

DESIGN & ACCESS STATEMENT | ATLAS BUSINESS PARK, MANCHESTER

MAY 2023





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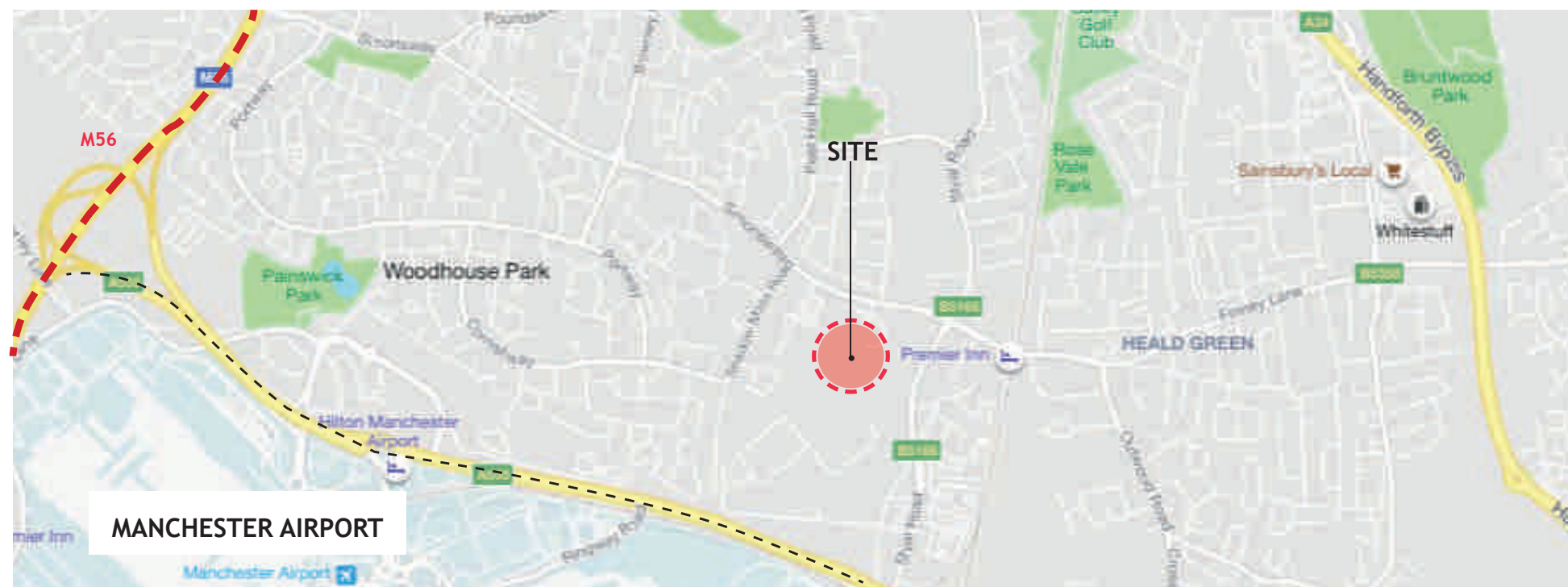
This document has been prepared by Hale Architecture on behalf of Aviva Investors.

The purpose of this Design and Access Statement is to assist in the understanding of the design, planning drawings and supporting material submitted as part of this application.

The proposed scheme comprises the development of 5 light industrial warehouse units with E(g)(iii) (previously B1c), B2 and B8.

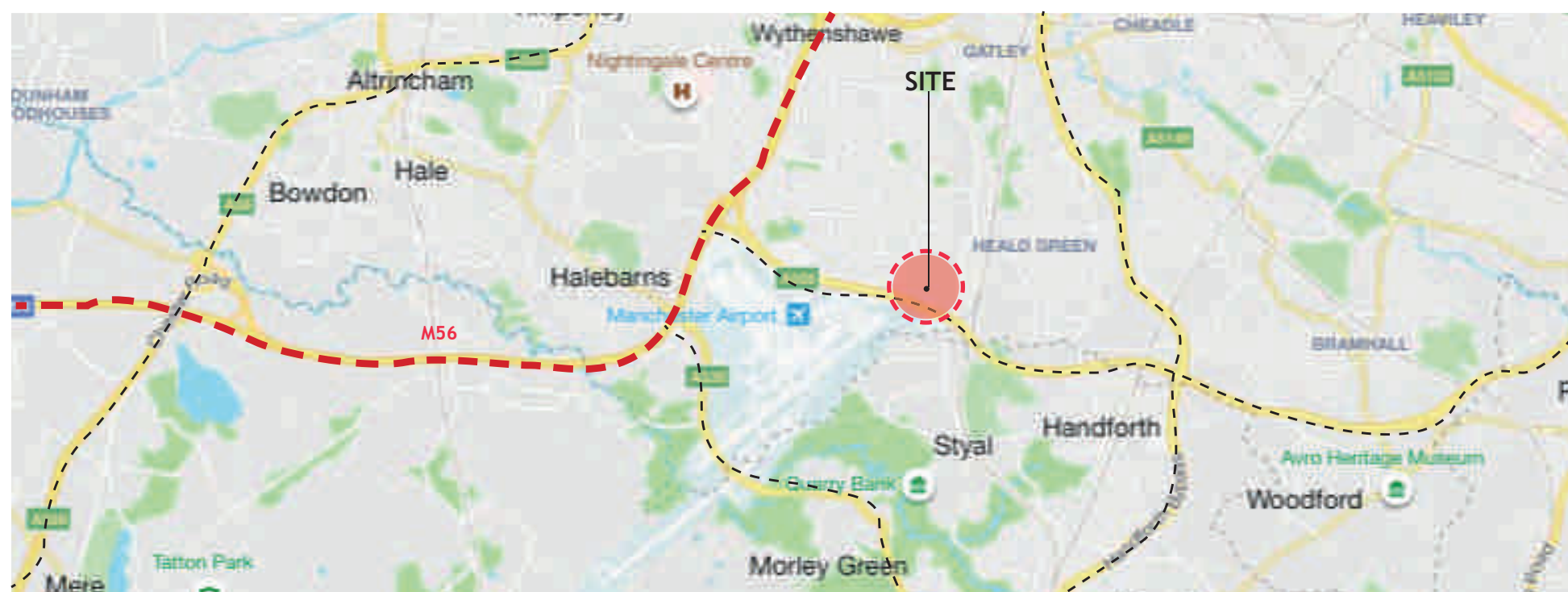
This Design and Access Statement elaborates on the design considerations and processes involved in arriving at the scheme layout and design.

2.0 SITE LOCATION | ATLAS BUSINESS PARK



Site Location - Wider context

--- M56 Motorway - - - - - Major road routes



Site Location

The application site is located approximately 13 miles South of Manchester city centre, 3 miles east of junction 5 of the M56 and less than 2 miles north east of Manchester airport.



The area directly surrounding the application site is predominantly industrial/employment land. Two areas adjacent to the site provide car parking for the nearby Manchester Airport. An area of residential dwelling houses is located on land to the north of Simonsway. Further afield, the prevailing land use is residential.

Site Context

 Site	 Employment / Industrial	 Existing Residential	 Green Spaces	 Airport & Parking
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4.0 SITE PHOTOS | ATLAS BUSINESS PARK



6 View from Simonsway near to the north east site boundary - with the existing Atlas Business Park development visible on the RH side.



5 View looking towards the site from the access road on Simonsway



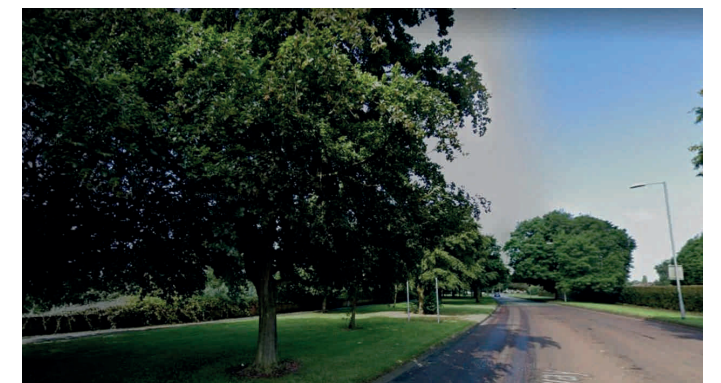
1 A view from Styral Road looking towards the south east corner of the site.



2 Looking west into site from Styral Road into the greenbelt area of the site.



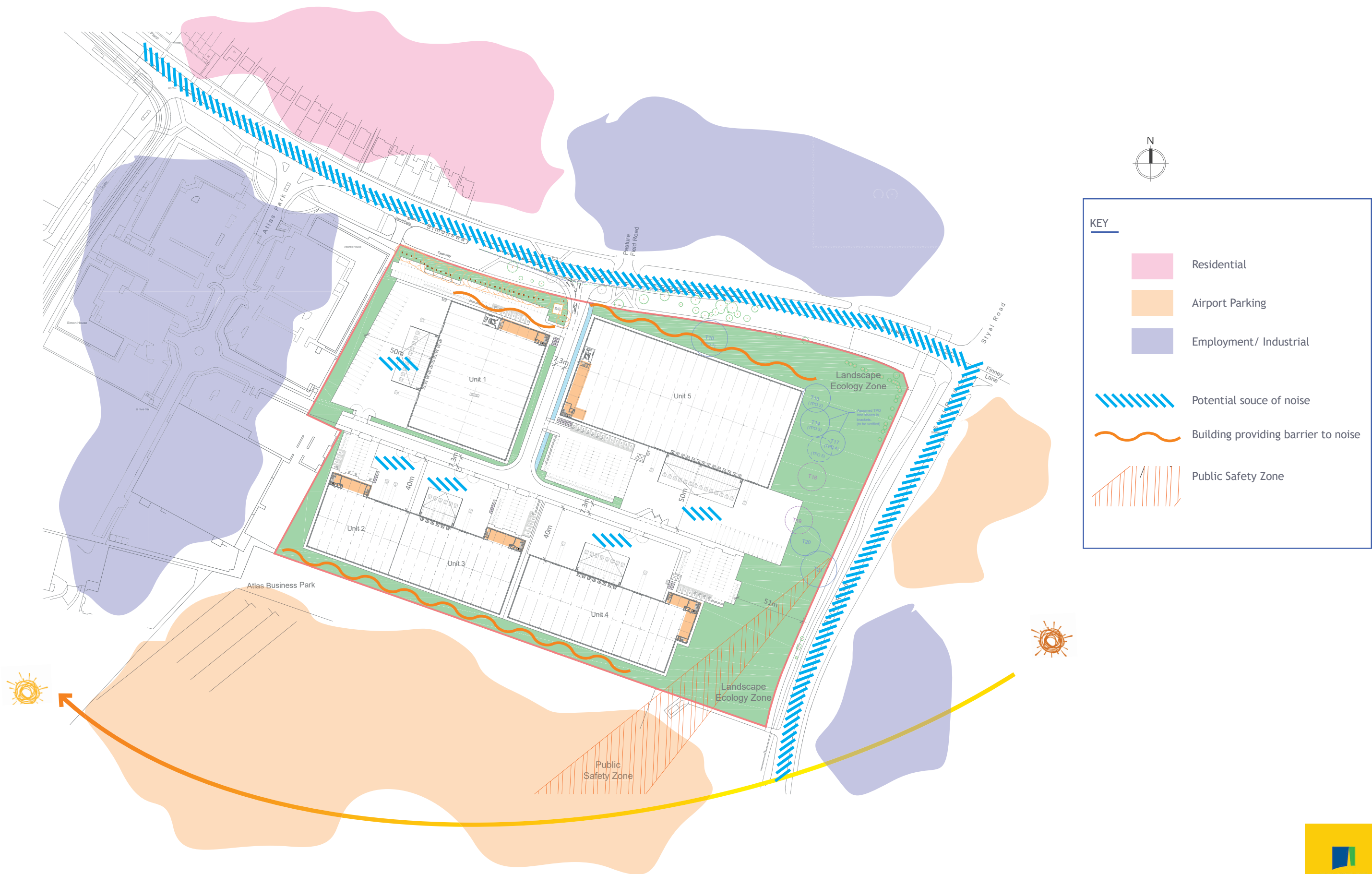
3 Looking south west into the site from the junction with Simonsway and Styral Road.



4 Looking west along Simonsway towards the existing site entrance

5.0 OPPORTUNITIES & CONSTRAINTS PLAN

ATLAS BUSINESS PARK



6.0 DESIGN STATEMENT | ATLAS BUSINESS PARK



Proposed Site Plan

Proposal

The proposal is to develop the site with the construction of 5 high quality speculative light industrial buildings for Use Classes B2/ B8.

Proposal Layout

The proposed layout has evolved from a broad analysis of the existing site constraints, such as site access for HGVs & cars and the context of the surrounding existing environment as well as the site topography and boundary conditions in order to provide the optimum solution for a building of this size, alongside having in mind the demands of the current industrial market.

The Layout of the Site

The proposed site layout has evolved from a broad analysis of existing site constraints, such as site access for HGVs & cars; and the context of the surrounding existing environment, as well as the site topography and boundary conditions. This process informs the optimum solution for the site especially in terms of the number of units, their size and their height, to be determined, whilst taking into consideration the demands of the current industrial market.

Access

The existing access road will be retained and widened at the intersection with Simonsway through a S278 arrangement to provide appropriate HGV access. A public footpath and a cycle track will be provided adjacent to the road.

With the exception of unit 1, building frontages face towards a central “spine” parallel to Simonsway.

Each individual unit will be serviced via the yard area and accessed directly off the service road. Dedicated loading doors are provided to enable loading for HGVs and vans. The larger units (1 and 5) are provided with loading docks. Bin storage facilities are allocated within the yard of

each unit.

Sheltered storage for cycles are included within the scheme. The number of proposed cycle parking spaces is shown on the proposed site plan and is compliant with Manchester City Council’s adopted parking standards.

The proposals feature car parking spaces in accordance with Manchester City Council’s adopted parking standards. Provision is to be made for active EV charging to be provided to 10% of parking spaces, with an additional 20% of the spaces to provided with passive charging capabilities.

Screening

The opportunities and constraints plan (OCP) shows the relative proximity of the unit warehouse yards to adjacent land uses. The OCP also identifies the yard areas as a potential source of noise during the normal operation of the warehouse units.

The proposed scheme features several measures designed to minimise the outward spread of noise generated from activities within each warehouse unit, thereby ensuring that sound reaching external areas is of a level deemed to

be acceptable under statutory regulations.

Where practicable, the buildings have been arranged to ensure that the service yards are oriented away from neighbouring areas. Although unit 1 departs from this principle, it benefits from a being a significant distance, 78 metres, from the nearest dwelling.

The proposals seek to retain many of the existing trees along the site boundaries. In particular, an emphasis has been placed on the retention of the distinctive line of Poplars which provide a degree of visual screening.

In general, the existing perimeter fences are to be refurbished with new fencing installed as required.

Sustainability

The development will achieve a BREEAM rating of “excellent” and an EPC rating of A.

Soft Landscaping

The development of the site at Simonsway provides a unique opportunity to promote the biodiversity of the area. A landscaping scheme is proposed which aims to enhance the open spaces of the site whilst providing an important habitat for species of wildlife within an urban

setting.

The scheme features outdoor amenity areas for the benefit of the unit occupiers. New planting is proposed in specific locations to increase biodiversity and to add to the visual appeal of the development.

In addition to the soft landscaping visible from ground level, the roofs above the offices of units 2, 3, and 4 will feature green “sedum” roofs.

Owing to the proximity of Manchester airport, the soft landscaping scheme has been informed by a need to avoid attracting birdlife to the site for the safety of aircraft.

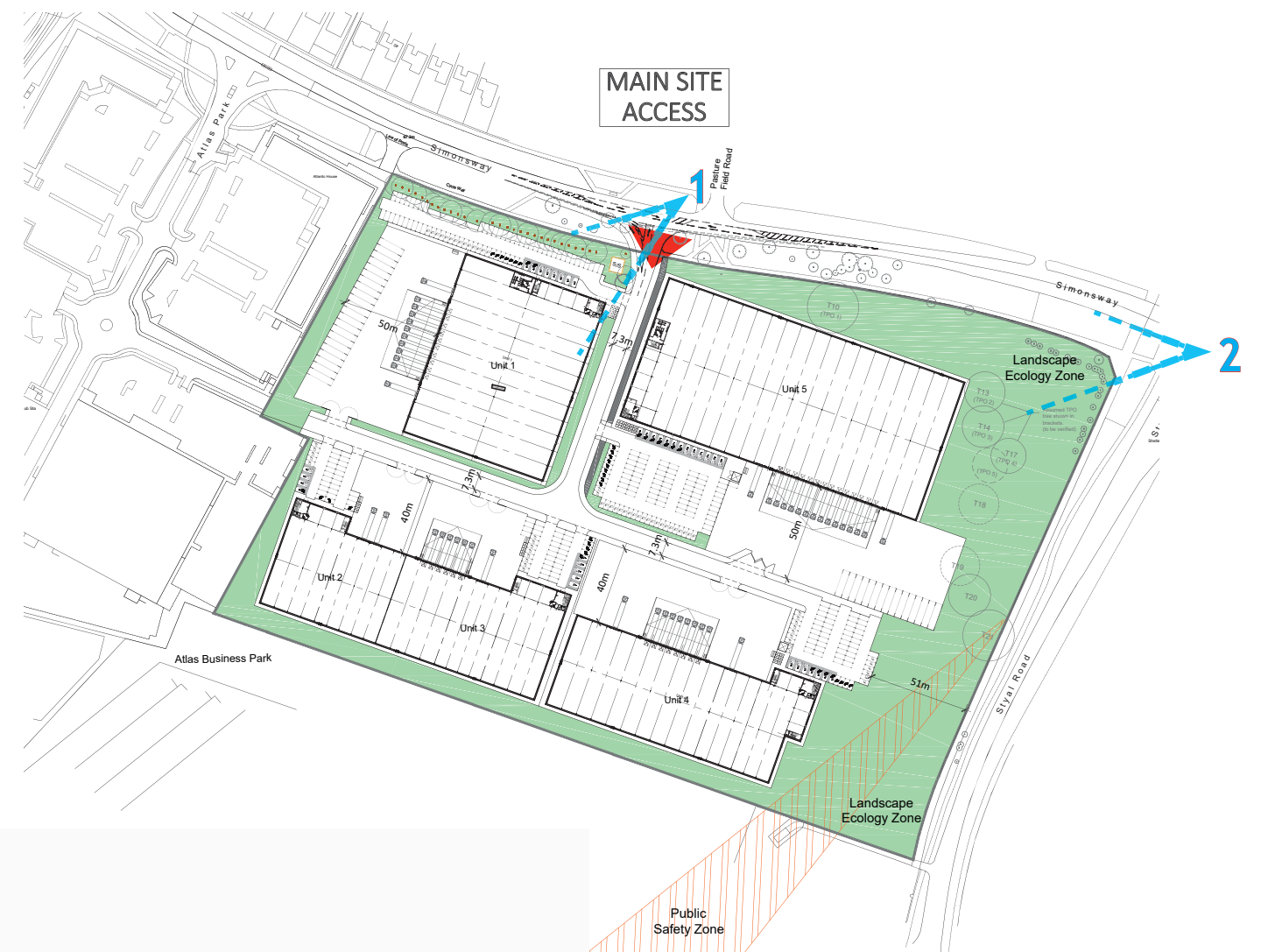
- Providing a habitat for wildlife;
- Improving the urban air quality;
- Enhancing the development’s visual appeal;
- Providing visual screening between the site and Simonsway;
- Contributing to reducing noise pollution;
- Providing an element of cooling to the urban environment.
- Improving storm water management during periods of heavy rainfall.



View 01: From Pasture Field Road looking along Simonsway with the entrance to Atlas Business Park on the left of the view.



View 02: From Finney Lane at the junction with Simonsway and Styal Road.



The townscape studies shown here are generated from digital Zmap data of the site and its surroundings.

The proposed buildings are constructed as 3d Revit CAD models and are inserted into the Zmap model at the correct A.O.D. height and position in relation to actual defined coordinates.



Photomontaged view from Finney Lane at the junction with Simonsway and Styal Road.

8.0 ELEVATIONS | ATLAS BUSINESS PARK



Typical Elevations: Unit 1

The elevational drawings indicate the general appearance of the building, with the forms being simple and well-proportioned for buildings of this type where clear internal heights and internal volumes are required.

The elevational treatment has been developed with clarity in both the design approach and the proposed materials to give the development a simple, well-proportioned and elegant appearance.

The elevations combine the use of contemporary materials using metal cladding with crisp, modern and simple detailing using a small number of cladding colours within a considered palette of light grey, mid grey and dark grey cladding to create a strong, clear and high-quality appearance.

Low maintenance timber cladding is specified for parts of the office areas where the aim is to create a visual contrast with the metal surfaces whilst also utilising a sustainable material in a prominent part of the building.

The elevations will feature the use of metal cladding with double glazed dark grey aluminium

windows to the offices as well as the loading doors.

The colour of the cladding will comprise of 3 graduated shades of grey (from ground to eaves): RAL 7016, 7000 and 7038. This combination of cladding tones is intended to diminish the apparent scale of the building when compared to the standard silver metallic finish used extensively in industrial buildings in recent times.

9.0 PERSPECTIVE VIEW 1 | ATLAS BUSINESS PARK



Artist's impression (aerial view) of the proposed development - refer to design drawings for actual details.

9.1 PERSPECTIVE VIEW 2 | ATLAS BUSINESS PARK



Artist's impression of the proposed development from the access road on Simonsway- refer to design drawings for actual details.



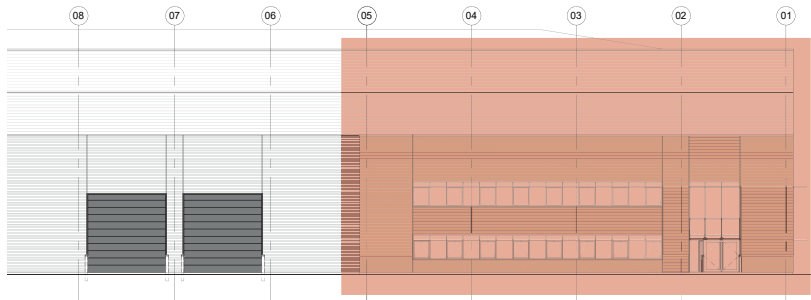
Double glazed window in polyester powder-coated aluminium frames



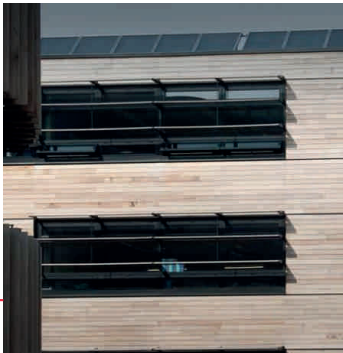
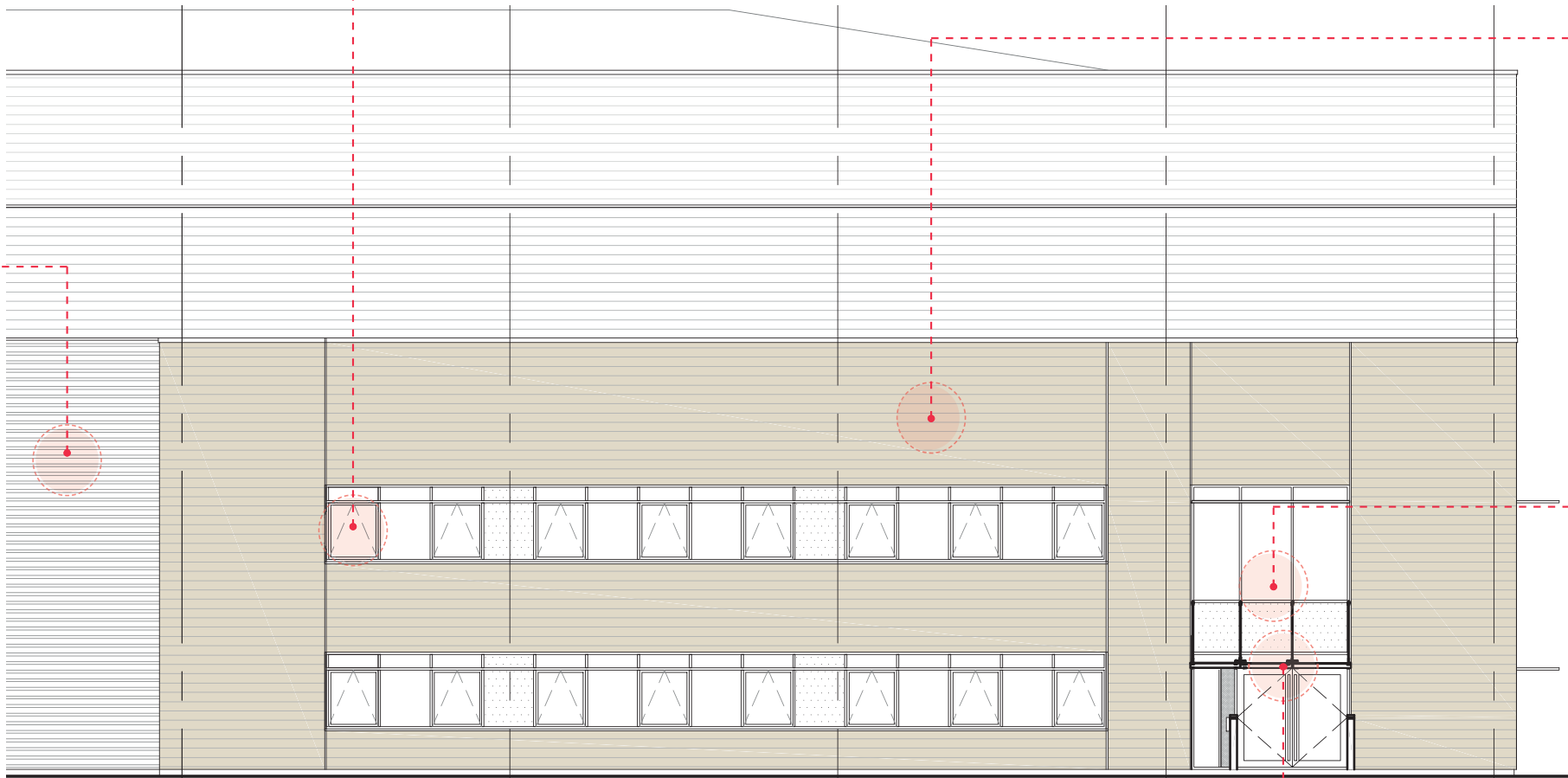
Cladding type 1



Canopy



Proposed Unit 2 north elevation



Proprietary low maintenance timber cladding



Thermally broken Curtain Wall System with polyester powder-coated aluminium frames

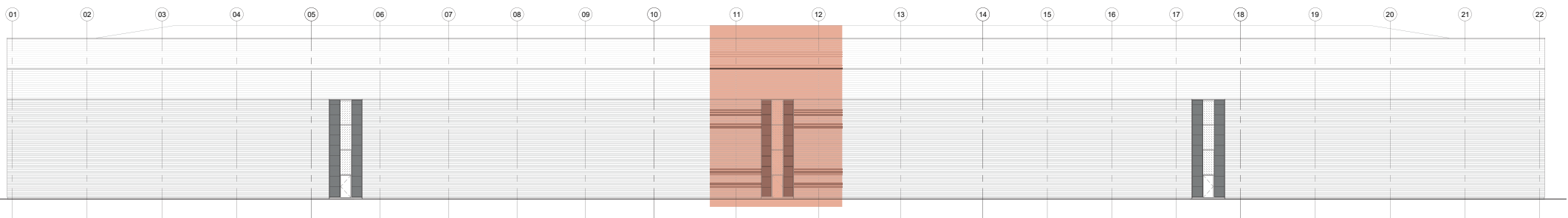
10.1

FEATURE
PANEL

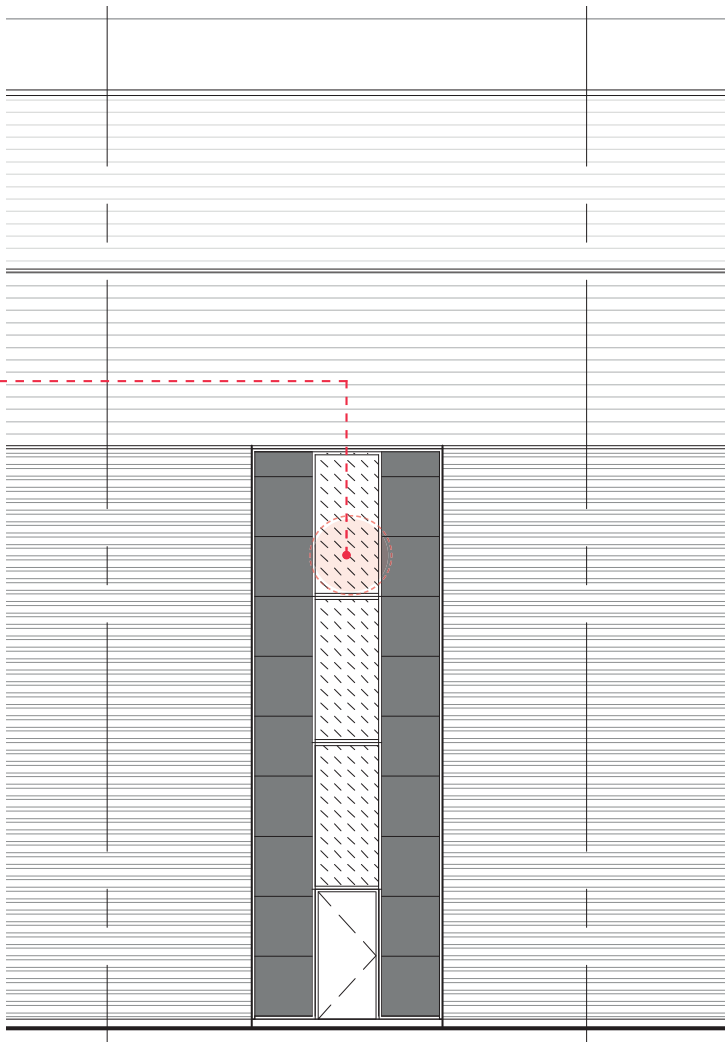
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External view of translucent Feature Panel (Kingspan “Day-Lite” or similar)



Proposed Unit 2 south elevation

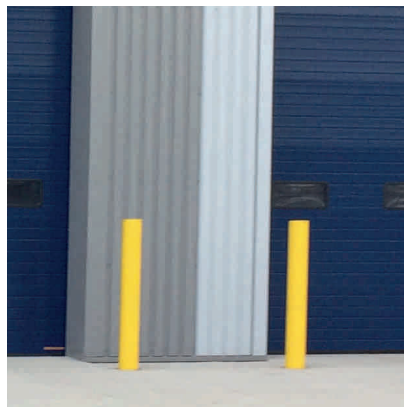




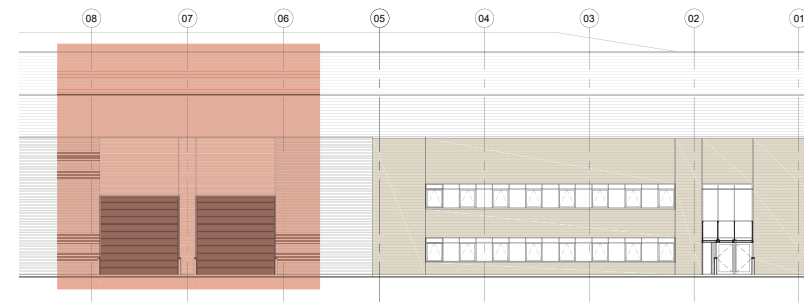
Cladding type 3



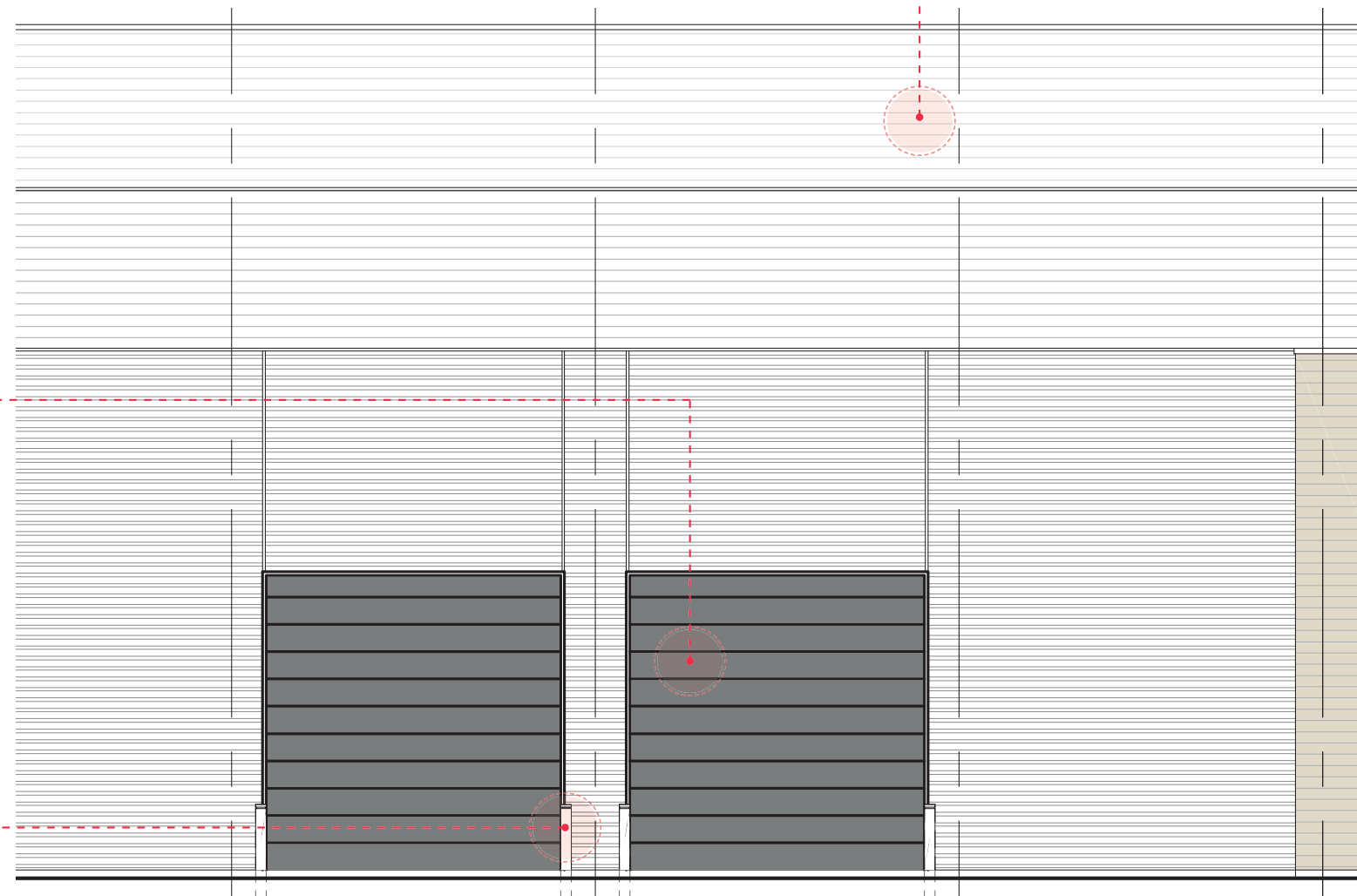
Loading Door



Bollards



Proposed Unit 2 north elevation





Design intent image of metal and timber cladding to external walls



Sedum Roofs

Green roofs (sedum roofs) are allocated above the office areas of the units along the northern boundary as well as being located above each of the bin and cycle storage facilities.

As well as encouraging biodiversity, the added planting has the additional benefit of helping to regulate the flow of rainwater into the drainage system.



Sedum roofs above cycle shelters and projecting office areas

12.0 TYPICAL | ATLAS BUSINESS PARK INTERIOR IMAGES



View of typical office interior

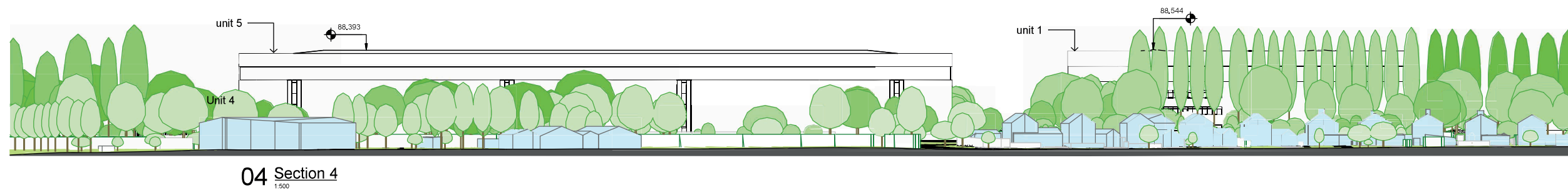
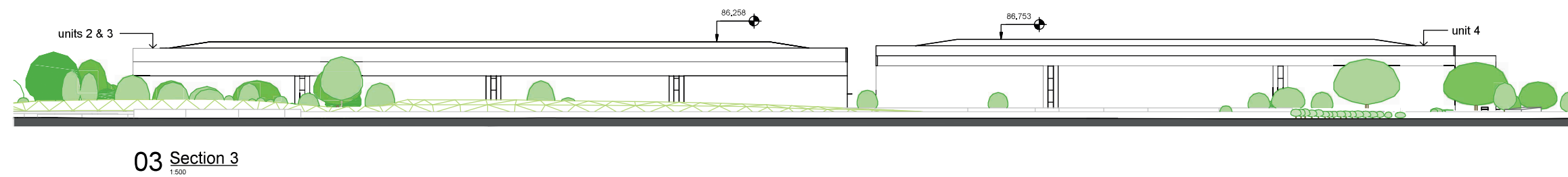
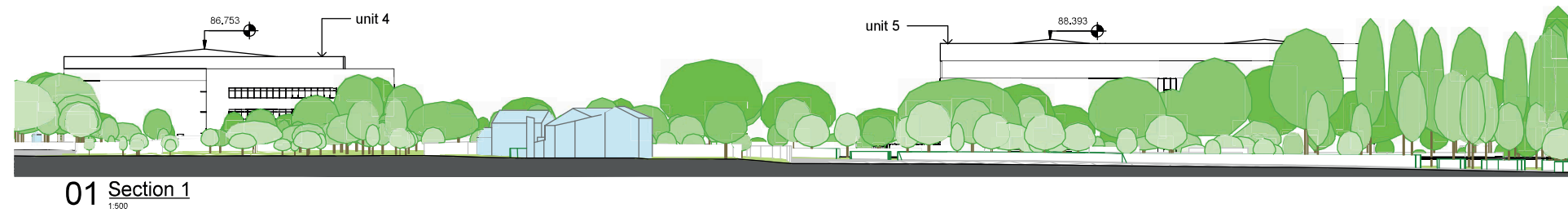


View of typical office interior



Typical office undercroft area within warehouse

13.0 SITE ELEVATIONS | ATLAS BUSINESS PARK



Area: Gross External	
UNIT 1 (GEA)	8,086m²
Warehouse	7,391m²
Office (FF)	347m²
Office (SF)	347m²
UNIT 2 (GEA)	3,621m²
Warehouse	3,331m²
Office (FF only)	289m²
UNIT 3 (GEA)	4,785m²
Warehouse	4,495m²
Office (FF only)	289m²
UNIT 4 (GEA)	7,214m²
Warehouse (Incl. office Undercroft)	6,325m²
Office (FF)	444m²
Office (SF)	444m²
UNIT 5 (GEA)	13,000m²
Warehouse (Incl. office Undercroft)	12,126m²
Office (FF)	437m²
Office (SF)	437m²
TOTAL (GEA)	36,706m²

20071 PL 101 - Site Location Plan
20071 PL 102- Existing Site Plan
20071 PL 201 - Proposed Site Plan
20071-PL 202- Proposed Site Plan (at Roof Level)
20071-PL 208A Proposed Site Plan (Partial extent of site at 500 scale)
20071 PL 210 - Unit 1- Proposed GA Plans
20071 PL 215 - Unit 1- Proposed Elevations
20071 PL 220 - Units 2 & 3- Proposed GA Plans
20071 PL 225- Units 2 & 3- Proposed Elevations
20071 PL 240 - Unit 4- Proposed GA Plans
20071 PL 245 - Unit 4- Proposed Elevations
20071-PL255- Unit 5 Proposed Plans & Elevations
20071 PL 310- Proposed Site Sections
20071 PL 320- Proposed Site Elevations
20071-PL 330 Separation Distances and Section A