



DESIGN AND ACCESS STATEMENT

BUILDING 401 MANCHESTER AIRPORT

September 2021

Version P03



Threadneedle
Curtis Ltd

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1.0 | INTRODUCTION

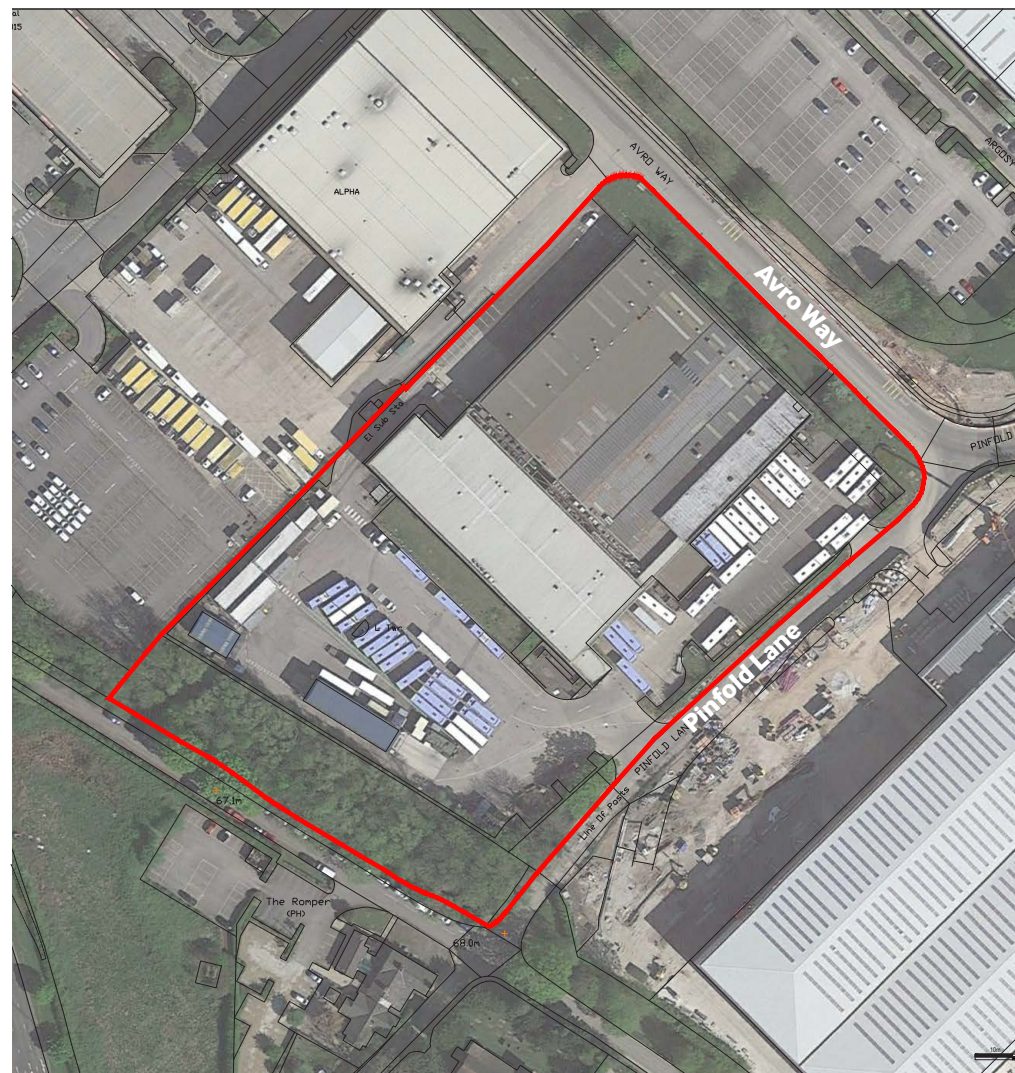
1.0 Introduction

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 401 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 and next to Pinfold Lane.

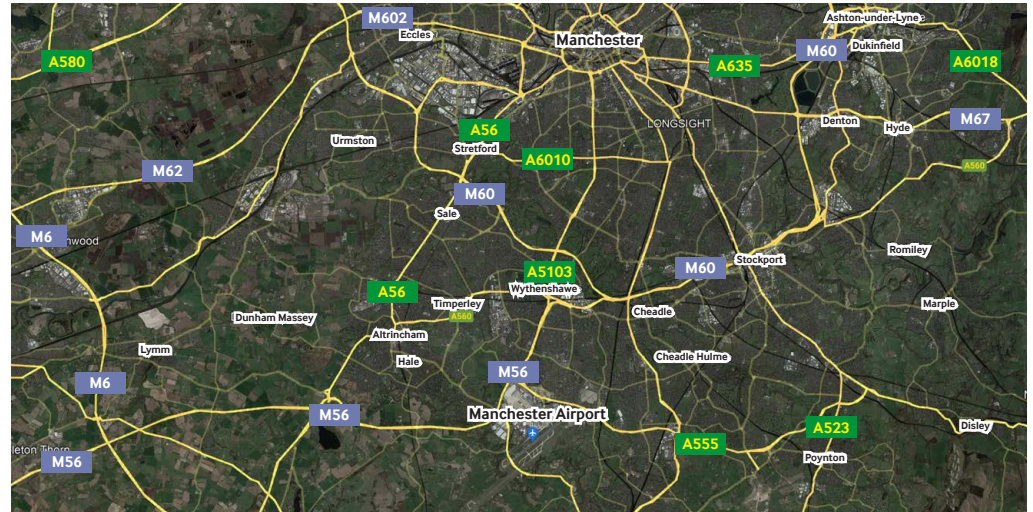
The site has direct access to the north onto Avro Way, which links to Runger Lane and Pinfold Lane, with easy access to the M56.

To the east of the site is Dnata and to the south is the Romper pub. There is some existing mature trees to the northern and eastern edge of the site.

2.2 Existing Site

The site currently incorporates the empty and disused Building 401, former SkyChefs building. This building has fallen into a state of disrepair. The building has multiple internal levels, restricted internal heights and a heavily bespoke yard configuration. The building is unsuitable for refurbishment for cargo logistics.

The former yard and car park area of the site is currently used for Manchester Airport busing maintenance and storage.



2.0 | LOCATION AND CONTEXT

2.3 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

- Single unit option offers good site coverage

Cons

- The scheme encroaches into the mature landscaping buffer
- Shared HGV and car entrance

Scheme 02

Pros

- Separate HGV and car parking entrance
- Does not encroach onto landscaping area

Cons

- Reduced floor area
- Smaller yard width
- Non-institutional building proportions ideally should be 2:1 (length:width)

Scheme 03

Pros

- Potential multiple occupiers
- Variety of unit sizes
- Flexible two points of entry/exit to the site giving dual access

Cons

- Entrance/exit from Avro Way adjacent to existing junction
- Additional traffic on Pinfield lane

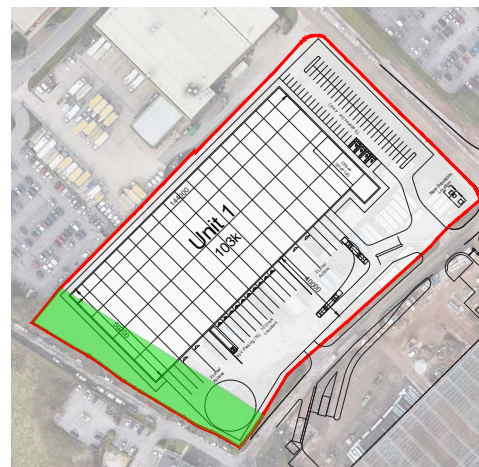
Scheme 04

Pros

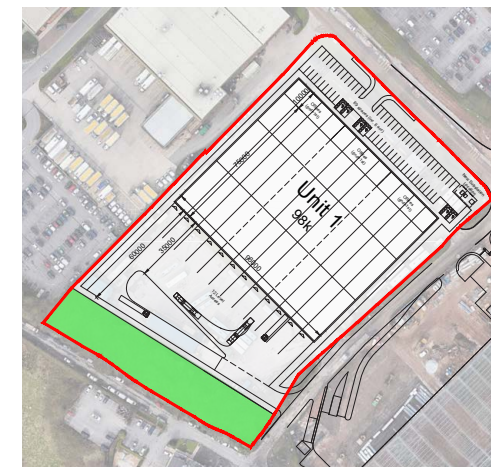
- Potential multiple occupiers
- Maximise floor area

Cons

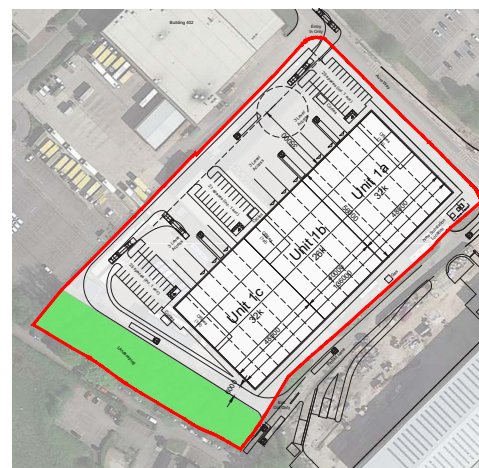
- Additional traffic on Pinfold Lane
- Car park entrance close to HGV entrance



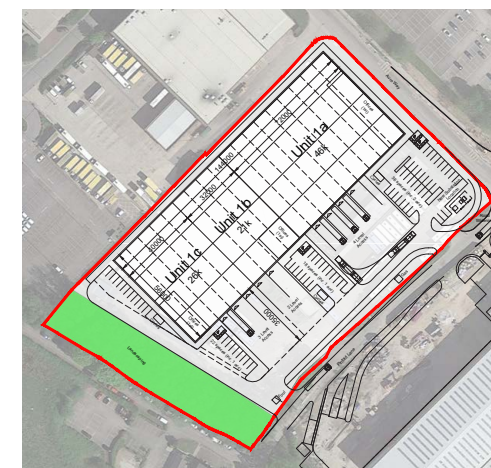
Scheme 01



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. A range of optional yard depths were considered within many of the initial schemes for the site to find the optimum solution.

The building footprint indicated consists of a main warehouse area of 56m x 126m (7,845sqm) divided into 3 terrace units.

A new separate car park entrance is proposed off Avro Way for unit 1a, and an additional level access door to the back of the warehouse, accessed off Pinfold Lane.



3.0 | DESIGN PROPOSALS

3.3 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 1a fronting Avro Way and Pinfold Lane. 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.



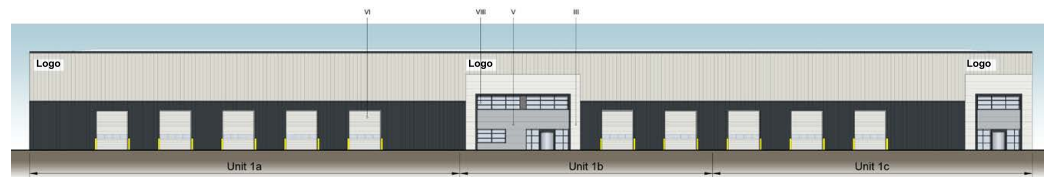
3.0 | DESIGN PROPOSALS

3.4 Proposed Elevations and Section

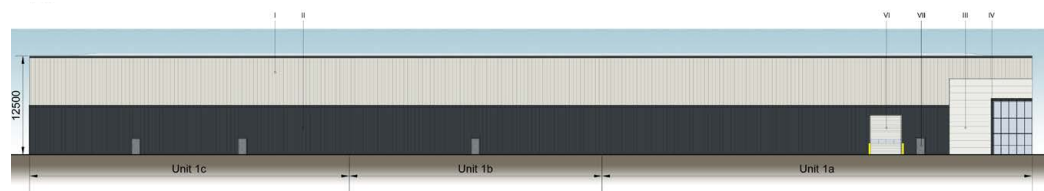
The building is proposed to be 10m clear internal in height with a horizontal parapet eaves line. The external parapet height will be c.12.5m above surrounding ground level.

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.

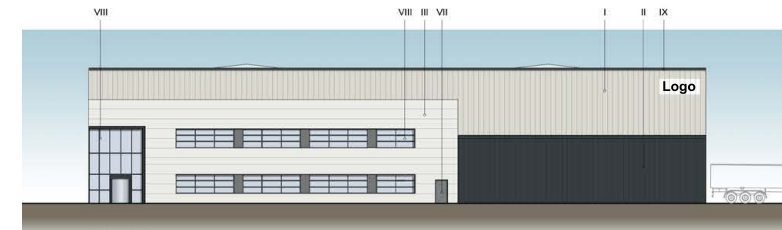
Unit 1a offices will be enhanced by extensive use of multi-storey curtain wall glazing, to create a focal point on the corner of Avro Way and Pinfold Lane and add prestige to the building design and occupants. Ribbon windows will be introduced to each level of open plan offices for each unit.



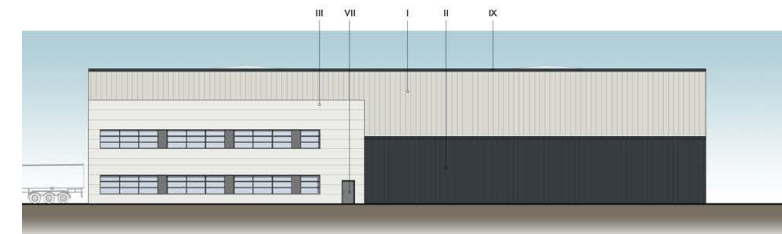
West Elevation



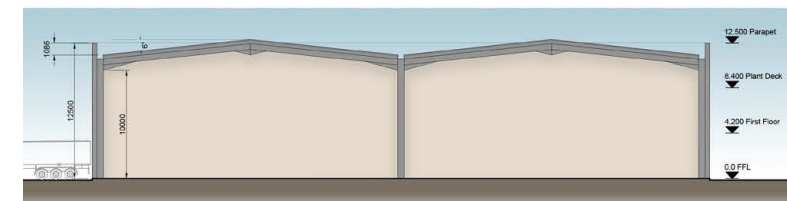
East Elevation



North Elevation



South Elevation



Indicative Section

3.0 | DESIGN PROPOSALS

3.5 Indicative Visuals



3.0 | DESIGN PROPOSALS

3.6 Indicative Visuals



3.0 | DESIGN PROPOSALS

3.7 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.

Existing Tree Belt

Currently there is a c.20m mature landscaping strip to the southern edge of the site, which helps to screen views of the site from the Romper pub. This landscaping strip will be protected and enhanced as part of the site redevelopment. Additional similar woodland planting will be incorporated along the edge of Pinfold Lane to screen views further.

Avro Way Frontage

The proposed building footprint has been set back off Avro Way in order to retain the existing feature landscape belt frontage. Two new access points will be formed within this landscape strip, penetrating through it to access the site. The existing landscaping will be protected where able.

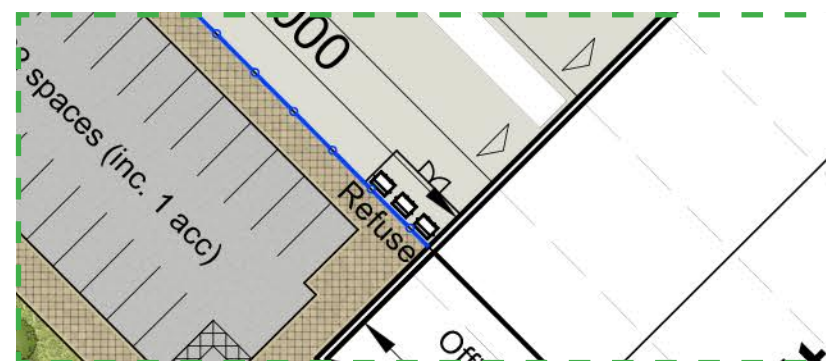
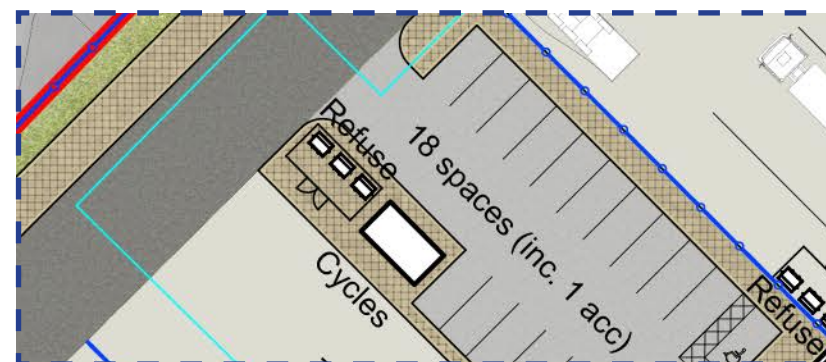
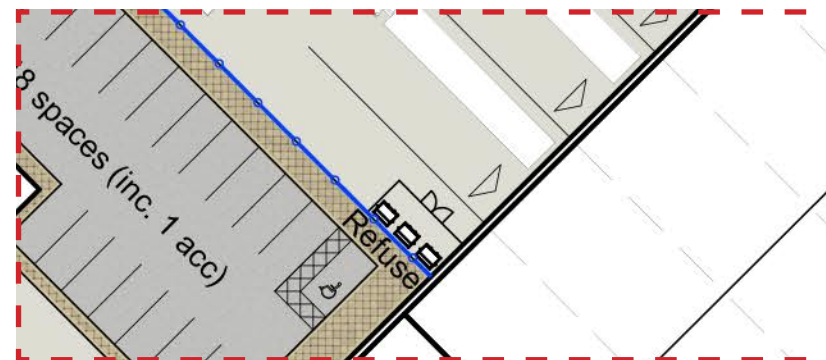


3.0 | DESIGN PROPOSALS

3.8 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.



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 north of the site from Avro Way. This junction also serves the unit yard areas. Unit 1a will have a separate car park entrance from a second junction off Avro Way.

HGV / Van Access

All unit yard areas will be accessed from the new junction off Avro way to the north of the site. This access will be suitable for HGV traffic as well as van access. Unit 1a will have a level access door from Pinfold Lane.

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. 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 Argosy Drive where service 313 runs from.

Emergency Access

The service yards act as emergency access and egress points. The car parks also allows emergency access giving 50% overall access to the buildings for fire engine vehicles.



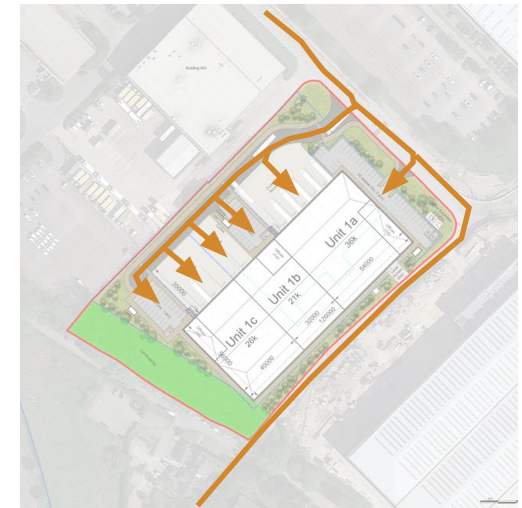
Personal Vehicle Access



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.

breeam



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 optimism
- 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 401 has been empty for a large length of time now, with no potential occupiers and rapidly falling into an ever deeper state of disrepair. As such, the site and building is in desperate need of redevelopment to maximise its full potential and optimise its 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 redundant building and making way for a modern commercial distribution development.

The chosen site will offer three highly specified terrace units of 36,167 sqft, 21,474 sqft and 26,803 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.

