Concord Logistics, Threapwood Road, Manchester

Planning & Economic Statement

December 2025

PREPARED FOR

GlobalMutual

savills

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Document History

Issue	Date	Issued by	Comment
1.0	15/12	BW	Initial Draft for Legal Review
2.0	19/12	BW	Final Submission Version

1. Introduction

1.1 Introduction

1.2 This Planning Statement has been prepared by Savills (UK) Limited, on behalf of Karlin VMH Limited c/o Global Mutual, in respect of an application which proposes the erection of new industrial and logistics warehouse units (Classes B2 and/ or B8 and/ or E(g)(iii)), including ancillary offices and trade counters, along with all associated works at Concord House, Threapwood Way, in Wythenshawe (the '**Site**').

1.3 Concord House is an existing office building constructed in the late 1990s, measuring 11,557 sq. m (GIA[1]), located within Concord Business Park. Since its construction, Concord House has been occupied by Virgin Media.

1.4 As a result of social and economic changes brought about by the coronavirus pandemic, the office market across Manchester has contracted over the last five years, as many tenants require less floorspace due to the rise in home working and the use of online meeting platforms. As a result, the demand for large office buildings in secondary locations such as Concord Business Park has significantly diminished, in preference to prime locations such as Manchester City Centre. That point is made clear by the fact that Virgin Media have now vacated the Site, and have instead taken a reduced amount of floorspace within the newly completed Island office scheme in Manchester City Centre[2].

1.5 The Applicant has been actively marketing Concord House for occupation for in excess of 12 months (see **Appendix A**). Over that period, there has been no operator interest in the whole of the existing floorspace. Given the clear lack of tenant demand for such a large amount of office floorspace in this location, and the costs that would be involved with refurbishing the unit to modern standards, there is a clear opportunity to redevelop the Site to provide a modern, high quality industrial & logistics scheme which will ensure that the site remains in economically productive use and contributes positively to the social and economic development of Greater Manchester.

1.6 The development will provide significant job opportunities for local residents across a range of skill sets and play a critical role in enabling the efficient and effective supply of goods for consumers and

[1] Gross Internal Area
[2] https://www.bbc.co.uk/news/articles/cvgwyw755e5o

businesses, in close proximity to Manchester Airport. It fully accords with objectives to deliver sustainable economic growth.

1.7 Informal pre-application discussions with Manchester City Council (the '**Council**') planning officers were conducted in July 2025. During those discussions, the principle of the development of the Site for economic uses was confirmed to be acceptable and the requisite submission documents confirmed.

1.8 This Statement and the suite of accompanying documents provide a robust assessment of the application in relation to relevant planning policies and any other material considerations to assist the LPA's determination of the application. The assessment demonstrates that the proposal is acceptable in all regards and that planning permission should be granted.

1.9 The Principal Issues

1.10 The principal issues are whether the proposal accords with the development plan and material considerations on the following matters:

1. Whether the principle of the development accords with the development plan?
2. Whether the proposal accords with national Government policy contained within the National Planning Policy Framework ('**NPPF**'), including the need to secure sustainable economic growth?
3. Whether the proposal accords with local and national policies relating to sustainability matters?
4. Whether the proposal accords with various development management policies, particularly those relating to transport and design matters?

1.11 The existing development plan and material considerations, including the NPPF and Planning Practice Guidance ('**PPG**'), provide the local and national Government's policies and guidance addressing the above issues.

1.12 In this case, the proposal accords with the adopted development plan. That is, it complies with local policies relating to employment use, economic development, the natural environment, highways, design and sustainability matters. Accordingly, the full weight of Section 38(6) of the Planning and Compulsory Purchase Act applies, unless material considerations indicate otherwise.

1.13 Updated in February 2025, the NPPF places significant weight upon the need to encourage development within settlements for homes and other identified needs, particularly on previously developed or "brownfield" sites within the existing urban area. Paragraph 125 (c) of the NPPF states:

> *"Planning policies and decisions should:*
>
> *… c) give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs,* ***proposals for which should be approved unless substantial harm would be caused****, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land"*

1.14 Paragraph 85 of the NPPF confirms that planning decisions should help create conditions where businesses can invest and expand. It specifically states that 'significant weight should be placed on the need to support economic growth and productivity'. Paragraph 85 is a very important paragraph in the NPPF; it is one of very few policies in the NPPF which sets out the particular weight to be attached to the need to support economic growth and productivity.

1.15 Furthermore, Paragraphs 86 and 87 further emphasize the need to positively and proactively encourage sustainable economic growth, having regard to the national industrial strategy, responding to changes in economic circumstances and addressing barriers to investment.

1.16 This development achieves the above aims through the delivery of an employment scheme on a previously developed site. The proposal will strengthen the economy of the local area through the provision of new employment floorspace. The proposal will result in significant benefits and there will be no adverse impacts, let alone impacts that could be described as 'substantial'. It follows that in accordance with Paragraphs 85 and 125 (c) of the NPPF, planning permission should be granted.

1.17 The relevant material considerations also indicate that permission should be granted, as the proposal accords with the NPPF and PPG. As the proposal accords with the NPPF, it benefits from the presumption in favour of sustainable development.

1.18 The Case for the Proposal

1.19 The case for the proposal is that it:

1. Is positive investment in Wythenshawe, on a site that has previously been identified by the LPA as being suitable for economic development purposes. The proposal contributes towards local and national Government agendas to promote sustainable economic growth.

2. Provides high quality, modern employment floorspace which is suited to the needs of both local businesses and large national operators.

3. Generates significant new employment positions.

4. Provides for the redevelopment of a vacant, brownfield site, which introduces new employment uses into a highly accessible urban location in close proximity to a variety of local amenities.

5. Provides a development which will be accessible by a range of active and public transport modes.

6. Is of a very high quality of physical design and appearance.

7. Uses energy efficiently and utilise low carbon / renewable technologies.

8. Is resilient to Climate Change.

9. Acts as a catalyst for further investment and redevelopment in Wythenshawe.

10. Is acceptable in all regards.

1.20 It follows that the proposal will secure a high standard of socially, environmentally and economically sustainable development. As confirmed in the NPPF, the achievement of sustainable development is the primary goal of the planning system.

1.21 Structure of this Statement

1.22 In order to comprehensively assess the proposed development against the relevant planning policies, the remaining sections of this Statement are structured as follows:

Section 2 Site Context

Section 3 Proposed Development

Section 4 Review of Planning Policy

Section 5 Securing Sustainable Development

Section 6 Assessment of the Proposal

1.23 We set out in **Section 7** our Summary and Conclusions that the proposed development accords with the development plan and all other material considerations.

2. Site Context

2.1 The Site and Surroundings

2.2 The Site comprises land and buildings at Concord House, within Concord Business Park, on Threapwood Road, in Wythenshawe, outlined in red on the submitted Site Location Plan. It measures approximately 3ha, has a predominantly flat topography and is irregular in shape.

2.3 Concord House is a large floorplate office building, surrounded by areas of car parking and significant areas of landscaping. Vehicular access to the Site is made from Threapwood Road via Shadowmoss Road, whilst pedestrian access can be made by the same route or directly from Simonsway.

2.4 The Site is not located within a Conservation Area, nor are there any statutorily or locally listed buildings either on-site or in the local area. The Site is in Flood Zone 1 and is at low risk of flooding, and there are no TPOs in place.

2.5 The Site is bound by the Metrolink and Simonsway, to the north, with areas of woodland to the east and west ('Big Wood' and 'Hatchett Wood' respectively), both of which are acknowledged as Sites of Biological Interest and Priority Habitat broadleaved woodlands. To the south-east lies the remaining areas of Concord Business Park, whilst to the south-west lies residential dwellings on Hatchett Road and Coxton Road, which are visually separate from the Site by virtue of existing trees and landscaping.

2.6 The Site is very well connected to the strategic highway network. Concord Business Park is on the junction of Simonsway and Shadowmoss Road, within a mile of the M56 motorway. This links with the wider motorway network, including the M60 and the M6.

2.7 Peel Hall Metrolink stop is located 75m to the east of the Site. Concord House is situated on the Airport Metrolink line, immediately adjacent to the Peel Hall stop. This line runs between the Airport and the City Centre. Heald Green and Manchester Airport railway stations are within 1 mile, and provide regular services to Manchester City Centre. Various bus services run along Simonsway and Shadowmoss Road.

2.8 Planning History

2.9 On 7 April 1988, outline planning permission was granted for the development of the Site for high technology, light industrial and office uses (within Class B1 of the Town and Country Planning (Use Classes) Order 1987) and for ancillary warehousing and retail showrooms (App Ref: F30429).

2.10 On 9 November 1989, reserved matters consent was granted for the details of the siting, design, external appearance, means of access and landscaping for the erection of a two/ three storey office building, in accordance with the outline permission (App Ref: 34712).

2.11 Concord House was constructed in accordance with the approved details. Whilst a number of subsequent permissions have been granted for small-scale additional works, the operation of the Site remains principally in accordance with the above permissions.

3. The Proposed Development

3.1 The proposal seeks full planning permission for the development of 11,947 sq. m (128,595 sq. ft) of industrial and logistics floorspace, arranged across three two-storey warehouse units. The largest of the units (Unit 3) is located to the south-east of the Site, adjacent to Threapwood Road. Units 1 and 2 are located to the north and south-west of the Site respectively. Table 1 below outlines the floorspace areas within each of the proposed units:

Unit	Areas	GIA	
Unit 1	Ground Floor First Floor **Total**	2,834 sq. m 340 sq. m **3,174 sq. m**	30,505 sq. ft 3,660 sq. ft **34,165 sq. ft**
Unit 2	Ground Floor First Floor **Total**	3,557 sq. m 428 sq. m **3,984 sq. m**	38,287 sq. ft 4,607 sq. ft **42,883 sq. ft**
Unit 3	Ground Floor First Floor **Total**	4,275 sq. m 513 sq. m **4,789 sq. m**	46,016 sq. ft 5,522 sq. ft **51,548 sq. ft**
TOTAL		**11,947 sq. m**	**128,596 sq. ft**

Table 1 - Schedule of Areas

3.2 All of the units are accessed via a single estate road directly from Threapwood Road, with dedicated parking and servicing areas provided for each unit.

3.3 The application also seeks permission for landscaping and all associated works, including the provision of significant landscaping and tree planting to the rear of Unit 2, ensuring a significant physical and visual barrier to the residential beyond.

3.4 Given the speculative nature of the proposals, provision is sought for use in Classes B2/ and or B8/and or Class E (g)(iii) in order to allow flexibility to accommodate a range of potential occupiers. In addition, each of the proposed units will include provision for ancillary office floorspace at mezzanine level, as well as an allowance for ancillary trade counters (which will only be used in connection with a tenant's primary operations).

3.5 The units will be 10m in height (to underside of haunch), and designed to the highest modern standards for industrial and logistics warehousing, aiming for BREEAM 'excellent' accreditation, EPC-A rating and incorporating a highly sustainable specification of development for both staff and visitors.

4. Review of Planning Policy

4.1 Introduction

4.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 directs LPAs to determine planning applications in accordance with the policies of the development plan, unless material considerations indicate otherwise.

4.3 The starting point for the consideration of a proposal is an assessment against the development plan. If a development accords with the plan, and it is up-to-date, then the decision should be to grant planning permission unless material considerations indicate otherwise. The NPPF and PPG are material considerations. The NPPF is the Government's national planning policies that development plans are supposed to accord with and the PPG sets out how the Secretary of State expects national planning policies to be applied.

4.4 The Development Plan

4.5 The comprising documents of the adopted development plan are:

- Places for Everyone Joint Development Plan Document (adopted March 2024) ('**Places for Everyone**');
- The Core Strategy (adopted July 2012) (the '**Core Strategy**'); and
- The saved policies of the Unitary Development Plan (adopted 1995) (the '**UDP**').

4.6 Places for Everyone is part of the statutory development plan for each of the local authorities within Greater Manchester, except Stockport. It is a strategic plan for sustainable growth, covering homes, jobs and infrastructure for the period up to 2039. The relevant policies for this proposal are:

- Policy JP-S1 – 'Sustainable Development'
- Policy JP-J1 – 'Supporting Long-Term Economic Growth'
- Policy JP-J2 – 'Employment Sites and Premises'

- Policy JP-J4 – 'Industry and Warehousing Development'
- Policy JP-G7 – 'Trees and Woodland'
- Policy JP-G8 – 'A Net Enhancement of Biodiversity and Geodiversity'
- Policy JP-C1 – 'An Integrated Network'
- Policy JP-C8 – 'Transport Requirements for New Development'

4.7 The Core Strategy is the key document guiding development around the city. The key policies to consider in relation to this planning application are:

- Policy CC5 – Transport
- Policy CC9 – Design and Heritage
- Policy T1 – Sustainable Transport
- Policy T2 – Accessible Areas of Opportunity and Need
- Policy EN1 – Design Principles and Character Areas
- Policy EN4 – Reducing Emissions & Low / Zero Carbon Development
- Policy EN6 – Target Framework for CO2 Reductions
- Policy EN8 – Adaptation to Climate Change
- Policy EN9 – Green Infrastructure
- Policy EC2 – Existing Employment Space
- Policy EC10 – Wythenshawe
- Policy EN14 – Flood Risk
- Policy EN15 – Biodiversity and Geological Conservation
- Policy EN16 – Air Quality

4.8 Policy EC10 of the Core Strategy confirms that Wythenshawe is expected to provide 55ha of employment land within B1a (Office), B1b/c (Research and Development and Light Industrial) and B8 (Logistics and Distribution). The Site is allocated as an Existing Employment Site at Part 3 of Policy EC10.

4.9 Whilst the majority of the policies in the UDP have been replaced by the Core Strategy, Policy EW3 confirms that the Council will protect and encourage the positive management of existing areas of woodland in East Wythenshawe, including Big Wood, Little Wood and Hatchett's Wood.

4.10 Material Considerations

4.10.1 The NPPF and PPG

4.11 The NPPF sets out the Government's planning policies for England. Paragraph 10 sets out the guiding principle for the national policy framework and states:

> *"So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development."*

4.12 Paragraph 11 states that:

> *"For decision-taking this means:*
>
> 1. *approving development proposals that accord with an up-to-date development plan without delay; or*
>
> 2. *where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:*
>
> i. *the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or*
>
> ii. *any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole."* (Savills' emphasis)

4.13 The remainder of the NPPF sets out planning principles that underpin plan-making and decision-taking. The development accords with key principles, as discussed in further detail below.

4.14 Paragraph 85 confirms that planning decisions should help create conditions where businesses can invest and expand. It specifically states that 'significant weight should be placed on the need to support economic growth and productivity'. Paragraph 85 is a very important paragraph in the NPPF; it is one of very few policies in the NPPF which sets out the particular weight to be attached to the need to support economic growth and productivity'.

4.15 Paragraphs 86 and 87 further emphasize the need to positively and proactively encourage sustainable economic growth, having regard to the national industrial strategy, responding to changes in economic circumstances and addressing barriers to investment.

4.16 Paragraph 117 states that priority should be given to pedestrian and cycle movements; the needs of people with disabilities and reduced mobility addressed; creation of safe, secure and attractive spaces; allow for the efficient delivery of goods; and be designed to enable use by sustainable vehicles.

4.17 Section 11 of the NPPF relates to making effective use of land. Paragraph 124 specifically seeks for planning policies and decisions to promote an effective use of land in meeting the need for various uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or 'brownfield' land.

4.18 Paragraph 125 states that planning policies and decisions should give substantial weight to the value of using suitable brownfield land within development and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land. It also promotes and supports the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively.

4.19 Paragraph 131 states that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is

essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.

4.20 The NPPF clearly identifies the importance of well-designed places and the need for a consistent and high quality standard of design. Paragraph 135 states that decisions should ensure that developments:

- Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- Are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- Are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- Establish 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 (including green and other public space) 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.

4.21 Chapter 14 identifies the approach to meeting the climate change challenge. Paragraph 161 provides that the planning system should support the transition to a low carbon future by:

- Shaping places in a way that contributes to radical reductions in greenhouse gas emissions;
- Minimise vulnerability and improve resilience;
- Encourage the reuse of existing resources; and

- Support renewable and low carbon energy and associated infrastructure

4.21.1 Proposed Changes to the NPPF

4.22 On 16 December, the Government published a consultation on proposed updates to the NPPF, which runs until 10 March 2026 (the '**Draft NPPF**'). Described as the most significant update to the NPPF since its introduction in 2012, the revised draft supports the Government's stated objectives to reform the planning system, fast-track housebuilding and boost economic growth. Whilst the document is in draft and subject to consultation, it is a material consideration insofar as it identifies how national planning policy is evolving to address modern challenges and needs. So far as relevant to this proposal, the key changes to policy emphasis in the Draft NPPF are set out below.

4.23 Policy E1 of the Draft NPPF provides that substantial weight should be given to the economic benefits of proposals for commercial development which allow businesses to invest, expand and adapt; especially where this would support the economic vision and strategy for the area, the implementation of the Industrial Strategy, support improvements in freight and logistics and/or reflect proposals for Industrial Strategy Zones and AI Growth Zones.

4.24 Policy E3 states that to support the effective and efficient movement of goods, development proposals for freight and logistics uses and associated infrastructure should:

> a. Have good access to transport networks (including via sustainable transport modes where possible) appropriate to the type of development;
>
> b. Be sited and designed to limit environmental impacts (such as through the co-location or intensification of facilities to limit vehicle movements, and sensitive building design and landscaping). The impact on local residents or other neighbouring uses should be acceptable, taking into account proposed mitigation, especially where night-time activity will be required; and
>
> c. Provide sufficient and secure parking for lorries or other vehicles to cater for the anticipated use.

4.25 In relation to making effective use of land, Policy L2 states that substantial weight should be given to the benefits where a development proposal would achieve one or more of the following:

> b. Making better use of vacant and under-utilised land and buildings (such as by bringing back into residential use empty homes and other suitable buildings; converting space above shops;

redeveloping under-utilised retail sites; and building on or above service yards, lock-ups, car parks and other transport infrastructure);

5. Assessment of the Proposed Development

5.1 Introduction

5.2 As outlined in the preceding Sections above, the proposed development falls to be assessed in accordance with the policies contained in the development plan and all relevant material considerations. In addition to achieving the objectives of sustainable development, the key development themes are as follows:

1. Principle of Development
2. Economic Development
3. Ecology & Biodiversity
4. Highways and Accessibility
5. Design
6. Other Development Management Considerations

5.3 The below provides an assessment of the proposal against local and national planning policies.

5.4 Principle of the Development

5.5 As identified above, the Site is located within Concord Business Park, which is an existing employment location. Policy EC10 confirms that Wythenshawe is expected to provide 55ha of employment land within B1a (Office), B1b/c (now E(g)(iii) (Research and Development and Light Industrial) and B8 (Logistics and Distribution) uses, the majority of which is expected to be delivered within existing employment areas, including Manchester Airport and other existing areas in Wythenshawe, including Concord Business Park.

5.6 Core Strategy Policy EC1 provides general support for proposals for economic growth, providing they have regard to improving sustainable transport, opportunities to provide jobs for local people

and ensuring continued social, economic and environmental regeneration, amongst other requirements. Policy JP-J2 of the Places for Everyone Plan highlights the importance of protecting existing employment areas from redevelopment to other uses. Policy JP-J4 of the Places for Everyone Plan states that at least 3 million sq. m of new accessible industrial and warehousing floorspace will be provided in the Plan area over the period 2022-2039. The need to provide this reflects the need for Greater Manchester to compete internationally for investment and provide sufficient choice and flexibility to respond to the needs of different businesses.

5.7 Although the existing Site is currently in employment use, it is of a form for which there is no current tenant demand. As set out above, the building has been occupied by a single tenant, Virgin Media, since its construction in the mid-1990s. At that time, the development of large office parks in out of town locations had become popular, on the basis that developers were able to provide large floorplate office buildings at relatively low cost, within an attractive environment with access to free car parking and other on-site amenities. The form of development at Concord Business Park typifies those circumstances. However, recent changes in the office market, brought about by the coronavirus pandemic, have meant that these locations are becoming far less attractive for the occupational and investment market, due to:

- The rise in hybrid and flexible working practices, including the use of online meeting platforms, meaning there is less need for large office areas.
- Tenant preference for modern, high specification and accessible stock in prime locations which meets company ESG targets (i.e. “flight to prime”).
- Evolving workplace demographics and employee focus on amenity and wellbeing, meaning tenant requirements for features such as quality breakout areas, access to natural daylight, air quality and ventilation.

5.8 Research publish by Savills in July 2025[3], shows that office take-up in the first half of the year totalled 54,027 sq. m (581,542 sq. ft), across 102 transactions – at an average of 530 sq. m (5,700 sq. ft) per letting. Of that total take-up, 57% was for Grade A and Prime floorspace. The largest letting across that period was 12,077 sq. m (130,000 sq. ft) to Autotrader at 3 Circle Square – a prime, new-build scheme in Manchester City Centre. At the same time, available office supply in Manchester stands at around 2.9 million sq. ft – the majority of which is Grade B/C space.

[3] https://www.savills.co.uk/research_articles/229130/379929-0

5.9 The above data highlights the scale of the problem with attracting prospective new tenants to reoccupy Concord House. The available floorspace represents 21% of the floorspace transacted across the entirety of Manchester in H1 2025, and is 22 times larger than the average letting. There have been no new lettings of over 100,000 sq. ft outside the city centre in the last five years.

5.10 In addition, the layout of the building, with large, interconnected floorplates and internal courtyards, means it is not easily subdivisible and would require significant investment to bring it up to a Grade A standard that modern occupiers expect.

5.11 Not only is tenant demand reducing for large offices in secondary locations, there is also a significant supply of high quality, well-located stock available across the City. In short, there is very little prospect that Concord House could be re-let in the foreseeable future. Therefore, from both an economic and environmental perspective, it is not viable to retain the Site in office use.

5.12 Given the above, consideration has been given to prospective redevelopment options for the Site. Being located on the arterial road network, in close proximity to Manchester Airport and the Motorway network, there is a clear opportunity to deliver an industrial and logistics scheme which appeals to a range of occupiers, ensuring the Site is retained in employment use over the long-term.

5.13 The proposal to redevelop the Site as Concord Logistics aligns with Policies EC1, EC2 and EC10 of the Core Strategy, and Policies JP-S2 and JP-S4 of Places for Everyone which, taken as a whole, recognise the need to improve the portfolio of employment sites within the City, ensure that employment sites remains fit-for-purpose and provide employment opportunities for local people whilst ensuring competitiveness in international markets.

5.14 In addition to the above, Paragraph 125(c) of the NPPF provides a clear policy requirement that substantial weight should be given to the value of using brownfield land for development needs. The Site forms part of an identified and allocated employment area in the Core Strategy wherein planning permission will be granted for employment uses such as those proposed. The Site has therefore been designated to meet an identified need for employment use in the Local Plan. Accordingly, the proposal benefits from that requirement for substantial weight to be applied in favour of the grant of permission.

5.15 The NPPF has therefore changed the terms under which proposals on brownfield land now need to be considered. That is, a proposal ‘should be approved unless substantial harm would be caused’.

5.16 The proposal will not result in any level of harm that could be described as 'substantial', as demonstrated in the Sections below. Accordingly, the NPPF directs that the application should be approved.

5.17 In light of the above, it follows that the proposed redevelopment of the Site for the purposes of providing an industrial and logistics scheme is acceptable in principle.

5.18 Economic Development

5.19 The Site is currently under-utilised office floorspace, which will shortly become vacant upon the expiry of Virgin Media's lease. Therefore, the proposal presents the opportunity to realise the Site's economic potential, providing employment positions and increasing wages. Importantly, Paragraph 124 of the NPPF provides that planning decisions should promote and support the development of under-utilised land, whilst Paragraph 85 places significant weight on the need to support economic development. The proposed development will assist in bringing the Site back into use in a sustainable manner and meet a requirement for new employment floorspace in this area of the city.

5.20 The proposed development represents a positive £17m investment in Wythenshawe. This construction cost can be used to estimate the temporary employment for construction firms and related trades.

5.21 Data from the Annual Business Survey published in 2024 reveals that total turnover in the UK construction sector during 2022 was £346.6bn. The average number of people employed in the construction sector during 2022 was 1.44 million, suggesting that average turnover per full-time equivalent (FTE) construction jobs in 2022 is approximately £240,694.

5.22 Using the build cost estimate of £17m and the average turnover per FTE construction job in 2022 of £240,694, the scheme will generate approximately 71 construction workers being employed on a full-time basis for 12 months.

5.23 As detailed below, it is forecast that, once operational, the development will generate in the range of approximately 165 – 321 new jobs. Given the nature of the proposal and the range of target occupiers, it is expected that a significant proportion of those jobs will be taken up by local people[4].

[4] Based on figures taken from the Homes & Communities Agency Employment Density Guide 2015

Use	Max Floorspace (sq. m)	Emp Density (/sq. m)	Job Creation
B2 (Industrial)	11,557 sq. m GIA	36 (GIA)	321
B2 (Storage/Distribution)	11,557 sq. m GIA	70 (GIA)	165
E (G) (iii) (Light Industrial)	9,823 sq. m NIA	47 (NIA)	209

Table 2 - Employment Generation

5.24 The above calculation does not include any provision for local and regional multipliers (jobs created as part of the supply chain etc). The figure of 122-237 full-time equivalent employment positions, plus the circa 71 construction jobs is therefore a broad minimum estimate. The number of jobs created by the proposed development is a material benefit that demonstrates the site will meet objectives to provide a significant contribution to local employment.

5.25 Not only will the proposal result in the provision of new employment; the form of development is considered to be the most effective available reuse of the Site, when taking into account the surrounding pattern of development and the Council's designation in the development plan. It follows that the proposed development complies with Paragraphs 124 & 125 of the NPPF.

5.26 As stated above, the NPPF confirms at Paragraph 85 that significant weight is to be applied to proposals that support economic growth and productivity. The proposal fully meets this policy requirement to which significant weight is required to be applied. It follows that the proposal should be supported under the terms of the relevant policies in the NPPF that seek to build a strong, competitive economy and place significant weight on the need to support economic growth.

5.27 Furthermore, the redevelopment of an existing, underutilised employment site for an alternative form of employment generating development for which there is an identified local need fully accords with national Government directives to support sustainable economic development of brownfield land. As a result, Paragraph 125(c) directs that planning permission should be granted unless the proposal would result in 'substantial harm'. As set out below, the proposed development does not result in any such level of harm, and therefore, planning permission should be granted.

5.28 In summary, the economic benefits of the proposal are significant. Notably, the proposal will allow the Site to be bought back into an economically productive use, in a manner which will ensure sustainable economic growth and make the best use of available brownfield land.

5.29 Trees, Biodiversity & Landscaping

5.30 As noted above, the Site is an existing employment site which is surrounded by three Sites of Biological Interest ('**SBI**'), which are Big Wood, Little Wood and Hatchett's Wood. Each of those areas is designated as 'Priority Habitat' woodland on DEFRA's MAGIC map.

5.31 The application is supported by a Preliminary Ecological Assessment ('**PEA**') and Biodiversity Net Gain ('**BNG**') Assessment, as well as a Preliminary Boot Roost Assessment ('**PRA**') along with a Ground Level Tree Assessment ('**GLTA**'), each undertaken by Envance.

5.32 The PEA provides that the majority of habitats present on-site are common, widespread, and of low nature conservation value, although there are some habitats (including woodland and hedgerows) which are of high conservation value. The report makes recommendations for further survey work and approaches to mitigate the impacts of the proposed development, as summarised below:

- Retain as much Priority Habitat on-site as possible.
- Put a Construction and Environment Management Plan in place to safeguard retained habitat.
- Undertake presence/ absence eDNA survey for Great Crested Newts in ponds adjacent to the Site within the relevant survey period (or alternatively opt into the District Licensing Scheme).
- Ensure that vegetation clearance happens outside of bird breeding season (1st March to 31st August inclusive), unless a qualified ecologist is in attendance to monitor those activities (expected to be imposed by condition of approval).
- Undertake bat roost assessment of the existing building and on-site trees.

5.33 The subsequent PRA and GLTA each confirmed that the Site has negligible potential to support roosting bats, and no further survey work is required in that regard.

5.34 In addition to the above, the application is supported by a Tree Survey and Arboricultural Impact Assessment ('**AIA**'), provided by ACS. The Tree Survey identifies that, in addition to the four woodland areas, there are a number of existing individual trees (13) and groups of trees (17) within and/ or at the boundary of the Site.

5.35 Whilst significant attention has been paid to retaining as many existing trees as possible, the nature of the development proposal is for the erection of large, commercial warehouse units, which necessarily require large areas of hardstanding. As a result, a number of trees have been identified for removal as part of the application.

5.36 Although that is the case, the proposed redevelopment has been specifically designed to avoid significant impacts to existing woodland areas, and care has been taken to minimise the loss of valuable Category A trees, in particular. On that basis, the AIA identifies that the proposed development retains the Green Infrastructure Network, in accordance with Policy JP-G7 of Places for Everyone, and concludes that the loss of trees at the Site is justified by comparison to the benefits of the proposal.

5.37 The Landscape General Arrangement Plan submitted with the application shows that the redevelopment of the Site will more than adequately compensate for tree losses, through the planting of new trees, shrubs and hedgerows through the redeveloped area.

5.38 Whilst the BNG Assessment shows that the proposal will result in a net loss of biodiversity value on-site, this is considered to be typical for industrial and logistics developments at this scale. Therefore, in order to demonstrate a 10% 'net gain' in biodiversity, the Applicant expects to procure off-site units through a habitat bank, which will be secured by condition of approval. Although that is the case, opportunities to enhance on-site landscaping have been fully investigated, in accordance with the BNG mitigation hierarchy, whilst ensuring the production of a deliverable and viable development scheme.

5.39 On the basis of the above, we conclude that the proposed development complies with Policies JP-G7 & JP-G8 of Places for Everyone, Policies EN9 and EN15 of the Core Strategy as well as Chapter 15 of the NPPF.

5.40 Highways & Accessibility

5.41 The application is support by a Transport Assessment, undertaken by Stantec, which assesses the transport and accessibility aspects of the proposal. The Transport Assessment was informed by pre-application discussions with the officers of the Local Highway Authority in the lead up to submitting the application.

5.42 In terms of access considerations, given that the Site is an existing employment location which is well connected to the surrounding highway network, access arrangements will principally remain as

existing. The Site will continue to be accessed from Threapwood Road by vehicles and pedestrians, with pedestrian access also able to be gained directly from Simonsway via the existing route adjacent to Peel Hall Metrolink stop. The Site is therefore considered to be highly accessible both for private vehicles and public transport, as well as active modes.

5.43 As the proposed development will require access by large HGVs and servicing vehicles, minor modifications will be required to the junction of Threapwood Road / Shadowmoss Road, which will be delivered via S278 agreement. Swept Path analysis has been undertaken to confirm the access arrangements are suitable to serve the operational needs of the development.

5.44 A total of 105 parking spaces will be provided for the site as part of the proposals including 6 accessible spaces, 6 car share priority spaces, 3 active EV spaces and 21 passive[5], which accords with the Council's maximum parking standards and represents a significant reduction from the current parking levels on the Site. A parking accumulation exercise has been undertaken and demonstrates that the proposed level of parking is sufficient to meet the future demand of the development.

5.45 The impact of the proposed development on the local highway network has been assessed. A trip generation assessment has been undertaken which accounts for the net change in movements, comparing the existing office use to the proposed industrial use using trip rates sourced from the TRICS database. Overall, the assessment demonstrates that the development proposals would reduce the number of Passenger Car Units (PCUs) on the local network both in the peak hours and across a typical day, and as such no further assessments have been undertaken as agreed with the Council. We therefore conclude that the proposed development will result in a reduction in traffic on the local highway network, and there will be no adverse impacts on the operation of the highway network as a result. Therefore, the proposal complies with Policies JP-C1 & Policy JP-C8 of Places for Everyone, Policies T1 and T2 of the Core Strategy and Paragraph 116 of the NPPF.

5.46 Design Considerations

5.47 Policy CC9 of the Core Strategy states that the development of new buildings will be of the highest standard of appearance and function. As detailed in the Design & Access Statement submitted with this application, not only is the proposed development functional as an employment destination, it is

[5] "Passive" here is a reference to the provision of underground infrastructure required to ensure that additional EV parking can be easily provided in the future, subject to demand.

at the same time both highly sustainable (in terms of the selected materials and finishes) and also of a very high standard of external appearance.

5.48 As set out within the submitted DAS, the Site presents a range of physical and operational constraints that have largely informed the proposed design. From the outset, the design team have explored a range of layout options to determine the most efficient and deliverable configuration. The final form of the development proposal presents the most effective solution in terms of site optimisation, operational efficiency and flexibility for future occupiers, whilst ensuring a viable and deliverable scheme. The three units are laid out so as to retain ease of access from Threapwood Road, minimising the loss of existing trees wherever possible and providing each unit with dedicated parking and servicing areas.

5.49 Each unit is 10m in height (from finished floor level to the underside of haunch). The scale of the buildings aligns with modern market requirements, and is suitable for the Site without appearing overly dominant in the streetscene or impacting surrounding residential amenity. Furthermore, there is a dense buffer of vegetation that will be maintained and enhanced to the south-west of the Site, which ensures separation to dwellings on Hatchett Road, protecting amenity both visual and noise impact terms.

5.50 The physical appearance of the proposed warehouse units will follow a simple, modern and highly successful design ethos, which is designed to appeal to a wide range of prospective occupiers. Each building will feature a glazed curtain wall feature with an expressed frame, prevalently positioned for maximum visual appeal and giving depth to the main elevation. Warehouse areas have a simpler vertical metal profile selected for its durability and low maintenance. Areas that are concealed by the existing mature landscaping and proposed enhanced landscaping are further simplified. Three tones of grey have been selected to provide further subdivision to the massing, with cladding laid both horizontally and vertically to provide further variation to the materiality. High level, double-glazed windows are provided to the ancillary office areas, giving further visual interest and breaking up the cladding.

5.51 The chosen colour palette—comprising cool grey tones—has been deliberately selected for its understated and recessive qualities, helping to minimise visual impact and maintain a respectful relationship with neighbouring properties. In addition, vertically oriented curtain wall glazing is used to soften the industrial character of the façade and provide visual relief.

5.52 We consider that the proposal therefore achieves a very high standard of design and integrates very well with surrounding areas. Overall, the approach to design reflects the project's commitment to

delivering a well-designed, contextually appropriate scheme that meets a high standard of visual quality, whilst meeting the functional and operational needs of the occupiers.

5.53 We conclude that the proposed development will deliver a high quality, contemporary industrial warehouse development which will raise the standard of the built form in this area of Wythenshawe. As a result, the proposal complies with Policies CC9 and EN1 of the Core Strategy, and Paragraph 135 of the NPPF.

5.54 Other Development Management Considerations

5.54.1 Flood Risk and Drainage

5.55 The application is accompanied by a Flood Risk Assessment and Drainage Strategy undertaken by Heyne Tillett Steel. The report identifies that the Site is located wholly within Flood Zone 1, with a very low risk of river or sea flooding. While some internal areas face a low risk of surface water flooding, measures contained in the proposed Drainage Strategy will suitably mitigate this risk. Sewer flood risk is minimal, with SuDS and raised levels about the highway enhancing protection. Groundwater is also a low risk based upon the proposal not including the basement and the site not being in an area susceptible to groundwater flooding. Overall, the flood risk to the Site is concluded to be low.

5.56 The Site is located within a Critical Drainage Area ('**CDA**'), specifically the "Manchester and Trafford South CDA", as identified in the Level 2 Strategic Flood Risk Assessment. As a result, the proposed development is required to reduce surface water runoff by 50% of the pre-development runoff rates, and ensure there is no flooding in a 1 in 30 year event and no property flooding in a 1 in 100 year (plus accounting for climate change).

5.57 United Utilities records indicate that the existing Concord House is served by separate foul and surface water sewers. A CCTV survey of the existing network was conducted in November 2025 by Greenhatch Group, which identified some conflicts with existing records. The CCTV survey has informed the approach to drainage design as part of the proposed development.

5.58 The suitability of different SuDS techniques was explored in accordance with the drainage hierarchy within the Government's "Guidance for Flood Risk and Coastal Change", priority given to SuDS which provide multi-functional benefits. Surface water attenuation will be provided in the form of tanked permeable paving, below ground attenuation tanks, and in extreme rainfall events, the docking bays will be utilised as dry attenuation basins. By utilising this strategy, the proposed

development will reduce runoff rates to 21.7 L/s (for the 1 in 100-year storm event plus 45% climate change).

5.59 As a result, the application accords with Policies EN8 and EN14 of the Core Strategy and Chapter 14 of the NPPF with regard to flood risk and drainage.

5.59.1 Energy and Sustainability

5.60 The application is accompanied by an Energy and Sustainability Statement ('**ESS**'), undertaken by Cudd Bentley, as identified in the preceding Sections, which considers the energy and sustainability measures to be incorporated into the development.

5.61 The energy strategy for the proposal will utilise a range of passive design measures, alongside Air Source Heat Pumps ('**ASHPs**') for heating, cooling and hot water alongside PV panels for electricity/ The ESS identifies, as a result of SBEM modelling, that the development will result in a 105.35% reduction in carbon emissions when compared to a base scheme, a CO_2 saving of 39.78 tonnes per annum.

5.62 As a result, the proposed development complies with Policies JP-S1 & JP-S2 of Places for Everyone, Policy EN4 & EN6 of the Core Strategy, as well as Paragraph 167 of the NPPF.

5.62.1 Noise

5.63 Given that the Site is currently in use as offices, in relatively close proximity to residential dwellings, the proposed development has the potential to result in impacts upon surrounding residential amenity. As a result, the application is accompanied by a Noise Impact Assessment ('**NIA**'), undertaken by Stantec, which assesses the impact of the proposal upon residential occupiers in surroundings neighbourhoods. The NIA is based upon a site-specific acoustic survey undertaken in October 2025.

5.64 In relation to noise created by additional traffic movements, the NIA concludes that the proposal will not significantly increase the sound level at noise-sensitive receptors, with any impacts classified as being within the Lowest Observable Adverse Effect Level ('**LOAEL**') and therefore being acceptable by reference to national policy and guidance. In addition, the implementation of best practice management practices and procedures as part of a Noise and Vibration Management Plan ('**NVMP**') to further reduce any residual potential for noise impacts is expected to be imposed by condition of approval.

5.65 With regard to the operation and servicing of the proposed units at the Site, the NIA states that the there are unlikely to be adverse impacts upon residential amenity, with the rating level of noise activities being at least below the background sound level at all receptors, for both the day and night. The NIA therefore concludes that there will be No Observable Effect upon residential amenity from on-site commercial activities and processes, as well as servicing, subject to the erection of a 2.5m high acoustic barrier at selected locations to minimise impacts at two locations (i.e. adjacent to the service yards for Unit 1 and Unit 3). As a result, it is concluded that 24 hour operation and servicing of the proposed development is acceptable.

5.66 The results of the NIA demonstrates that the proposed development is acceptable by reference to Policy DM of the Core Strategy and Paragraph 198 of the NPPF.

5.66.1 Air Quality

5.67 Given the nature of the proposed development, an Air Quality Assessment ('**AQA**'), undertaken by Stantec, is submitted in support of the planning application. Although the Site is not within an Air Quality Management Area, one is located in close proximity and given the nature of the proposal, the officers of the LPA considered that the submission of an AQA was a requirement for the proposals.

5.68 During construction it is recommended that in accordance with the IAQM guidance a package of mitigation measures is put in place to minimise the risk of elevated PM10 concentrations and dust nuisance in the surrounding area. With mitigation in place the construction impacts are judged as being 'not significant'.

5.69 Concentrations of NO2, PM10 and PM2.5 have been predicted for a number of worst-case locations representing existing properties adjacent to the road network, as well as future receptor locations within the Site. Predicted concentrations are well below the relevant NAQOs at all of the existing and proposed receptor locations with the Proposed Development in place. The operational effects of the Proposed Development on human receptors are considered to be 'not significant'.

5.70 Overall, the Proposed Development is considered to be in accordance with the requirements of Policy EN16 of the Core Strategy and Paragraph 199 of the NPPF.

5.70.1 Lighting

5.71 As directed by officers of the LPA during pre-application discussions, the application includes the submission of a Lighting Scheme, undertaken by Lighting Project Solutions. The Lighting Plan

demonstrates that the proposed development will not have any significant adverse impacts upon residential amenity by way of light pollution, and is acceptable in all regards.

5.71.1 Construction Management Plan

5.72 In accordance with discussions at pre-application stage, the application is supported by the submission of a Framework Construction Management Plan ('**FCMP**'), provided by Stantec. The FCMP provides a framework for managing the construction impacts of the proposals which will be implemented by the Applicant, until a contractor is appointed to bring forward the redevelopment of the Site.

6. Securing Sustainable Development

6.1 Introduction

6.2 Chapter 2 of the NPPF relates to the achievement of sustainable development, and Paragraph 8 sets out the three overarching objectives which all development should seek to achieve:

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

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

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

6.3 As shown within the Energy and Sustainability Statement ('**ESS**') submitted with the application, the proposed development is considered to be a highly sustainable form of development. The proposal to re-use an existing, underutilised employment site for an alternative form of employment generating development accords with Government 'brownfield first' directives for development and the objectives of Paragraph 8 of the NPPF and Policy JP-S1 of the Places for Everyone Plan.

6.4 Social Sustainability

6.5 The Site is located within the Ward of Woodhouse Park which, as identified in the English Indices of Deprivation (2019), is the fifth most deprived Ward in Manchester, one of the most deprived cities in the country.

6.6 We consider that the proposed development has a role to play in the transformation of the area, by providing access to employment which is:

- Intended to attract workers from the local labour market;
- Easily accessible to all residents of south Manchester, including by public and active modes of transport;
- Suitable to both small businesses and national business alike; and
- Designed to be attractive to a wide range of people, skills and job roles, including apprentices.

6.7 The NPPF states that development proposals should support strong, vibrant and healthy communities, by fostering well designed beautiful and safe places with accessible services. This proposal meets an identified requirement for new employment floorspace within South Manchester. It will deliver a significant number of new employment positions, of which it is envisioned that a significant proportion will be drawn from the local labour market within Wythenshawe and the surrounding areas of south Manchester. The location of the proposed development ensures it is accessible to a number of local services, residential areas and amenities.

6.8 It is envisioned that the proposal will act as a catalyst for further redevelopment and regeneration within Wythenshawe, tapping into a market for which there is proven occupier demand from both local and national businesses. The comprehensive nature of the redevelopment will ensure that high quality prospective occupiers are attracted to the Site, which will remain in single ownership post-construction.

6.9 Furthermore, the Site will be secured against potential criminal activity through a range of measures, including the provision of secure access gates at the entrance. The operation of the Site will be managed by an appointed management company, which will be paid for by the incoming tenants' service charge. Therefore, the proposal represents an opportunity to create a well-designed and safe built environment in which local businesses can expand and evolve, and national businesses can flourish.

6.10 In addition, the redevelopment of the Site will prevent the existing office building from falling into long-term vacancy as a result of the market challenges identified in the preceding sections, and re-position the Site in a manner which provides a tangible benefit to the local community.

6.11 As a result, the social benefits of the proposal are significant and weigh heavily in favour of the grant of planning permission.

6.12 Environmental Sustainability

6.13 The need to create highly sustainable buildings is a key element of the proposed scheme, and every opportunity will be taken to introduce energy saving and sustainability measures as part of the proposed development. The strategy for the proposed development is to create a low carbon, low resource demand development through design approaches, including those that:

- Have low energy demands;
- Use low carbon technology; and
- Incorporate use of renewable technology.

6.14 As detailed in the submitted ESS, the proposed development of this Site will incorporate low carbon and renewable technologies such as PV panels and Air Source Heat Pumps ('**ASHPs**'). The developer is targeting a BREEAM certification of 'Excellent' for this development. It follows that the proposed development of the Site will actively reduce carbon emissions over the long-term and has been designed in a manner which prioritises energy efficiency.

6.15 In addition to the above, the development will provide electric vehicle charging bays throughout the Site for use by staff (including delivery vehicles) and visitors, in addition to strategically located dedicated cycle spaces. Therefore, the proposed development not only actively reduces the energy demands of the building(s) on the Site, it also provides the opportunity for staff and visitors to utilise low carbon and active modes of transport when accessing the Site.

6.16 The proposal will enable the high-quality redevelopment of a brownfield site, which introduces new commercial uses into a highly accessible urban location in close proximity to a variety of local amenities. It will deliver new employment floorspace in an area of the city with a long history of supporting similar forms of development.

6.17 The above demonstrates that the proposal meets environmental policy objectives, namely that it:

- Accords with the policy requirement to optimise the development of previously developed land;

- Incorporates the provision of sustainable drainage systems ('**SUDs**') into the design of the proposal;
- Incorporates renewable and low-carbon technology;
- Is energy efficient;
- Aims to achieve BREEAM 'Excellent' certification;
- Minimises impacts on natural resources by redeveloping brownfield land; and
- Promotes movement to a low carbon economy and minimises pollution by providing new employment floorspace on a site that is accessible to services, amenities, employment and residential areas in Wythenshawe.

6.18 The proposal therefore meets the key policy objective to mitigate and adapt to climate change by providing development in a sustainable location on a previously developed brownfield site. In light of the above, it is concluded that the proposal complies with the local policy requirements along with the NPPF's overarching objective to deliver sustainable environmental development.

6.19 Economic Sustainability

6.20 In line with Paragraph 125 of the NPPF, the proposal will support the development of under-utilised land and assist in securing economic growth, in a sustainable manner, preventing the Site falling into vacancy as a result of changes in the occupational office market.

6.21 The proposal will make a positive contribution to economic growth and prosperity, and accords with the Government's agenda to promote development that results in economic growth.

6.22 The construction of the proposed development requires the services of local building trade contractors which provides employment opportunities during the significant build-out period. Further, the proposal will create a significant number of new jobs during the operational phase of the development.

6.23 In summary, the economic benefits of the proposal are significant. In light of the above, the overwhelming economic positives of the proposal weigh heavily in favour of the grant of permission. The proposed development accords with the overarching objectives of the NPPF which aim to support proposals that secure economic growth. It follows that the proposal should be supported

under the terms of the relevant policies in the NPPF that seek to build a strong, competitive economy and place significant weight on the need to support economic growth.

6.24 Conclusion

6.25 In the light of the above, it is evident that the proposal will secure a high standard of socially, environmentally and economically sustainable development. It therefore complies with Policies EN4, EN6, EN8 & EN9 of the Core Strategy, Policies JP-S1 and JP-J1 of the Places for Everyone Plan in addition to the overarching objectives to achieve sustainable development contained at Chapter 2 of the NPPF. Given that position, it follows that planning permission should be granted at the earliest available opportunity.

7. Summary and Conclusion

7.1 The application proposes the erection of 11,947 sq. m (128,595 sq. ft) of industrial and logistics (Classes B2 and/ or B8 and/ or E(g)(iii)) floorspace at the Site, including all associated works.

7.2 The proposal will achieve the three objectives of sustainable development, which lie at the heart of the planning system. The assessment undertaken as part of this Statement has demonstrated that the proposal:

1. Is positive investment in Wythenshawe on a site which has previously identified by the LPA as being suitable for economic development purposes. The proposal contributes towards local and national Government agendas to promote sustainable economic growth.
2. Provides high quality, modern employment floorspace which is suited to the needs of both local businesses and large national operators.
3. Generates significant new employment positions, including for local people.
4. Provides for the redevelopment of an underutilised brownfield site, which introduces new employment uses into a highly accessible urban location in close proximity to a variety of local amenities.
5. Greatly improves the accessibility of the Site, and provides a development which will be accessible by a range of active and public transport modes.
6. Is of a very high quality of physical design and appearance.
7. Mitigates against on-site tree loss through the provision of new trees and landscaping;
8. Uses energy efficiently and utilises low carbon / renewable technologies.
9. Is resilient to Climate Change.
10. Achieves the social, environment and economic objectives of sustainable development.
11. Could act as a catalyst for further investment and redevelopment in Wythenshawe; and
12. Is acceptable in all regards.

7.3 In light of the assessment undertaken, we conclude that:

- The proposal accords with all relevant policies in the development plan;
- The proposal accords with the principal material considerations, namely the objective to secure sustainable development established by the NPPF;
- The proposal accords with the emerging policies in the Draft NPPF, which states that substantial weight should be given to the economic benefits of the proposal and reuse of brownfield land;
- There are no other material considerations that should outweigh the presumption in favour of granting planning permission for sustainable development as outlined at Paragraph 10 of the NPPF.

7.4 As a result, planning permission for the proposed development should be granted in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004.

Appendix A Marketing Brochure


CONCORD
CONCORD BUSINESS PARK
MANCHESTER M22 0EY
HOUSE
FOR SALE/TO LET
Headquarter
Office Building
25,000 - 110,000 SQ FT
(Consideration may be given to individual floors from 25,691 sq ft)

CONCORD
CONCORD BUSINESS PARK
MANCHESTER M22 0EY
HOUSE
DESCRIPTION
LOCATION
CONNECTIVITY
SPECIFICATION
CAR PARKING
FLOORPLANS
CONTACTS
HOME
Description
Concord House is a high quality office comprising three inter-linked buildings, developed by St Modwen. The property occupies the most prominent position within Concord Business Park and has generous landscaped frontage to Simonsway.
The property is of brickwork construction with feature glazed detail under a pitched tiled roof. The accommodation is arranged into three interlinked buildings (A, B and C) around three landscaped, central courtyards.
The office accommodation in Building B is three storey and in Buildings A and C, part two storey, part three storey.
Concord House is highly flexible and is capable of operating as a single office, three individual buildings, each with a dedicated reception (and sub-station), and as a significantly multi-let building with multiple occupants across each block.
The entrance hall for Block B is particularly large as this is the largest of the three buildings and contains a Starbucks franchise. The building has an almost unrivalled car parking ratio of 1:193 sq ft* and external bike store.
The property is permanently manned by security and has security barriers at its entrance and exit, with an access road around its entire perimeter. Concord House has large, subdivisible floor plates, ideal for modern occupier's needs.

CONCORD

CONCORD BUSINESS PARK
MANCHESTER M22 0EY

HOUSE

- DESCRIPTION
- LOCATION
- CONNECTIVITY
- SPECIFICATION
- CAR PARKING
- FLOORPLANS
- CONTACTS

HOME

The property is situated on the popular Concord Business Park, one of South Manchester's prime office locations.

Concord Business Park is strategically located at the junction of Simonsway and Shadowmoss Road, 1 mile north east of Manchester Airport and 9 miles south of Manchester city centre.

The strategic location of the Park enables occupiers to draw upon a broad and mobile labour pool endorsed by a number of high profile corporate occupiers including:

thyssenkrupp

Data Communications Company

RUBIX

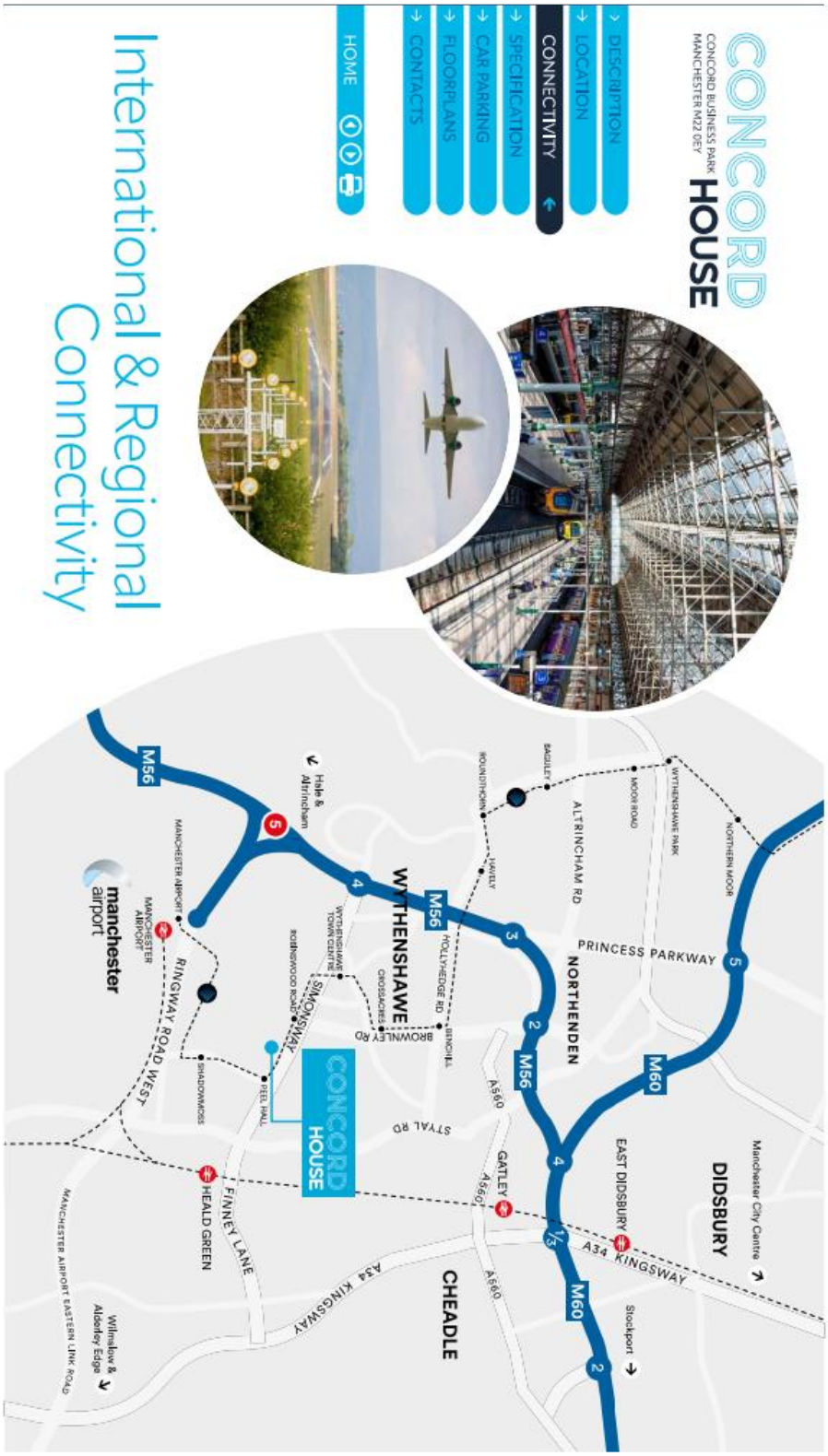
The business park comprises six self contained office buildings totalling approximately 235,000 sq ft, set within a mature, landscaped environment providing an attractive, tranquil working environment for occupiers.

Concord Business Park benefits from an on-site café, EVC points and extensive car parking. Site activation is also underway and there is a proposed new gym for the park.

It has a proven track record in attracting large corporate occupiers given its strategic position adjacent to Manchester Airport.

Local amenities are provided by way of the local retail centres of Heald Green and Wythenshawe as well as a Tesco and Marks & Spencer at Handforth and at the nearby Cheadle Royal, John Lewis, Sainsbury's, a Premier Inn hotel, restaurants and a David Lloyd Health Club. In addition, Altrincham and Wilmslow, which provide more extensive town centre facilities are both within 4 miles.

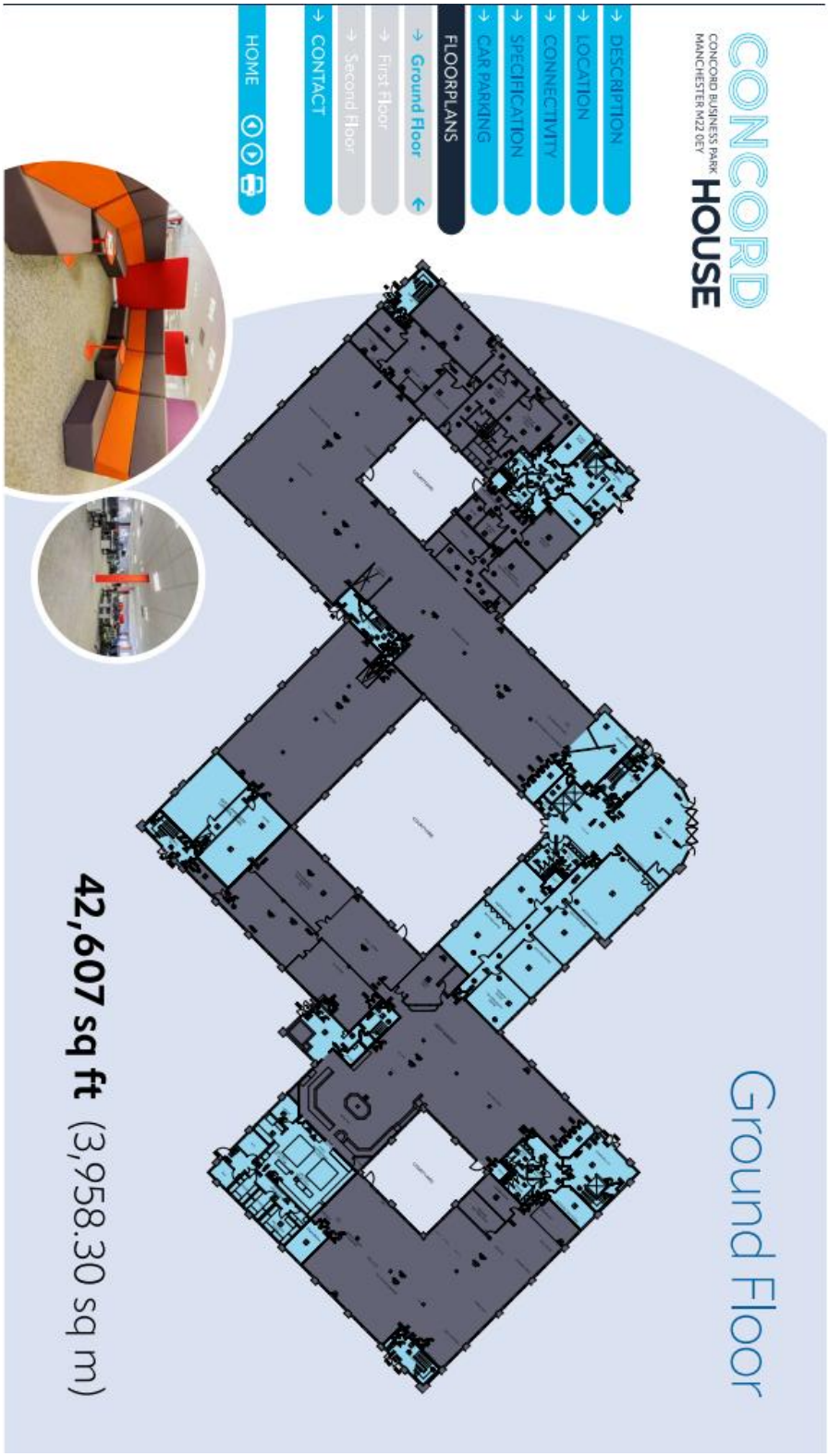
Concord is also well situated in view of its proximity to some of the most affluent residential districts outside of London, that attract many of the CEO'S and MD's of prospective occupiers, to places including, Wilmslow, Alderley Edge, Hale and Bowdon.

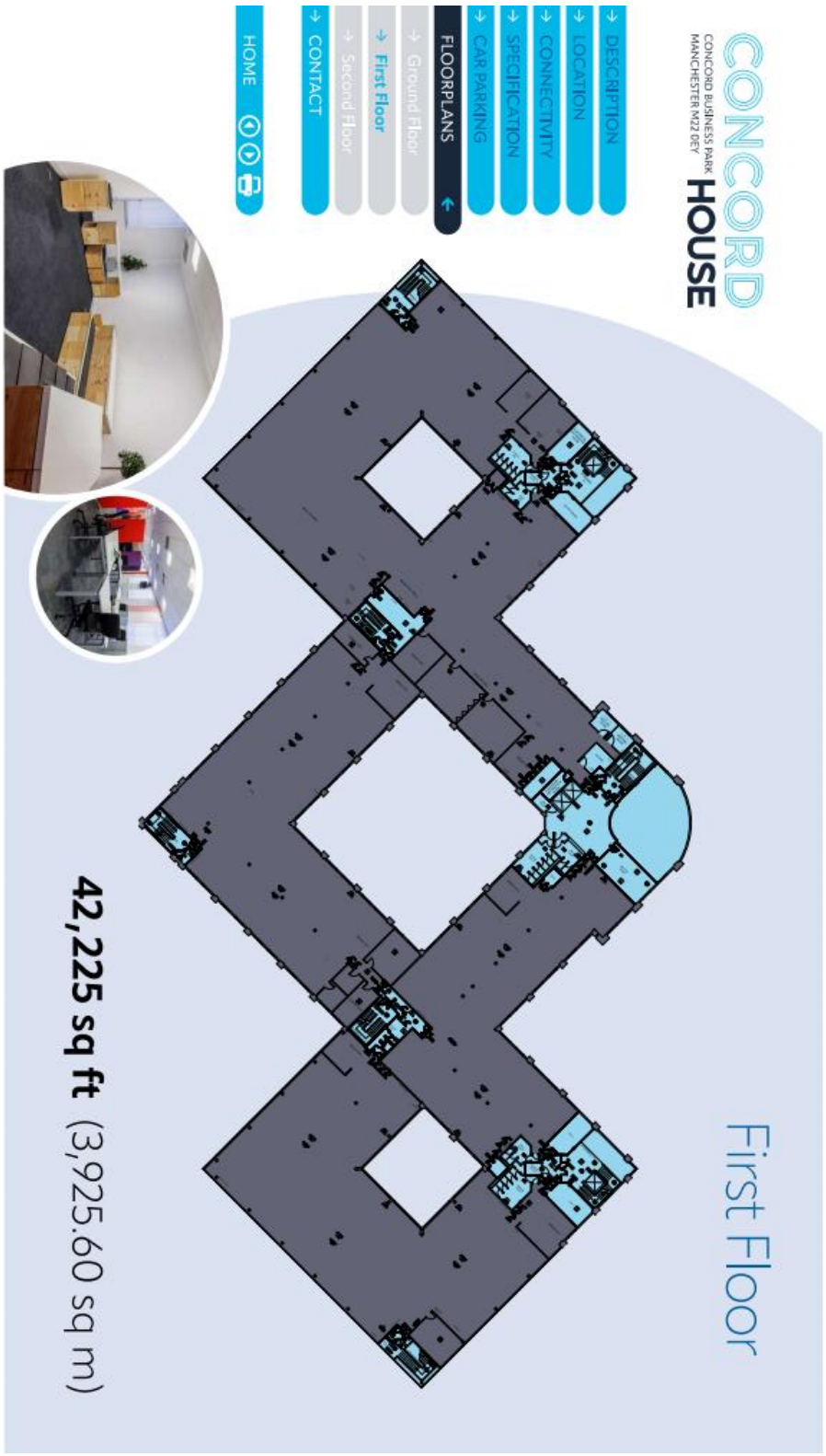

CONCORD
CONCORD BUSINESS PARK
MANCHESTER M22 0EY
HOUSE
DESCRIPTION
LOCATION
CONNECTIVITY
SPECIFICATION
CAR PARKING
FLOORPLANS
CONTACTS
HOME
International & Regional
Connectivity
M56
M60
A560
A34
WYTHENSHAWE
NORTHENDEN
ALTRINCHAM RD
PRINCESS PARKWAY
DIDSBURY
CHEADLE
HEALD GREEN
GATLEY
EAST DIDSBURY
KINGSWAY
FINNEY LANE
RINGWAY ROAD WEST
STYAL RD
SIMONSWAY
BROWNLEY RD
manchester airport
MANCHESTER AIRPORT
CONCORD HOUSE
Hale & Altrincham
Manchester City Centre
Stockport
Wilmslow & Alderley Edge
MANCHESTER AIRPORT EASTERN LINK ROAD

CONCORD
CONCORD BUSINESS PARK
MANCHESTER M22 0EY
HOUSE
DESCRIPTION
LOCATION
CONNECTIVITY
SPECIFICATION
CAR PARKING
FLOORPLANS
CONTACTS
HOME
International & Regional Connectivity
LIVERPOOL
MANCHESTER
CHESTER
ROAD
Concord Business Park is on the junction of Simonsway and Shadowmoss Road, within just a few minutes drive of Jct's 4 and 5 of the M56. This links with the M60 (Manchester Orbital motorway) 2 miles to the north and the M6, 9 miles to the west. Manchester city centre is 9 miles to the north.
METRO
Metrolink is already the UK's largest light rail system with almost 100 stops which connect Central Manchester with the suburbs and carry over 31m passengers every year.
Manchester Metrolink network consists of seven lines from the city centre. A new £350m/5.5km line opened in March 2020 adding stops to some of Manchester's most popular destinations including Manchester United's football stadium, Imperial War Museum North, intu Trafford Centre and Trafford Park, Europe's largest trading estate.
Concord House is situated on the Airport line, immediately adjacent to Peel Hall stop. This Airport line runs between Manchester Airport and the city centre.
AIR
Concord House is within 1 mile of Manchester Airport, which can be easily reached via road or metro.
RAIL AND HS2
Both Heald Green and Manchester Airport railway stations are within 1 mile and provide regular, direct train services to Manchester city centre with journey times under 20 minutes. Via Wilmslow, there are also direct services to London Euston with fastest journey times of 2 hours.
The proposed HS2 Railway will stop at Manchester Airport significantly shortening journey times to and from London and Birmingham. The travel time from London Euston to Manchester Piccadilly will reduce to 1hr 11 minutes.
BUS
Various bus services serving local centres, towns, the airport and city centre run along Simonsway and Shadowmoss Road.

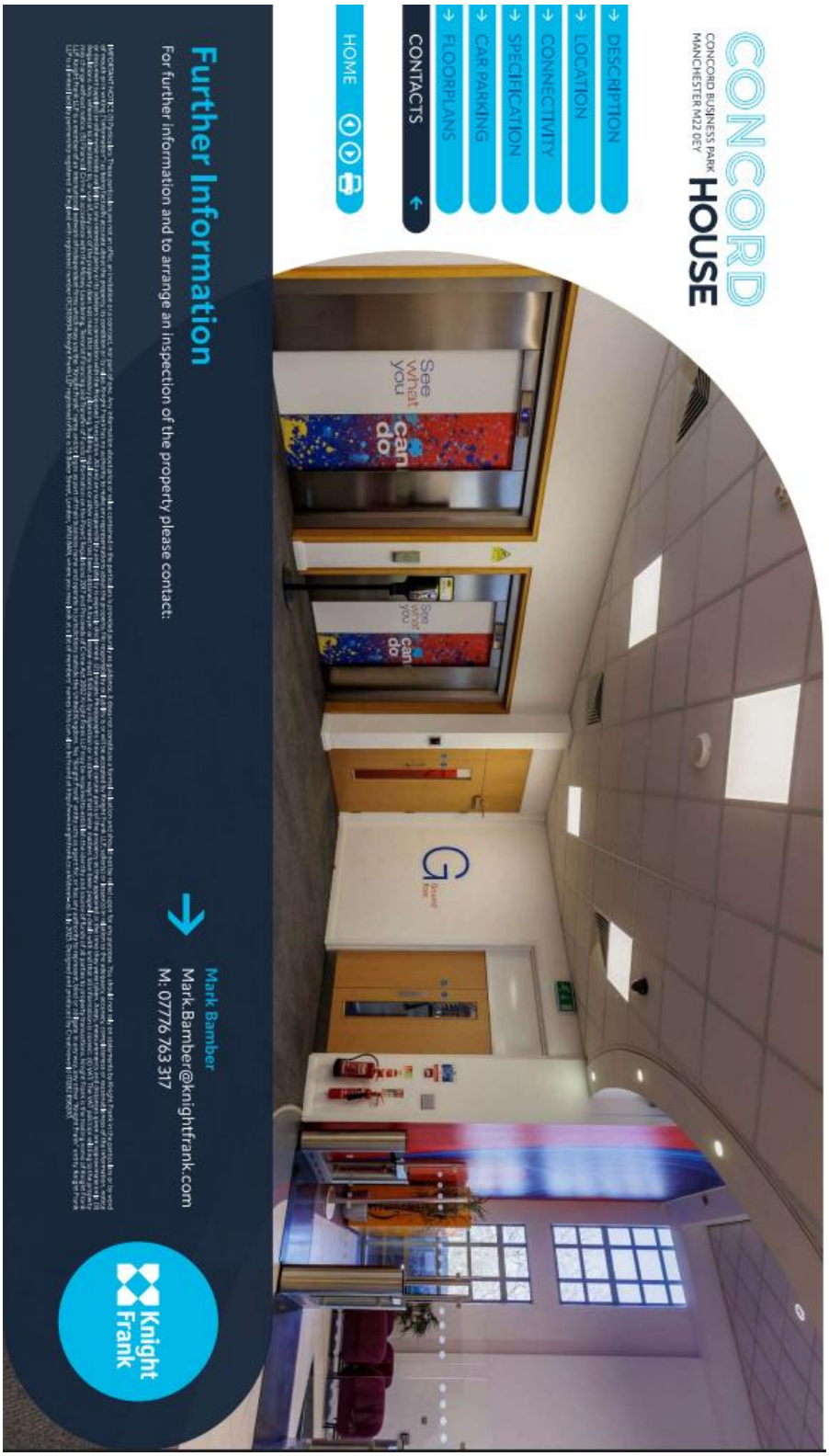
CONCORD
CONCORD BUSINESS PARK
MANCHESTER M22 0FY
HOUSE
DESCRIPTION
LOCATION
CONNECTIVITY
SPECIFICATION
CAR PARKING
FLOORPLANS
CONTACTS
HOME
Specification
Triple height, featured glazed reception areas
Air conditioning
Flexible open plan floorplates which are easily divisible
Male, female and disabled WCs on each floor
Raised flooring system and suspended ceilings incorporating fully recessed lighting
4 x 8 person, 630 kg passenger lifts
Excellent floor to ceiling heights of 2.88m
Staff gymnasium, restaurant, games room to the ground floor

CONCORD
CONCORD BUSINESS PARK
MANCHESTER M22 0EY
HOUSE
DESCRIPTION
LOCATION
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SPECIFICATION
CAR PARKING
FLOORPLANS
CONTACTS
HOME
CAR PARKING
There is a total of 573 car parking spaces including 104 car parking spaces that were added by the tenant (73 new and the remainder created by reducing the width of existing bays) by way of a licence for alterations dated 16 August 1996.
The overall car parking ratio reflects 1:193 sq ft (NIA) which for a building of this size is a big attraction to the tenant, and almost unrivalled in South Manchester.


CONCORD
CONCORD BUSINESS PARK
MANCHESTER M22 0EY
HOUSE
DESCRIPTION
LOCATION
CONNECTIVITY
SPECIFICATION
CAR PARKING
FLOORPLANS
Ground Floor
First Floor
Second Floor
CONTACT
HOME
Ground Floor
42,607 sq ft (3,958.30 sq m)


CONCORD
CONCORD BUSINESS PARK
MANCHESTER M22 0EY
HOUSE
DESCRIPTION
LOCATION
CONNECTIVITY
SPECIFICATION
CAR PARKING
FLOORPLANS
Ground Floor
First Floor
Second Floor
CONTACT
HOME
First Floor
42,225 sq ft (3,925.60 sq m)

CONCORD
CONCORD BUSINESS PARK
MANCHESTER M22 0EY
HOUSE
DESCRIPTION
LOCATION
CONNECTIVITY
SPECIFICATION
CAR PARKING
FLOORPLANS
Ground Floor
First Floor
Second Floor
CONTACT
HOME
Second Floor
25,691 sq ft (2,386.80 sq m)
Total NIA
110,553 sq ft (10,270.70 sq m)


CONCORD
CONCORD BUSINESS PARK
MANCHESTER M22 0EY
HOUSE
DESCRIPTION
LOCATION
CONNECTIVITY
SPECIFICATION
CAR PARKING
FLOORPLANS
CONTACTS
HOME
See what you can do
Further Information
For further information and to arrange an inspection of the property please contact:
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