



DESIGN AND ACCESS STATEMENT

ARGOSY DRIVE MANCHESTER AIRPORT

January 2023

Version P05

0.0 | CONTENTS

1.0	Introduction	
2.0	Location and Context	
2.1	Site Location	Unit 2
2.2	Site Location Map	3.16 Refuse Management
3.0	Design Proposals	Unit 3
3.1	Design Evolution - Preliminary Masterplan Options	4.0 Access Provision
3.2	Overall Site Layout	5.0 Sustainability
3.3	Phasing Plan	6.0 Summary
3.4	Site Layout Unit 1	
3.5	Site Layout Unit 2	
3.6	Site Layout Unit 3	
3.7	Scale Unit 1	
3.8	Scale Unit 2	
3.9	Scale Unit 3	
3.10	Appearance	
3.11	Indicative Visuals	
3.12	Indicative Visuals	
3.13	Landscaping	
3.14	Refuse Management	
	Unit 1	
3.15	Refuse Management	



1.0 | INTRODUCTION

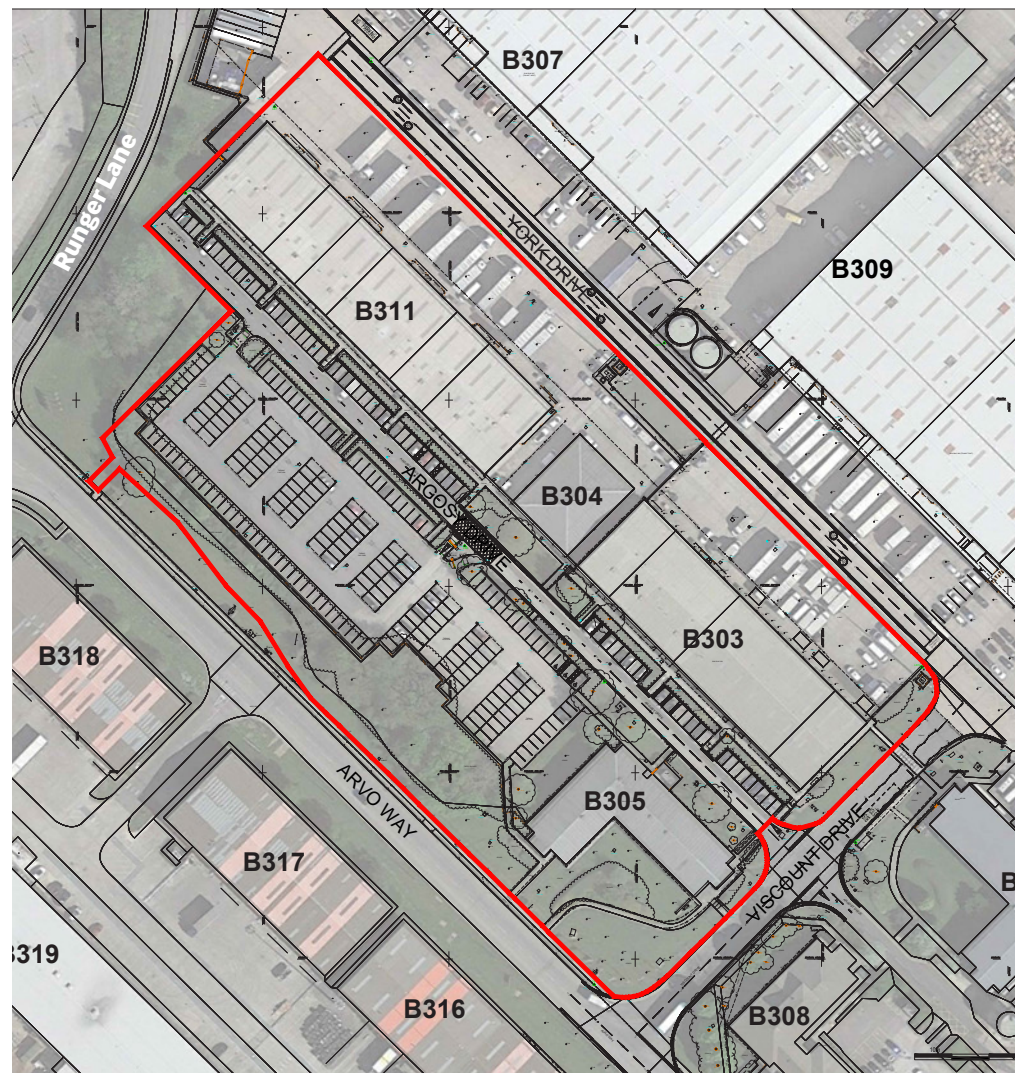
1.0 Introduction

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 3 terrace units (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 Buildings 305, 303, 304 and 311 and replacement with the erection of 3 terrace (B8 use) warehouse units.

This document sets out the design development process and details the scheme within this Full Planning Application and has been written in line with CABE 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.



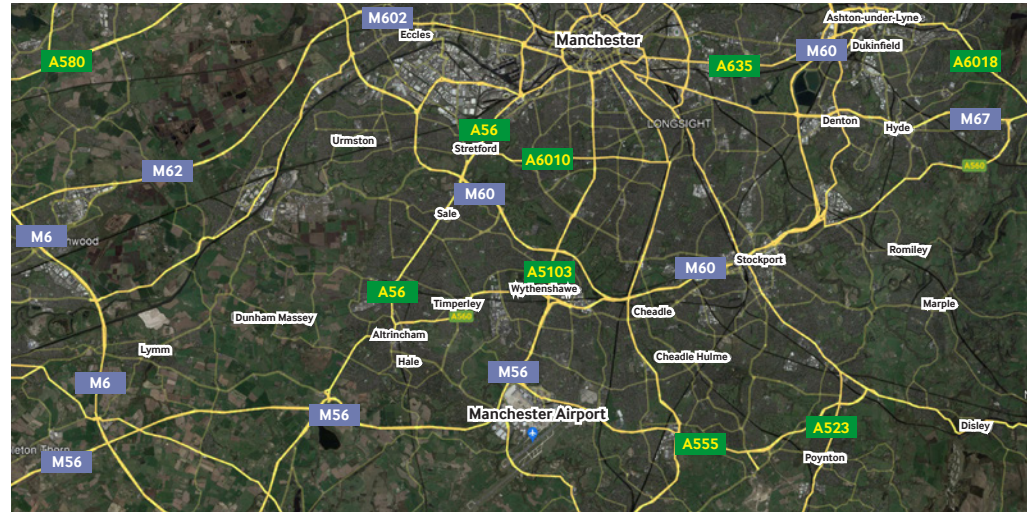
2.0 | LOCATION AND CONTEXT

2.1 Site Location

The site is located within Manchester Airport, located off Viscount Drive.

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 north of the site is the existing 307 and 309 Buildings and to the east is Buildings 302 and 308 and to the south is Avro Way. To the southern edge of the site there is some existing landscaping and frontage onto Avro Way.



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

- Retains mature landscaping
- Multiple occupiers
- Variety of unit sizes with flexibility to combine units

Cons

- Reduced floor area to retain landscaping
- Shallow unit

Scheme 02

Pros

- Terrace unit maximises site area
- Larger unit sizes
- Deeper yard depth
- Potential multiple occupiers

Cons

- Encroaches into landscaping area
- Smaller office sizes

Scheme 03

Pros

- Terrace unit maximises site area
- Unit configuration accommodates levels on site

Cons

- Encroaches into landscaping area
- Less flexibility with unit sizes due to levels
- Step in unit 1 to accommodate levels

Scheme 04

Pros

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

Cons

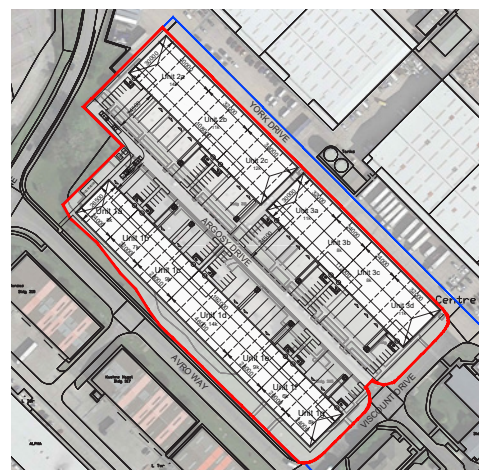
- Turning head and cycles encroaches into Unit 1a yard area
- Step in unit 1 to accommodate levels



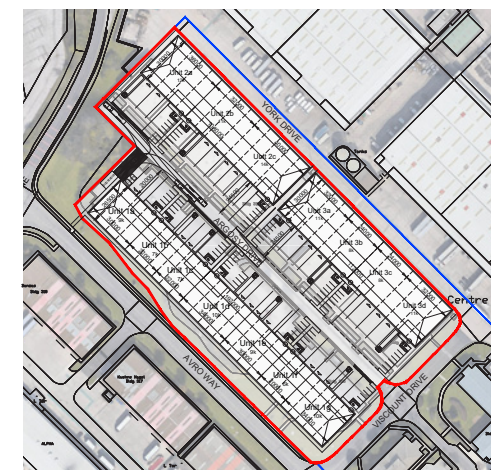
Scheme 01



Scheme 02



Scheme 03



Scheme 04

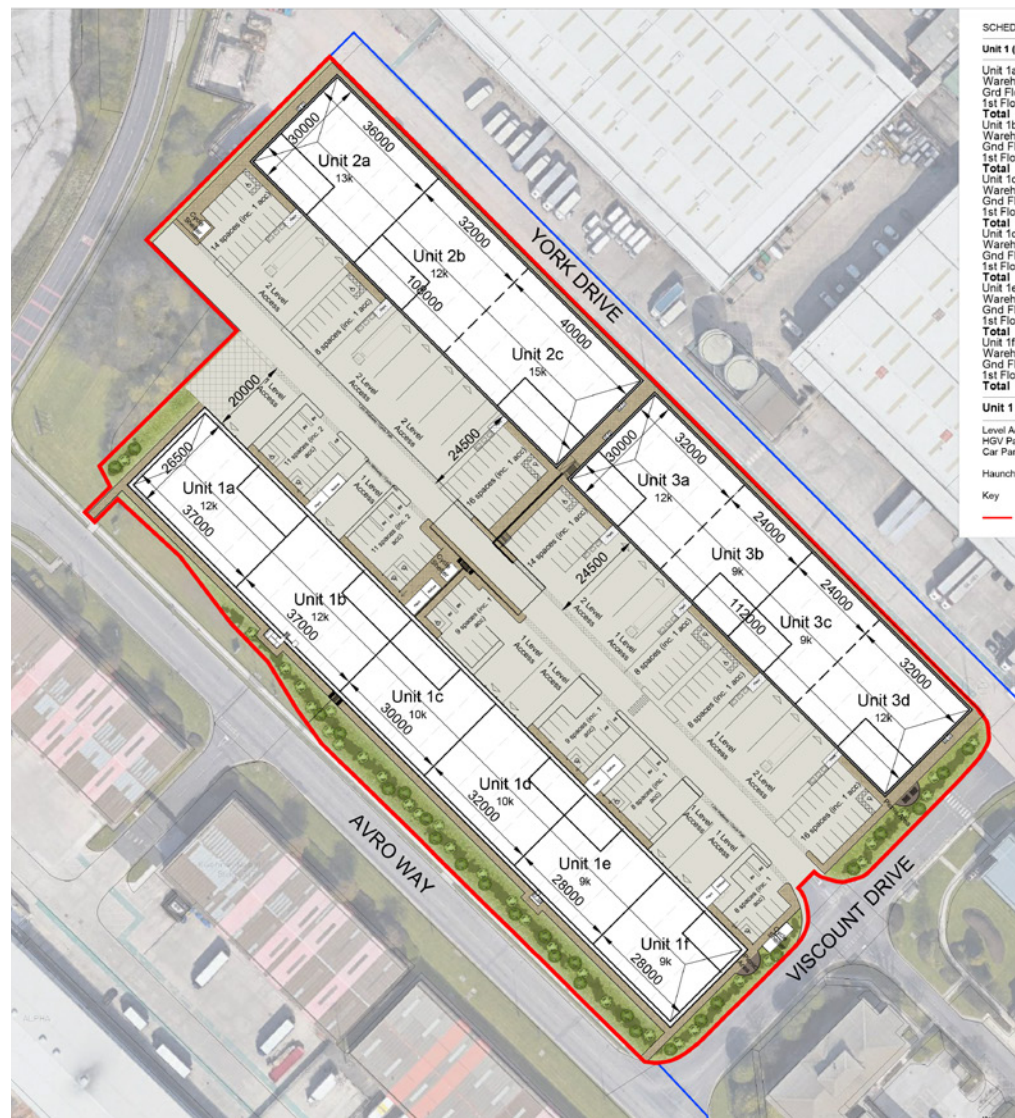
3.0 | DESIGN PROPOSALS

3.2 Overall 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, clear internal height, daylight, floor strengths, security, vehicle parking, and yard depths. The yard and car parks within the scheme have been designed to maximise flexibility for end users.

The building footprint indicated consists of a x 3 terrace units. Unit 1 192m x 26.5m (5,798 sqm) divided into 6 units, Unit 2 108m x 30m (3,811 sqm) and Unit 3 112m x 30m (3,952 sqm). Giving the overall site a building footprint of 13,561sqm.



3.0 | DESIGN PROPOSALS

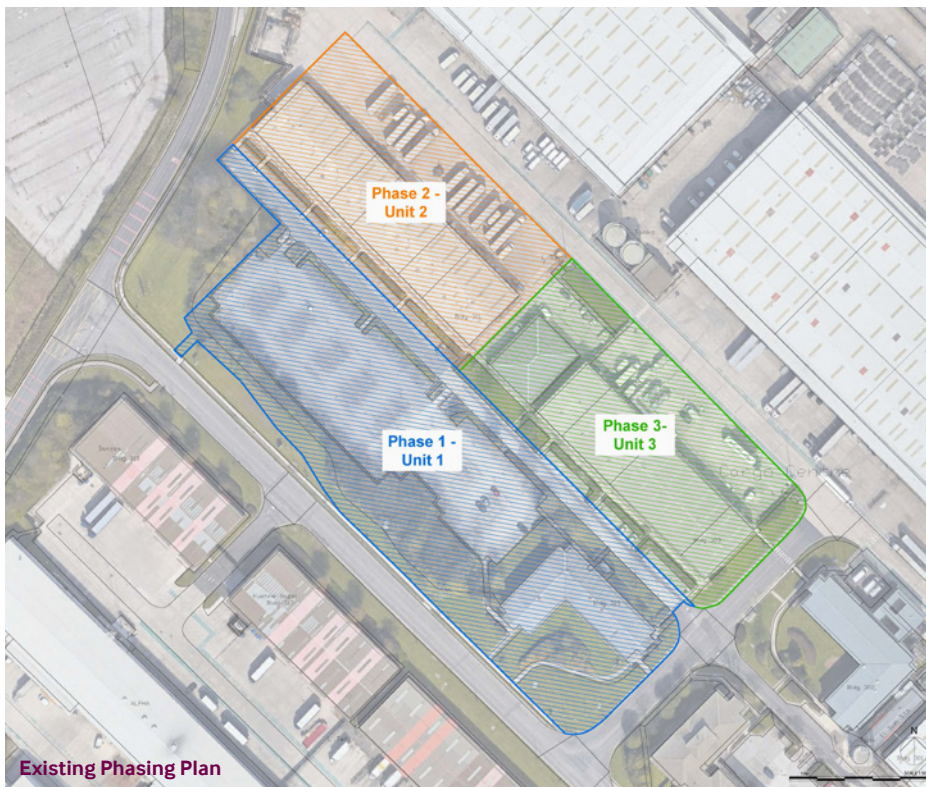
3.3 Phasing Plan

The overall development will be split into 3 phases.

Phase 1: Unit 1, associated car parking and service yards and access road

Phase 2: Unit 2, associated car parking and service yards

Phase 3: Unit 3, associated car parking and service yards



3.0 | DESIGN PROPOSALS

3.4 Site Layout Unit 1

Unit 1 will be for B8 (distribution/warehousing) use with ancillary B1 offices. The site has been designed to institutional B8 standards as well as to meet operational requirements for a unit of this size.

The site is accessed by Argosy Drive. This access serves all service yards and car parks. Maintenance access has been created around the eastern, southern and western perimeters of the building.

The terrace will be split into 6 units each with their own office, with flexibility for occupiers to create larger units if required.

The building will have 6 level access doors all access from the service yard.

Proposed GIA	SQM	SQFT
Unit 1a	1,121	12,066
Unit 1b	1,116	12,013
Unit 1c	929	10,000
Unit 1d	941	10,129
Unit 1e	842	9,063
Unit 1f	849	9,139
Total GIA	5,798	62,410



3.0 | DESIGN PROPOSALS

3.4 Site Layout Unit 2

Unit 2 will be for B8 (distribution/warehousing) use with ancillary B1 offices. The site has been designed to institutional B8 standards as well as to meet operational requirements for a unit of this size.

The site is accessed by Argosy Drive. This access serves all service yards and car parks. Maintenance access has been created around the northern, eastern and western perimeters of the building.

The terrace will be split into 3 units each with their own office, with flexibility for occupiers to create larger units if required.

The building will have 6 level access doors all access from the service yard.

Proposed GIA	SQM	SQFT
Unit 2a	1,270	13,670
Unit 2b	1,129	12,152
Unit 2c	1,411	15,188
Total GIA	3,811	41,010



3.0 | DESIGN PROPOSALS

3.4 Site Layout Unit 3

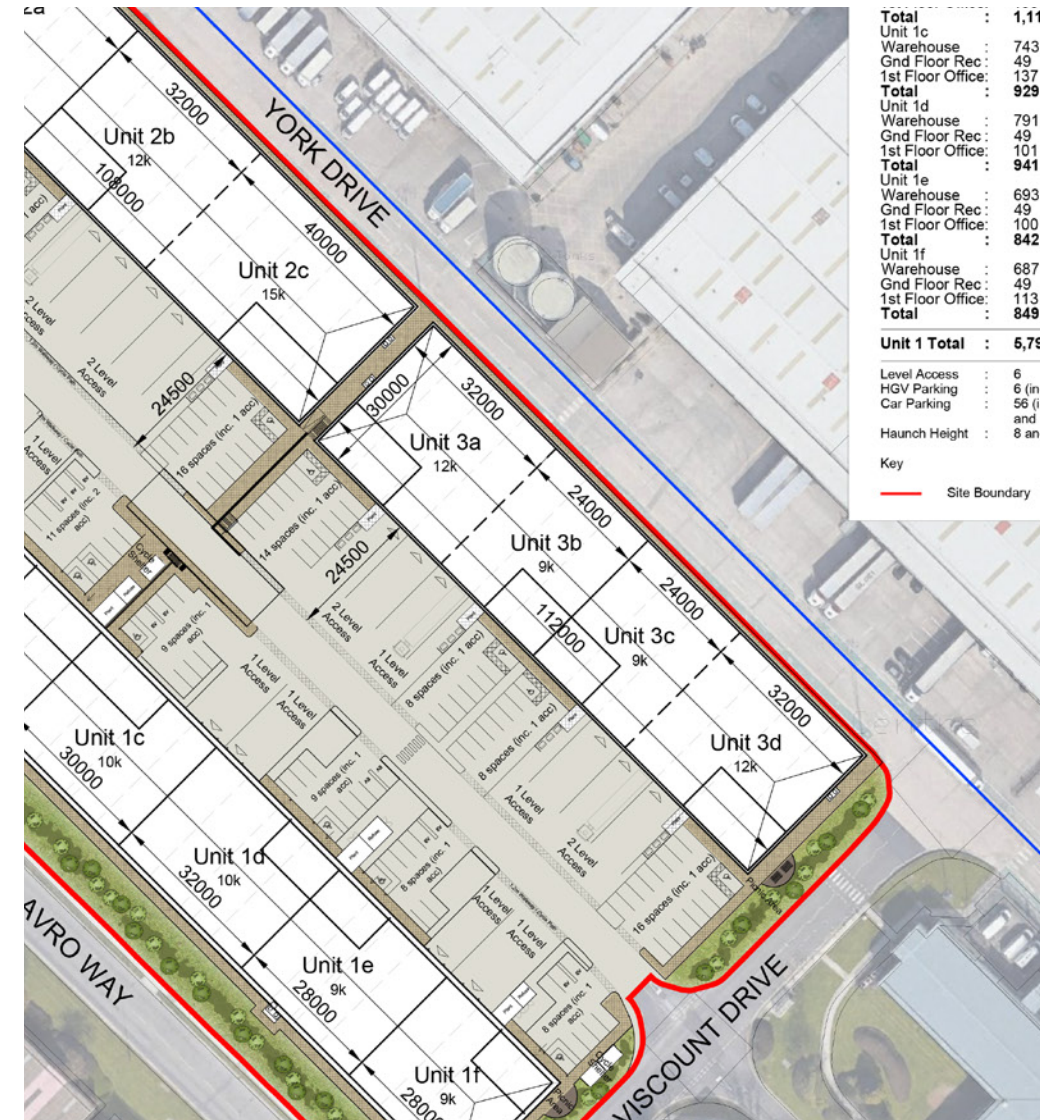
Unit 3 will be for B8 (distribution/warehousing) use with ancillary B1 offices. The site has been designed to institutional B8 standards as well as to meet operational requirements for a unit of this size.

The site is accessed by Argosy Drive. This access serves all service yards and car parks. Maintenance access has been created around the northern, eastern and western perimeters of the building.

The terrace will be split into 4 units each with their own office, with flexibility for occupiers to create larger units if required.

The building will have 6 level access doors all access from the service yard.

Proposed GIA	SQM	SQFT
Unit 3a	1,129	12,152
Unit 3b	847	9,117
Unit 3c	847	9,117
Unit 3d	1,129	12,152
Total GIA	3,952	42,538

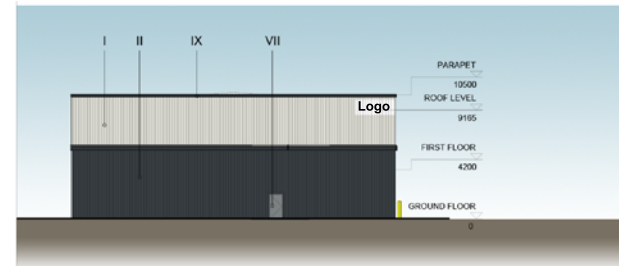


3.0 | DESIGN PROPOSALS

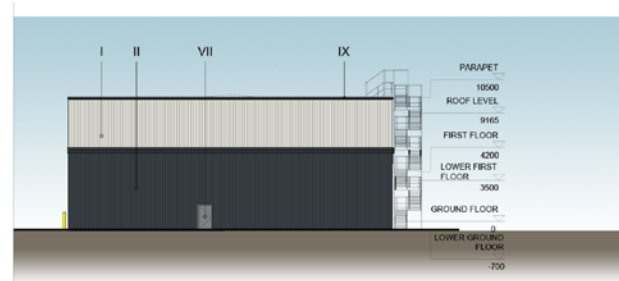
3.7 Scale Unit 1

The building is proposed to be 8m clear internal in height for units 1a – 1f, with a horizontal parapet eaves line. The external parapet height will be c.10.5m above surrounding ground level for units 1a – 1f.

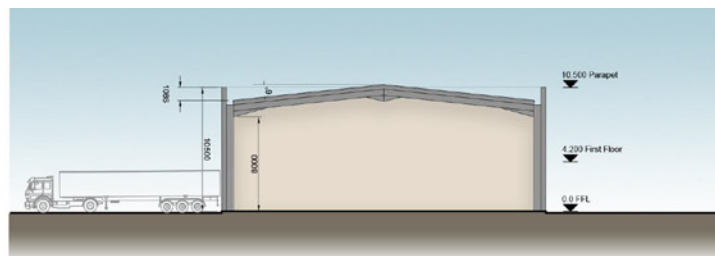
The proposed elevations will consist of a mix of profiled and flat (microrib) cladding. The colours will be of a neutral grey, cream and white palette with subtle greys and creams colours applied to key areas such as doors and glazing. Ribbon windows will be introduced to each level of open plan offices for each unit.



East Elevation



West Elevation



Indicative Section



South Elevation



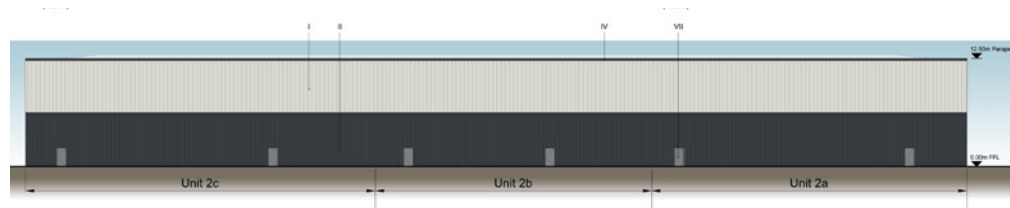
North Elevation

3.0 | DESIGN PROPOSALS

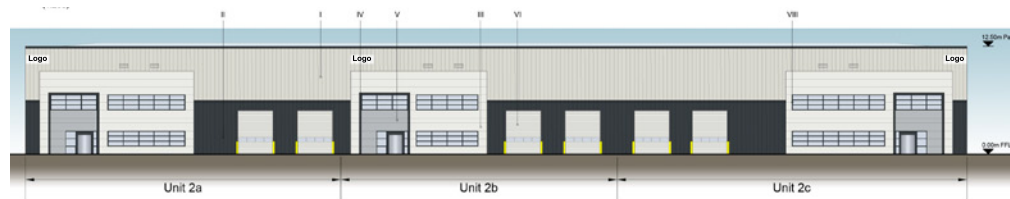
3.8 Scale Unit 2

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.

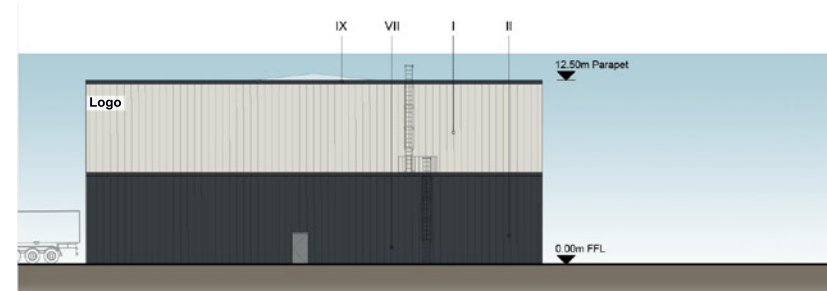
The proposed elevations will consist of a mix of profiled and flat (microrib) cladding. The colours will be of a neutral grey, cream and white palette with subtle greys and creams colours applied to key areas such as doors and glazing. Ribbon windows will be introduced to each level of open plan offices for each unit.



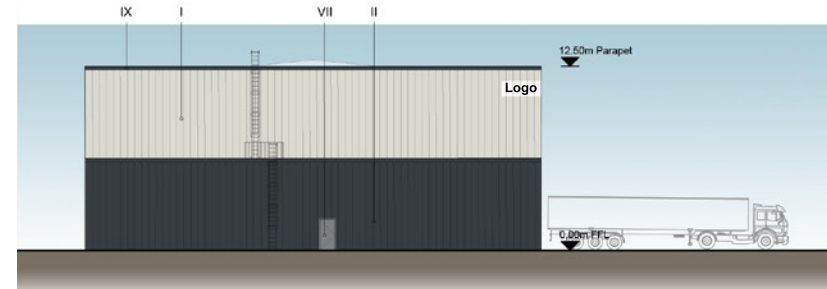
North Elevation



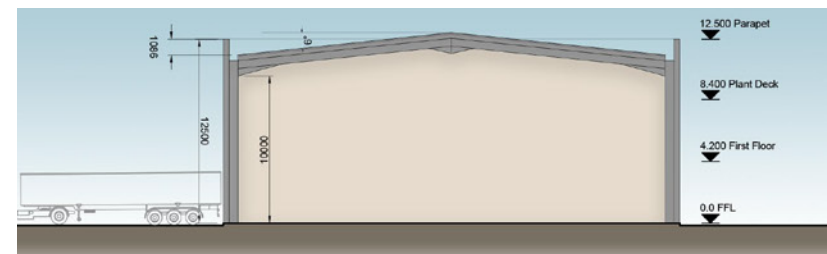
South Elevation



East Elevation



West Elevation



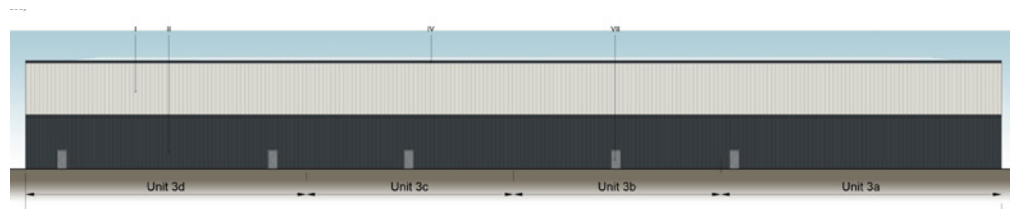
Indicative Section

3.0 | DESIGN PROPOSALS

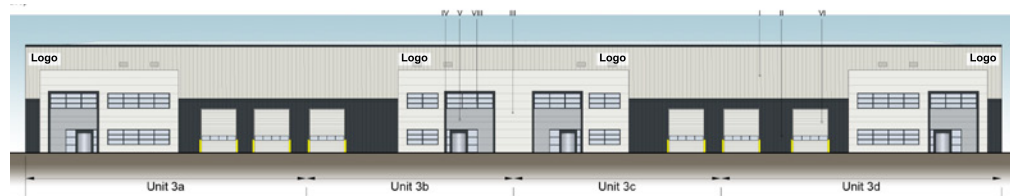
3.9 Scale Unit 3

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.

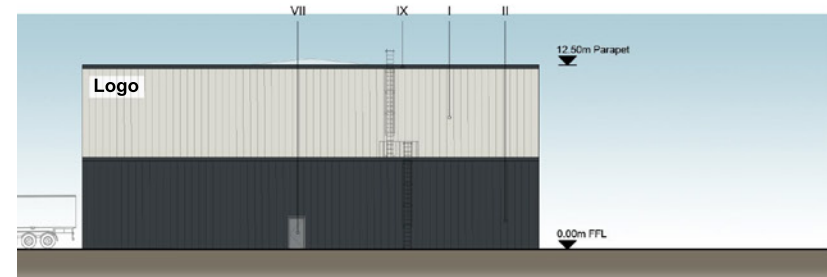
The proposed elevations will consist of a mix of profiled and flat (microrib) cladding. The colours will be of a neutral grey, cream and white palette with subtle greys and creams colours applied to key areas such as doors and glazing. Ribbon windows will be introduced to each level of open plan offices for each unit.



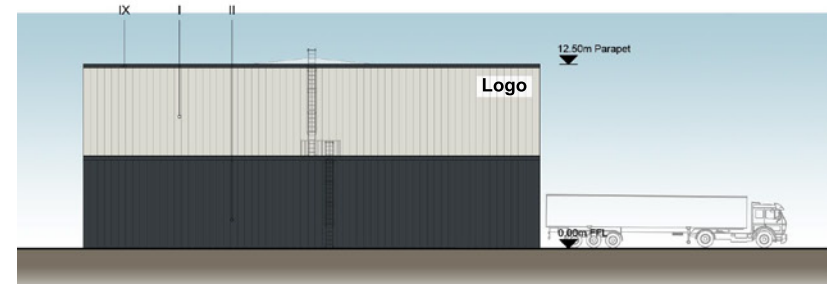
North Elevation



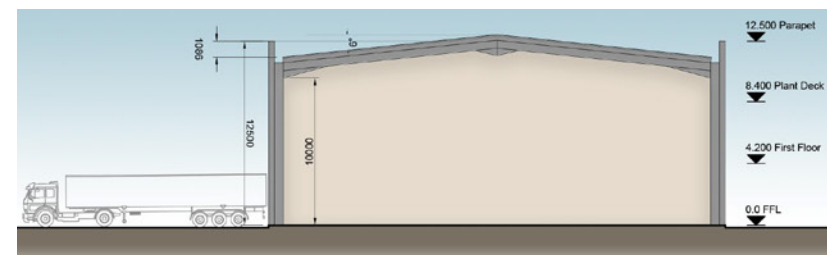
South Elevation



East Elevation



West Elevation



Indicative Section

3.0 | DESIGN PROPOSALS

3.10 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.

Glazing has been added to the entrance of each unit, reducing the need for unnecessary signage and visual clutter. This glazing creates an entrance focal point for the building upon approach and adds visual interest and prestige to the facility for potential occupiers.

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



3.0 | DESIGN PROPOSALS

3.11 Indicative Visuals



3.0 | DESIGN PROPOSALS

3.12 Indicative Visuals - Overall Scheme



3.0 | DESIGN PROPOSALS

3.13 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 unit 1 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 southern and western edge of the site, which helps to screen views of the site from Avro Road and Runger Lane. This landscaping strip will be retained where possible and enhanced as part of the site redevelopment.



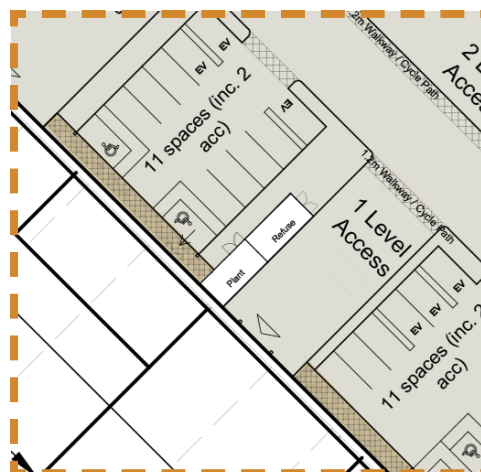
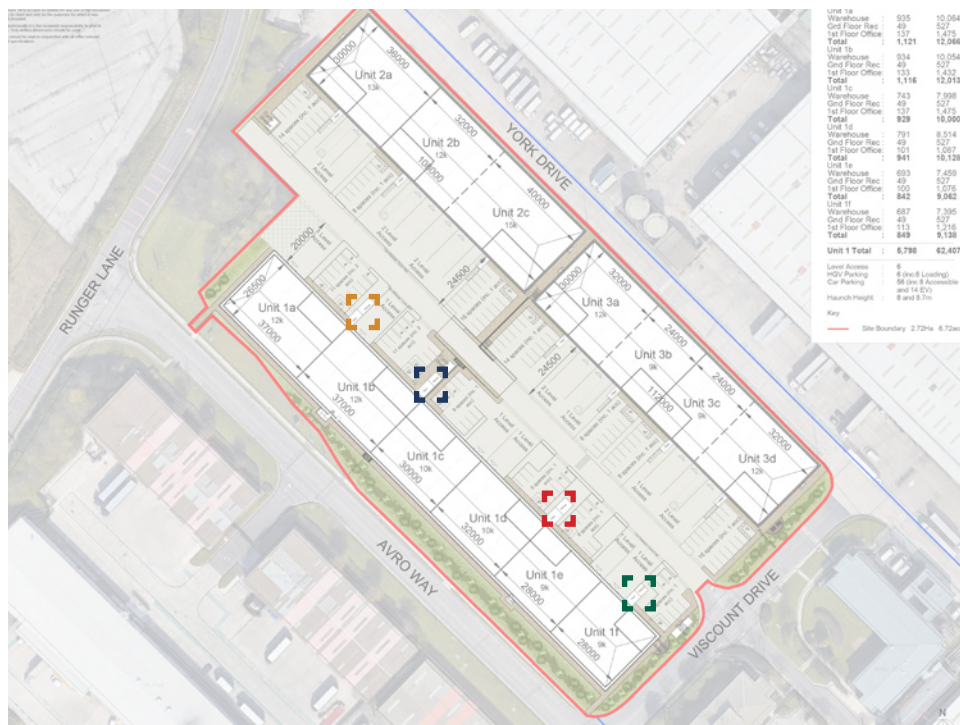
Landscaping Strategy

3.0 | DESIGN PROPOSALS

3.14 Refuse Management Unit 1

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)

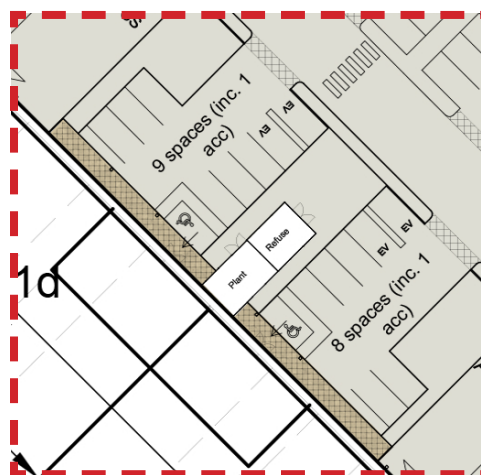
Unit 1 will be provided with 4 no refuse and recycle points which will be located within the service yard of the unit. These facilities will be shared between all units. It is envisaged that the units will be serviced by a private refuse collection.



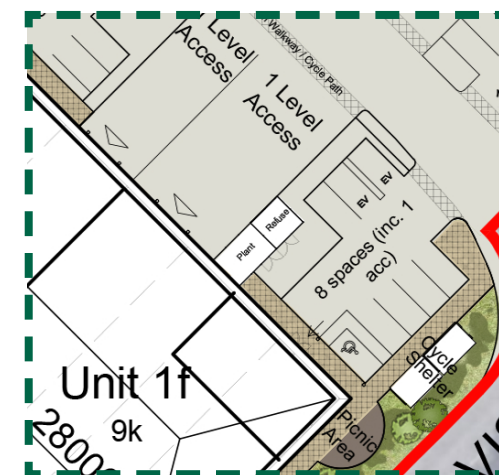
Units 1a and 1b



Units 1b and 1c



Units 1d and 1e



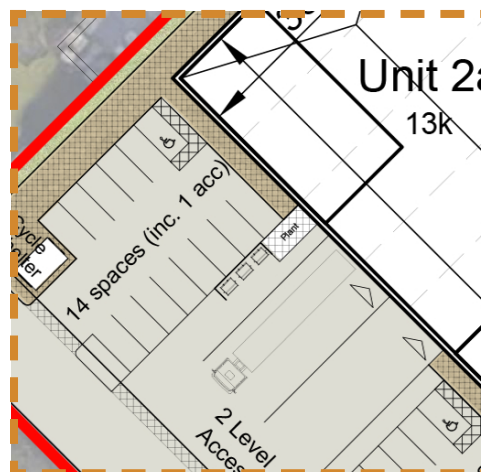
Unit 1f

3.0 | DESIGN PROPOSALS

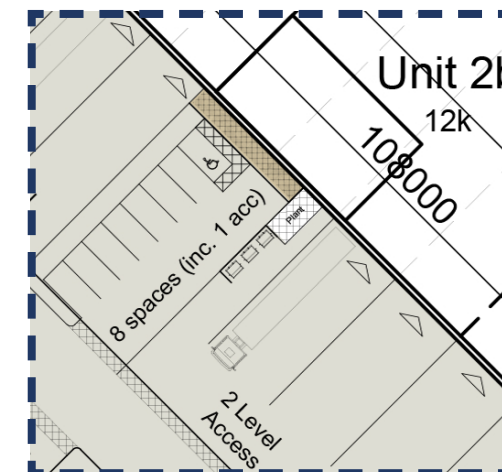
3.15 Refuse Management Unit 2

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)

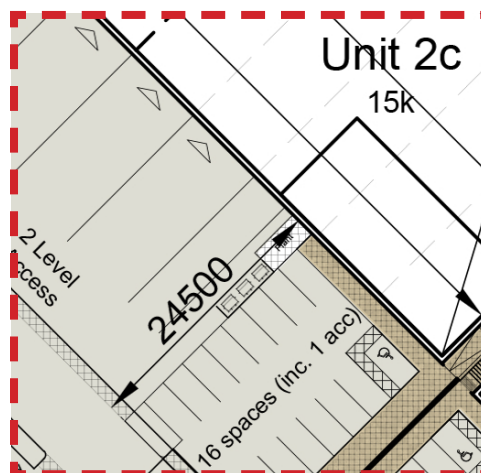
Unit 2 will be provided with a fenced refuse and recycle point for each unit which will be located within the service yards. It is envisaged that the units will be serviced by a private refuse collection.



Unit 2a



Unit 2b



Unit 2c

3.0 | DESIGN PROPOSALS

3.16 Refuse Management Unit 3

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)

Unit 3 will be provided with a fenced refuse and recycle point for each unit 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 Argosy Drive. This junction also serves the unit yard areas to all units.

HGV / Van Access

All unit yard areas will be accessed from Argosy Drive through the centre 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 leading to the mark footways on site. Cyclists would also follow the same route into the site, dismounting at the cycle shelter and proceeding on foot to the main offices.

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 stop is located on Viscount Drive, services 288 and 313 run from this stop.

Emergency Access

The service yards act as emergency access and egress points. York Drive to the north and Avro Way to the south of the site 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.

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 Viscount Drive within the World Freight Terminal of Manchester Airport. The existing Building 305 is currently vacant, whilst Buildings 303, 305 and 311 house multiple occupiers. The proposed development will maximise the site to its full potential creating a cohesive development. 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 buildings and making way for a modern commercial distribution development.

The chosen site will offer 3 highly specified units of 62,410 sqft, 41,010 sqft and 42,538 sq ft, optional designs were considered but these unit sizes and subdivisions 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. A modern use of the materials and a contemporary colour palette have been chosen to create consistency between the sites and enhance the development.

