and Noise

Material Considerations

- Guide to Development in Manchester (2007)
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- 5.134. Policy JP-P1 Sustainable Places requires developments to be comfortable and inviting, with indoor environments addressing microclimate issues such as overheating, air quality, sunlight, shade, wind and shelter.
- 5.135. Policy DM1 of the Core Strategy suggests that developments should have regard to effects on amenity including air quality and odours.
- 5.136. To comply with the above, a Ventilation Statement has been prepared by Hannan Associates to support this application. The warehouse area of each building is to be constructed to a shell only level of fit-out as part of the base build works. Any ventilation required to these areas will be provided by the incoming tenant as part of their fit out works.
- 5.137. The office area of each building is to be constructed to a CAT A level of fit-out under the base build works. General supply and extract ventilation to the open plan office areas will be provided via local mechanical air handling plant, incorporating heat recovery, located at ceiling level of the area served. External louvres will be provided to facilitate air intake and air discharge. Any enhanced ventilation required to the office areas will be provided by the incoming tenant as part of their fit out works
- 5.138. Ventilation to the toilet areas will be provided via local mechanical extract fans, located at ceiling level, local to the area served. External louvres will be provided to facilitate air discharge. Ventilation to the cleaner's cupboards will be provided via local mechanical extract fans, located at ceiling level, local to the area served. External louvres will be provided to facilitate air discharge.
- 5.139. Supply and extract ventilation rates will be provided in accordance with Building Regulations Approved Document F, volume 2: Buildings other than dwellings. Filtration of supply air will be provided, where required, in line with the air quality assessment. Ventilation via natural infiltration shall be utilised wherever possible to minimise energy usage.

Daylight and Sunlight

Relevant Policies and Guidance

Places for Everyone Joint Development Plan (2024)

- JP-P1: Sustainable Places

Core Strategy (2012)

- Policy DM1: Development Management

Material Considerations

- Guide to Development in Manchester (2007)

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- 5.140. Core Strategy Policy DM1 Development Management outlines that all development should have regard to effects of amenity including privacy and light.
- 5.141. Given the separation of c. 24m from the nearest house and relative heights, overshadowing is considered unlikely to be an issue. Therefore, a full Daylight and Sunlight Assessment is not deemed necessary and has not been carried out.
- 5.142. A technical opinion has however been sought from Proximity, and concludes that none of the adjacent residential properties on Lenham Walk, Bretton Walk or Thornsgreen Road will have their Daylight or Sunlight significantly affected by the Proposed Development.

Other Considerations

Waste

Relevant Policies and Guidance

Core Strategy (2012)

- Policy EN19: Waste

Material Considerations

- Waste and Storage Collection Guidance Note (GD04)
- NPPF (2024)
- NPPG – Waste (2015)
- Guide to Development in Manchester (2007)

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- 5.143. Core Strategy Policy EN19 'Waste' requires all developers to demonstrate the proposals consistency with the principles of the waste hierarchy.
- 5.144. MCC's Waste Storage and Collection Guidance Note (GD04) contains minimum standards to be considered for the storage and collection of waste. This guidance follows the

recommendations set on the Waste Management Plan for England, strongly encouraging and promoting high levels of quality recycling. The note states that all planning applications for new developments and conversions must include a Waste Management Strategy. The strategy sets out the predicted waste production for the Proposed Development, including the primary recycling streams.

- 5.145. To comply with the above, Waterman Infrastructure & Environment Ltd have prepared a Waste and Servicing Strategy to support these applications.
- 5.146. Each refuse store will be of an appropriate capacity for the building's size and type, be accessible to building occupants or facilities operators, and enable the segregation of recyclable and non-recyclable waste streams. As the scheme is speculative at this stage, the exact strategy for waste collection will be subject to the nature and requirements of the future building occupier(s).

Construction Management

Relevant Policies and Guidance

Core Strategy (2012)

- Policy DM1: Development Management
- Policy SP1: Spatial Principles

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- 5.147. The Construction, Environmental & Quality Management Plan (CEMP) has been prepared by Ask Real Estate Ltd. And submitted as part of this application. It details construction methodologies and best practices to minimise impacts on amenity and the surrounding area. This sets out best practice for the construction process to minimise the impact on the surrounding area in line with Core Strategy Policy DM1.
- 5.148. It is stated that measures will be put in place to minimise all forms of pollution arising from the works and will be managed via the appointed contractor(s) specific procedures within their management system. The contractor shall adopt good construction management practices that will control fugitive dust emissions and reduce the impact on air quality; minimise noise; and reduce the risks of accidental discharge of pollutants into watercourses or groundwater. Dust suppression techniques will be implemented via a Dust Management and Air Quality Plan in line with MCC's Air Quality Management Area (AQMA) guidance.
- 5.149. All measures and requirements will be reviewed and implemented as necessary, based on the site conditions, proximity of the receptor and impact levels. Suggested measures to mitigate the impact of dust emissions and air quality may include use of water sprays, wheel washing, covering of stockpiles, sealed skips, use of low-emission plant and idling restrictions. The contractor will continually look to minimise noise throughout the project duration.
- 5.150. Prior to the procurement of new plant/machinery, the noise levels that it produces will be considered. Modern vehicles/plant machinery shall be encouraged where practicable, and such vehicles and mechanical plant will be fitted with effective exhaust silencers. They shall be kept in efficient working order with all operations planned and undertaken in such a manner as to minimise noise emissions. The contractor will utilise plant and work methods that reduce noise and vibration where reasonably practicable.

- 5.151. Hoarding and fencing will be installed along the Site boundary, designed to mitigate dust and noise, and appropriate delivery routes will be established to limit the duration vehicles occupy the network.
- 5.152. Site operating hours will adhere with MCC's 'Environmental Protection Information for Developers' which shall be as follows:
- Monday – Friday 07:30 – 18:00 hrs
 - Saturday 08:00 – 16:30 hrs
 - Sunday/Bank Holidays – No works permitted
- 5.153. It is anticipated that a condition be attached to any subsequent planning permission that secures a full Construction, Environmental & Quality Management Plan which will clearly outline provisions to protect cyclists and co-ordination undertaken with nearby developers.

Operational Management

Relevant Policies and Guidance

Core Strategy (2012)

- Policy DM1: Development Management

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- 5.154. Core Strategy Policy DM1 Development Management outlines that all development should have regard to the effects on amenity, including light, noise, odour, vermin, litter, road safety and traffic generation. Regards should also be had for refuse collection and storage.
- 5.155. To comply with the above, a Servicing and Waste Management Plan has been prepared by Waterman. The measures set out in this document will be adhered to, alongside mitigation measures set out in the Noise and Air Quality assessments.
- 5.156. At the time of writing, the future occupiers of the Proposed Development are unknown so specific details of delivery and servicing patterns can't be identified. As such, OGV trip rates from the trip generation exercise as part of the Transport Assessment (TA) have been used as interim figures.
- 5.157.** It is anticipated that a management strategy be subject to a condition attached to any subsequent planning permission.

6. Public Benefits

6.1. This Section sets out the economic, social and environmental benefits of the Proposed Development.

Public Benefit		Assessment
Economic		
	Job Creation and Economic Growth	The proposed development will attract investment, create job opportunities and contribute positively to the local economy, both during its construction phase and throughout its long-term operation. During construction, the project will generate employment opportunities for the local workforce, encompassing a wide range of skilled trades, general labourers, and project management roles. A key focus will be on a Local Labour Strategy to promote accessible employment and skills enhancement for local residents, to ensure the community benefits from construction opportunities. Details of this are included within the submitted Local Labour Agreement Upon completion, the modern warehouse facilities will establish a new, permanent employment base, creating diverse operational roles (c. 154 FTE), including warehouse operatives, logistics specialists, administrative staff, and maintenance personnel. Beyond direct employment, the development will contribute to the region's Gross Value Added (GVA) and generate additional business rates revenue for the local authority. It will also stimulate indirect job creation within the supply chain and induced job creation as employees spend their wages locally, supporting the Wythenshawe community.
	Cluster of Innovation and Productivity	The Proposed Development will deliver a high-quality industrial space, providing facilities to complement and support the fast-growing innovation district, attracting investment contributing to the growth and productivity of industry in Manchester. This ambition is supported by the Sites proximity to the strategic international hub at Manchester Airport, major road networks and the forthcoming MIX Manchester

		regeneration area, allocated to bring forward up to 2 million sq. ft. of advanced manufacturing space, R&D labs and office space. Through contributing to this wider agglomeration of businesses around the Airport, the Proposed Development will contribute to the development of this key employment area and support the broader growth of Manchester's established life sciences, advanced materials, digital and technology and clean technology economies.
	Productive Use of an Undeveloped Site	The Proposed Development will bring forward a vacant plot into productive use. Despite its strategic location near Manchester Airport, the site has consistently failed to attract office development over two decades due to market shifts favouring city-centre amenities. However, the Site is ideally suited for logistics and light industrial uses, aligning with its designation within the Airport City Strategic Employment Location. The Proposed Development will provide facilities to complement and support the established and fast-growing innovation district which benefits from proximity to major road networks and international connections, serving as a vital 'last mile' hub with excellent regional and global connectivity. The Proposed Development provides a viable and deliverable use for the Site in line with the Development Plan and will address a clear market undersupply in Manchester.
Environmental		
	Building Performance	The Proposed Development seeks to achieve a rating of BREEAM Excellent and EPC A rating through the introduction of numerous sustainability principles. The following measures have been included within the building design to enhance building performance from a sustainability perspective. Through incorporating measures to improve building performance the Proposed Development will help to create a healthier and more sustainable environment. Energy efficient systems reduce the building's carbon footprint,

		while improved air quality and thermal comfort benefitting both occupants and the surrounding community.
	Sustainable Development	As highlighted above the building units will be designed with a focus on environmental sustainability and smart credentials, they are also designed to be net zero in operation. The delivery of EV charging, cycle storage and solar panels further enhance the sustainability credibility of the Proposed Development.
	Provision of a New High-Quality Landscaping	The Proposed Development will enhance the visual amenity of Aviator Way, using high-quality design and carefully considered landscaping.
	Biodiversity and Ecology	The Proposed Development demonstrates a strong commitment to sustainability and respecting the importance of green space and ecology within the City. This is demonstrated through plans to deliver new trees and planting and to protect existing trees on the Site. Where replacement is needed a commitment to replace trees on a 2:1 basis is made. The Applicant has sought to maximise the biodiversity net gains achieved on Site, and where necessary, off-site provisions or financial contributions, to meet the required minimum 10% biodiversity net gain. This will be secured via planning condition.
Social		
	Reducing Anti-Social Behaviour	The Proposed Development has been designed to help reduce anti-social behaviour and enhance safety in an area currently lacking surveillance. Introducing an active industrial use, alongside strategic lighting and security measures at access points, will increase visibility and safety. In particular, it is considered that the new external lighting to be installed will improve security on Woodhouse Lane, which runs immediately to the west of the Site boundary.

		This is intended to deter anti-social behaviour and criminal activity. The installation of CCTV cameras in key locations will also enhance security and act as a deterrent for unwanted activity.
	High Quality Design	The Proposed Development will be of the highest design quality, with the height, scale and massing developed to align with existing offices and forthcoming MIX Manchester masterplan, and to be appropriate in the context of the neighbouring properties. The choice of materials will support distinctive, high-quality scheme, and work cohesively with the existing frontages onto Aviator Way.

7. Conclusion

- 7.1. This Planning Statement has been prepared in support of an application for Full Planning Permission for the development of 9 new prime logistics units on the final plot at Manchester Business Park.
- 7.2. The Site is currently undeveloped, representing an underutilised asset that is not yet delivering its full potential benefits for the region. Policy EC 11 of The Core Strategy 2012 recognises that the Site presents a significant strategic opportunity to deliver employment space and contribute to economic growth in the region and local area.
- 7.3. Despite being historically earmarked for office development adjacent to Manchester Airport, the Site has consistently failed to attract such projects over two decades, with planning approvals lapsing due to viability challenges. This is attributed to a shift in the commercial office market, which now prioritises amenity-rich, well-connected city centre locations or integrated business parks over standalone, out-of-town developments, a demand the site's immediate environment cannot meet.
- 7.4. Conversely, the site is ideally suited for logistics and light industrial uses, aligning with its designation within the Airport City Strategic Employment Location, which aims to maximise employment and economic activity. The Site's exceptional accessibility makes it suitable for logistics-based development and capitalises on these locational advantages, providing easy access for employees and a key opportunity for industrial logistics-based investment.
- 7.5. The proposed logistics and light industrial units are well-positioned to address a clear market need and undersupply in Manchester, serving as a vital 'last mile' hub with excellent local, regional, and global distribution capabilities via Manchester Airport, and contributing to the delivery of the Airport City Strategic Employment Location and complementing the forthcoming MIX Manchester Strategic Regeneration Framework neighbouring the site.
- 7.6. Through delivery of a high quality logistic and industrial scheme, the Proposed Development will bring a currently under-utilised space into productive use, maximising benefits from its strategic location with excellent connectivity through the Airport and adjacent motorway networks.
- 7.7. The Proposed Development has been designed to respond to the surrounding area and context, through continuous assessment, and consultation including pre-application engagement with MCC, local MP and ward councillors, and the wider community. The Proposed Development has been thoroughly refined to ensure an optimal, viable, and deliverable scheme on the Site.
- 7.8. Furthermore, the scheme's contribution to economic, social and environmental objectives has been clearly demonstrated in Section 6 of this document and summarised as follows:

- **Economic**

- Utilisation of a vacant plot, contributing to Manchester's regeneration.

- Creation of employment opportunities during construction and estimated 154 FTE jobs in operation.
- Support for economic growth by providing high-quality industrial space, supporting the established innovation district emerging in the area.

- **Environmental:**

- Prioritise sustainable design, targeting a BREEAM Excellent rating, EPC A, and designed to be net zero in operation.
- Introduce new trees and protect existing ecology where possible.
- Deliver sustainability through the provision of EV charging, cycle storage and solar panels.

- **Social:**

- Enhance visual amenity using high-quality design and materials alongside carefully considered landscaping improving the visual appearance along Aviator Way.
- Improve safety and reduces anti-social behaviour through secure design and Site occupation.
- Respect residential amenity through the delivery of acoustic and visual screening and lighting arrangements, positioned as to not cause light spillage toward neighbouring properties

7.9. This Planning Statement demonstrates the Proposed Development's conformity with the Development Plan (See Section 5), alongside a full suite of supporting technical assessments which have been prepared and submitted as part of this application. This demonstrates that the project is in accordance with the development plan when taken as a whole, as well as relevant material considerations such as the NPPF.

7.10. Thus, the Proposed Development has a compelling case for approval and merits the full support of the Local Planning Authority.

Appendix A – Application Documents

The Application is supported by the following documents:

Application Documentation	Author
Site Location Plan	AEW Architects
Existing Site Plans	AEW Architects
Proposed Site Plans, Sections and Elevations	AEW Architects
Indicative BNG Additional Areas Plan	AEW Architects
Design and Access Statement (including Landscape Strategy)	AEW (with inputs from Land Studio)
Accommodation Schedule	AEW
Landscape General Arrangement	Land Studio
Landscape Materials Schedule	Land Studio
Visual Impact Assessment	Land Studio
Lighting Strategy	Hannan Associates
Planning Statement	Deloitte
Statement of Community Involvement	Deloitte
Green and Blue Infrastructure Statement	Deloitte
Acoustic Assessment	Waterman Infrastructure & Environment Ltd
Air Quality Assessment	Redmore Environmental
Archaeological Assessment	Lanpro
Crime Impact Statement	Graphite Security
Construction Management Plan	Ask Real Estate Ltd
Ecology Assessment and Biodiversity Net Gain Metric	Land Studio
Tree Impact Report	Bowland Tree Consultancy

Application Documentation	Author
Environmental Standards Statement and Energy Statement	Hannan Associates
Energy and Carbon Statement	Hannan Associates
Energy and Carbon Proforma	Hannan Associates
Flood Risk Assessment	Renaissance
Drainage Strategy	Renaissance
Ground Conditions Phase 1 Desktop Study	Brownfield Solutions
UXO Pre-desktop Report	Zetica
Local Labour Agreement	Ask Real Estate Ltd
Transport Statement	Waterman Infrastructure & Environment Ltd
Framework Travel Plan	Waterman Infrastructure & Environment Ltd
Framework Delivery and Servicing Management Strategy	Waterman Infrastructure & Environment Ltd
Ventilation and Extraction Statement	Hannan Associates
Daylight Sunlight Report	Proximity



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