Planning Statement

Atlas Park Development, Wythenshawe

October 2026

Turley

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Our reference
02618

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Executive Summary

1. This Planning Statement supports the redevelopment of vacant and underutilised land at Atlas Business Park to provide seven modern industrial and logistics units. The Site is a long-established employment allocation comprising predominantly previously developed land, and the proposal will secure the reuse of an employment site in a highly accessible and strategically important location.

2. The Proposed Development will provide c. 34,655 sqm of floorspace within Use Classes E(g)(iii), B2 and B8, together with ancillary offices, representing a net increase of 26,258 sqm following demolition of the vacant former Vodafone office building. The mix of small and medium-sized units responds directly to strong occupier demand and the identified shortage of Grade A accommodation below 100,000 sq ft in South Manchester.

3. The principle of employment-led redevelopment is firmly established through the adopted Development Plan and it is recognised that the redevelopment of the site for employment generating uses will support the regeneration of Wythenshawe, strengthen the Manchester Airport employment cluster and contribute to economic growth across Manchester and Greater Manchester.

4. The Proposed Development has been comprehensively revised to address the reasons for refusal of the previous application (LPA: 135952/FO/2023). The application boundary now excludes all Green Belt land, while changes to the layout, scale, height and appearance respond to the previous design and aerodrome safeguarding concerns. These revisions have been informed by pre-application engagement with Manchester City Council, Manchester Airports Group, elected members and the local community.

5. The supporting technical assessments demonstrate that the development can be delivered safely and without unacceptable adverse effects. Where effects are identified these are capable of being mitigated for through design measures, landscape and ecological enhancements, construction controls, remediation and planning conditions. The identified limited landscape and visual effects are to be given only limited weight as the development would become increasingly integrated within its surroundings as the proposed planting matures.

6. The Proposed Development will deliver substantial benefits, including modern employment floorspace, approximately 570 on-site jobs, 580 net additional employment opportunities across Greater Manchester, around £36.6 million in annual GVA, transport and accessibility improvements, biodiversity net gain and high standards of resource efficiency and low-carbon design. Substantial weight should be afforded to these benefits.

7. The Proposed Development accords with the Development Plan as a whole and no material considerations indicate otherwise. Furthermore, the Proposed Development is strongly supported by the National Planning Policy Framework ('NPPF'), including its presumption in favour of sustainable development and its objectives to support economic growth, improve productivity and make effective use of previously

developed land. Its limited and appropriately mitigated adverse effects are outweighed by its economic, social and environmental benefits.

8. Having regard to the Development Plan, the NPPF and all other material considerations, the planning balance falls decisively in favour of the Proposed Development and planning permission should be granted without delay.

1. Introduction

1.1 This Planning Statement has been prepared by Turley on behalf of Aviva Life and Pensions UK Limited ('Aviva' / 'the Applicant'). It seeks to assist Manchester City Council ('MCC') in its consideration of a full planning application for the redevelopment of land at Atlas Business Park, Simonsway, Wythenshawe ('the Site') for industrial (Use Class E(g)(iii) and B2) and logistics (Use Class B8) development comprising seven (7) no. units.

1.2 The description of development is as follows:

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

1.3 This Planning Statement sets out the context for the development by providing the background to the proposals including a description of the Site and its surroundings, other relevant background, the Proposed Development and the relevant policy context. It assesses the proposals against the identified policy framework and establishes the case in favour of a grant of planning permission for the development.

Overview of the Case

1.4 This Planning Statement demonstrates that:

- The Site consists of previously developed and undeveloped land at Atlas Business Park, which is allocated for employment uses within the adopted Development Plan.
- There is a clear need for the Proposed Development. In enhancing the supply of small-medium Grade A logistics and industrial floorspace the Proposed Development helps to meet an identified need in the South Manchester region and supports the economic growth objectives for Wythenshawe and Manchester Airport.
- The Proposed Development has been subject to a comprehensive review, re-design and lengthy engagement with the Manchester Airports Group ('MAG') in order to address the previous reasons for refusal relating to development within the Green Belt and aerodrome safeguarding associated with application ref: 135952/FO/2023.
- The supporting technical reports accompanying the planning application demonstrate that there are no significant constraints which would preclude the Proposed Development from coming forward.
- That there are a number of benefits arising from the Proposed Development, including:

- The reuse and development of undeveloped land that within Atlas Business Park and adjacent previously development land that comprises a sustainable form of development with excellent connectivity.

- A contribution towards sustaining the southern competitiveness of Greater Manchester and assistance in maximising the economic potential of Manchester Airport and Wythenshawe.

- A substantial and important contribution towards regeneration and generating employment opportunities within Wythenshawe, which is an area of high deprivation and has been the target of regeneration initiatives and policies for a number of years.

- The provision of a 15% Biodiversity Net Gain, exceeding the 10% statutory requirement. This will be achieved by through a combination of on-site and off-site provision.

- Provision of a high-quality landscape setting around the Site, particularly along the northern and western boundaries bounded by Simonsway and Shadowmoss Road, respectively.

- Supporting the transition to a low carbon future, through sustainable design and a commitment to deliver high quality, energy efficient and low carbon buildings.

- There are no adverse impacts resulting from the development that would demonstrably outweigh its benefits when assessed against the Development Plan and National Planning Policy Framework as a whole.

- There are no other material considerations or adverse impacts to outweigh the presumption in favour of granting planning permission in accordance with the Development Plan. Accordingly planning permission should be granted without delay.

Accompanying Documents

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

Structure

1.6 This remainder of this Planning Statement is structured as follows:

- **Section 2** describes the site and its surroundings.

- **Section 3** provides an overview of the planning history and pre-application consultation undertaken.

- **Section 4** describes the Proposed Development for which planning permission is sought.

- **Section 5** sets out the relevant planning policy context and other material considerations.
- **Section 6** establishes the strategic case for the Proposed Development.
- **Section 7** appraises the Proposed Development against local and national planning policy and other material considerations.
- **Section 8** provides a summary of the Statement and relevant concluding remarks.

2. Site and Surroundings

The Site

2.1 The Site comprises of land within Atlas Business Park and is located c. 1.2km to the east of Wythenshawe Town Centre within the administrative boundary of Manchester City Council ('MCC' or 'the Council'). The Site is located c. 14km to the south of Manchester City Centre.

2.2 Atlas Business Park is wholly owned by Manchester City Council with Aviva Investors Group holding a long leasehold interest.

2.3 The location of the Site is shown in **Figure 2.1** below:

Figure 2.1: Site Location



2.4 The Site extends to approximately 7.87ha and comprises vacant brownfield land associated with the former Ferranti factory, which previously occupied part of the Site and an existing two-storey vacant office building (previously occupied by Vodafone who vacated in Summer 2022) comprising of 8,397m^2 and the associated existing surface-level car park. Remnants of hardstanding associated with the former Ferranti factory and associated infrastructure remain. An asphalt access road traverses the Site and forms a crescent-shaped loop along the eastern boundary. The Site also includes an area of vacant, undeveloped land located between the office building and the western boundary.

2.5 Three existing “L shaped” office buildings comprising of c. 21,000 sqm of employment floorspace and associated car parking are within Atlas Business Park bound the Site to the north and east. The existing office buildings front both Simonways to the north, and Shadowmoss Road to the west and are 3 stores in height (ranging in height from c. 12.85 to c.15.35m).

2.6 A key characteristic of the Site, particularly along its northern boundary, is the presence of established landscaping and mature vegetation. This boundary is defined by a mixture of mature Lombardy Poplar trees, together with a range of smaller trees and shrubs. Beyond the immediate boundary lies Simonsway.

2.7 The eastern boundary is defined by the existing loop road and areas of low-level, self-seeded vegetation, which form the Site's boundary with the Greater Manchester Green Belt. Beyond this lies Styal Road (B5166).

2.8 The southern boundary comprises a vegetation and a wire mesh and concrete post fence separating the Site from the Manchester Airport JetParks Ringway car park and Ringway Trading Estate.

2.9 The western boundary is defined by an existing fence adjacent to the Manchester Metrolink tramline. Beyond which lies Shadowmoss Road, existing landscaping and vegetation and residential properties.

Surrounding Context

2.10 The application Site lies to the north of Manchester Airport.

2.11 Manchester Airport is one of the primary economic drivers of the City and the north-west Region. It has grown rapidly since 1980 and is expected to continue to grow. Manchester Airport is the third busiest passenger airport in the UK, and the largest outside London, handling c. 32 million passengers in 2025[1] and adding £1.9bn GVA to the national economy and supporting c. 22,000 jobs on-site[2]. The airport is a key factor in realising the wider growth agenda for the North and unlocking the economic potential of cities and regions within its catchment area with approximately 22 million people living within two hours of it. More locally, the emerging Airport City development (part of the Greater Manchester Enterprise Zone) is creating a major new economic asset for Greater Manchester, attracting global occupiers and investment attracted by the unrivalled connectivity.

2.12 Manchester Airport is undergoing substantial improvement works as part of a £1 billion transformation programme to upgrade facilities within its terminals – the Manchester Airport Transformation Programme (MAN-TP). In addition, the adjacent Airport City masterplan area will deliver approximately 5 million sqft of floorspace encompassing offices, advanced manufacturing and logistics facilities, hotels and retail.

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1 https://mediacentre.manchesterairport.co.uk/manchester-airport-records-32m-passengers-in-2025-after-its-busiest-december-on-record/

2 https://democracy.manchester.gov.uk/documents/s52420/Appendix%201%20Manchester%20Airport%20Group%20Report.pdf

2.13 The Site lies to the east of Wythenshawe. Wythenshawe was conceived in the 1920s as a Garden City suburb but with the exceptions of Northenden, Brooklands and areas of Baguley, Wythenshawe has high levels of deprivation and all areas of Wythenshawe have worklessness figures that fall well below the national average. Despite having major employers close by, unemployment in Wythenshawe remains above the average for Manchester[3].

2.14 Significant regeneration efforts are afoot to regenerate Wythenshawe. Manchester City Council is working with Muse to transform Wythenshawe Town Centre. It is anticipated that more than £500m will be invested in the area, providing new opportunities for Wythenshawe and its population. Between 2025 -2035, the proposed redevelopment includes up to 2,000 new homes and a regenerated town centre which will include a new culture hub, food hall and public spaces[4].

Figure 2.2: Site Surroundings



Accessibility

2.15 The existing Site is accessible via Simonsway, which is located c.2.2km from Junction 4 of the M56 Motorway, providing connections to Manchester, Cheshire and North Wales, and the wider strategic motorway network.

2.16 There are a number of bus stops located along Simonsway, providing services between Wythenshawe, Stockport, Wilmslow and Macclesfield. Metrolink stations are located at Peel Hill (270m north-west) and Shadowmoss Road (300m south) which provide connectivity into Manchester City Centre and beyond.

3 https://www.manchester.gov.uk/__data/assets/file/0019/124219/wythenshawe_town_centre_-_development_framework_2022.pdf

4 https://wythenshawetowncentre.co.uk/vision/

2.17 Similarly, Heald Green Train Station is located 500m to the east of the site and provides connections to Manchester, Crewe, Liverpool and Blackpool (in addition to smaller stations).

2.18 The Site is bounded by National Cycle Route 85, which runs along Simonsway (northern boundary and the perpendicular Styal Road providing connections towards the city centre and across South Manchester and Wilmslow. National Cycle Route 558 connects into Route 85 at the junction of Styal Road and Brown Road to the north-east of the site, providing connections towards Cheadle and Stockport.

2.19 Furthermore, the site is strategically well located within the Manchester Airport Enterprise Zone, benefiting from direct access to the North of England's primary international airport.

Environmental Designations

2.20 The Environment Agency's Flood Risk Map[5] shows the Site to be located within Flood Zone 1. Flood Zone 1 is assessed as having less than 1 in 1,000 annual probability of river or sea flooding, and the site is therefore considered to have a low risk of flooding from fluvial sources.

2.21 The site is not subject to any statutory environmental designations for the protection of landscape or ecology, nor is it located within a conservation area or subject to any Tree Preservation Orders.

2.22 Two Grade II listed buildings, Chamber Hall and Chamber Hall Barn, are situated c. 0.1km north-west of the Site.

[5] Get flood risk information for planning in England - Flood map for planning - GOV.UK

3. Planning History & Pre-Application Consultation

Planning History

Application Ref: 135952/FO/2023

3.1 In December 2022, Aviva Investors submitted an application (LPA ref. 135952/FO/2023) on land adjacent to the existing built form of Atlas Business Park. The application sought permission for the following development:

"Application for full planning permission for the construction of five units (light industrial (Use Class E(g)(iii), general industrial (Use Class B2) and/or storage or distribution (Use Class B8), together with ancillary offices (Use Class E(g)(i)) providing a total gross external area of 36,706 sqm; and associated service yards, parking, landscaping, amenity space and infrastructure, with vehicular access off Simonsway."

3.2 The red line boundary comprised the former Ferranti land to the east of Atlas Business Park and the land to the east of the internal former driveway that traverses the site centrally, which forms part of the Greater Manchester Green Belt.

3.3 **Figure 3.1** below shows the extent of the red line boundary associated with the previous application, including the extent of Green Belt (shaded yellow).

Figure 3.1: 135952/FO/2023 Site Perimeter including Green Belt (source: MCC)



3.4 In November 2023, the Proposed Development was taken to MCC's Planning Committee with a recommendation for refusal, with two reasons relating to

development in the Green Belt and one relating to the operational safety of Manchester Airport.

3.5 Notwithstanding the recommendation for refusal, the accompanying Planning Officer's report acknowledged that the scheme would deliver substantial economic benefits through the creation of around 580 jobs and the provision of approximately 36,700 sq m of new industrial, logistics and ancillary office floorspace. The development was recognised as supporting the continued growth of an established employment area which would help to meet demand for modern business accommodation in South Manchester.

3.6 The report also recognised the Site's sustainable location and concluded that the Proposed Development would occupy an accessible position close to Metrolink, bus services and key cycling routes, with additional improvements to pedestrian and cycle infrastructure proposed. Highway officers confirmed that there were no objections in principle to the development, subject to appropriate mitigation and planning conditions.

3.7 In terms of amenity and environmental considerations, the Officer's report confirmed that the development would not result in significant adverse effects on nearby residential properties and that matters such as noise, lighting, drainage and air quality could be appropriately managed through mitigation and planning conditions.

3.8 The report further concluded that there would be no harm to the setting of nearby listed buildings and welcomed amendments to the scheme that retained the site's most significant protected trees along the Simonsway frontage.

3.9 Overall, the officer's report concluded that the proposal would deliver significant economic, regeneration and sustainability benefits and accord with a number of development plan objectives. However, these benefits were ultimately considered insufficient to outweigh concerns relating to Green Belt impact and the unresolved airport safeguarding matters.

3.10 The application was ultimately refused at planning committee for following three reasons:

1) The Proposed Development is located within the Greater Manchester Green Belt, where there is a presumption against inappropriate development and where development will only be allowed if it is for an appropriate purpose or where very special circumstances can be demonstrated. The application proposals include inappropriate development in the Green Belt which would have an harmful impact on openness and the applicant has failed to demonstrate that there are very special circumstances to permit the type, scale and form of development proposed and as such the development is contrary to national policy contained within section 13 'Protecting Green Belt land' of the National Planning Policy Framework and in particular paragraphs 147, 148 and 149.

2) The design of the development proposal would constitute an overly dominant incongruous structure to the detriment of the visual amenity and character of the area and the openness of the Green Belt, by virtue of the height and scale of the proposed

buildings, particularly along Simonsway and Styal Road contrary to policies SP1 and DM1 of the Core Strategy and the National Planning Policy Framework in particular section 12 'Achieving well-designed places' and section 13 'Protecting Green Belt land'.

3) The applicant has failed to demonstrate that the proposals would not affect the operational integrity or safety of Manchester Airport due to its scale, height, appearance, and layout pursuant to policy DM2 of the Core Strategy.

3.11 Consideration as to how the Proposed Development has addressed the previous reasons for refusal is set out in subsequent sections (Paragraphs 3.27 – 3.32, Section 4, and Appendix 3) of this Planning Statement.

Other Relevant Planning History

3.12 Atlas Business Park has an extensive planning history relating to the redevelopment of the Site following the closure of the Ferranti Factory, initially for temporary use for long stay vehicle parking and subsequently for the construction of a business park comprising office use and associated development (which is now in-situ).

3.13 **Table 3.1** below identifies the planning history of the Atlas Business Park.

Table 3.1: Atlas Business Park Planning History

Reference	Description	Status
058091/AO/SOUTH2/99	Retrospective application for the erection of 3 non-illuminated signboards.	Approved (24/02/2000)
052874/OO/SOUTH3/97	Demolition of existing buildings and redevelopment for 12,000m2 of business class B1 uses with associated car parking and associated works. *The buildings have been demolished but the redevelopment has not been implemented*.	Approved (20/10/2000)
062122/FO/SOUTH2/01	Erection of 2.1-metre-high wall and railings adjacent to the Shadow Moss Road and Simonsway boundaries, with additional fencing within the Business Park.	Approved (16/07/2001)
061677/FU/SOUTH2/01	Change of use from car storage to car park for use by the tenants of Atlas Business Park. *This covers the area of car parking to the western side of the site, to the rear of Freedom Finance Office building within Atlas Business Park.*	Approved (19/11/2001)

Reference	Description	Status
063780/FO/SOUTH2/01	Installation of 12 no. CCTV cameras and associated horn systems attached to 6 metre high columns. *This covers the western portion of the application site, along the northern boundary (Simonsway).*	Approved (05/02/2002)
106472/FO/2014/S2	Installation of lighting to existing overflow car park area, extension of car park hardstanding and forming opening between two adjacent parking areas.	Approved (01/10/2014)

Planning History – The Surrounding Area

3.14 The planning history of the surrounding area demonstrates a longstanding commitment to employment-led growth, with planning permission having been granted for a range of significant industrial, logistics, warehousing and office developments in recent years. A number of recent permissions, which illustrate this established pattern of development, are summarised below.

3.15 In December 2018, planning permission was granted for a major office-led development at MIX Manchester (LPA Ref: 121323/FO/2018) comprising approximately 66,500 sq m of office floorspace and a six-storey multi-storey car park providing 1,147 spaces, together with associated landscaping, public realm and access works.

3.16 Further outline planning permission was granted in October 2019 for the erection of office buildings providing approximately 13,200 sq m of floorspace with associated parking and landscaping at Aviator Way (LPA Ref. 123105/OO/2019). The development forms part of the ongoing expansion of Manchester Business Park and reinforces the area's role as a key employment destination.

3.17 In June 2022, planning permission was granted for the redevelopment of land north of Longstone Road to provide four industrial units with ancillary office accommodation (Use Class B8) (LPA Ref. 131453/FO/2021). The approval followed earlier consents for employment and supporting commercial uses in the same location, further demonstrating the continued evolution of the area for employment-generating development.

3.18 More recently, in May 2026, planning permission was granted at Aviator Way for the erection of nine logistics units (Use Classes B2 and B8) together with associated parking, servicing, landscaping and access arrangements (LPA Ref. 144691/FO/2025).

3.19 In March 2026, an application was submitted at MIX Manchester seeking a substantial mixed employment-led development comprising mid-tech, industrial, employment, hotel and ancillary commercial uses, together with multi-storey parking, public realm, access and landscaping works (LPA Ref. 145543/OO/2026).

3.20 Most recently, in July 2026, planning permission was granted for the redevelopment of land at Concord Business Park, approximately 300m west of the Site, to provide two-storey warehouse units (Use Classes B2, B8 and E(g)(iii)) with ancillary office and trade counter accommodation, associated landscaping, parking and access improvements (LPA Ref. 144802/FO/2025).

3.21 Collectively, these permissions demonstrate MCC long-standing support for commercial, industrial, logistics and uses within the broad area surrounding Manchester Airport. The scale, nature and continued delivery of these developments confirms that the area is recognised as an appropriate, sustainable and strategically important location for employment-led growth. The Proposed Development is consistent with this established pattern of development and would contribute to the continued expansion and diversification of the area's employment offer.

Pre-Application Consultation

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

Political and Community Engagement

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

3.24 A Statement of Community Engagement ('SCE'), prepared by Turley Strategic Communications, is submitted alongside the planning application and details the engagement which has been undertaken with both political stakeholders, the local community and summarises the feedback received. A summary of the SCE is provided below:

- Following refusal of the previous scheme at the Site, this round of pre-application public consultation focussed on bringing stakeholders and the community up-to-date with the work undertaken by the Applicant to address the previous reasons for refusal and consult on the revised scheme.

- Overall, the pre-application consultation feedback was positive from both elected members and the local community. Most respondents were pleased about a positive use being delivered in a location that has previously supported jobs but had more recently been inactive. Questions and negative feedback was limited to aspects of the Proposed Development such as perceived impacts on traffic, parking and operational management.

- Following the launch of public consultation on Tuesday 7th July, invitations were issued to local elected members for Woodhouse Park ward (Manchester City Council), Sharston ward (Manchester City Council) and Heald Green ward (Stockport Metropolitan Borough Council). These invitations offered briefings to members about the planning proposals.

- To promote the consultation and encourage the community to view and comment on the proposals, a range of digital and physical engagement methods were deployed, including:
  - A printed leaflet was sent to 2,142 residential and commercial site neighbours. The leaflet included information about the proposals, directions to the bespoke consultation website where further details could be found, and a list of active feedback channels.
  - A bespoke consultation website was created at www.atlasbusinesspark.co.uk which hosted information about the proposals, details of the live public webinar, and methods of providing feedback on the Proposed Development/
  - A press release was issued to local and trade media organisations to align with the launch of the consultation.
  - A live public exhibition webinar was held on Tuesday 14th July 2026 from 5:30pm - 6:30pm, the session was recorded and subsequently posted to the consultation website.
  - The consultation ran for two weeks from Tuesday 7th July – Tuesday 21st July 2026.
- A detailed overview of the feedback received during the consultation and a response to this feedback from the Applicant is included in the SCE. This feedback has subsequently informed the evolution of the Proposed Development.

Manchester City Council

3.25 Prior to submission of this application, the Applicant has engaged directly with MCC Planning and Highways Officers, as part of a formal pre-application process, including a meeting with MCC Planning Officers on 23rd July 2026. This meeting covered a broad range of topics, including landscaping, ecology, drainage, parking and design.

3.26 Advice from Officers has informed the Proposed Development and the material submitted with this application.

Manchester Airport Group

3.27 Aviva Investors engaged proactively with Manchester Airports Group ('MAG') at an early stage of the design process, with pre-application discussions commencing in May 2025 to identify and assess any potential impacts of the Proposed Development on the safe and efficient operation of Manchester Airport. Through this engagement, Aviva Investors and MAG agreed the scope of the technical assessments required to inform the application, following which a team of specialist aviation consultants was appointed to undertake the necessary work.

3.28 A collaborative and iterative process subsequently followed, with assessment findings shared with MAG to ensure aviation safeguarding considerations were embedded throughout the evolution of the Proposed Development. Feedback received informed a

series of design refinements, including amendments to the site layout, building siting, height, design and appearance, to avoid or mitigate potential aviation-related risks. The outcome of this work has directly informed the Proposed Development and the accompanying planning application.

3.29 As a result of this engagement, substantial agreement has been reached with MAG regarding the assessment findings and the mitigation measures required. Whilst a limited number of detailed matters, including the final Instrument Flight Procedure ('IFP') assessment by NATS, remain outstanding, these are not fundamental to the acceptability of the scheme and can be appropriately addressed through planning conditions.

3.30 The Aviation Issues Report (**Appendix 3**) provides a comprehensive overview of the engagement undertaken with MAG, the aviation safeguarding concerns that informed the previous refusal, the assessment work completed, the design and mitigation measures incorporated into the scheme, and the status of the remaining matters under discussion.

3.31 Whilst the final IFP assessment by NATS remains outstanding (a position which is recognised by MAG), the technical assessments completed to date, together with the design refinements and agreed mitigation measures, have demonstrated that the Proposed Development is acceptable in aerodrome safeguarding terms. The application has been designed to address the aviation safeguarding concerns that informed the refusal of the previous application, and no evidence has been identified to suggest that the Proposed Development would prejudice the safe, efficient or operational integrity of Manchester Airport. The outcome of the NATS IFP assessment will be reported once available, but it is not considered that this outstanding matter detracts from the conclusions of the safeguarding assessment undertaken to date. Furthermore, MAG have confirmed that the matter can be appropriately addressed through a suitably worded planning condition.

4. Proposed Development

Overview

4.1 The description of the Proposed Development is as follows:

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

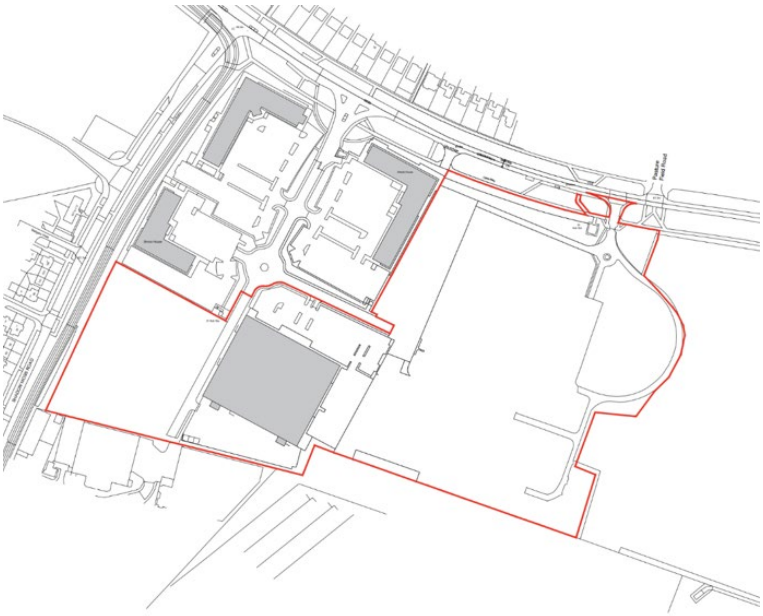
4.2 The accompanying Design and Access Statement provides a detailed description of the Proposed Development. It also explains how the design has evolved in the context of the previous proposal, the response to an appraisal of the opportunities and constraints of the Site and its surroundings, and pre-application feedback from MCC, MAG, consultees and the local community.

4.3 Further details and a comprehensive appraisal of the Proposed Development are also contained within the accompanying suite of technical reports.

Demolition

4.4 The Proposed Development involves the removal of 8,397sqm office floor space through the demolition of a vacant building. The building, which was most recently occupied by Vodafone until Summer 2022, can be seen in grey on the below drawing prepared by Hale ADM.

Figure 4.1: Existing Site Plan (source: Hale ADM)



Layout

4.5 The proposed layout of the Proposed Development is presented in **Figure 4.2** below.

Figure 4.2: Proposed Site Layout



4.6 The Proposed Development comprises a mix of smaller units (Units 2 and 3) and medium-sized units (Units 1, 4, 5, 6 and 7). Units 2 and 3 are accommodated within a single building and configured as individual units, whilst Units 1, 4, 5, 6 and 7 comprise standalone buildings, each occupying an independent built form.

4.7 With the exception of Unit 1, the principal building frontages are orientated internally. Each unit is served by dedicated yard space. With direct access taken from the internal service road. Loading facilities are provided to accommodate both HGV and van movements, with loading docks incorporated into the larger units.

4.8 The proposed layout has been informed by a detailed assessment of the Site's opportunities and constraints, including the surrounding context, site topography, existing landscape features and boundary conditions. These considerations have shaped the disposition, orientation, scale and height of the proposed buildings, ensuring the development responds appropriately to its surroundings whilst making efficient use of the Site.

4.9 In particular, the layout and orientation of the proposed units have evolved through an extensive programme of pre-application engagement with MAG and have been informed by detailed technical assessments relating to aviation operations, obstacle limitation surfaces and wider aerodrome safeguarding considerations associated with Manchester Airport.

Use and Amount

4.10 The Proposed Development comprises seven (7) light industrial (Use Class E(g)(iii), general industrial (Use Class B2), and/or storage or distribution (Use Class B8) units, together with ancillary office space (Use Class E(g)(i)) with a total Gross Internal Area of 34,655sqm.

4.11 The equates to a net increase of 26,258sqm employment floorspace when accounting for the demolition of the existing Vodafone office building (as described in Paragraph 4.4 above)

4.12 The proposed accommodation schedule is detailed in **Table 4.1** below.

Table 4.1: Proposed Accommodation Schedule

Unit	Gross External Area (sqm)	Gross Internal Area (sqm)
1	8,465	8,223
2	2,412	2,306
3	2,041	1,943
4	5,389	5,202
5	4,688	4,511
6	6,859	6,617
7	6,081	5,853
TOTAL	**35,935**	**34,655**

Scale and Massing

4.13 The scale and massing of the proposed units have been carefully developed to respond to the surrounding context, site levels and the operational requirements of modern industrial and logistics accommodation. The proposed building dimensions ensure the units remain attractive and functional for future occupiers whilst responding appropriately to the characteristics of the Site and its surroundings.

4.14 The Proposed Development has been designed to maintain an appropriate relationship with nearby residential properties on Simonsway and Shadowmoss Road. The nearest residential properties are located c.75m to the north of Unit 1 along Simonsway and c.52m away from Unit 7 on Shadowmoss Road. These separation distances incorporate substantial intervening features including highways, footpaths, mature tree planting and, in the case of Shadowmoss Road, the Metrolink corridor.

4.15 In addition to the surrounding context, the proposed building heights have been informed by extensive pre-application engagement with MAG and detailed technical assessments relating to aviation operations, aerodrome safeguarding requirements and obstacle limitation surface constraints associated with Manchester Airport. They

have also been informed by the existing built form of Atlas Business Park which ranges in height from c. 12.85m to 15.35m.

4.16 Each unit incorporates a sawtooth roof profile, which was developed in response to airport safeguarding requirements and site-specific height restrictions for the Proposed Development discussed with MAG. The roof design introduces varying ridge heights across the Site, with roof pitches of approximately 10-14 degrees, enabling the development to remain within the safeguarding parameters established by Manchester Airport whilst maintaining the internal clearance and floorspace requirements expected by modern occupiers.

4.17 The proposed massing strategy helps to provide an appropriate transition in scale between the development and the surrounding built environment. In particular, Units 1 and 7 have been deliberately set back from the adjacent commercial buildings to create a clear visual distinction between the respective built forms and reduce the perception of bulk when viewed from outside the Site.

4.18 The proposed building heights are as follows:

Table 4.2: Proposed Building Heights

Unit	Parapet Height (m)	Maximum Roof Height (m)
1	14.98	18.69
2	10.24	13.28
3	10.24	13.28
4	11.85	14.24
5	12.85	14.33
6	15.05	18.62
7	13.55	17.02

4.19 Collectively, these design measures have resulted in a development that responds positively to its context, respects nearby receptors and addresses aviation safeguarding constraints. The proposed scale, height and massing therefore represents a balanced and appropriate design solution that integrates effectively within the established character of the surrounding employment area.

Appearance

4.20 The appearance of the building has been designed to provide a simple, well-proportioned and contemporary form. The use of metal cladding with simple detailing, together with a complementary palette of three graduated shades of grey, timber cladding to key elevations, and translucent feature panels, creates a strong, coherent and high-quality architectural appearance.

4.21 The building with have double glazed powder coated aluminium framed windows to the officer elevations and loading bay doors.

4.22 More detail on the appearance and materiality of the Proposed Development can be found in the accompanying Design and Access Statement.

Landscaping

4.23 A comprehensive landscaping scheme is proposed as part of the Proposed Development to create attractive green infrastructure within an urban environment. Careful consideration has been given to the landscaping scheme and, in particular, the planting schedule, which has been selected to reduce the potential for birdstrike in close proximity to the airport in accordance with the Wildlife Hazard Management Plan which is submitted in support of the Proposed Development.

4.24 Prepared by BEA Landscape, the landscaping scheme provides an opportunity to introduce meaningful green infrastructure across the Site. New landscape features will enhance the visual quality of the development and help create an attractive and well-integrated environment.

4.25 The landscaping scheme incorporates a diverse range of planting and landscape treatments, including ornamental planting, native shrub planting, flowering lawns, wildflower areas, reinforced grass, ornamental hedgerows, native mixed hedgerows and ornamental grasses. In addition, the proposals include the planting of 93 trees comprising a variety of species, which will contribute to the creation of a verdant and visually attractive environment while supporting biodiversity objectives across the Site.

4.26 Given the Site's proximity to Manchester Airport, the planting strategy has also been carefully designed to avoid attracting bird species that could pose a risk to aircraft operations, ensuring biodiversity enhancements are delivered in a safe and appropriate manner.

Access, Highways and Parking

4.27 Access to the development will be provided via an upgraded vehicular access from Simonsway, utilising the existing access point located to the north of the Site and via the existing estate road within Atlas Business Park. Whilst this will act as the primary access, it may be preferred that some units take access from the existing Atlas Business Park via Simonsway. The amended site access and associated highway works have been the subject of a Stage 1 Road Safety Audit.

4.28 Internal estate roads will extend from the principal access routes to provide direct access to each proposed unit.

4.29 Pedestrian and cycle access to the Site will also be facilitate in this location off Simonsway, including a designated cycleway.

4.30 More broadly the following improvements are proposed:

- Tactile paving on pedestrian crossings at the Shadowmoss Road / Simonsway junction;
- Removal of the redundant (and blocked) vehicle access and pedestrian path adjacent to the north-western boundary of the Site and reinstatement of the grass verge and resurfacing to provide a continuous footway/cycleway along the site frontage;
- Relocation of the Simonsway westbound bus stop & passenger shelter to enable the creation of an uncontrolled crossing of Simonsway between the east and westbound bus stops; and,
- Improvements to the cycle lane links across the verge opposite the Pasture Field Road junction, provision of tactile paving at the existing drop kerb crossing of Pasture Field Road and provision of a new uncontrolled crossing of Simonsway on the east side of the Pasture Field Road junction.

4.31 A total of 360 car parking spaces, including 74 active electricity vehicle spaces will be provided within the development. These spaces will be accessed off the spine road connecting from Simonsway to the designated car parks serving each of the seven industrial units.

4.32 Sheltered storage for cycles are included within the Proposed Development. There are 90 proposed cycle parking spaces. Car and cycle parking has regard to MCC's adopted parking standards.

4.33 The breakdown of parking provision is provided in **Table 4.3** below.

Table 4.3: Proposed Parking Spaces

Unit	Car Parking	Cycle Parking
1	82	20
2	24	6
3	20	6
4	54	14
5	55	12

6	66	16
7	58	16
Total	**360**	**90**

Sustainability

4.34 The development will mitigate and can adapt to future climate change through sustainable design, on-site energy generation and a commitment to deliver high quality, energy efficient, low carbon buildings. This includes:

- The Proposed Development is being designed to achieve a BREEAM 'Excellent' rating and various early activities have occurred to inform the sustainable design and construction of the site.
- A Life Cycle Assessment has been undertaken to evaluate materials selections. Workshops have been held with the design team to identify opportunities to reduce up front carbon in the development. This will continue to be monitored in line with Aviva's requirements and BREEAM.
- The site has been subject to a pre-demolition audit and opportunities are being considered for reclaiming materials from the existing Vodaphone building for reuse.
- Water conservation measures are proposed to limit potable water use in the units, including water efficiency measures, water sub-metering and a leak detection system.
- Reducing energy consumption through design measures including:
  - Windows with high performance double-glazed units;
  - Building fabric efficiency in line with part L minimum;
  - Installation of high-efficiency LED lighting throughout development, including Daylight integration sensors /dimming and occupancy sensing where required;
  - Decarbonisation of heating on-site through installation of high-efficiency heat pump systems providing heating and cooling, and;
  - Provision of solar photovoltaics (PV) across the roofs for the entire development, with the capacity to increase this arrangement in the future, subject to tenant requirement.

Conclusion

4.35 Overall, the Proposed Development represents a high-quality and sustainable employment scheme that will deliver modern industrial and logistics floorspace in a highly accessible and strategically important location. The Proposed Development has been refined through an iterative design process and extensive stakeholder engagement to ensure it responds appropriately to site constraints, airport safeguarding requirements and market demand, whilst supporting economic growth and sustainable development objectives. This application has fully considered and positively responds to the Reasons for Refusal of the previous application on the site.

4.36 The remaining sections of this Statement identifies the planning policy context relevant to the determination of the application, provides a comprehensive technical appraisal of the Proposed Development and demonstrates that there is a compelling case for the approval of the planning application and planning permission should be granted without delay.

5. Planning Policy Context

5.1 This section outlines the key planning policies and guidance relevant to the Proposed Development. It provides the relevant context for the following sections that appraise the acceptability of the application proposals. **Appendix 2** of the Planning Statement sets out the policies and guidance in further detail.

5.2 Section 70(2) of the Town and Country Planning Act 1990 ('TCPA') and Section 38(6) of the Planning and Compulsory Purchase Act ('PCPA') requires that planning decisions be taken in accordance with the adopted Development Plan unless material considerations indicate otherwise.

5.3 The adopted Development Plan comprises:

- The Manchester Core Strategy ('CS') (2012) and Addendum (2024)
- Saved policies of the Manchester Unitary Development Plan ('UDP') (1995)
- Places for Everyone Joint Development Plan ('PfE') (2024)
- Greater Manchester Waste Development Plan (April 2012)
- Greater Manchester Minerals Plan (April 2013).

5.4 Other material considerations include:

- The National Planning Policy Framework ('the Framework') (August 2026)
- Manchester Local Plan (Publication Draft) Regulation 19 Consultation
- Greater Manchester Strategy (2017)
- Guide to Development in Manchester Supplementary Planning Document (2007)
- Green and Blue Infrastructure Strategy (2015 – 2025)
- Our Manchester Strategy – Forward to 2025
- Manchester Climate Change Framework (2020 – 2025)
- Greater Manchester Industrial Strategy (2019)

5.5 The relevant context of the Development Plan and material considerations is set out below. **Appendix 2** provides a more detailed summary of policies and planning guidance pertinent to the Proposed Development.

5.6 The Core Strategy references and aligns with the Framework 'presumption in favour of sustainable development'. This means that planning applications that accord with the policies in the Development Plan should be approved without delay unless material considerations indicate otherwise.

5.7 For the purposes of this planning application, it is acknowledged that MCC is progressing with an emerging Local Plan ('the emerging plan') to provide an up-to-date strategy for guiding development across the City over the next 15 years (to 2040) and completed consultation of the Regulation 19 Draft Local Plan between 17 August 2026 – 28 September 2026. Despite that, given its early stage of its preparation, only limited weight can be afforded to the policies of the emerging Local Plan as a material consideration in the determination of this application. Notwithstanding this, its relevance to the Proposed Development is considered briefly below for brevity.

Development Plan Policy Context

5.8 Relevant provisions of the adopted Development Plan are considered below.

Site Allocation

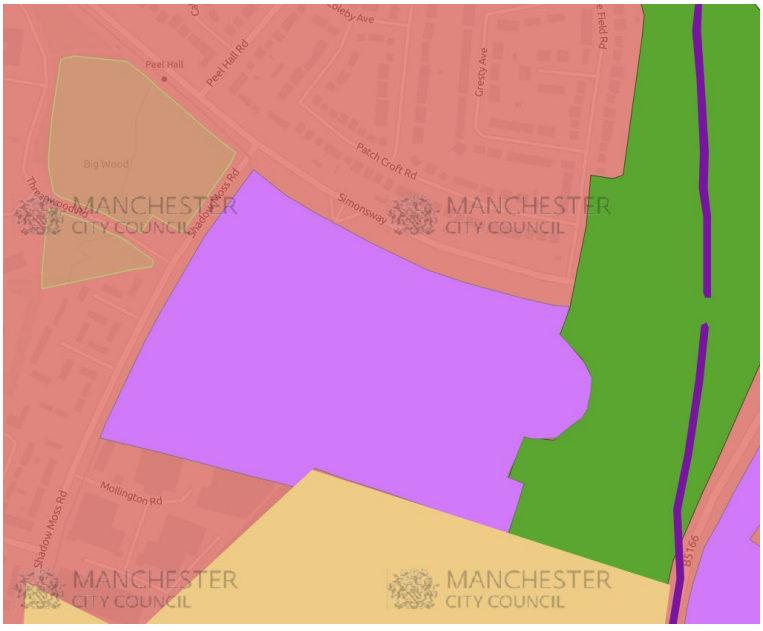
5.9 The entire Site is allocated for employment use as defined by **UDP Policy EW11** (Former Ferranti Site, Simonsway). The UDP notes that the Site is allocated for industrial, ancillary warehouse and/or hotel purposes. The UDP states that the redevelopment of the Site would ensure valuable contributions to economic activity and employment within South Manchester, including Wythenshawe. The Site's location in Wythenshawe is covered by the area policy (**CS Policy EC10**).

5.10 Land to the south is identified as the Manchester Airport Strategic Site (**CS Policy MA1**), which has been allocated to accommodate significant development opportunities to meet operational requirements of Manchester Airport by 2030.

5.11 To the east of the Site, there is an area of Green Belt (**CS Policy EN13**). This is not included in the Site area.

5.12 An area of woodland to the west of the existing Atlas Business Park is defined as a site of biological interest (Ref. F28). **Policy EN15** (Biodiversity and Geological Conservation) notes that the Council will seek to maintain and enhance sites of biological value and that developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity.

Figure 5.1: Policy Map Extract (source: MCC)



Source: MCC Interactive Proposals Maps

Vision, Spatial Objectives & Strategic Policies

5.13 **CS Spatial Objective SO1** seeks to provide a framework for the sustainable development of the City. The objective is supported by **CS Policy SP1** (Spatial Principles) which establishes a series of key principles for all developments across

Manchester regardless of type. In particular, **Policy SP1** recognises that the growth of Manchester Airport will act as a catalyst for the regional economy and will provide the impetus for economic activity in this part of the city.

5.14 **CS Spatial Objective SO2** supports significant further improvement of the City's economic performance and spread the benefits of this growth across the City to reduce economic, environmental and social disparities, and to help create sustainable communities.

5.15 **CS Spatial Objective SO6** seeks to protect and enhance both the natural and built environment of the City and ensure the sustainable use of natural resources, in order to mitigate and adapt to climate change, support biodiversity and wildlife, improve air, water and land quality, recreational opportunities and provides networks of high-quality green infrastructure, ensuring that the City is inclusive and attractive to residents, workers, investors and visitors.

Regenerating Wythenshawe

5.16 The Core Strategy divides the Local Authority area into five Regeneration Areas (RA). **CS Policy SP1** (Spatial Principles) provides key spatial principles to guide the strategic development of the city as a whole and each of the RAs have more specific principles and locations for strategic development based upon a thorough review of challenges and opportunities in that area.

5.17 The site is located within the Wythenshawe Regeneration Area (**CS Policy EC10**) which is expected to provide 55ha of employment land within B1a offices, B1b/c research and development and light industry and B8 logistics and distribution over the plan period. A key objective of the area is to fully realise the economic and other benefits of proximity to the Airport for the Wythenshawe residents. Atlas Business Park is recognised as a location for continued economic development as part of the East Wythenshawe Development Corridor. Furthermore, this policy seeks to ensure that employment opportunities at Manchester Airport are made accessible to local communities.

Economic Growth & Employment

5.18 **CS Policy EC1** (Employment and Economic Growth in Manchester) supports the economic growth of the City and recognises the significant contributions to economic growth and productivity made by industrial, logistics and office-related uses. Land around Manchester Airport is identified as one of the key locations for employment development. This includes the continued social, economic and environmental regeneration of the City. Key to this will be to retain and enhance existing employment sites (**CS Policy EC2** (Existing Employment Space)).

Development Management Policies

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

Places for Everyone Joint Development Plan

5.20 Places for Everyone (''PfE'') sets out an informed and integrated spatial vision for nine of the Greater Manchester authorities (Manchester, Trafford, Salford, Wigan, Bolton, Bury, Rochdale, Oldham and Tameside). It was adopted in March 2024 and forms part of the Development Plan for the purposes of this application.

5.21 The purpose of PfE is to enable Greater Manchester to manage land supply across the city region to establish economic development and housing requirements for each district and key locations for delivery, a town centre hierarchy, strategic transports schemes and other strategic infrastructure. The plan outlines the kind of development that takes place across the city-region, maximising the use of brownfield land and urban spaces.

5.22 PfE sets out strategic objectives and policies, those of relevance are detailed below:

5.23 The relevant strategic objectives of PfE are as follows:

- Objective 3: Playing our part in ensuring a thriving and productive economy in all parts of Greater Manchester
- Objective 4: Maximise the potential arising from our national and international assets
- Objective 5: Reduce inequalities and improve prosperity
- Objective 6: Promote the sustainable movement of people, goods and information
- Objective 7: Playing our part in ensuring that Greater Manchester is a more resilient and carbon neutral city-region
- Objective 8: Improve the quality of our natural environment and access to green spaces
- Objective 10: Promote the health and wellbeing of communities

Places for Jobs

5.24 Policy JP-J1: Supporting Long-Term Economic Growth states that '*a thriving, inclusive and productive economy will be sought in all our boroughs*[6]*'*.

5.25 Policy JP-J2: Employment Sites and Premises states that 'A diverse range of employment sites and accessible premises, both new and second-hand, will be made available across the Plan area in terms of location, scale, type and cost'[7].

5.26 The policy also states that '*Existing employment areas that are important to maintaining a strong and diverse supply of sites and premises in our boroughs will be protected from redevelopment to other uses, nurtured to ensure they remain competitive and their accessibility improved where necessary. This will include local employment areas as well as key growth locations*[8]*'.*

5.27 Whilst Policy JP-J4: Industry and Warehousing Development relates to the allocation of major employment site; it highlights a significant demand for industrial and warehouse floorspace across Greater Manchester.

Southern Areas & Manchester Airport

5.28 Policy JP-Strat9: Southern Areas seeks to enhance the economic competitiveness and environmental quality of the area by prioritising the redevelopment of suitable brownfield land and supporting sustainable growth. A key focus is maximising the

6 Places for Everyone Joint Development Plan (p110)
7 Places for Everyone Joint Development Plan (p112)
8 Places for Everyone Joint Development Plan (p112)

economic potential, and benefits of investment Manchester Airport and its associated transport infrastructure, recognising its role as a major employment and investment driver.

5.29 Policy JP-Strat10: Manchester Airport supports the continued operation and sustainable growth of Manchester Airport and its surrounding area as a key economic asset. It seeks to maximise the benefits of the airport's strategic location by supporting development that aligns with national and local planning policy, strengthening its role as the UK's principal international gateway outside London. The policy recognises that investment in and around the airport will drive inward investment, international trade, tourism, housing delivery and economic regeneration across the North, Midlands and Wales. Through sustainable growth and improved infrastructure, the airport and its surrounding locality are expected to enhance regional competitiveness while contributing to climate change objectives and long-term economic performance.

Other Material Considerations

The National Planning Policy Framework

5.30 An updated National Planning Policy Framework ('the Framework') was published in August 2026. It sets out the Government's planning policies for England and how these are expected to be applied for both plan and decision making. The Framework reiterates the primacy of the development plan (Paragraph 2) as the starting point in decision making, with great weight afforded to policies contained within the Framework.

5.31 As with earlier iterations of the Framework, the new NPPF is built around a commitment to sustainable development.

5.32 It also continues to outline the expectation that future development will play in meeting economic, social and environmental objectives. Paragraph 17 proceeds to state that:

"Achieving sustainable development means that the planning system has three overarching objectives in providing for the homes, commercial development, facilities and infrastructure which society needs"[9]

5.33 This includes:

"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"[10]

5.34 The presumption in favour of sustainable development means that planning applications that accord with an up-to-date development plan should be granted planning permission without delay unless material considerations indicate otherwise. Where there are no relevant development plan policies or the policies which are most

9 National Planning Policy Framework (August 2026) (p5)

10 National Planning Policy Framework (August 2026) (p5)

important for determining the application are out of date, planning permission should be granted unless:

- Policies within the Framework that protect areas or assets of particular importance (such as those relating to habitat sites, Green Belt, designated heritage assets and areas at risk of flooding) provide a clear reason for refusing the development; or

- Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the Framework as a whole.

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

- Policy S3: Presumption in Favour of Sustainable Development – confirms that decisions on development proposals should apply a presumption in favour of development. S3 1(a) confirms that Policy S4 of the Framework should be applied when considering development proposals within settlements

- Policy S4: Principle of development within settlements – requires that development proposals within settlements should be approved unless the benefits of doing so would be substantially outweighed by any adverse effects, when assessed against the national decision-making policies in this Framework. The policy identifies circumstances where the adverse effect of development would outweigh the benefits of approving development. This includes where it would conflict with protected land designations, safeguarded site allocations, flood risk management objectives, or national planning policies that indicate permission should be refused.

- **Economic Growth –** Chapter 7 ('Building a strong, effective economy') has the core objective to *'enable businesses to invest, expand and adapt in a way that reflects the opportunities, challenges and characteristics of different areas, and supports long-term economic growth both locally and nationally'.* The following decision making policies of Chapter 7 are of relevance:

  – **Policy E2** (Meeting the need for business land and premises) states that 'to support business growth, substantial weight should be given to the economic benefits of proposals for commercial development which allow businesses to invest, expand and/or 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'[11].

  – **Policy E3** (Freight and Logistics) states that to support the effective and efficient movement of goods, development proposals for freight and

[11] National Planning Policy Framework (August 2026) (p41)

logistics uses and associated infrastructure should have good access to transport networks (including via sustainable transport modes where possible) appropriate to the type of development; be sited and designed to limit environmental impacts (such as through the colocation or intensification of facilities to limit vehicle movements, provision of electric vehicle charging infrastructure 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 operations will be required; and provide sufficient and secure parking for lorries or other vehicles to cater for the anticipated use.

- **Making Effective Use of Land – Chapter 12** of the Framework identifies policies to promote the effective use of land in meeting needs, while safeguarding and improving the environment and ensuring safe and healthy living conditions**.** The following decision making policies of Chapter 12 are of relevance:

  – **Policy L2** (Making effective use of land) notes that substantial weight should be given to proposals that regenerate previously developed land, bring vacant or underused sites back into productive use, support temporary uses on brownfield land, or increase commercial floorspace within existing settlements through redevelopment.

Planning Practice Guidance

5.36 Planning Practice Guidance ('PPG') supports the Framework by providing detailed advice on how planning policies should be interpreted and applied in practice. It covers a wide range of planning topics, including design, transport, economic development, flood risk, heritage, and environmental matters. PPG is a material consideration in the planning process and should be considered by applicants and decision makers. Relevant guidance is outlined in detail at **Appendix 2.**

Emerging Local Plan

5.37 Consultation concluded on the Draft Regulation 19 Manchester Local Plan ('Reg 19 Plan') on 28th September 2026. The Local Plan sets out how the city will meet the need for new development up to 2039. It identifies where new development will happen, which green spaces and other aspects of the environment will be protected or enhanced, and how transport and other infrastructure will be improved.

5.38 The Reg 19 Plan establishes a comprehensive policy framework to guide development to 2039. Its policies are informed by national planning policy, the Places for Everyone Joint Development Plan, extensive technical evidence, and public consultation. It seeks to deliver sustainable growth, urban regeneration, housing delivery, economic development, climate resilience, environmental protection and high-quality place-making across Manchester.

5.39 The policies of the Reg 19 Plan can however only be afforded limited weight, given that it remains at an early stage of preparation and has not yet been subject to independent examination.

5.40 Notwithstanding that, it is necessary to highlight that the Site benefits from a long-established employment allocation, having been identified for employment

development under Unitary Development Plan, retained within the adopted Core Strategy. This recognition continues through the Reg 19 Plan with the Site identified in draft Policy EC2 (Economic Development Areas) as a designated 'Economic Development Area' where:

'plans for the upgrading, refurbishment and redevelopment of existing offices, industrial/businesses estates, premises and sites will be supported provided:

- *Proposed uses fall within use Classes E (offices, research and development and light industrial) B2 or B8 or is a sui-generis employment use;*
- *Proposals facilitate the retention of existing businesses, attract new businesses and / or protect or create new jobs;*
- *Proposals make provision for a range of premises to meet the needs of different size businesses and requirements.*

5.41 Whilst only limited weight can be attributed to the policies of the Reg 19 Plan, the continued identification of the Site through successive iterations of the Development Plan provides a clear and consistent indication of the Council's strategic commitment to securing the employment-led redevelopment of Atlas Business Park.

5.42 The Reg 19 Plan therefore reinforces a long-established policy position that the Site represents an appropriate, sustainable and deliverable location for employment development. The retention of the allocation demonstrates a continued commitment to the redevelopment of the Site and confirms that the Council's strategic direction has remained consistent over time, notwithstanding the emerging status of the Plan.

5.43 The principle of development proposed should therefore be regarded as wholly consistent with the Council's long-standing strategic aspirations for the Site and the wider area

Supplementary Planning Documents (SPDs)

Guide to Development in Manchester SPD

5.44 The Guide to Development in Manchester SPD was adopted in April 2007. The document recognises the importance of design in delivering sustainable developments across the city. The SPD provides a set of reasoned principles to guide developers and designers in terms of the development Manchester desires.

5.45 The SPD recognises Wythenshawe through a vision of enhanced growth and change whilst maintaining the distinctive 'garden' identity for the area. The garden concept relates to the original 1945 concept of Wythenshawe as the City's first Garden Suburb. Despite the 'garden feel' of Wythenshawe, the SPD notes that opportunities to integrate higher density development in a sensitive way around local centres and public transport routes, will be welcomed.

Holcroft Moss Planning Obligations Joint Supplementary Planning Document

5.46 Manchester City Council adopted the Holcroft Moss Joint Supplementary Planning Document on 8 May 2025. It applies across nine Greater Manchester authorities. The

SPD provides guidance on assessing and mitigating the impact of increased traffic-related air pollution from new development on Holcroft Moss, a protected lowland mossland within the Manchester Mosses Special Area of Conservation in Warrington. Where development is expected to generate significant additional traffic passing the site, the SPD enables mitigation contributions to be secured through the planning process to help protect the ecological integrity of Holcroft Moss.

Other Relevant Documents

Greater Manchester Strategy (2025-2035)

5.47 The Greater Manchester Strategy 2025–35 is the overarching strategic framework for Greater Manchester, setting out a shared vision of creating "a thriving city region where everyone can live a good life" over the next decade. The strategy seeks to combine economic growth with improved social outcomes, recognising that Greater Manchester's success depends on all people and places benefiting from prosperity, The strategy aims to ensure that economic growth is inclusive, place-based and delivers tangible improvements to quality of life across all ten Greater Manchester boroughs.

Green and Blue Infrastructure Strategy (2015 – 2025) (Refreshed 2021)

5.48 The Manchester Green and Blue Infrastructure Strategy: Implementation Plan Refresh 2021-25 updates the city's original 2015 Green Infrastructure Strategy and sets out a revised programme of actions to enhance Manchester's parks, rivers, waterways, trees, woodlands and other green spaces. Its purpose is to ensure that green and blue infrastructure remains central to planning, regeneration and climate resilience by responding to new policy drivers, emerging evidence and environmental challenges. The document promotes the use of nature-based solutions to improve biodiversity, public health, climate adaptation, sustainable travel and place-making, while supporting economic growth.

Our Manchester Strategy (2025 – 2035)

5.49 Our Manchester Strategy 2025-35 is Manchester's overarching vision and partnership strategy for the next decade, setting out the priorities that will guide decision-making, investment and service delivery across the city. Developed through extensive engagement with residents, businesses and community organisations, its purpose is to create a healthier, fairer, greener and more inclusive city where all residents can benefit from Manchester's growth and prosperity.

Manchester Climate Change Framework (2020 – 2025)

5.50 The Manchester Climate Change Framework 2020-25 is Manchester's city-wide strategy for addressing climate change, setting out how the city will play its full part in limiting the impacts of climate change while creating a healthy, green, socially just and climate-resilient city. It identifies priority actions across areas such as buildings, renewable energy, transport, food, consumption, waste, and green infrastructure, while promoting a collaborative, partnership-based approach to achieving Manchester's long-term net-zero and climate resilience ambitions.

Greater Manchester Industrial Strategy (2019)

5.51 The Greater Manchester Local Industrial Strategy (2019) is a long-term economic strategy to provide a framework for partnership working between local authorities, businesses, and government to create high-quality jobs, boost competitiveness and

strengthen Greater Manchester's position as a leading national and international economic centre.

The UK'S Modern Industrial Strategy (November 2025)

5.52 The Modern Industrial Strategy (MIS)[12] sets out the Government's plan to create the conditions required to support the companies of the future to emerge, invest and deliver transformative growth.

5.53 It identifies eight sectors ('the IS-8') which it considers have the highest potential, and the frontier industries at their leading edge that support these sectors, to increase national productivity, strengthen the UK's economic security and resilience, along with supporting the country's environmental goals and the transition to net zero.

5.54 The Strategy is clear in restating the aim of the Government to remove planning barriers and support growth in the IS-8, which as noted above has influenced the policy approach set out in NPPF.

5.55 The MIS confirms that the Government will enable investment and growth in city regions and clusters across the UK where the IS-8 are based. The strategy also focusses on promoting city regions outside of London and the South-East, where economic performance has historically been focused. Tackling this comparative underperformance is identified as being key to economic growth and reducing inequality across regions.

5.56 The MIS explicitly recognises the importance of the freight and logistics sector in making a vital contribution to the UK economy and the competitiveness of the IS-8, observing that in 2023 it contributed approximately £79.8 billion in GVA. Work by Oxford Economics is cited as showing that productivity growth nationally could be boosted by 20% if the UK were to become a global leader in the sector.

[12] UK Government, Department for Business and Trade (June 2025), The UK's Modern Industrial Strategy

6. Strategic Case for Development

6.1 This Section sets out the strategic case for the Proposed Development by addressing the principle of employment-led redevelopment, the need and demand for modern industrial and logistics floorspace, and the economic benefits arising from the Proposed Development. It demonstrates that the proposals accord with the Development Plan and relevant national policy considerations and that the resulting benefits should be afforded substantial weight in the planning balance.

Principle of Development

6.2 Within the Officer's Report accompanying the previous application, it was accepted that the provision of modern, energy-efficient employment floorspace is supported within established and allocated employment areas. The report also recognised that the Site occupies a sustainable location, benefitting from excellent access to the Strategic Road Network, public transport and nearby services and facilities.

6.3 Whilst the Proposed Development differs from the previously submitted scheme, it is now located entirely within a long-established employment allocation. Accordingly, the principle of employment-led development is firmly established through UDP Policy EW11 and Core Strategy Policies EC2 and EC10 and is reinforced by the Regulation 19 Plan which identifies Atlas Business Park as an Economic Development Area where B2 and B8 redevelopment is actively supported.

6.4 The Proposed Development will deliver modern industrial and logistics accommodation, attract investment, create employment opportunities and bring vacant and underutilised land back into productive use. The redevelopment of the former Ferranti site, together with the replacement of an existing vacant unit, will result in a net increase of 26,258sqm of employment floorspace.

6.5 The Proposed Development also accords with Policies JP-J1, JP-J2 and JP-J4 by supporting long-term economic growth, delivering modern employment floorspace, and responding to the identified demand for industrial and warehouse accommodation. The proposals also align with the strategic aims of PfE through strengthening an established employment location in South Manchester and helping to maintain a diverse and competitive supply of employment land and premises.

6.6 As the Proposed Development accords with the Development Plan by virtue of being employment development on a long-established employment site the presumption in favour of sustainable development applies pursuant to NPPF Policy S3(1)(c) so long as the development proposals accord with both an up-to-date development plan and the decision-making policies in this Framework. Compliance of the Proposed Development with these provisions is considered below, and within Section 7.

6.7 As the Site is located within the Wythenshawe settlement, NPPF Policy S4 also applies. Development proposals should therefore be approved unless their benefits are substantially outweighed by any adverse effects when assessed against the Framework's decision-making policies.

6.8 NPPF Policy E2 confirms that substantial weight should be given to the economic benefits of proposals (as described below) for commercial development where this would support the economic vision and strategy for the area.

6.9 In accordance with NPPF Policy L2, the proposal represents the effective use of previously developed, vacant and underutilised land by bringing the site back into productive employment use for which substantial weight is to be given. In doing so, it supports the efficient use of land within the urban area, reduces pressure for development on undeveloped sites, and contributes towards the optimisation of an established employment location.

6.10 The Proposed Development therefore delivers the very form of employment-led redevelopment envisaged by the adopted and emerging Development Plan and the Framework and represents an effective use of previously developed land. Accordingly, substantial weight should be afforded to the proposal in the planning balance.

Need and Demand for Urban Logistics

6.11 Aviva have instructed JLL and B8 Real Estate to undertake analysis of the industrial/warehousing market in South Manchester, which is presented with the Market Report submitted alongside this application.

6.12 In summary the Market Report confirms the following:

- The logistics sector plays a significant and ever-increasing contribution to the UK economy including its role in other sectors and its quality and quantity of employment opportunities and contribution to GDP. The 'Mid-Box' and 'Big-Box' logistics markets, defined as those units between 20,000 sq ft to 89,999 sq ft. and those units of 90,000 sq ft and above, respectively, have experienced continued strong demand, increasing year on year since 2022.

- The increasing dominance of the online retail market has fuelled demand in the sector, particularly given the emergence of 'Last Mile'[13] logistics and urban logistics units. The speed and efficiency of e-commerce businesses is now a key differentiator in remaining competitive by getting products to doorsteps as fast as possible.

- The South Manchester industrial market continues to attract interest from a wide range of local, regional and national occupiers, due to its location being strategically attractive by benefiting from its excellent accessibility with direct links to the national motorway network via the M60. The industrial/warehouse sector in South Manchester, in particular around Manchester Airport, and the wider North-West has strong demand for Grade A quality warehouse space, particularly below 100,000 sq ft.

- A prolonged shortage of Grade A new-build and modern second-hand industrial space has forced occupiers in South Manchester to consider older refurbished

[13] Last Mile logistics is a term used for transportation of merchandise from the nearest distribution hub to the final destination, such as a home or business.

buildings, reducing second-hand availability to record lows and leaving minimal vacancy across most estates. While the majority of demand is for units below 90,000 sq ft, much of the available stock in this size range is Grade B quality or lower and unsuitable for occupiers seeking high-specification accommodation that delivers greater operational efficiency, enhanced staff welfare and a modern corporate image. As a result, take-up within South Manchester has been constrained, with occupiers such as CAF Rail and Charles & Ivy having to look outside the area to secure modern premises due to the lack of suitable local options.

- The Proposed Development offers a high-specification airport-occupier clustering opportunity due to its close proximity to Manchester Airport. This has been proven at nearby ICON/Global Logistics at Airport City and recent development at the World Freight Terminal all achieving strong occupational demand with minimal void. The Proposed Development at Atlas Business Park will therefore assist with the airports expansion strategy by offering alternative nearby accommodation to those occupiers being displaced.

- Factoring in the current market conditions, it is expected that there would be very strong levels of interest shown by occupiers during the construction period with a number of pre-lets agreed on the units ahead of practical completion, meeting occupiers' needs for high-quality efficient modern industrial accommodation.

6.13 The evidence from JLL and B8 demonstrates that there is a clear need for industrial and logistics space in this location given its strategic location within the South Manchester market, excellent connectivity to the strategic road network, proximity to Manchester Airport and its role as a key logistics and distribution hub serving regional, national and international markets. Demand is being driven by continued growth in the logistics sector, the expansion of e-commerce and last-mile delivery operations, and a significant shortage of Grade A industrial and warehouse accommodation, particularly for units below 100,000 sq ft (9,290 sqm). The evidence confirms that occupier demand continues to outstrip the supply of modern high-specification space, resulting in low vacancy rates and businesses being forced to seek accommodation outside South Manchester due to the lack of suitable premises. Furthermore, the proposed development benefits from a proven airport-related occupier clustering opportunity, supported by the strong performance and high occupancy levels achieved at nearby Airport City developments and the World Freight Terminal.

6.14 The proposal is therefore consistent with the economic and strategic objectives of the adopted Development Plan.

6.15 The Proposed Development also responds directly to the NPPF's presumption in favour of sustainable development and its economic objective by helping to build a strong, responsive and competitive economy that supports investment, innovation, productivity and growth. Substantial weight should therefore be afforded to the economic benefits of the development in accordance with Policy E2, as it will enable businesses to invest, expand and adapt within a strategically important employment location, support the area's economic vision, and facilitate growth within the logistics

sector. The proposal also accords with Policy E3 by supporting the efficient movement of goods through the provision of logistics accommodation with excellent access to strategic transport infrastructure, including direct connections to the motorway network and Manchester Airport, thereby reinforcing the area's role as a key freight and distribution hub.

6.16 The Proposed Development accords with the objectives of the UK's Modern Industrial Strategy by supporting investment and growth within the freight and logistics sector, a nationally significant industry recognised as critical to economic productivity and competitiveness. Through the delivery of high-quality industrial and logistics accommodation in a strategic location adjacent to Manchester Airport, the proposal will support business growth, strengthen regional economic clusters and contribute towards the Government's ambition of driving sustainable economic growth across city regions outside London and the South East.

Economic Benefits

6.17 The Economic Benefits Statement submitted alongside this application demonstrates that the Proposed Development will result in substantial t economic benefits, which in summary include:

- **c. 570** full-time equivalent ('FTE') jobs created on Site.
- **580** net additional employment opportunities across Greater Manchester, with **c. 215** of these being opportunities for local residents of Manchester.
- **c. £36.6 million** in GVA at the Greater Manchester scale every year, including **£24.6 million** in Manchester
- **£1.3 million** in additional business rates to the City Council per annum.
- During the construction phase, the Proposed Development will generate **165 FTE** new employment opportunities at the Greater Manchester level, including **60 jobs** for residents of Manchester, as well as **£29.9 million** in GVA to the economy of Greater Manchester, of which **£24.7 million** will be concentrated in Manchester.

6.18 The Proposed Development will therefore deliver substantial economic benefits to Wythenshawe, Manchester and Greater Manchester, which should be afforded substantial weight in the planning balance in accordance with NPPF Policy E2.

Summary

6.19 The Proposed Development will bring a vacant and underutilised employment site back into productive use through the delivery of modern industrial and logistics accommodation in a highly sustainable location. The Proposed Development responds directly to an identified market need, will support investment, job creation and economic growth, and will strengthen the economic role of Atlas Business Park and Manchester Airport.

6.20 Having regard to the established principle of employment development, the clear evidence of market demand, and the substantial economic benefits arising from the Proposed Development, substantial weight should be afforded to the Proposed Development in accordance with NPPF Policy E2 and the wider objectives of the Development Plan.

7. Development Management & Environmental Policies

7.1 The preceding section establishes the acceptability of the principle of employment-led redevelopment of the Site and demonstrates the substantial economic benefits arising from the Proposed Development, which weigh substantially in its favour. The following section assesses the Proposed Development against the relevant development management and environmental policies of the Development Plan, Places for Everyone, the Framework and other material considerations.

Appraisal of Technical and Environmental Matters

7.2 A comprehensive suite of technical assessments has been prepared in support of the application which consider relevant environmental and technical considerations associated with the Proposed Development.

7.3 The findings of these assessments are summarised in **Table 7.1** and considered against the relevant policies of the Development Plan, Places for Everyone, the Framework and other material considerations identified in Section 5 and Appendix 2.

7.4 Collectively, the evidence demonstrates that the Proposed Development accords with the relevant policy framework and that the benefits are not substantially outweighed by any adverse effects.

Table 7.1: Appraisal of Technical and Environmental Matters	
Discipline	**Appraisal**
Design	The accompanying Design and Access Statement, prepared by Hale, explains the design concepts and principles which have been applied to the Proposed Development, and how the proposals have evolved to reflect the site's context, identified technical and environmental constraints and opportunities and pre-application engagement with a range of stakeholders. It explains the design rationale for the proposals and how they have been adopted to ensure that the design of the Proposed Development will produce a place which is appropriate for its physical, social and economic context. The Design and Access Statement concludes that the Proposed Development represents good design, which will result in the creation of a high-quality employment scheme which is integrated within the existing industrial landscape. The scale and massing of the proposed units, the materials to be used and the way in which the development will be laid out is consistent with the site's surroundings and demonstrates an efficient use of the space available within the site. Overall, the Design and Access Statement identifies that the Proposed Development accords with the principles and standards set out within the Development Plan (CS Policies DM1 and EN1), the Framework (Policies DP3 and DP4) and the National Design Guide, in terms of securing high-quality design which responds positively to its surrounding context.
Landscape & Visual Impact	The accompanying Landscape and Visual Impact Appraisal (LVIA), prepared by Turley, assesses the likely effects of the Proposed Development on landscape character and visual amenity within and around the Site. The LVIA concludes that the proposed redevelopment of the land adjoining Atlas Business Park would result in limited and localised landscape and visual effects that are appropriate within the context of the Site's urban fringe location adjacent to existing employment uses, transport infrastructure and Manchester Airport. The LVIA finds that:

- The Site lies adjacent to, but outside, the Heald Green to Bramhall Urban Fringe Farmland Landscape Character Area, which is already strongly influenced by urban development, major transport infrastructure and airport activity.

- The proposed development would not give rise to any significant effects on landscape character, with only Minor Adverse effects identified on the wider landscape character area.

- Although some existing vegetation would be lost, key boundary vegetation would be retained and enhanced, supported by new landscaping including approximately 93 new trees, native woodland, shrub and hedgerow planting, and species-rich grassland.

- Visual effects would be largely confined to receptors in close proximity to the Site, where effects range from Minor Adverse to Moderate Adverse, with the greatest effects experienced along Shadowmoss Road and on residential streets west of the Site.

- Elsewhere, visual effects are generally minor, negligible or neutral due to the screening provided by existing vegetation, built form and the established urban context.

- Over time, the landscape mitigation would mature, further integrating the development into its surroundings and reducing the prominence of the new buildings.

Overall, the LVIA concludes that the proposals represent a logical extension to the established employment area at Atlas Business Park, with landscape and visual effects that are generally localised, not significant, and capable of being successfully mitigated through the proposed landscaping strategy.

Accordingly, the LVIA finds that the Proposed Development is acceptable in landscape and visual terms and accords with relevant national and local planning policy objectives relating to good design, landscape character and green infrastructure, including NPPF Policies DP3 and N2 and Manchester Core Strategy Policies DM1, EN1 and EN9.

Aerodrome Safeguarding	The application is supported by a series of reports, as detailed in the Aviation Summary Report, prepared by John Twigg, relating to aerodrome safeguarding and aviation safety. The Report, which is found at Appendix 4 of this Statement, provides a comprehensive overview of the pre-application work that has been undertaken with MAG on the Proposed Development and how the Proposed Development has addressed MAG's aerodrome safeguarding concerns on the previous application. In response to Reason for Refusal No. 03 of the previous application, the Applicant consulted MAG in May 2025 to agree best practice methodologies and assessment criteria. A collaborative and iterative process was followed throughout a lengthy study period from May 2025 up to September 2026 and the submission of the Proposed Development. The results of this process were fed into the designers of the Proposed Development so that the necessary amendments and mitigation measures could be incorporated from the outset. Key design points included locations and heights of units (to minimise impact on the Airport), landscaping details (to minimise risk of bird strike), materials used and roof design (to reduce any glint and glare) and more. As detailed in Section 4 and throughout this Planning Statement, the Proposed Development has also been subject to a rigorous design process with all technical disciplines, including transport, ecology and flood risk and drainage. This has resulted in a Proposed Development that that can be delivered with minimal impacts. There is a large measure of agreement with MAG, with no objections raised in respect of any aviation related topics and, in line with the requirements of all other technical matters. There are certain matters of detail which will require submission and approval from MAG if permission is granted. An IFP assessment by NATS remains outstanding and is a position which is recognised by MAG. The outcome of the NATS IFP assessment will be reported once available, but it is not considered that this outstanding matter detracts from the conclusions of the safeguarding assessment undertaken to date. The outcome of the NATS IFP assessment will be reported once available, but it is not considered that this outstanding matter detracts from the conclusions of the safeguarding assessment undertaken to date. Furthermore, MAG has confirmed that the matter can be appropriately addressed through a suitably worded planning condition. The Applicant's engagement with MAG remains ongoing and will be continued pre and post-decision. This, and the amended scheme layout and design, has satisfactorily overcome Reason for Refusal No. 3 of the previous application. Collectively these reports confirm that the Proposed Development will not have an adverse impact on the safe operation of Manchester Airport. In summary: • The Proposed Development does not breach the Obstacle Limitation Surfaces.

	• The proposed lighting strategy follows best practice and should be implemented and monitored. • The proposed Wildlife Hazard Management strategy is accepted and should be implemented and monitored. • The Proposed development will not create building induced turbulence that would affect aircraft operations. • The Glint & Glare Assessment confirms that the Proposed Development would not result in any adverse impacts on pilots or Air Traffic Control personnel from the building façades, roofs, solar panels or car parking areas, with landscaping providing additional mitigation and no aviation safety concerns identified. • Crane permits are required and will be sought ahead of construction. • The proposed CMP follows best practice. Building on this, a detailed CMP should be submitted, agreed and implemented. On this basis, the Proposed Development has overcome the previous reason for refusal relating to aerodrome safeguarding, is not anticipated to impact upon the operational integrity and safety of Manchester Airport and is therefore compliant with CS Policy DM2.
Highways	The application is supported by a Transport Assessment (TA) and Framework Travel Plan prepared by TTP. The TA contains an assessment of highway impacts of the Proposed Development, with the methodology used established following scoping discussions with MCC Highways Officers. The TA demonstrates that the Site occupies a highly accessible and sustainable location within South Manchester. The Site benefits from direct access to the strategic highway network via the A555 Airport Relief Road, and M56 whilst also being well-served by sustainable transport options, including frequent bus services on Simonsway, the Peel Hall Metrolink stop within walking distance, and Heald Green railway station approximately 650m from the Site. The Site is also connected to the Airport Orbital Cycleway and wider Bee Network infrastructure, providing opportunities for active travel. Its confirms that enhancements to pedestrian and cycle connections, new crossing facilities, improvements to the Airport Orbital Cycleway,

substantial cycle parking provision, electric vehicle charging infrastructure and the implementation of a Travel Plan to encourage sustainable travel choices on seek to further enhance the sustainability of the Site.

The TA confirms that the development can be safely and suitably accessed from Simonsway via an improved vehicular access, supported by internal connectivity through Atlas Business Park. Independent Road Safety Audit work confirms that any identified matters can be addressed through detailed design and the assessment concludes that there are no highway safety concerns associated with the development.

The TA demonstrates that the vast majority of junctions assessed will continue to operate within capacity, with the impact of development traffic resulting in only negligible changes to network performance. Whilst some existing congestion is identified at certain junctions, this is a reflection of the existing baseline conditions and the TA demonstrates that the Proposed Development would not materially worsen these conditions.

The Transport Assessment also encompasses am assessment of the effect of the development on Holcroft Moss which concludes that it is not expected that the development would results in movements which exceed the threshold for requiring detailed assessment and as a result there is no requirement to contribute to Holcroft Moss mitigation.

Overall, the TA concludes that the additional traffic generated by the development would not result in a severe adverse impact on the road network, would not require alterations to the M56 junction arrangements, would not give rise to unacceptable highway safety impacts such that permission should be refused.

The accompanying Travel Plan establishes a comprehensive framework to promote sustainable travel and reduce reliance on single-occupancy car journeys through a package of management measures and physical infrastructure. These include the provision of 90 cycle parking spaces, electric vehicle charging infrastructure, employee travel information packs, travel plan coordinators, car-sharing initiatives and enhanced pedestrian and cycle connections. The Plan includes monitoring and review mechanisms together with targets to reduce single-occupancy car use and increase travel by public transport, walking and cycling over a five-year period.

It is concluded the Proposed Development actively encouraging sustainable and active travel choices whilst supporting the efficient operation of a strategic employment site through the use of a framework Travel Plan.

	It is concluded that the Proposed Development would not have a severe adverse impact on the transport network or an unacceptable impact on highway safety and that it accords with the relevant provisions of the Development Plan, including Policies PfE JP-C1, PfE JP-C5, PfE JP-C6, PfE JP-C8, CS Policy T1 and CS Policy DM1 and Policies TR3, TR4 and TR6 of the Framework. The proposals therefore represent sustainable development in transport terms and there are no transport or highway reasons why planning permission should be withheld.
Ecology & Biodiversity	The application is supported by an Ecological Impact Assessment ('EcIA'), prepared by Lucion. The EcIA assesses the potential effects of the Proposed Development on ecology and nature conservation. It confirms that there are no internationally designated statutory sites within 6km of the Site, no nationally designated statutory sites and no locally designated statutory sites within 2km of the Site. Three non-statutory designated Sites of Biological Importance (SBI) were identified within 2km of the Site, the closest of which lies approximately 65m north-west of the Site. The EcIA also confirms that the Site falls within one or more Site of Special Scientific Interest ('SSSI') Impact Risk Zones. However, the Proposed Development does not fall within any of the identified risk categories and is therefore unlikely to result in adverse effects on any SSSI. The EcIA presents the findings of the habitat surveys undertaken on the Site and concludes that the Proposed Development would result in a minor adverse impact upon habitat diversity which is non-significant at a local geographic scale. However, provided a suitable mechanism is secured to ensure the Proposed Development delivers a minimum 10% Biodiversity Net Gain, the EcIA concludes that the development would result in an overall minor beneficial effect on biodiversity. The EcIA also confirms that the Site has the potential to support roosting, foraging and commuting bats, as well as badger and hedgehog. Following further survey work, the EcIA concludes that roosting bats and badgers are likely to be absent from the Site. In addition, invasive wall cotoneaster has been identified within the Site. A suitable programme of eradication will therefore be implemented to prevent its spread as a result of the Proposed Development and this can be secured through a suitably worded planning condition.

The EcIA identifies a range of avoidance, protection, mitigation, compensatory and enhancement measures relating to habitats and protected and notable species. These measures will be implemented as part of the Proposed Development and can be secured, where necessary, through suitably worded planning conditions.

On the basis of the findings of the EcIA, it is concluded that there will be no significant residual effects on designated sites, habitats or protected species arising from the Proposed Development, subject to the identified mitigation and enhancement measures being implemented during construction and operation.

The application is also supported by a Biodiversity Net Gain Assessment ('BNGA') and Biodiversity Metric, prepared by Lucion.

The BNGA and metric confirm that the on-site baseline value comprises 39.02 habitat units and 0.17 hedgerow units. No watercourses are present within the Site and, accordingly, the baseline value for watercourse units is zero. The baseline position provides the benchmark against which the biodiversity impacts and gains associated with the Proposed Development have been assessed.

The BNGA and metric confirm that the post-development habitat composition, as illustrated on the Landscape Strategy Plan (BEA-26-043-01 P03), will deliver an on-site post-development value of 11.26 habitat units and 0.57 hedgerow units. This equates to a net change of -27.77 habitat units (-71.16%) and +0.40 hedgerow units (+235.29%). The Proposed Development therefore achieves a significant enhancement in hedgerow units, comfortably exceeding both the statutory 10% requirement and the Applicant's 15% target on-site.

Whilst the Proposed Development has been designed in accordance with the mitigation hierarchy, retaining existing boundary vegetation and trees where practicable and delivering new areas of grassland, scrub, shrub planting and tree planting, the provision of on-site habitat units falls below the requisite biodiversity net gain target and an off-site offset is required to address the residual habitat unit deficit. The principal contributor to this position is the loss of existing mixed scrub, woodland, other neutral grassland and individual trees, together with the limitations on habitat reinstatement arising from the need to minimise bird strike risk in accordance with the Wildlife Hazard Management Plan and the aerodrome safeguarding requirements associated with Manchester Airport.

To achieve the Applicant's targeted 15% Biodiversity Net Gain, the BNGA confirms that a minimum of 33.62 habitat units will need to be secured through off-site biodiversity enhancements. The Applicant's 15% target exceeds the statutory minimum requirement and will contribute towards wider landscape-scale nature recovery. In accordance with the biodiversity gain

	hierarchy and habitat trading rules, offsets of the same broad habitat type, or habitats of a higher distinctiveness, will be secured. Suitable offsetting opportunities are being explored within Greater Manchester in the first instance, with alternative habitat banks elsewhere in England being utilised if necessary. Lucion, on behalf of the Applicant, has engaged with habitat providers within the Greater Manchester region and established that sufficient habitat units are available to meet the development's 15% Biodiversity Net Gain target. Suitable receptor locations have been identified which are capable of accommodating the requisite number of habitat units. Overall, the Proposed Development will deliver a measurable Biodiversity Net Gain in excess of statutory requirements, contributing towards wider nature recovery objectives whilst ensuring that no significant residual effects arise in respect of designated sites, habitats or protected species. On this basis, the Proposed Development accords with PfE Policy JP-G8, Core Strategy Policies EN15 and DM1, and Policy N2 of the Framework.
Arboriculture	A Tree Survey, Arboricultural Impact Assessment (AIA) and Arboricultural Method Statement (AMS) have been prepared by CuraTerae and detail the potential arboricultural impacts of development at the site and the range of protection measures and construction methodologies that must be adopted. The Arboricultural Impact Assessment (AIA) identifies 120 arboricultural features within and adjoining the red-line boundary such that they have a relationship with the Proposed Development. The AIA identified a further 74 features which are located outside the Site and were surveyed to inform the proposed landscaping strategy, boundary treatments and the accompanying Landscape and Visual Impact Assessment and Heritage Assessment. The AIA confirms that the Proposed Development requires the removal of 62 features, and the partial removal of a further seven (7) features. No high-quality trees are being removed from the site. The AIA concludes that the Proposed Development has been informed by arboricultural constraints from the outset and that impacts on retained trees can be appropriately managed through the implementation of the Arboricultural Method Statement and Tree Protection Plan. Whilst some tree removal is required to facilitate development, much of the affected vegetation comprises self-seeded pioneer species, young trees and areas of colonising vegetation which are of limited individual arboricultural value. The most significant tree resources, including mature boundary trees and the established poplar belt along the boundary, are retained and protected. Where development interfaces with retained trees, a range of

	mitigation measures are proposed including protective fencing, no-dig construction techniques, arboricultural supervision and replacement planting as part of the wider landscaping strategy. The accompanying landscaping scheme confirms that 93 trees will be planted on-site. These will comprise a variety of species and outnumber the 62 low-quality trees being removed. The assessment therefore confirms that the proposals represent an acceptable arboricultural outcome and that the long-term health and amenity value of retained trees can be safeguarded throughout the construction and operational phases of the development**.** Accordingly, the Proposed Development would not give rise to any adverse effects that cannot be appropriately mitigated through the inclusion of mitigation measures. The Proposed Development is considered in accordance with CS Policy EN15, CS Policy DM1 and CS Policy JP-G8 of the adopted development plan and Policy N3 of the Framework.
Flood Risk & Drainage	The application is supported by a Flood Risk Assessment ('FRA') & Drainage Strategy, prepared by Burrows Graham. The FRA confirms that the Site is located entirely within Flood Zone 1and is therefore considered to be at low risk of fluvial flooding. The site is also considered to be at low risk of flooding from groundwater, sewers, tidal sources and reservoirs. The Environment Agency Long-Term Flood Risk mapping identifies localised areas of high surface water flood risk within the existing site, predominantly corresponding with existing low-lying areas. In accordance with Policy F5 of the NPPF there is no requirement to apply the sequential test where a site-specific flood risk assessment demonstrates that the proposed layout design, and mitigation measures ensure that the occupiers and users would remain safe from current and future surface water flood risk without increasing flood risk elsewhere. The FRA demonstrates that the Proposed Development will mitigate this risk of surface water flooding through reprofiling of the existing ground and implementation of a new surface water drainage network. On this basis, the developed site is considered to be at low risk of surface water flooding. The Drainage Strategy evidences that infiltration has been discounted due to the low-permeability clay deposits underlying the site, that there are no accessible watercourses present on site and, as such, surface water runoff from the Proposed Development will discharge to the existing United Utilities public surface water sewer. Surface water will be managed through a sustainable drainage strategy that attenuates runoff on site and restricts discharge rates to greenfield levels, ensuring the development does not increase flood risk elsewhere and can accommodate extreme rainfall events, including allowances for climate change. Foul water drainage will be split between two separate gravity networks, utilising the existing United Utilities foul sewer within Atlas Park and the combined sewer adjacent to Simonsway.

	Safe access and egress are provided throughout the site, and the Assessment confirms that the development can be occupied and operated safely for its lifetime without giving rise to unacceptable flood risk impacts. On this basis, the Proposed Development is in accordance with Policies CS Policy EN14, PfE Policy JP-S4, of the development plan and Policies F4, F5, F7 and F8 of the Framework.
Ground Conditions and Unexploded Ordnance ('UXO')	A Preliminary Geo-Environmental Risk Assessment has been undertaken by Lucion. The assessment assesses the likely environmental and geotechnical issues associated with soil and groundwater conditions that may affect the proposed development of the Site. It finds that there are a number of potential contamination sources associated with the site's former industrial use, including localised Made Ground, potential contamination linked to the former chemical and manufacturing works, possible infilled land, asbestos within demolition materials, and a low to moderate risk from contamination, groundwater impacts and ground gases. However, it finds that these may be localised in areas of the former Ferranti factory, with widespread contamination considered to be unlikely. The assessment has identified a low to moderate risk of soil contamination, groundwater and hazardous ground gas at the Site. Potential geohazards have been identified associated with potential Made Ground, potentially infilled land, and potential soft ground on-Site. This will require further investigation to determine the extent and properties of the clay deposits and allow for development of an accurate ground model for foundation design. Accordingly, the assessment recommends that an intrusive Site investigation be undertaken to assess the potential for contamination and ground gases and any associated impact on the Proposed Development. Subject to the findings of this investigation and the implementation of any necessary remediation and mitigation measures, the Site is capable of being developed in accordance with relevant environmental and geotechnical requirements. This can be controlled via a planning condition. In addition to the assessment, the application is also support by a Stage 2 Detailed Explosive Ordnance Risk Assessment, prepared by Impartial Assessments. The assessment identified that the Site is at low to moderate risk of explosive ordnance, which can be mitigated via standard working practices during below ground works. The Proposed Development therefore complies with PfE Policy JP-S1, the relevant provisions of the Core Strategy and Policies P2 P3, P4, P5 of the Framework.

Air Quality	An Air Quality Assessment (AQA) has been prepared by Lucion to determine baseline conditions in the vicinity of the Site and to assess potential impacts associated with the Proposed Development. The Air Quality Assessment identified a medium risk of dust impacts during construction, reflecting the scale of the proposed development and the potential for dust and fine particles to affect nearby receptors. However, with the implementation of standard mitigation measures and good site management practices, these impacts can be effectively controlled. As a result, the residual effects during the construction phase are expected to be not significant. During operation, the development is anticipated to have a negligible impact on local air quality, with associated traffic movements not resulting in significant effects on nearby receptors. A Damage Cost Assessment has also been undertaken to quantify the development's potential emissions and identify any appropriate mitigation measures required. Overall, the assessment concludes that any air quality impacts can be appropriately managed and that the development would not give rise to significant adverse effects. Accordingly based on the results of the assessment and the implementation of the proposed mitigation measures, it is considered that, the Proposed Development complies with the adopted development plan Policies CS EN16 and PfE JP-S5 and Policies P3 and P4 of the Framework.
Noise	A Noise Impact Assessment has been prepared by Lucion to identify the key noise sources associated with the proposal and which may have the potential to impact the closest sensitive residential dwellings. The Noise Assessment confirms that baseline noise surveys have informed the assessment of the Proposed Development and demonstrate that any operational noise associated with the development would remain below existing background noise levels at the nearest sensitive receptors and therefore no mitigation would be required. The assessment identifies that fixed plant and equipment can operate within specified noise limits, resulting in negligible impacts on surrounding occupiers and avoiding the need for additional mitigation measures. Furthermore, predicted maximum noise levels would not exceed recognised internal night-time criteria. The Assessment concludes that the Proposed Development would not give rise to significant adverse noise effects and is acceptable in technical and environmental terms. On this basis, the Proposed Development complies with the adopted development plan CS Policy DM1, PfE Policy JP-S1 and Policy P3 of the Framework.

Lighting	A Lighting Assessment has been prepared by Waterman and is submitted as part of this application. The Assessment confirms that the Proposed Development complies with relevant lighting and aerodrome safeguarding requirements. The proposed LED lighting scheme will provide improved control of light spill and glare compared to the existing lighting within Atlas Business Park, achieving a 0% upward light output ratio and compliance with CAST guidance. As a result, the Proposed Development will minimise impacts on local amenity and Manchester Airport operations while also improving energy efficiency. On this basis, the Proposed Development complies with the adopted development plan CS Policy DM1, PfE Policy JP-S1 and Policy P3 of the Framework.
Heritage	The Heritage Statement, prepared by Turley, concludes that the Proposed Development would have no effect on the significance of designated or non-designated heritage assets. In relation to the designated heritage assets, Grade II listed Chamber Hall and Grade II listed Chamber Hall Barn, the Site no longer forms part of their historic agricultural setting, having been previously developed and now forming part of a landscape characterised by employment uses, major transport infrastructure, airport-related development and residential areas. Visibility assessments confirm that views of the Proposed Development from the listed buildings would be heavily restricted or screened, and the development would not be visible from the farmstead area that makes the greatest contribution to their significance. As a result, the ability to appreciate the architectural, historic and evidential value of these assets would be fully preserved. The Assessment also concludes that there would be no effect on the significance of the identified non-designated heritage assets, including the cottages on Daisy Bank Lane, Daisy Bank Farm and the Tatton Arms Public House. Any views of the development would be limited by distance, existing and proposed landscaping, and the already mixed and developed character of the surrounding area. Based on an assessment of the significance and setting of heritage assets near the site with potential to be affected by the Proposed Scheme, consideration of the contribution made by the site to the significance of these assets and the likely impact of the Proposed Scheme, it is concluded that there would be no effect on the significance of the grade II listed Chamber Hall, the grade II listed Chamber Hall Barn or the identified non-designated heritage assets. The Proposed Scheme will meet the objectives of Chapter 20 of the NPPF and the requirements of s.66(1) of the Planning (Listed Buildings and Conservation Areas) Act can be satisfied if MCC grants planning permission. The Proposed Development is also in accordance with the relevant provisions of the adopted development plan, including CS Policy EN3, CS Policy DM1 and PfE Policy JP-P2.

Archaeology	The Desk-Based Archaeological Assessment ('DBA') submitted with this application confirms that Proposed Development is acceptable in heritage and archaeological terms. No designated heritage assets are located within the Site and therefore there would be no direct effects on designated assets. The assessment identifies a generally low archaeological potential, reflecting the site's long-standing agricultural use and subsequent modern development, although it recognises that isolated archaeological remains could survive within limited areas of undisturbed ground. Given this low potential, any requirement for further archaeological investigation can appropriately be addressed following the grant of planning permission through a programme of trial trenching where necessary. Should any sensitive remains be identified, these can be subject to excavation and recording in accordance with a Written Scheme of Investigation agreed with the Greater Manchester Archaeological Advisory Service. On this basis, the proposed development is therefore compliant with the policies of the Development Plan (CS Policies EN3 and DM1, and PfE JP-P2) and the Framework (Policies HE4, HE5, HE6 and HE7).
Sustainability	An Environmental Standards Statement, prepared by Envision, is submitted as part of this application and demonstrates the range of measures incorporated into the Proposed Development, which seek to reduce carbon emissions and adapt to climate change. The Proposed Development incorporates a comprehensive package of sustainability and environmental measures. The Proposed Development is designed to achieve net zero regulated operational carbon emissions through an energy strategy based on energy-efficient building fabric, high levels of airtightness, all-electric building systems and extensive roof-mounted photovoltaic panels. In addition, the development is targeting a BREEAM 'Excellent' rating, reflecting high standards of environmental performance across the design and construction process. Further, the Proposed Development has also been designed to be resilient to future climate change, with measures incorporated to address projected increases in temperatures and changing rainfall patterns. To support resource efficiency, the existing office building will be demolished following a pre-demolition audit, with a target of diverting at least 95% of demolition materials from landfill through reuse and recycling. The design has further been informed by whole-life carbon and lifecycle cost assessments to promote durability and minimise future maintenance requirements. The Sustainability Statement concludes that the Proposed Development is compliant with the policies of the Development Plan (CS Policies EN4, EN6, EN8 and EN9, and PfE Policies JP-S1 and JP-S2) and the Framework (Policies CC2 and CC3).

Summary

7.5 In summary, it is evidenced that the Proposed Development accords with the relevant design, transport, ecology, arboriculture, flood risk and drainage, amenity, sustainability, heritage and ground conditions policies of the Development Plan and other material considerations insofar as they are relevant. The supporting technical assessments confirm that the Proposed Development can be delivered without giving rise to any significant adverse effects that cannot be appropriately avoided, mitigated or managed.

7.6 The proposals would give rise to some localised adverse landscape and visual effects, particularly in views from receptors immediately adjacent to the Site. However, these effects are limited in geographic extent, occur within a landscape of low sensitivity that is already strongly influenced by commercial development, transport infrastructure and Manchester Airport, and are moderated through extensive landscape mitigation. The LVIA identifies no significant effects on landscape character and concludes that the development would become increasingly integrated within its surroundings as planting matures. Accordingly, only limited weight should be attributed to landscape and visual effects in the planning balance.

7.7 Overall, there is a compelling range of benefits which outweigh the limited harm arising as a result of the Proposed Development. The benefits can be summarised as follows:

- **Effective use of allocated land:** the Proposed Development will bring a vacant and underutilised, predominantly previously developed employment site back into productive use, consistent with the Site's long-standing allocation and the strategy for Atlas Business Park.

- **Modern employment floorspace:** seven high-quality industrial and logistics units will provide 34,655 sqm of accommodation and a net increase of 26,258 sqm of employment floorspace.

- **Response to market need:** the mix of small and medium-sized units will address the identified shortage of Grade A industrial and logistics premises in South Manchester, particularly units below 100,000 sq ft.

- **Employment creation and economic output**: the Proposed Development is expected to create approximately 570 FTE jobs on Site and 580 net additional employment opportunities across Greater Manchester, including around 215 opportunities for Manchester residents and will generate approximately £36.6 million in annual GVA across Greater Manchester, including £24.6 million in Manchester, together with around £1.3 million in annual business rates for the City Council.

- **Construction benefits**: the construction phase will support approximately 165 FTE jobs across Greater Manchester, including 60 jobs for Manchester residents, and generate £29.9 million in GVA.

- **Regeneration and strategic growth:** the Proposed Development will support the regeneration of Wythenshawe, strengthen Greater Manchester's southern competitiveness and help maximise the economic potential of Manchester Airport and its surrounding employment cluster.

- **Highway improvements**: the Proposed Development will deliver an upgraded vehicular access from Simonsway, tactile paving and improved crossing facilities, reinstatement and resurfacing of footway and cycleway links along the Site frontage and Airport Orbital route, relocation of the westbound bus stop and passenger shelter, and improved cycle connections at Pasture Field Road.

- **Environmental enhancement and low-carbon design:** the Proposed Development can deliver a biodiversity net gain of 15% through a combination of on-site and off-site provision and a high-quality landscape setting, target BREEAM 'Excellent', achieve net zero regulated operational carbon through energy-efficient, all-electric buildings and extensive rooftop photovoltaic panels, and divert at least 95% of demolition materials from landfill.

7.8 Taken together, the benefits of the Proposed Development are substantial. The proposals will deliver substantial economic growth, create high-quality employment opportunities, respond directly to an identified market need, secure the productive reuse of a vacant employment allocation and make an important contribution to the continued growth of South Manchester and the Manchester Airport employment cluster. These benefits are enduring.

7.9 When weighed against the limited harm it is clear that the planning balance falls decisively in favour of the Proposed Development and planning permission should therefore be granted.

8. Summary and Concluding Remarks

8.1 This Planning Statement supports an application submitted on behalf of Aviva Life and Pensions UK Limited for the redevelopment of a vacant and underutilised employment site at Atlas Business Park for:

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

8.2 The Proposed Development has been informed through engagement with stakeholders and local residents and seek to deliver a high-quality, sustainable industrial and logistics development.

8.3 The Site is a long-established employment allocation comprising predominantly previously developed land. The Proposed Development will support the objectives of the Development Plan and the Framework through the productive reuse of brownfield land in a sustainable and highly accessible location.

8.4 The accompanying technical assessments demonstrate that the Proposed Development can be delivered without giving rise to any unacceptable adverse effects and that any residual impacts identified are localised, largely temporary in nature and capable of mitigation through design measures, ecological and landscape enhancements, construction controls, remediation measures and planning conditions. Consequently, they attract only limited weight in the planning balance.

8.5 The limited landscape and visual effects identified are not significant and overall, the development would become increasingly integrated within its surroundings as the proposed planting matures. Accordingly, only limited weight should be attributed to landscape and visual effects.

8.6 In contrast, the Proposed Development will deliver substantial economic, social and environmental benefits, including the delivery of 34,655 sqm of modern employment floorspace, significant employment and economic growth, support for Manchester Airport and the wider South Manchester economy, transport and accessibility improvements, biodiversity enhancements and low-carbon development. Substantial weight should therefore be afforded to these benefits.

8.7 The principle of employment-led redevelopment is firmly established, the Proposed Development accords with the Development Plan when read as a whole, and the previous reasons for refusal have been comprehensively addressed. Furthermore, the Proposed Development is strongly supported by the National Planning Policy Framework and other material considerations, all of which weigh in favour of granting planning permission. The planning balance therefore weighs decisively in favour of the Proposed Development and planning permission should be granted.

Appendix 1: List of Submitted Plans & Documents

Document / Drawing Title	Document / Drawing Reference	Author
Forms and certificates		
Application forms and certificates	N/A	Turley
Drawings and plans		
Site Location Plan	20071-HAL-ZZ-ZZ-DR-A-PL001 P03	Hale
Existing Site Plan (Ground Level)	20071-HAL-ZZ-ZZ-DR-A-PL002 P02	Hale
Existing Site Plan (Roof Level)	HAL-ZZ-ZZ-DR-A-PL081 P01	Hale
Existing Elevations	HAL-XX-XX-DR-A-PL080 P01	Hale
Existing Demolition Plan	HAL-ZZ-ZZ-DR-A-PL083 P01	Hale
Proposed Site Plan (Ground Level)	HAL-ZZ-ZZ-DR-A-PL003 P07	Hale
Proposed Site Plan (Roof Level)	HAL-ZZ-ZZ-DR-A-PL082 P01	Hale
Proposed Site Sections 1 of 2	HAL-XX-XX-DR-A-PL-006 P02	Hale
Proposed Site Sections 2 of 2	HAL-XX-XX-DR-A-PL-007 P03	Hale
Proposed Site Elevations	HAL-XX-XX-DR-A-PL-008 P02	Hale
Unit 1 Proposed Plan	20071-HAL-U1-00-DR-A-PL-010 P02	Hale
Unit 1 - GA-Proposed GF Main Entrance, FF & SF Office Plan	HAL-U1-ZZ-DR-A-PL-011 P02	Hale
Unit 1 Proposed Roof Plan	HAL-U1-RF-DR-A-PL-014 P01	Hale
Unit 1 Proposed Elevations	HAL-U1-XX-DR-A-PL-012 P01	Hale
Unit 1 Proposed Sections	HAL-U1-XX-DR-A-PL-013 P01	Hale
Unit 2 & 3 Proposed Plans	HAL-U2-00-DR-A-PL-020 P01	Hale
Unit 2 - GA-Proposed GF Main Entrance & FF Office Plan	HAL-U2-ZZ-DR-A-PL-021 P01	Hale
Unit 3 - GA-Proposed GF Main Entrance & FF Office Plan	HAL-U3-ZZ-DR-A-PL-022 P02	Hale
Unit 2 & 3 Proposed Roof Plans	HAL-U2U3-RF-DR-A-PL-025 P01	Hale
Unit 2 & 3 Proposed Elevations	HAL-U2U3-XX-DR-A-PL-023 P01	Hale
Unit 2 & 3 Proposed Sections	HAL-U2U3-XX-DR-A-PL-024 P01	Hale
Unit 4 Proposed Plan	HAL-U4-00-DR-A-PL-040 P01	Hale
Unit 4 - GA-Proposed GF Main Entrance, FF & SF Office Plan	HAL-U4-ZZ-DR-A-PL-041 P01	Hale
Unit 4 Proposed Roof Plan	HAL-U4-RF-DR-A-PL-044 P01	Hale
Unit 4 Proposed Elevations	HAL-U4-XX-DR-A-PL-042 P01	Hale
Unit 4 Proposed Sections	HAL-U4-XX-DR-A-PL-043 P01	Hale
Unit 5 Proposed Plans	HAL-U5-00-DR-A-PL-050 P01	Hale
Unit 5 - GA-Proposed GF Main Entrance, FF & SF Office Plan	HAL-U5-ZZ-DR-A-PL-051 P01	Hale
Unit 5 Proposed Roof Plan	HAL-U5-RF-DR-A-PL-054 P01	Hale
Unit 5 Proposed Elevations	HAL-U5-XX-DR-A-PL-052 P01	Hale
Unit 5 Proposed Sections	HAL-U5-XX-DR-A-PL-053 P01	Hale
Unit 6 Proposed Plans	HAL-U6-00-DR-A-PL-060 P01	Hale

Unit 6 - GA-Proposed GF Main Entrance, FF & SF Office Plan	HAL-U6-ZZ-DR-A-PL-061 P01	Hale
Unit 6 Proposed Roof Plan	HAL-U6-RF-DR-A-PL-064 P01	Hale
Unit 6 Proposed Elevations	HAL-U6-XX-DR-A-PL-062 P01	Hale
Unit 6 Proposed Sections	HAL-U6-XX-DR-A-PL-063 P01	Hale
Unit 7 Proposed Plans	HAL-U7-00-DR-A-PL-070 P02	Hale
Unit 7 - GA-Proposed GF Main Entrance, FF & SF Office Plan	HAL-U7-ZZ-DR-A-PL-071 P01	Hale
Unit 7 Proposed Roof Plan	HAL-U7-RF-DR-A-PL-074 P01	Hale
Unit 7 Proposed Elevations	HAL-U7-XX-DR-A-PL-072 P02	Hale
Unit 7 Proposed Sections	HAL-U7-XX-DR-A-PL-073 P02	Hale
Typical Potential External Materials	P01	Hale
Drainage Strategy	30460-BGL-XX-XX-DR-C-00250 P01	Burrows Graham
Proposed Levels	30460-BGL-XX-XX-DR-C-00255 P02	Burrows Graham
Earthworks Volumes	30460-BGL-XX-XX-DR-C-00256 P02	Burrows Graham
2D Topographic Survey	SUMO-28484 & SUMO-29308	Sumo Services
Landscape Strategy Plan	26-043-01 P03	BEA
Planting Plan 1 of 4	26-043-02 P02	BEA
Planting Plan 2 of 4	26-043-03 P02	BEA
Planting Plan 3 of 4	26-043-04 P02	BEA
Planting Plan 4 of 4	26-043-05 P02	BEA
Documents		
Covering Letter	-	Turley Planning
Application Forms and Certificates	-	Turley Planning
Design and Access Statement	20071 - REV C	Hale
Planning Statement	-	Turley Planning
Statement of Community Engagement	-	Turley Strategic Communications
Landscape and Visual Impact Assessment	-	Turley Landscape & Townscape
Construction Management Strategy	Rev 3	Glencar
Air Quality Assessment	Issue 2	Lucion
Archaeological Desk Based Assessment	LDS61-01	Prospect Archaeology
Aviation Summary Report		John Twigg
Wildlife Hazard Management Plan		Birdstrike Management Ltd

Glint and Glare Study & Results Note for Updated Layout	13144A1 / 13144	Pager Power
Wind Shear Turbulent Assessment (*across 2 reports and 1 letter)*		Nova
Arboricultural Impact Assessment and Method Statement (including Tree Survey)	V1.0b	Lucion
Crime Impact Statement	CIS - Confirmation Letter *(Full document to be submitted post-submission)*	GMP
Ecological Impact Assessment	Issue 4	Lucion
Biodiversity Net Gain Assessment / Strategy	-	Lucion
Biodiversity Net Gain Metric	Issue 3	Lucion
Flood Risk Assessment and Drainage Strategy	30460-BGL-XX-XX-RP-D-00001 P02	Burrows Graham
Heritage Statement	-	Turley Heritage
External Lighting Strategy	15710-WAT-XX-00-DR-E-60130	Waterman
External Lighting Outline Layout	15710-WAT-XX-00-DR-E-60131	Waterman
Lighting Assessment	15710-WAT-XX-XX-RP-E-10135	Waterman
Luminaire Schedule	15710-WAT-XX-XX-SH-E-0001	Waterman
Noise Impact Assessment	Issue 4	Lucion
Preliminary Geo-Environmental Risk Assessment	Issue 03	Lucion
Stage 2 Detailed Explosive Ordnance Risk Assessment	DRA.10073.22	Impartial Assessments
Environmental Standards Statement	Rev C	Envision
Transport Statement	R02-SG-5672-Transport Assessment (TA)	TTP
Travel Plan	R01-SBD-5672-Framework Travel Plan	TTP
Economic Benefits Statement	-	Turley Economics
Health Impact Assessment	-	Turley Economics
Market Report	-	JLL / B8 Real Estate
EIA Screening *(submitted separately on 21st October)*	-	Turley EIA

Appendix 2: Development Management Policies

Theme	Summary
Transport and Access	Policy TR3 of the NPPF seeks to ensure development is located in accessible and sustainable locations that reduce the need to travel by private car, maximise opportunities for walking, cycling and public transport, and make effective use of existing and proposed transport infrastructure. The policy also requires any transport or highway impacts to be appropriately mitigated and encourages development that supports wider environmental benefits, including improved air quality and sustainable travel choices. Policy TR4 of the NPPF requires transport considerations to be fully integrated into the design of development, with priority given to pedestrians, cyclists and public transport users. Development should provide safe, inclusive and attractive access arrangements, accommodate servicing and emergency vehicles, and deliver an appropriate level of parking and cycle provision reflecting the site's location, accessibility and operational requirements. Policy TR6 of the NPPF requires development proposals to assess transport impacts through the provision of a transport statement or assessment and a travel plan. CS Policies T1 and T2 underpin the delivery of CS Spatial Objective SO5, which seeks to improve the physical connectivity of the City through sustainable transport networks and improved access to jobs, education, services, retail, leisure and recreation. In doing so, the pattern of development in the city should ensure good access to the City's economic drivers and be easily accessible by modes of sustainable transport. PfE Policy JP-C1 supports development that minimises both the need to travel and the distance travelled by unsuitable modes to jobs, housing and other key services. Ensuring development and transport investment fully considers the needs of all people and those modes which make most efficient and sustainable use of limited road space. PfE Policy JP-C5 requires streets to be designed and managed to make a significant positive contribution to the quality of place and support high levels of walking, cycling and public transport. Targeted improvements to the highway network supported through studies and scheme development which secure a significant increase in the proportion of trips made by walking, cycling and public transport. PfE Policy JP-C6 supports a range of measures to deliver higher proportion of journeys made by walking and cycling for example, creating safe, attractive and integrated walking and

	cycling infrastructure, connecting every neighbourhood and community with reference to national and locally adopted design guidance. PfE Policy JP-C6 seeks to help deliver a higher proportion of journeys made by walking and cycling. Policy JP-C8 states that PfE will require new development to be located and designed to enable and encourage walking, cycling and public transport use, to reduce the negative effects of car dependency, and help deliver high quality, attractive, liveable and sustainable environments. The Draft Manchester Local Plan Policy T1 supports proposals that promote sustainable economic growth and a reduction in carbon emissions. The PPG on Transport and Access advises that development should be located and designed to maximise opportunities for walking, cycling and public transport, whilst ensuring safe and suitable access for all users and recognising the differing transport characteristics of urban and rural areas. It requires transport impacts to be assessed proportionately through tools such as Transport Assessments, Transport Statements and Travel Plans where significant movements are generated, with mitigation measures focused on promoting sustainable travel and reducing adverse transport effects.
Aerodrome	CS Policy DM 2 confirms that development that would affect the operational integrity or safety of Manchester Airport will not be permitted. PfE Policy JP-C7 supports more efficient and sustainable movement of freight, including by: accommodating the expansion of air freight activities at Manchester Airport; providing of consolidated distribution centres; providing overnight parking and rest areas, with the appropriate facilities; and ensuring new developments make appropriate provision for deliveries and servicing in terms of road safety, traffic congestion and environmental impacts. The Draft Manchester Local Plan Policy DM9 states that development that would affect the operational integrity or safety of Manchester Airport or Manchester Radar will not be permitted.
Design	Policies DP3 and DP4 of the NPPF require development proposals to respond to their context and integrate and enhance their surroundings, and that design quality should be considered throughout the whole development process.

	CS Policy EN1 requires all development to follow the following principles of urban design including character; continuity and enclosure; quality of the public realm; legibility; adaptability and diversity. CS Policy DM1 requires all new development to have regard to appropriate siting, layout, scale, form, massing, materials and detail, as well as the impact of the proposals on the surrounding areas in terms of its design, scale and appearance. The Draft Manchester Local Plan Policy D1 requires development to create high-quality places, including individual buildings and create a sense of place. The Design: process and tools PPG requires development to respond positively to its context, create attractive, safe and sustainable places, provide high-quality buildings and public spaces, support movement and connectivity, integrate nature, and reflect relevant design guidance and codes. Proposals should demonstrate the principles of good design set out in the National Design Guide and contribute positively to the character and quality of an area
Ecology and Biodiversity	Policy N2 and N3 of the NPPF require the design and location of new development to consider nature's recovery and wider environmental outcomes, protect important habitats and species and landscapes to deliver sustainable growth. This sets out that development proposals should: • Identify opportunities for the enhancement and recovery of landscapes through strengthening ecological networks; • Steer the location of development in ways which utilise land of least environmental value; • Within Protected Landscapes should be limited in scale and extent; • Consider the environmental qualities of land proposed for development, including habitats and landscape character; • Significant harm to biodiversity should be avoided, adequately mitigated or compensated for. PfE Policy JP-G8 will utilise local planning and associated activities to create a net enhancement of biodiversity resources by; increasing the quality, quantity, extent and diversity of habitats; improving connections between habitats and enhancing the management of existing habitats. CS Policy EN15 sets out that the Council will seek to maintain or enhance sites of biodiversity value throughout the City. Particular considerations for protected and priority species

	and the Council's aim for a net increase in trees across the City. Developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on-site or adjacent to the site, contributing to linkages between valuable or potentially valuable habitat areas. Any adverse impacts on biodiversity will need to be justified against the wider benefits of the proposal. Draft Manchester Local Plan Policy EN4 states development shall avoid having significant adverse impact on the nature conservation value, seeking to maintain, enhance or restore existing geodiversity. Development should support and help to deliver on the priorities and actions set out in the Greater Manchester Local Nature Recovery Strategy. The Natural environment and Biodiversity net gain PPGs expect development to protect, restore and enhance biodiversity and ecological networks, avoid significant harm to habitats and species, and apply the mitigation hierarchy by avoiding impacts first, then mitigating or compensating where necessary. Development should retain and enhance ecological features and, unless exempt, deliver a measurable biodiversity net gain of at least 10%, either on-site, off-site or through statutory credits, resulting in biodiversity being left in a measurably better state than before development.
Sustainability and Climate Change	Policy CC2 and CC3 of the NPPF seek to ensure that development both mitigates and adapts to climate change. Policy CC2 requires proposals to reduce carbon emissions by promoting sustainable travel, supporting accessible and well-connected locations, improving energy and resource efficiency, encouraging the reuse of buildings and materials, and facilitating the use of low-carbon and renewable energy sources. Policy CC3 complements this by ensuring development is resilient to climate change impacts through measures such as flood risk management, sustainable drainage, overheating mitigation, green infrastructure, tree planting and, where relevant, wildfire prevention. Together, the policies support the transition to net zero while ensuring development remains safe, sustainable and resilient over its lifetime. CS Policies EN 4, EN 6, EN 8, and EN 9 relate to adaption to climate change, in which all new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and external spaces. Regard is to be had to areas such as minimisation of flood risk, the use of Green Infrastructure and the opportunity to provide linked and diverse green space.

	PfE Policy JP-S2 similarly seeks to contribute to the aim of the Greater Manchester authorities of becoming carbon neutral no later than 2038. This is expected to be delivered through BREEAM certified and zero carbon developments where feasible and viable. PfE Policy JP-S3 states that within the identified "Heat and Energy Network Opportunity Areas", unless it can be demonstrated that there are more effective alternatives for minimising carbon emissions or such connection is not practicable or financially viable, it is expected that major developments connect to such networks. Draft Manchester Local Plan Policy ZC 1 requires all new development to support sustainable development and where a building/buildings are to be demolished a Demolition Justification Statement should be submitted. Electric vehicle points should be installed where appropriate and the design of new developments should be adaptable to enable future changes of use or layout. Policy ZC2 requires all new development to achieve net zero targets. All non-residential proposals should achieve levels in line with the Net Zero Building Standards. The Climate change PPG expects development to support both climate change mitigation and adaptation by reducing greenhouse gas emissions, promoting energy efficiency and renewable energy, and increasing resilience to the impacts of climate change. Proposals should be located and designed to minimise environmental impacts, make efficient use of resources, and respond to climate risks such as flooding, overheating and extreme weather, thereby contributing to the delivery of sustainable development and the transition to a low-carbon future.
Waste Management	**CS Policy EN 19** (Waste) requires all developers to submit a waste management plan to demonstrate how construction and demolition waste will be minimised and recycled on site wherever possible and how the sustainable waste management needs of the end user will be met. **CS Policy DM1** (Development Management) requires all new development to have regard to refuse storage and collection. **Policy JP-S6 (Resource Efficiency)** promotes the efficient use of resources by encouraging developments to minimise waste, maximise reuse and recycling, and support Greater Manchester's transition towards a circular and zero-waste economy. The policy requires sustainable design and construction practices that reduce waste generation and

	contribute to the delivery of sustainable, low-carbon development.
Noise	Policy P3 of the NPPF sets out that dPoevelopment proposals should mitigate and reduce to a minimum potential adverse impacts resulting from noise, not result in levels of noise exposure which would have a significant observed adverse effect, and maintain the character of tranquil areas. The Noise PPG requires development to take account of the existing and future acoustic environment and ensure that noise does not result in significant adverse effects on health, quality of life or amenity. Noise considerations should be integrated into the design process at an early stage, with proposals using good acoustic design and appropriate mitigation measures to minimise potential impacts and secure a good standard of amenity for existing and future occupiers.
Flood Risk and Drainage	Policy F4, F5, F7 and F8 of the NPPF state that development proposals should not present a risk from flooding to potential occupiers, users, or visitors, and should not increase flood risk elsewhere, alongside require flood assessment and sequential test, where applicable. CS Policy EN 14 states development should be directed away from sites at greatest risk of flooding, and towards sites with little or no risk of flooding. The policy also outlines that all new development should minimise surface water run-off, including through Sustainable Drainage Systems ("SUDS") and the appropriate use of Green Infrastructure. PfE Policy JP-S4 seeks to locate and design development so as to minimise the impacts of current and future flood risk, including through managing surface water runoff through sustainable drainage systems. Draft Manchester Local Plan Policy EN9 states development should be directed away from sites at the greatest risk of flooding and all new development should minimise surface water run-off. The Flood risk and coastal change PPG requires development to avoid areas at highest flood risk where possible, manage flood risk effectively through site-specific assessment and mitigation, and incorporate sustainable drainage measures to control surface water runoff. Development should be designed to remain safe and resilient throughout its lifetime, taking account of climate change and ensuring that flood risk is not increased on-site or elsewhere.
Heritage	NPPF Policy HE4 and HE5 establish that development proposals should conserve and enhance the historic

	environment, including that they should be informed by a proportionate heritage assessment which should identify whether the proposals have a positive effect, have no effect on the significance of heritage assets and result in harm; and avoid harm to the significance of heritage assets. CS Policy EN 3 states that Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the city centre. New developments shall be designed to support the Council in preserving and enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance. PfE Policy JP-P2 seeks to conserve, sustain and enhance the historic environment. Development proposals affecting designated and non-designated heritage assets and/or their settings will be considered having regard to national planning policy. Draft Manchester Local Plan Policy D4 requires development affecting Heritage assets to positively conserve or enhance their significance as an integral part of sustainable growth.
Lighting	Policy P3 of the NPPF requires that development proposals should limit any adverse impacts from artificial light on local amenity, intrinsically dark landscapes, and nature. The Light pollution PPG highlights the importance of considering lighting as part of the overall design of development. Lighting should be carefully designed so that it is directed only where needed and used only when necessary, minimising unnecessary glare, light spill and sky glow. Particular regard should be given to the effects on nearby residents, wildlife, landscape character and dark night skies, whilst ensuring appropriate levels of safety and security are maintained
Air Quality	Policy P3 and P4 of the NPPF set out guidance regarding risks posed by pollution and other hazards to ensure that new development is appropriate for its location. Policy P3 and P4 sets out how this should be done: • Development proposals should take account of Air Quality Management Areas and be consistent with the objectives of relevant Air Quality Action Plans, Clean Air Plans and Local Air Quality Strategies; • Existing businesses, facilities and services should not have unreasonable restrictions placed on their current or permitted operation due to development

	being approved, this applies to new development involving changes of land use; • Sustain and contribute to compliance with relevant limit values or national objectives and targets for air pollutants, accounting for Local Air Quality Strategies; and • Development must not contribute to unacceptable levels of air pollution on or beyond the site PfE Policy JP-S5 states that a comprehensive range of measures will be taken to support improvements in air quality, focusing particularly on locations where people live, where children learn and play, where there are impacts on the green infrastructure network and where air quality targets are not being met. Policy JP-C5 also seeks for development to mitigate the impacts of air and noise pollution and carbon emissions from road transport. CS Policy EN 16 outlines that the Council will seek to improve the air quality within Manchester. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of development itself. The Council will consider the impacts on air quality, including cumulative impacts, when assessing the appropriateness of locations for new development. Draft Manchester Local Plan Policy EN7 establishes that the Council will seek to improve the air quality within Manchester and when assessing the appropriateness of locations for new development the Council will consider the impacts on air quality, alongside other plan objectives. This includes cumulative impacts, particularly in Air Quality Management Areas. The Air quality PPG highlights the importance of considering air quality where development could affect existing pollution levels or introduce sensitive uses into areas of poor air quality. Proposals should be designed to minimise emissions and exposure to pollution, taking account of impacts on public health, amenity, biodiversity and the wider environment. Where necessary, air quality assessments and mitigation measures should be used to ensure that development does not give rise to unacceptable air quality effects and supports improvements in local air quality.
Arboriculture	Policy N3 of the NPPF seeks to maximise the environmental, biodiversity and placemaking benefits of trees through development. It requires proposals to incorporate new tree planting, including tree-lined streets where appropriate, ensure that species selection and planting locations are

	suitable and compatible with surrounding infrastructure, and provide for the long-term management and maintenance of both existing and newly planted trees. Overall, the policy aims to enhance climate resilience, biodiversity and the quality of the built environment through effective tree provision and stewardship. CS Policy EN19 states that new developments will be expected to maintain existing infrastructure and where possible, enhance the quality and quantity. The Council will promote new planting particularly in circumstances where green links can be enhanced. PfE Policy JP-G7 aims to aid the delivery of the Greater Manchester Tree and Woodland Strategy, aiming to significantly increase tree cover, protect and enhance woodland, and connect people to the trees and woodland around them. The Natural environment PPG recognises trees and woodland as important components of the natural environment, contributing to biodiversity, landscape character, climate resilience, public amenity and health. It encourages development to work with existing tree cover wherever possible, using site layout and design to retain trees and maximise their benefits. The guidance also highlights the need for particular care where ancient woodland, veteran trees or other high-value tree assets are present, given their ecological and environmental importance
Ground Conditions	Policy P2 of the NPPF establishes that sites proposed for development should be suitable for their proposed use by taking into account ground conditions in terms of risks associated with land instability or contamination. PfE Policy JP-S1 states that in bringing forward previously developed sites for development, particular attention will be paid to tackling land contamination and stability issues. The Draft Manchester Local Plan Policy EN10 ensures that any proposal for development of land potentially affected by ground contamination must be accompanied by a human health and environmental risk assessment. The PPG on land affected by contamination and ground conditions highlights the need to ensure that land is suitable for its proposed use, taking account of risks arising from contamination, unstable land, mining activities, landfill, ground gases and other ground condition constraints. Development should be supported by appropriate

	assessment where risks are identified and, where necessary, remediation measures should be incorporated to ensure that the site can be developed safely without unacceptable risks to human health, property, controlled waters or the wider environment.
Digital Infrastructure	PfE Policy JP-C2 supports the provision of affordable, high quality, digital infrastructure through measures including; requiring all development to have full fibre to premises connections (unless technically infeasible and/or unviable). The Draft Manchester Local Plan Policy T4 requires that development should ensure sufficient ducting is provided to enable full-fibre broadband connectivity to all end users, meet the additional demand for mobile communications generated by the scheme, avoid adverse impacts on existing mobile network coverage, and where impacts cannot be avoided, provide appropriate mitigation. Proposals should also support the effective deployment of digital infrastructure, including the use of rooftops and suitable areas within the public realm for well-designed telecommunications equipment.

Appendix 3: Aviation Summary Report

AVIATION ISSUES

ATLAS PARK DEVELOPMENT

John Twigg BA (Hons) T&CP, MRTPI (retd.)
Aviation Planning Consultant

ATLAS PARK DEVELOPMENT

AVIATION ISSUES

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Submitted Version September 2026

1. Introduction.

The site lies to the north-east of Manchester Airport, approximately 1,200m from the north eastern end of the westernmost runway (Runway 1). At its closest point, the nearest proposed building is approx. 140m west of the extended runway centre-line, with aircraft both landing and taking-off along this path.

Due to this proximity, a wide range of potential aviation impacts have been considered in the design of the scheme. This report summarises that work and provides the legislative and policy context for the detailed technical expert reports that form part of the application.

2. Aerodrome Safeguarding

This is the regime which ensures the safe operation of the UK's airports and airspace and protects those operations from being adversely affected by new development.

3. Legislation and Policy.

Civil aviation is a major global industry, hence much of its regulation stems from international action.

ICAO (International Civil Aviation Organisation) is a UN Agency which sets international standards for all aspects of civil aviation. The CAA (Civil Aviation Authority) is the Government's technical adviser and responsible for delivering the UK's international obligations through the licencing and regulation of the UK's airports and airlines.

Certain civil aerodromes, due to their importance to the national air transport system, are officially safeguarded to ensure that their safe operation is not compromised by new developments. Manchester is such an airport. This safeguarding is a statutory requirement on airport operators under ICAO and CAA Regulations and UK law. All new development is monitored through the planning system, with the airport operator being a statutory consultee.

ODPM/DfT Circular 01/2003 '*Safeguarding of Aerodromes, Technical Sites & Military Explosives Storage Areas Direction*'[1] directs local planning authorities to consult the relevant airport operator in accordance with the height related zones shown on the official Safeguarding Map produced by the CAA. The application site lies within the safeguarded area.

CAA publication '*CAP 738: Safeguarding of Aerodromes*'[2] contains detailed technical advice on the wide range of impacts which might arise from a development. Advice Notes to planning authorities and developers are also produced by CAST (Combined Aerodrome Safeguarding

[1] https://www.gov.uk/government/publications/safeguarding-aerodromes-technical-sites-and-military-explosives-storage-areas

[2] https://www.caa.co.uk/data-and-publications/publications/documents/content/cap-738/

Team)[3], which is a cross Government and industry body, and by Manchester Airport as airport operator[4].

The Manchester Core Strategy (2012) '*Policy 'DM2 – Aerodrome Safeguarding*' states that any development that would affect the operational integrity or safety of Manchester Airport or Manchester Radar will not be permitted.

4. Runway Operations.

Manchester has two parallel runways. Aircraft land and take-off into the wind. Thus each runway is capable of handling aircraft heading in either direction. The runways are named according to the compass heading (minus the last digit) of the aircraft's movement. So aircraft landing from the north-east (over Stockport) and taking-off to the south west (towards Knutsford) use Runway 24 Left or Right depending whether its Runway 1 or 2. Aircraft landing from the south west (over Knutsford) and taking-off to the north east (towards Stockport) use Runway 05 Left or Right depending whether its Runway 1 or 2.

As the prevailing wind at Manchester is from the west, this results in approx. 75-80% of Manchester's operations being westerly (Runway 24) and 20-25% easterly (Runway 05). The figures vary year by year and seasonally.

Runway 1 is used for both westerly and easterly operations. For operational and environmental reasons, Runway 2 is generally only used for westerly take-offs and easterly landings. The only exceptions are if Runway 1 is closed or in an emergency.

5. Potential Impacts.

From the guidance above, a wide range of factors need to be considered under the Safeguarding regime. The principal potential impacts in this case are set out in Table 1 below.

[3] https://www.caa.co.uk/commercial-industry/aerodromes/safeguarding/cast-publications/

[4] https://www.manchesterairport.co.uk/community/living-near-the-airport/aerodrome-safeguarding/

Table 1.

SAFEGUARDING ASSESSMENTS	
TOPIC	**PURPOSE**
Obstacle Limitation Surfaces (OLS)	To provide zones of protected airspace to be kept free of obstacles.
Instrument Flight Procedures (IFP)	Similar to OLS in ensuring the absence of obstacles and to protect the integrity and safe operation of aircraft navigation systems.
Communication, Navigation and Surveillance Systems (CNS)	To protect the safe and efficient operation of ground based systems from interference or obstruction.
Lighting	To avoid any lighting which might cause a distraction or confusion to pilots and air traffic controllers, especially in poor visibility.
Wildlife Hazard Management	Birds are a potential major hazard to aircraft and one of the biggest risks at UK airports. Strict controls are needed to control feeding and roosting sites, the flight lines of birds and management of habitats.
Building Induced Turbulence	Ensuring that new developments will not create any building induced turbulence or wind-shear that has the potential to affect aircraft taking-off or landing.
Reflective Materials	Metallic or reflective materials, for instance PV arrays, cladding and large areas of glass, can cause radar reflections and/or glint and glare which can affect aircrew and Air Traffic Control (ATC).
Cranes and Construction Equipment	Cranes and other construction equipment can affect the safe operation of the airport and breach the obstacle height limits.
Construction Management Plan	Measures designed to protect aircraft and the airport from the effect of construction activity e.g. earth moving, dust, light, waste.
Public Safety Zones	Areas at both ends of a runway where development is restricted to limit the number of people exposed to the risk of an aircraft accident.

6. Process

Given the range of potential impacts, Aviva Investors have followed best practice and sought early advice from the airport operator - Manchester Airports Group (MAG). The airport's chargeable pre-application process was commissioned in May 2025. As a result, a list of impact assessments, and their scope, was agreed. Experts with extensive relevant experience in each topic were appointed. A very collaborative approach has been followed throughout a lengthy and very detailed pre-application process to ensure that any adverse impacts were identified and mitigated. This has led to a strong iterative process, with the technical assessments being shared with MAG, feedback received and the design team tasked with designing a scheme which avoided or mitigated the identified risks. This became a strong influence on scheme design and led to a number of changes to the draft site layout, siting, design, height and appearance of the buildings.

The details of those technical assessments are included in the pack of documents which accompany the application. Of necessity, the reports are often complex, highly technical and detailed.

A large measure of agreement was reached with MAG, both on the results of the technical assessments and the measures incorporated into the design of the submitted scheme. A small number of topics require the submission of final details and agreement with MAG and the City Council. These can be covered by the imposition of the usual type of planning conditions. The position reached with MAG was shared with the City Council in the pre-app consultation process with that authority.

7. Impact Assessment.

This section summarises the conclusions of the technical assessments for the topics listed in Table 1. The detailed reports are included in the application pack.

a. Obstacle Limitation Surface (OLS).

As part of the pre-application service, MAG carried out the assessment using the site layout, existing and proposed ground levels and building heights provided by Aviva Investors. The assessment involves specialist software to check the development against the range of complex 3D geometric surfaces which surround the airport's runways and are designed to create zones of clear airspace. Details of these surfaces are specified by ICAO.

The most critical surface is that related to the Type A chart for Runway 05L (i.e. take-offs from Runway 1 to the north-east towards Stockport). This zone affects the eastern part of the site with a height limit of 85m AMSL[5] and is shown on the plan at Appendix 1. This required the design of Unit 4 to be amended. The building heights of Units 2, 3 and 4 are now all below the 85m AMSL threshold. The remaining units on the site are all below the relevant thresholds.

Conclusion – MAG confirm that there is no breach of the OLS.

[5] AMSL - Above Mean Sea Level is the standard datum used for UK airports.

b. Instrument Flight Procedures (IFP)

This requires a similar assessment to OLS but for a wider and different range of protected surfaces. The CAA specify that this assessment can only be carried out by a designated UK Approved Procedure Design Organisation (APDO). This is the organisation responsible for the design and maintenance of the IFP precision flight paths for the specific airport. In Manchester's case, this is NATS (National Air Traffic Services)[6].

In June 2026 NATS were commissioned to carry out the assessment, at Aviva Investors expense. Unfortunately, NATS do not commit to a timetable for such work, only a 6 month window. MAG understand why Aviva Investors wish to submit the application while still waiting for the NATS report, albeit at their own risk. It is accepted that, until NATS respond, MAG will be likely to submit a 'Holding Objection' to the City Council.

c. Communication, Navigation and Surveillance Systems (CNS)

MAG, in consultation with NATS, have agreed that the proposed development does not pose a risk to the range of specialised equipment that supports the safe and efficient operation of the runways. No further technical work is required.

Conclusion - MAG agree, no adverse impact.

d. Lighting

A lighting strategy has been adopted which incorporates the technical guidance in CAST (Combined Aerodrome Safeguarding Team) Advice Note 2[7] published by the CAA (April 2024). In particular, all lighting is designed to be cut-off at the horizontal, with no upward spill, avoid glare or dazzle and with columns designed to be lower than the height limits imposed by the OLS surfaces.

A draft of the detailed lighting scheme and specification was submitted to MAG as part of the pre-app process.

Conclusion - Scheme complies with best practice.

e. Wildlife Hazard Management

This was identified by MAG as one of the key risk topics. Birdstrike Management Ltd (BML) were appointed at an early stage. They are a specialist independent company that delivers research, consultancy and advisory services to airports, airlines, regulators and developers in relation to the prevention of bird and other wildlife strikes to aircraft. They have extensive experience and are regarded as one of the leading specialists in this field. BML has advised on, and authored, many of the guidance documents and aviation standards.

[6] NATS - National Air Traffic Services. A public-private partnership which is the leading provider of air traffic control services in the UK.

[7] https://www.caa.co.uk/media/cjxn2a3r/cast-advice-note-2-lighting-near-aerodromes-apr-24.pdf

Their draft Wildlife Hazard Management Plan (WHMP), dated September 2025, was shared with MAG. In the light of their comments, an updated version was submitted (March 2026). This contains more detailed advice on design measures to avoid nesting opportunities in the roof areas.

The WHMP has been shared across the design and project team so that the necessary mitigation measures can be incorporated. This affects drainage (no open water bodies are proposed), landscaping, ecology (habitat and species specifications), unit design and Construction Management Plan. It is expected that planning conditions will be imposed on any permission relating to implementation of, and compliance with, the WHMP in both the construction and operational phases.

Conclusion - MAG acceptance of the WHMP. Risks can be satisfactorily mitigated through planning conditions.

f. Building Induced Turbulence

This was also initially flagged by MAG as one of their key areas of concern due to the proximity of the buildings to a critical part of the flightpath for aircraft landing and taking-off. NOVA Fluid Mechanics were appointed at an early stage. NOVA are widely recognised as among the foremost experts on this topic for their expertise and extensive experience in the UK and internationally.

The scope for the technical assessment of the scheme was agreed with MAG at the outset. It was agreed that the 'gold standard' methodology would be used with a 1:500 scale model of the scheme tested in a wind tunnel, along with the internationally accepted criteria for assessing impact. A draft of the study report was shared with MAG in September 2025. Following their internal review, additional information was sought on any potential impact on the airborne weather radar systems fitted to modern aircraft. This led to further research and an updated report was issued in March 2026.

This complex and detailed technical work showed that the development will have no practical impact on operations along the flight path for Runways 05L and 23R. NOVA have confirmed that the assessment conclusions remain valid in respect of the scheme as submitted.

Conclusion – MAG accept the report's findings and agree no adverse impact.

g. Reflective Materials

This is the third of the three principal issues for which MAG required detailed modelling and technical assessment. The purpose of the assessment is to establish whether 'glint and glare' from the development might pose a hazard in views from the air traffic control tower at the airport or the flightpath of aircraft in the vicinity.

Pager Power were appointed at an early stage. The company have extensive experience and have carried out similar work at a large number of UK and European airports. They are widely recognised as experts in the field. Specialist computer software is used alongside long standing international assessment criteria and methodology.

The assessment considered the possible impact of glint and glare from the solar PV panels, the roofing material, the external façades of the units and car parking areas. As a result, a number of changes were made to the draft scheme layout and design. These relate to the exact orientation and azimuth of the proposed units and the design of the roof structures. These were changed from the traditional industrial unit sloping roof to a 'saw tooth' roof design where visible rooftop areas on each unit have the same azimuthal angle. This is explained in further detail in the accompanying Technical Report (February 2026).

The assessment concludes:

- No impacts to pilots or Air Traffic Control (ATC) personnel due to the proposed unit façades, roofs and rooftop solar panels are predicted as no solar reflections are geometrically possible.
- No impacts to the ATC personnel due to the onsite car parking areas are predicted, because views of the cars from the ATC Tower are not predicted to be possible.
- No significant impacts to pilots on approach to or departing the airport due to the onsite car parking areas are predicted, given the fact that the cars would not be large, flat reflectors that could cause intense effects, particularly compared to the existing car parks that are much larger and haven't caused any safety concerns. The proposed development will also have landscaping and trees planted around the parking areas to provide further mitigation, whilst being mindful of bird strike requirements.

Pager Power have confirmed that the assessment conclusions remain valid in respect of the scheme as submitted.

Conclusion – MAG accept the report's findings and agree no adverse impact.

h. Cranes and Construction Equipment

Even temporary structures can pose an obstacle to aircraft operations. There is detailed guidance available to developers from CAST (Advice Note 4)[8], the CAA (CAP 1096)[9] and the relevant British Standard[10]. In general, any crane over 10m high within a 6km radius of an aerodrome has to be notified via the CAA and approval obtained from the relevant airport operator.

Initial discussions with MAG have identified the constraints that might apply to this site and a crane strategy has been developed accordingly. The structural design of units (particularly Units 2, 3 and 4) has been modified to minimise the need for external crane lifts. This will be further developed if the scheme proceeds and the necessary notification and approval procedures will be followed.

Conclusion - Scheme will comply with best practice.

[8] https://www.caa.co.uk/media/ytolzbjr/cast-advice-note-4-cranes-other-construction-issues-apr-24.pdf

[9] https://www.caa.co.uk/data-and-publications/publications/documents/content/cap1096/

[10] British Standard Code of Practice for the Safe Use of Cranes, BS 7121: Part 1

i. Construction Management Plan

The various assessments described above require mitigation measures to be taken throughout the construction process. Standard practice is to deal with this through a Construction Management Plan. The principal hazards to be managed relate to temporary structures (e.g. cranes – see above), lighting, dust and smoke and any activity which might provide feeding or roosting opportunities for birds (e.g. waste, temporary storage, standing water, earth moving). Guidance on this topic is provided in CAST Advice Note 4 (see above) and in the Wildlife Hazard Management Plan (see above).

Although the detailed measures will only be known if the development goes ahead, an initial Construction Management Strategy has been developed in consultation with a contractor and is submitted as part of this application. The Strategy emphasises the importance of measures to avoid any adverse impacts on aircraft or airport operations. This has been shared with MAG as part of the pre-app process.

Conclusion - MAG have no objections to the Strategy. A detailed CMP will be required.

j. Public Safety Zones

These extend out in a triangular shape, along the extended runway centre-line, for up to 1,500m from the runway ends. A plan showing the relevant part of the PSZ is included at Appendix 2. This shows that the application site is to the west, and well clear, of the PSZ for Runway 05-24.

Conclusion - No objection on PSZ grounds.

8. Previous Application

In 2023 an application[11] was submitted for a similar type of development, covering not only the current application site but also the open Green Belt land to the east. One of the three Reasons for Refusal related to aviation issues:

3) The applicant has failed to demonstrate that the proposals would not affect the operational integrity or safety of Manchester Airport due to its scale, height, appearance, and layout pursuant to policy DM2 of the Core Strategy.

At the time of determination, MAG had issued a Holding Objection to the City Council. While there had been consultation and engagement with MAG, a number of technical issues had not been satisfactorily resolved. The principal concern was the lack of a full assessment of turbulence and wind shear. The glint & glare assessment also required further work and more detail was needed for the Wildlife Hazard Management Plan. In the absence of these matters being resolved, and in the light of other substantive planning objections (Green Belt and impact on the area), the application was refused.

This Summary report, and the various Technical reports, explain the steps that have been taken to overcome the concerns raised by MAG. The scheme is now on a smaller site and with a different layout and design. The lengthy and iterative pre-app process has enabled MAG

[11] 135952/FO/2023

to now confirm that it is satisfied with the technical assessments, particularly for the three topics that led to the refusal – wind shear, glint & glare and wildlife hazards.

9. Overall Conclusions.

The site lies in a sensitive location in relation to the flightpaths for aircraft landing and taking-off from Manchester Airport. As a result, in May 2025, Aviva Investors sought early engagement with MAG as the airport operator. A list of potential impacts was agreed and suitably qualified experts, with extensive experience, were appointed and agreed with MAG. Methodologies and assessment criteria were agreed. A collaborative and iterative process was followed throughout the lengthy study period. In turn, the results of this process were fed in to the designers of the scheme so that the necessary amendments and mitigation measures could be incorporated from the outset.

This has led to a large measure of agreement with MAG, with no objections raised in respect of any topic. There are however, certain matters of detail which will require submission and approval from MAG if permission is granted. This, and the amended scheme layout and design, has satisfactorily overcome Reason for Refusal No. 3 of the previous application.

Table 2 below summarises the conclusions of the assessments.

Table 2

SAFEGUARDING ASSESSMENTS		
TOPIC	**CONCLUSIONS**	**MITIGATION**
Obstacle Limitation Surface (OLS)	No breach of the OLS	None required.
Instrument Flight Procedures (IFP)	Assessment pending	Assessment pending
Communication, Navigation and Surveillance Systems (CNS)	No adverse impact	None required.
Lighting	Best practice followed	Implement and monitor the approved design.
Wildlife Hazard Management	Current WHMP acceptable	Implement and monitor the agreed Management Plan.
Building Induced Turbulence	No adverse impact	None required.
Reflective Materials	No adverse impact	None required.
Cranes and Construction Equipment	Constraints identified and measures to be specified.	Crane permits required.
Construction Management Plan	Strategic CMP produced which follows best practice.	Detailed CMP to be submitted, agreed and implemented.
Public Safety Zones	No intrusion	None required.

The scheme is considered acceptable in respect of aviation impacts. The approach that has been followed has enabled a comprehensive assessment to be made of the potential range of impacts which might adversely affect the safe and efficient operation of Manchester Airport. Aviva Investors believe that this holistic and iterative approach to safeguarding is consistent with the best practice that developers should follow to assess and mitigate the risks to aviation from new development.

Disclaimer:
Subject to survey.

Notes:

0 10 20 30 40 50
SCALE 1:1000 @ A1

N

KEY

- Site Boundary
  (839,505 ft² / 77,990 m² / 19.27 acres / 7.79 ha)
- OLS catchment area - 85M ASML
- OLS catchment area - 92M ASML
- OLS catchment area - 96M ASML

Unit 1
90,485ft²
Columns: 7

Unit 2
24,560ft²
Columns: 4

Unit 3
19,800ft²

Unit 4
57,100ft²
Columns: 6

Unit 5
50,095ft²
Columns: 5

Unit 6
70,395ft²
Columns: 6

Unit 7
64,390ft²
Columns: 6

70.50°
360-70.5=
289.5°

64.00°
360-64.0=
296.0°

72.00°
360-72.0=
288.0°

61.5°
360-61.5=
298.5°

Pasture Field Road
Pond
Atlantic House
Simon House
Cycle Way
Shelters
Layby
Lake of Poets
Siyal Road

Rev:	Notes:	Date:	Dwn:	Iss:
C	Key and Hatch Updated	17.07.26	CM	HA
B	Minor Updates	10.07.26	CM	HA
A	First Issue	28.05.26	CM	HA

Suitability Code:
SKETCH

Client:
AVIVA INVESTORS

hale
ARCHITECTURE | DESIGN MANAGEMENT
22c Leathermarket Street, London, SE1 3HP

Project:
Atlas Business Park
Manchester

Drawing Title:
Proposed Site Layout Overlay
OLS Catchment Constraints Plan

Project No: 20071
Scale @ A1 / A3: 1:1000 / 1:2000
Drawing No: 20071-HAL-SK2012
Revision: C

Disclaimer:
Subject to survey.

Notes:

0 10 20 30 40 50
SCALE 1:1000 @ A1

N

KEY

Site Boundary
(848,127 ft² / 78,793 m² / 19.46 acres / 7.87 ha)

Manchester Controlled Zone
End of runway located at:
Point A: X (Easting): 383060 Y (Northing): 385087
Point B: X (Easting): 383015 Y (Northing): 385145

Oakworth Place
Simonsway
Pasture Field Road
Styal Road
Public Safety Zone
Atlantic House
Simon House
Cycle Way
Shelters
Lane of Poles
Unit 1 89,292ft²
Unit 2 24,673ft²
Unit 3 20,779ft²
Unit 4 57,408ft²
Unit 5 49,953ft²
Unit 6 70,405ft²
Unit 7 64,395ft²
50m
35m
32.4m
22.1m
30m
46m
40m
47m
66.2m
67.3m
67.2m
67.7m
68.9m

P01	First Issue	28.07.26	CM	HA
Rev:	Notes:	Date:	Dwn:	Iss:

Suitability Code:
SKETCH

Client:
AVIVA INVESTORS

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Project:
Atlas Business Park
Manchester

Drawing Title:
Proposed Site Layout
Public Safety Zone

Project No:	Scale @ A1 / A3
20071	1:1000 / 1:2000

Drawing No:	Revision:
20071-HAL-SK1700	P01

Appendix 4: Economic Benefits Infographic

Benefits of Atlas Park, Wythenshawe

c. 36,480 sqm

of flexible storage & distribution and light industrial floorspace (Gross External Area)

Other details:
Redevelopment of land adjoining Atlas Business Park, with associated landscaping, amenity space and infrastructure and access to the site

Benefits during Construction



in the construction of the scheme, supporting the local construction sector



On-site construction jobs[1]
supported across construction (18 months)



Jobs in the wider economy
supported across Greater Manchester including 10 within Manchester



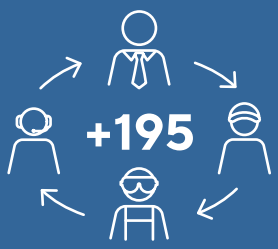
Economic boost
measured by GVA[3] during construction, including £24.7 million in Manchester

Benefits upon Completion[4]

Creating jobs for local people



On-site jobs
relating to manufacturing and logistics sectors



Jobs in the wider economy
supported across Greater Manchester, including 45 within Manchester

Boosting the local economy

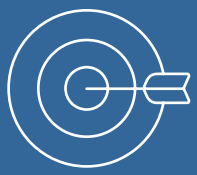


Economic boost
per annum, measured by GVA, including £24.6 million in Manchester

Building on local strengths and services



Business Rates Revenue
to be collected per annum by Manchester City Council, boosting revenues to deliver local services



Aligned with the local business base
within Manchester and across wider Greater Manchester, supporting employment in an area with high levels of deprivation

Supporting diverse and flexible roles



Supporting secure employment
within a sector with an above average number of hours worked per week



Occupational variety
across a range of managerial, machine operative and elementary occupations

1 Estimated on a Full-time Equivalent (FTE) basis. All jobs figures are annual figures.

2 Estimated based on net indirect/induced FTE jobs taking into consideration the multiplier effect.

3 GVA (Gross Value Added) measure the value of output created (i.e. turnover) net of inputs used to produce a good or service (i.e. production of outputs). Put simply the GVA is the total of all revenue into businesses, which is used to fund wages, profits and taxes. Please note that the GVA estimates presented here are workplace-based, where GVA is allocated to the area in which the economic activity takes place.

4 Employment, economic output and business rate impacts are subject to operations of eventual occupiers. Quantified assumptions are based on an application of standard employment densities to an assumed mix of 20% B2 uses and 80% B8 uses.

Turley Economics

Turley Office
Manchester

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