



DESIGN AND ACCESS STATEMENT

BUILDING 402 MANCHESTER AIRPORT

March 2022

Version P01

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1.0 | INTRODUCTION

1.0 Introduction

This Design and Access Statement has been produced by RPS on behalf of Threadneedle Curtis Ltd in support of a Full Planning Application for the erection of a single terrace unit (Use Class B8), associated car/HGV parking, site access, internal roads, boundary security fencing and hard/soft landscaping.

The project is for the proposed demolition of the existing Building 402 and replacement with the erection of a single terrace (B8 use) warehouse unit.

This document sets out the design development process and details the scheme within this Full Planning Application, and has been written in line with CABI publications 'Design & Access Statements - How to write, read and use them', based on the principles of inclusive design.

Please ensure that this statement is read in conjunction with all the supporting plans and documents, which make up the full planning application.



2.0 | LOCATION AND CONTEXT

2.1 Site Location

The site is located within Manchester Airport, located off Avro Way.

The site has direct access to the north onto Avro Way, which links to Runger Lane and Pinfold Lane, with easy access to the M56.

To the east of the site is the existing 401 Building and Dnata and to the south is the Romper pub. To the northern edge of the site there is some existing landscaping and frontage onto Avro Way. To the south-west there is a strip of existing mature landscaping.

The site currently incorporates Building 402 which is currently used by Dnata Catering.



2.0 | LOCATION AND CONTEXT

2.2 Site Location Map



3.0 | DESIGN PROPOSALS

3.1 Design Evolution - Preliminary Masterplan Options

A large selection of optional layouts were considered leading to the final proposed scheme. The intention of the options was to maximise floor area but produce the most efficient layout which could best satisfy current market demand for a unit of this type, within the constraints of the site:

Scheme 01

Pros

- Does not encroach onto landscaping area
- Multiple occupiers

Cons

- Reduced floor area
- No variety in unit sizes
- Does not utilise building 401 entrance road

Scheme 02

Pros

- Terrace unit maximises site area
- Variety of unit sizes with flexibility to combine units

Cons

- Turning head encroaches into unit 2e yard area
- Smaller units have limited yard space

Scheme 03

Pros

- Potential multiple occupiers
- Variety of unit sizes
- Maximising site area with depth of unit

Cons

- Turning head encroaches into B401 development

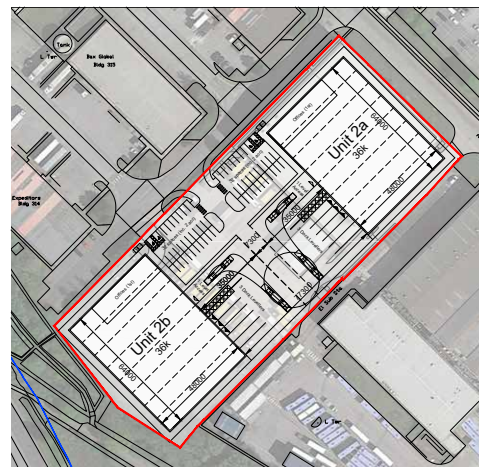
Scheme 04

Pros

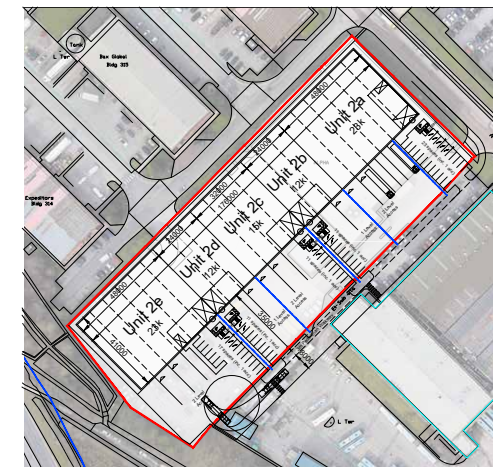
- Variety of unit sizes with flexibility to combine units
- Potential multiple occupiers

Cons

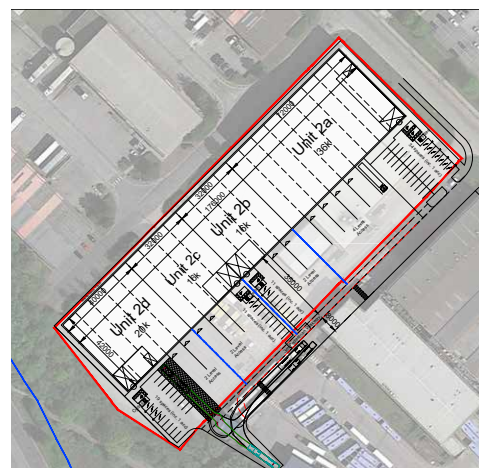
- Turning head encroaches into unit 2d yard space
- Unit 2c has limited yard space



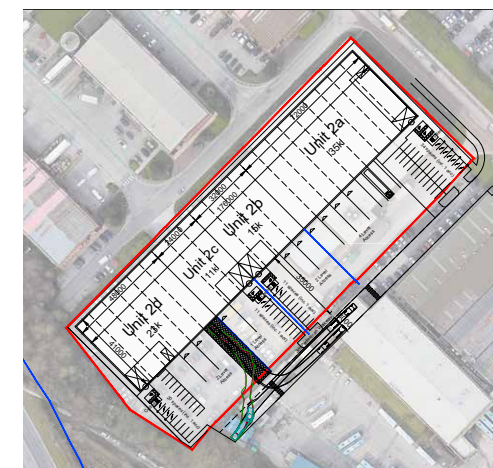
Scheme 01



Scheme 02



Scheme 03



Scheme 04

3.0 | DESIGN PROPOSALS

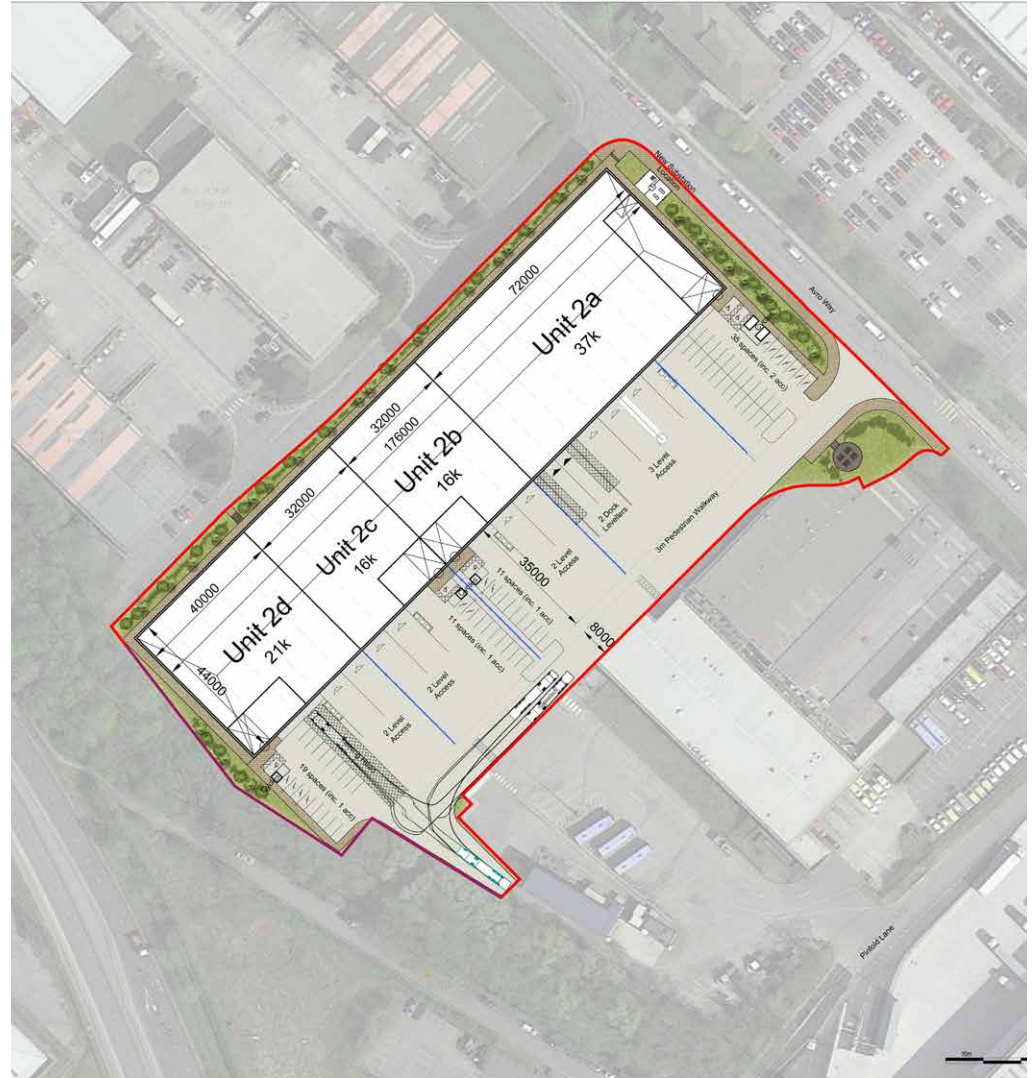
3.2 Proposed Site Layout

A number of various building footprints and yard configurations have been considered leading up to the draft masterplan contained within this document. The preferred solution opposite was considered to best maximise the site's potential.

For speculative warehouse buildings of this type and size, there are a range of minimum, institutional requirements that must be met to satisfy current and future projected market demand. These include number and type of loading doors, percentage of office content, building footprint proportions (2:1-3:1), clear internal height, daylight, floor strengths, security, vehicle parking, and yard depths.

The minimum yard depth for a unit of this size, depending on location, is generally 40m with a minimum of 35m. These minimum yard depths are crucial for safe and efficient vehicle turning and aid maximisation of loading doors. Increased yard depths can improve external flexibility and marketability but need to be carefully balanced against potential loss of floor space and associated rental income. The yard and car parks within the scheme have been designed to maximise flexibility for end users.

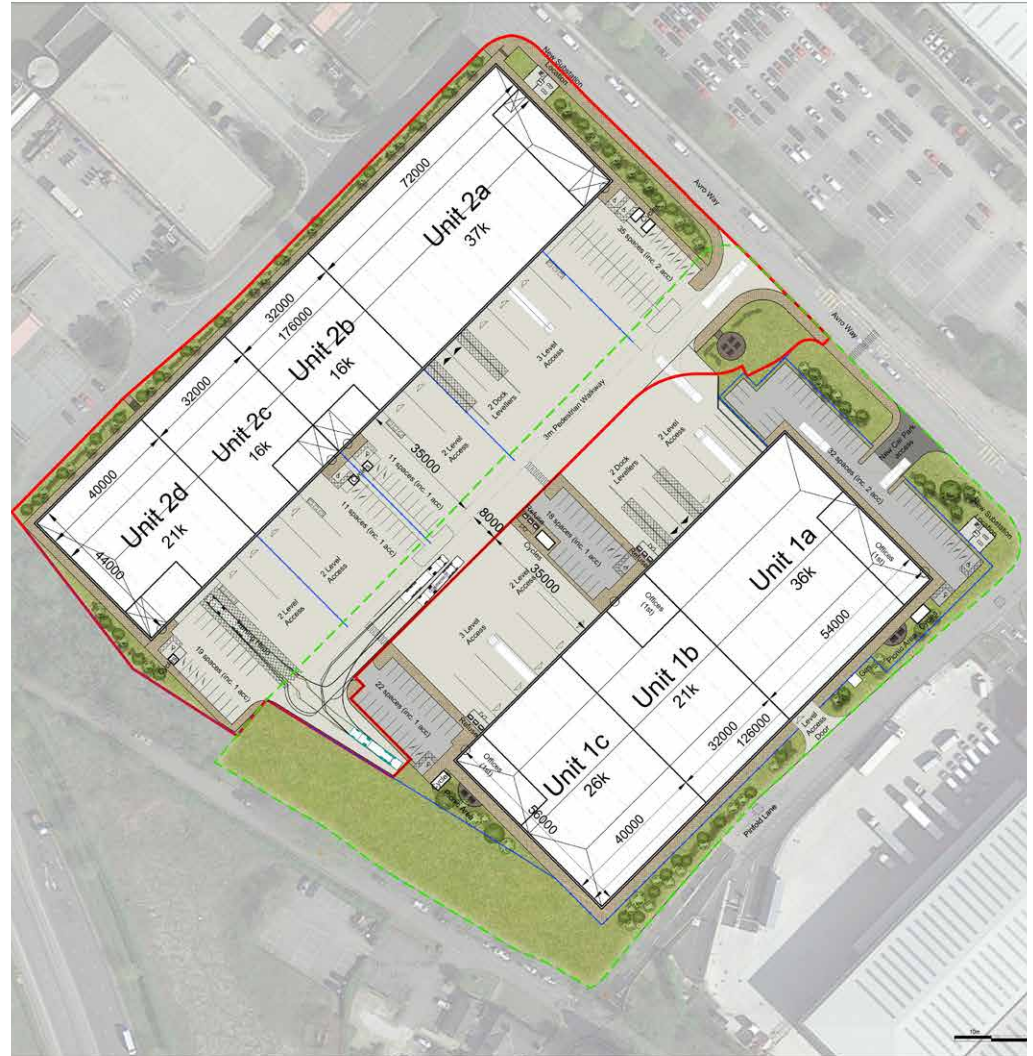
The building footprint indicated consists of a main warehouse area of 44m x 176m (8,598 sqm) divided into 4 terrace units.



3.0 | DESIGN PROPOSALS

3.3 Overall Scheme

The Building 402 development will form part of an overall scheme including the development of Building 401. The original entrance position proposed on the Building 401 scheme will be relocated and replaced by a central access road which will serve both terrace units.



3.0 | DESIGN PROPOSALS

3.4 Appearance

The building will be of steel portal framed construction, with insulated metal wall and roof cladding. The roof is designed with low level parapets to disguise the hipped roof behind.

The elevational treatment incorporates that very similar to the Dnata building adjacent to the site. A plinth of Anthracite vertical profiled cladding on the bottom, with Hamlet vertical profiled cladding to the top. Each entrance will be framed with horizontally laid, composite 'flat appearance' microrib cladding.

The neutral palette of simplistic grey and cream cladding materials has also been adopted to prevent any potential clashing of colour with end user logos and branding. The colours and materials will help with the design longevity of the building rather than following any current design trends and fads.

Curtain wall glazing has been used on the entrance corner to unit 2a fronting onto Avro Way. This glazing creates an entrance focal point for the building upon approach along Avro Way and adds visual interest and prestige to the facility for potential occupiers on its most prominent elevation. The glazing for each entrance also highlights the entry into the building reducing the need for unnecessary signage and visual clutter.

In order to maximise internal light and reduce energy demand, 15% roof lights are included within the proposed unit design.



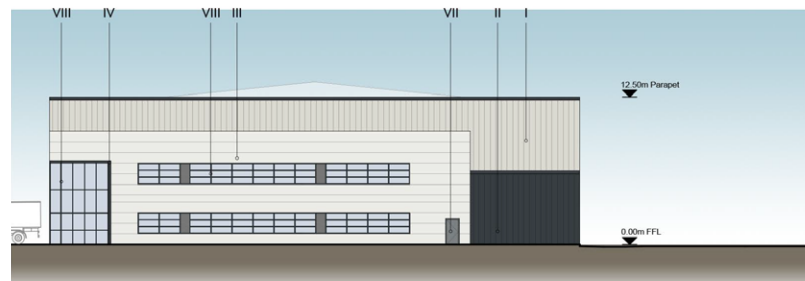
3.0 | DESIGN PROPOSALS

3.5 Proposed Elevations and Section

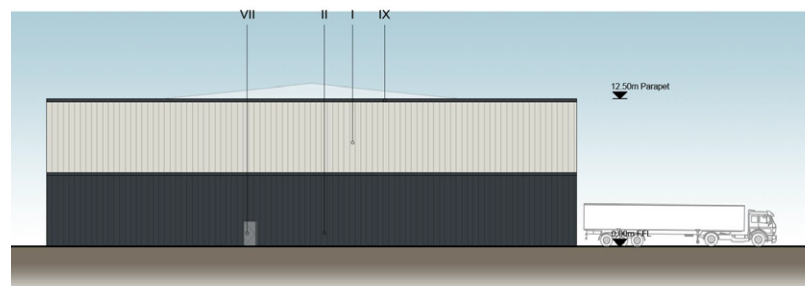
The building is proposed to be 10m clear internal in height with a horizontal parapet eaves line. The external parapet height will be c.12.5m above surrounding ground level.

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

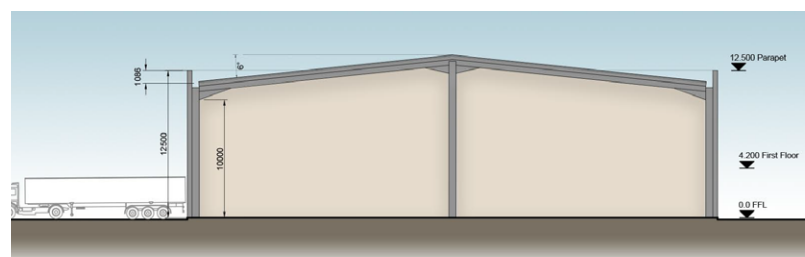
Unit 2a offices will be enhanced by extensive use of multi-storey curtain wall glazing, to create a focal point on the corner of Avro Way and add prestige to the building design and occupants. Ribbon windows will be introduced to each level of open plan offices for each unit.



North Elevation



South Elevation



Indicative Section



West Elevation



East Elevation

3.0 | DESIGN PROPOSALS

3.6 Indicative Visuals



3.0 | DESIGN PROPOSALS

3.7 Indicative Visuals - Overall Scheme



3.0 | DESIGN PROPOSALS

3.8 Landscaping

General

All new landscaping around the perimeter of the site will be designed to suit the surrounding context with species chosen to compliment the airport environment. Where possible existing trees and mature planting will be retained.

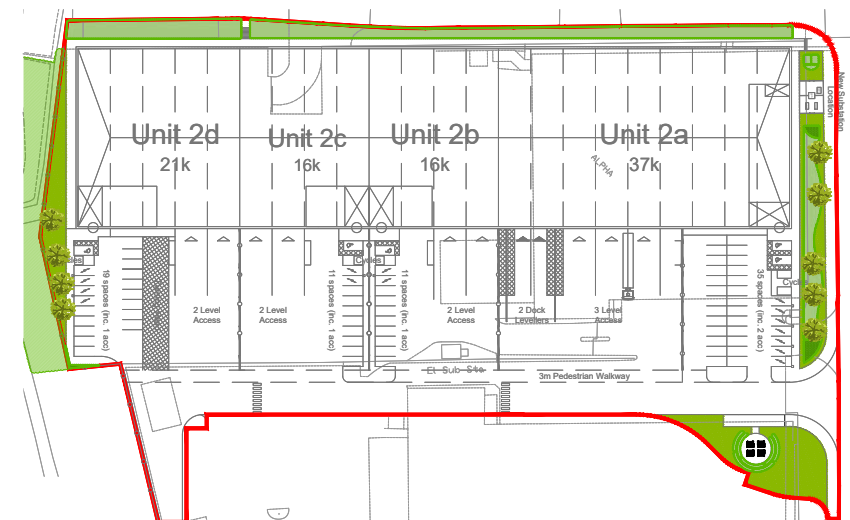
To the back of the building the existing verge of landscaping will be retained where possible and enhanced as part of the development.

Existing Tree Belt

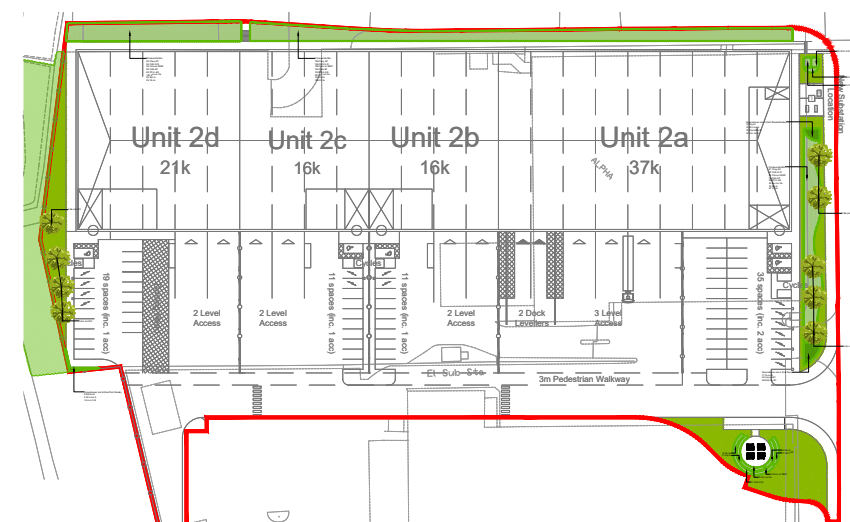
Currently there is a mature landscaping strip to the south-west edge of the site, which helps to screen views of the site from the Romper pub and Wilmslow Road. This landscaping strip will be protected and enhanced as part of the site redevelopment.

Avro Way Frontage

The proposed building footprint has been set back off Avro Way in order to retain the existing feature landscape belt frontage. The existing landscaping will be protected where able.



Soft Landscape Strategy



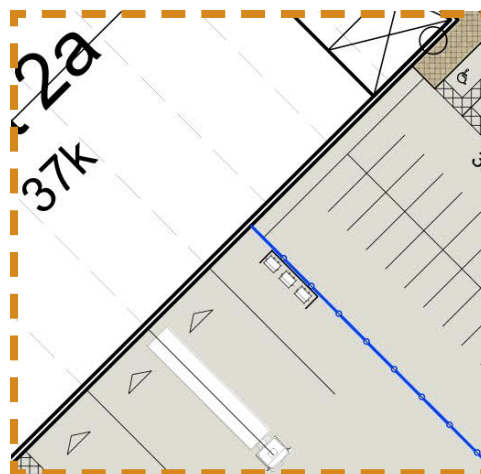
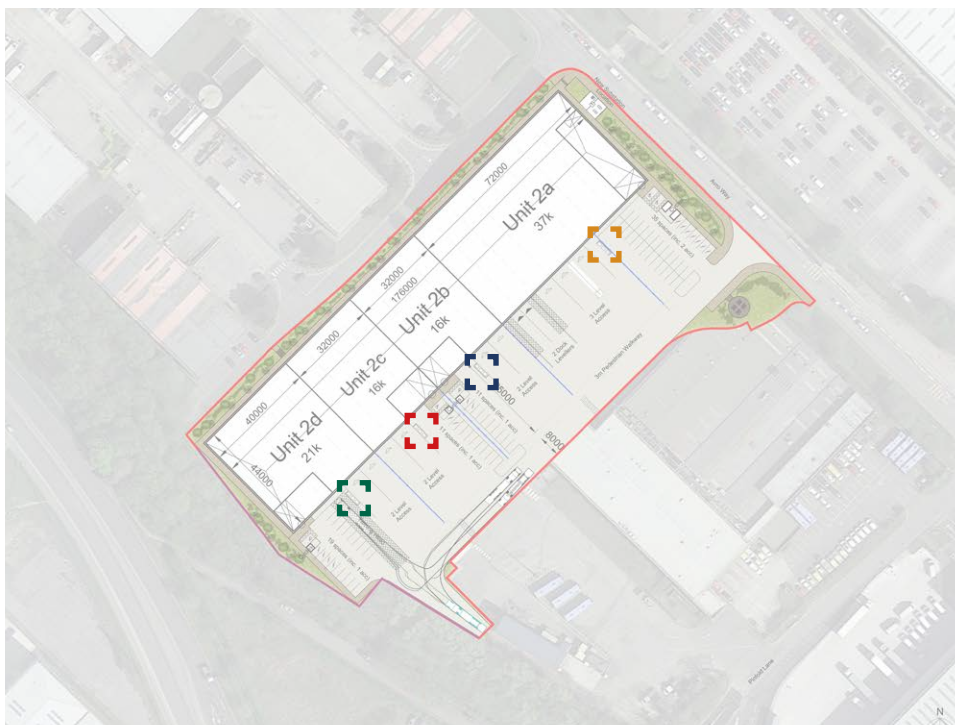
Soft Landscape Detail

3.0 | DESIGN PROPOSALS

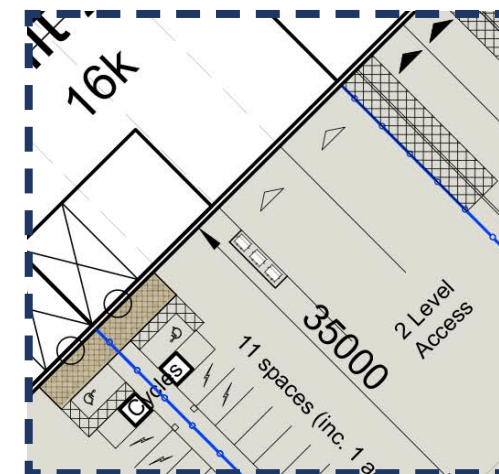
3.9 Refuse Management

As the development is to be speculatively built there are currently no specified end users, thus the estimated volume and type of waste to be produced cannot be accurately predicted. However, we have based the waste storage area on a minimum of at least 2m² per 1000m² of net floor area in line with the BREEAM 2018 recommendations. (Technical Manual SD5076:1.0 - 2018)

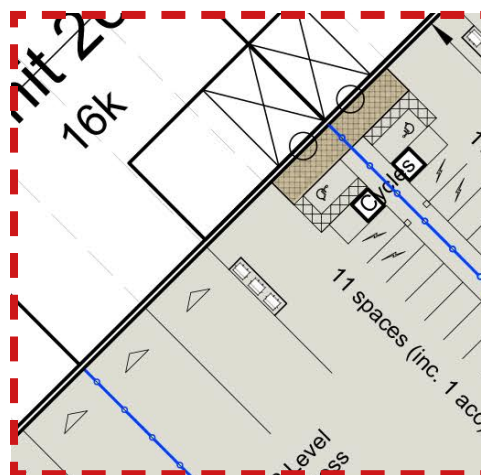
The units will be provided with a fenced and gated refuse and recycle points which will be located within the service yards. It is envisaged that the units will be serviced by a private refuse collection.



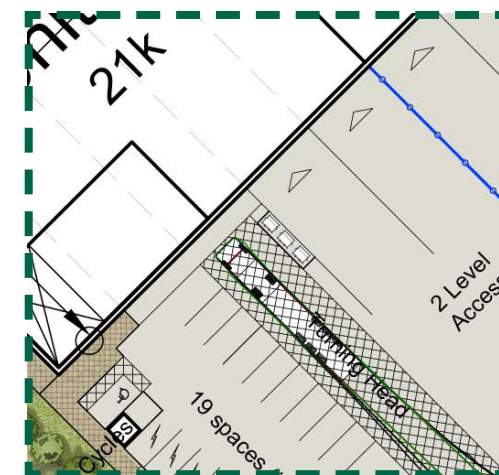
Unit 2a



Unit 2b



Unit 2c



Unit 2d

4.0 | ACCESS PROVISION

4.0 External Site Access

Personal Vehicular Access

The main vehicle entrance for staff personal vehicles will be off a new junction to the site from Avro Way. This junction also serves the unit yard areas to all units.

HGV / Van Access

All unit yard areas will be accessed from the same new junction off Avro way to the east of the site. This access will be suitable for HGV traffic as well as van access.

The geometry of the service yard and access roads will comply with the general recommendations and turning performance diagrams for the full range of vehicles, permitted in the UK as set out in the Freight Transport Association document 'Designing for Deliveries'.

Pedestrian/Cycle Access

Pedestrians enter from Avro Way via the proposed footpaths off the estate road or the footpath to the back of the building. Cyclists would also follow the same route into the site, dismounting at the cycle shelter and proceeding on foot to the main office opposite.

Pedestrian entry to the buildings will be via the glazed office reception areas for office staff and visitors, or via any separate driver/warehouse staff entrance.

Public Transport

The nearest bus stops are located on Wilmslow Road, services 88 and 288 run from this stop and Argos Drive where service 313 runs from.

Emergency Access

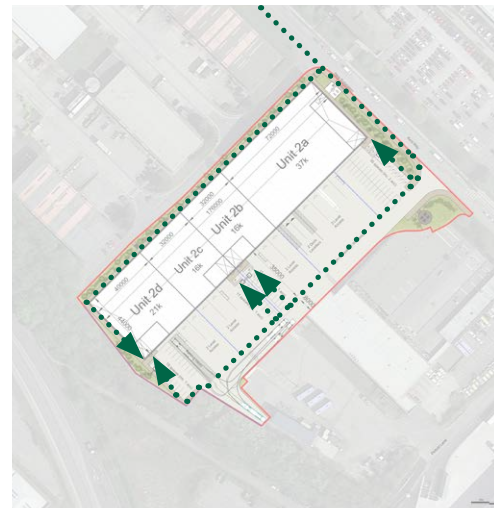
The service yards act as emergency access and egress points. The road to the north of the building will also allow for emergency access giving 50% overall access to the buildings for fire engine vehicles.



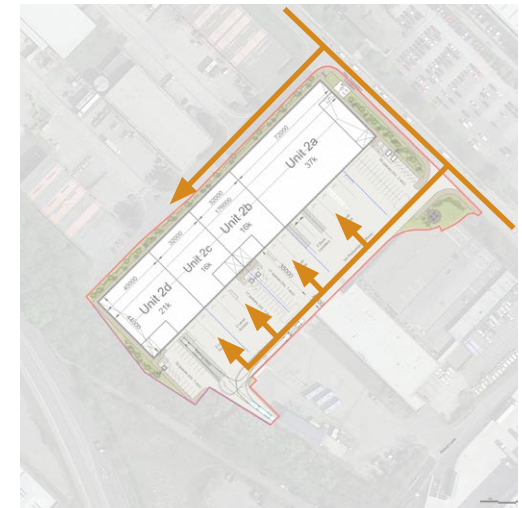
Personal Vehicle Access



HGV / Van Access



Pedestrian/Cycle Access



Emergency Access

5.0 | SUSTAINABILITY

5.0 Sustainability

Sustainability and environmental considerations incorporated into the design include:

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

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



Office Features

- 1 Recycled material (DSG) partitions & mineral fibre ceiling tiles
- 2 LED lighting
- 3 Low flush volume WCs
- 4 Low emission, non solvent organic paint
- 5 Timber from FSC (Forest Stewardship Council)
- 6 Recycled yarn carpets
- 7 Spray taps
- 8 Waterless urinals
- 9 Improved daylighting

Site Features

- 1 Local Indigenous vegetation
- 2 Previous paving to office car park areas
- 3 Sustainable Urban Drainage Systems (SUDS)
- 4 Use of recyclable / recycled materials
- 5 Minimising waste using off-site prefabrication of elements i.e. retaining walls, cladding, steelwork etc
- 6 Selection of materials considering whole life cycle assessments
- 7 Consideration of potential future expansion and re-fit
- 8 EV charging points

Warehouse Features

- 1 Photovoltaic installations
- 2 Rain water harvesting
- 3 Roof light optimisation
- 4 Early integration of efficient M&E systems to minimise energy usage
- 5 Efficient design to minimise the use of natural resources
- 6 Design for deconstruction rather than demolition
- 7 Adoption of natural materials where appropriate

6.0 | SUMMARY

6.0 Summary

The existing site occupies a prime location off Avro Way within the World Freight Terminal of Manchester Airport. The existing Building 402 is currently used by Dnata Catering. But, the proposed development will maximise the site to its full potential creating a cohesive development alongside the redeveloped Building 401. Optimising the sites strategic location for aviation related uses.

The proposed masterplan has been designed to suit current market demand for logistics users and maximise its appeal for potential occupiers. The design will make full potential of the site, demolishing the existing building and making way for a modern commercial distribution development.

The chosen site will offer four highly specified terrace units of 37,867 sqft, 2x 16,823 sqft and 21,032 sq ft, optional designs were considered but these unit sizes have been chosen to attract potential occupiers, based on specific and detailed agents advice.

The design has been carefully considered to suit the surrounding context of the airport, opting for similar elevational treatment to Dnata located next to the site. A modern use of the materials and a contemporary colour palette have been chosen to create consistency between the sites and enhance the development. The footprint has also been designed to retain a great deal of the existing landscaping on the site.

