

Manchester Business Park, Aviator Way

Manchester City Council Comments – Applicant Response

Technical Note

Date: March 2026

Client Name: Ask Real Estate Limited

Document Reference: 21347101-WAT-XX-XX-TN-N-800001_P01.01

This document has been prepared and checked in accordance with
Waterman Group's IMS (BS EN ISO 9001: 2015, BS EN ISO 14001: 2015 and BS EN ISO 45001:2018)

Issue	Prepared by	Checked by	Approved by
P01.01	A. Beard Senior Associate Director	M. Scroggs Principal Transport Planner	A. Beard Senior Associate Director

1. Introduction

General

- 1.1. This Technical Note (TN) has been prepared by Waterman Infrastructure and Environment Ltd (Waterman) on behalf of Ask Real Estate Limited (the Applicant) to provide highways and transport responses to the consultation comments raised by Manchester City Council (MCC) in relation to the submitted full planning application for a development of 9 no. Commercial B2 (General Industry) and B8 (Storage and distribution) units to form light industrial and ancillary office space, with associated landscaping works, access and car parking at Unit 2000, Aviator Way, near Manchester Airport, Greater Manchester, M22 1GE (the 'Site', planning ref: 144691/FO/2025).
- 1.2. The purpose of this Technical Note is to respond, where applicable, to the comments received from MCC Highways, by email dated 27 January 2026, appended in full to this note ([Appendix A](#)).
- 1.3. Specifically, this TN addresses the following details which MCC have identified as being required to support the submission prior to determination of the planning application:
 - A Road Safety Audit (Stage 1);
 - Updated swept path analysis;
 - Design plan for the access point is required for review in principle prior to determination (confirming details of dropped kerb/ width of access); and
 - Parking accumulation assessment with dimensioned plan.
- 1.4. This TN addresses each of the relevant points raised, with the comments raised by MCC summarised below, followed by Waterman's response addressing each comment raised in order received.

- 1.5. All other matters raised by MCC Highways are considered to have been resolved through ongoing communication with the highway authority or will be addressed as Conditions to planning approval.

2. Response to MCC Comments

Overview

- 2.1. A summary of the main topics and comments raised by the MCC Highways email dated 27 January 2026, along with the Applicant's responses, is provided below.

Junction Capacity Contributions:

Envisaged that this would be captured via an off-site highway works condition.

- *Outwood Lane/Ringway Road West - £35k for the 12m Altron Trolley Head*
- *Ringway Road West/Enterprise. - £60k for the Altron Trolley Head and upgrading of comms to the site.*

Applicant Response

- 2.2. In principle, on the basis that this contribution (assumed to be a single financial contribution) negates the potential requirement for any further mitigation at these junctions, such a Condition is likely to be acceptable.

Highway Safety:

Accident assessment undertaken for the most recent five-year period (2019 - 2023). 10 accidents were recorded, 3 serious accidents and 7 slight accidents. Road safety data should be updated and include 2024 dataset.

Applicant Response

- 2.3. Crashmap Pro data for the period January 2020-December 2024 has been reviewed and a total of nine PIAs identified within the study area, one fewer than the previous five-year period 2019-2023. One new PIA was recorded, comprising a single vehicle collision with two pedestrians (one adult and one child casualty, both 'slight' in severity) at a pedestrian crossing on the A555 east of the Site in dry daylight conditions, crossing from driver's offside - masked by parked or stationary vehicle. This doesn't change the overall conclusion of the safety assessment presented within the submitted Transport Assessment, and it is understood that, based on the above clarification, MCC Highways have noted they have no further concerns about highway safety issues within the vicinity of the site.

Site Accessibility:

Envisaged that this would be captured by an off-site highways condition.

Vegetation clearance is required along the cycle link on Woodhouse Lane. A review on the status/condition of this route is required to be undertaken, with resurfacing carried out where necessary. Improvements should be implemented at the access point where the cycle link connects with Woodhouse Lane.

Applicant Response

- 2.4. Based upon a desktop exercise from photographs taken on site, the overall condition of Woodhouse Lane appears to be reasonable, although there does appear to be some evidence of existing localised potholes / surfacing defects. A condition survey will be required to identify the extent of resurfacing and vegetation clearance required and could be secured by Condition.
- 2.5. Observed survey data obtained on Thursday 26 June 2025 (between 06:00-22:00) recorded a maximum hourly flow of 5 two-way cycle trips (between 17:15-18:15) and total daily two-way flow of 45 cycle trips on Woodhouse Lane, out of a total 97 daily cycle movements (all movements) at the junction of Woodhouse Lane with Aviator Way. A maximum hourly flow of 96 pedestrian movements (between 12:00-13:00) was recorded, with a total of 591 daily pedestrian movements (all movements) at the junction of Woodhouse Lane with Aviator Way.
- 2.6. Reflecting the current low volumes of pedestrian and cycle trips occurring on Woodhouse Lane and at its junction with the existing cycle link on Aviator Way, and the low number of additional pedestrian and cycle trips forecast for the proposed development (3 two-way pedestrian and 3 two-way cycle trips during the AM and PM peak hours, 34 two-way pedestrian and 28 two-way cycle trips daily) in the 'worst case' B2 land use scenario, a commitment to physical improvements to the current access point where the cycle link on Aviator Way connects with Woodhouse Lane is considered disproportionate and unnecessary to mitigate the impact of the development.

Vehicular Access:

A Road Safety Audit Stage 1 is required prior to determination.

Confirmation is required on the width of the access point. Highways note that best practice is to provide a pedestrian refuge for access wider than 10.0m. Dropped kerb and tactile paving is required at the proposed site access.

Applicant Response

- 2.7. A Stage 1 Road Safety Audit (RSA) commissioned for the submitted access arrangement on Aviator Way has been received and is provided at [Appendix B](#). Only one problem was raised by the Auditors, relating to sight lines for approaching drivers to the position of the pedestrian/cycleway crossing, along with the recommendation that sight lines are assessed, and further tree and shrub removal proposed as appropriate.
- 2.8. An indicative amended access arrangement is presented at [Appendix C](#). This amended access arrangement, which proposes amendments to the kerb radius and corner taper on entry to the Site, was discussed with MCC Highway officers on Monday 9 March 2026 and was positively received. A revised crossing point, 11.0m in width is proposed, with dropped kerbs and tactile paving provided. Discussion with MCC Highways officers indicated that this crossing width would likely be acceptable without the requirement for a pedestrian refuge, to maintain pedestrian desire line across the access junction.
- 2.9. The amended access has been submitted to Stage 1 RSA. Based on the previous layout RSA response, it is not anticipated that the findings of the RSA will materially differ from the sight line recommendation discussed above. However, should any additional problems and recommendations be made, they will be reviewed and addressed in a Designer's Response and/or through subsequent iterations of access design.

Internal Access Road:

Swept path assessment for a 16.5m HGV demonstrates two-way movement at the proposed site access junction and along the internal service road. However, the current layout presents internal constraints with vehicle overrun clearly shown. It should be ensured that the internal service road is wide enough to comfortably accommodate two-way HGV movement. Highways request that updated swept path assessments are provided.

Applicant Response

- 2.10. Forecast OGV movements are low, with a maximum 5 two-way trips in the peak hour. Simultaneous OGV movements are expected to be infrequent and can be managed within the private estate road. Updated swept path assessments and the proposed amendment to the site access, presented at [Appendix C](#), demonstrate that the access road provides sufficient width to accommodate two-way OGV movements.

Parking:

Requested that a TRICS based car parking accumulation assessment is undertaken with regards to the worst-case B2/B8 development scenario. Confirmation is sought on car parking dimensions and aisle width. This should be shown on an updated dimensioned plan.

Applicant Response

- 2.11. The proposed parking provision is based on the Manchester Local Plan Core Strategy Car Parking Standards and is policy compliant. A TRICS based parking accumulation exercise has been conducted for each Unit, based upon the trip generation forecasts presented within the submitted Transport Assessment, and the maximum occupancy and number of available spaces for the 'worst case' B2 land use is presented in [Table 1](#) below.

Table 1: Car Parking Accumulation (B2 Industrial Estate)

B2 - INDUSTRIAL ESTATE					
UNIT	GIA	PARKING SPACES	MAX OCCUPANCY	SPARE SPACES	TIME OF MAX OCCUPANCY
1A	1706	29	16	13	10:00-12:00
1B	1978	23	19	4	10:00-11:00
1 TOTAL	3684	52	35	17	10:00-11:00
2A	925	12	9	3	10:00-12:00
2B	579	10	5	5	08:00-15:00
2C	580	10	5	5	08:00-15:00
2 TOTAL	2084	32	20	12	10:00-11:00
3A	1150	17	11	6	10:00-12:00
3B	923	14	9	5	10:00-12:00
3C	702	11	7	4	10:00-12:00
3 TOTAL	2775	42	26	16	10:00-12:00
4 TOTAL	1624	19	15	4	09:00-12:00
SITE TOTAL	10167	145	96	49	10:00-11:00

- 2.12. [Table 1](#) illustrates that ample parking capacity is provided to accommodate the forecast demand in the 'worst case' B2 land use scenario for each Unit. Parking demand will be monitored and managed through a vision-led approach and travel planning measures delivered as part of the supporting Travel Plan.
- 2.13. Car parking space dimensions proposed are standard 2.5m x 5.0m bays, served by minimum 6.0m aisle widths. Disabled parking bays are 3.6m x 6.0m, inclusive of the marked buffer area.
- 2.14. A dimensioned parking plan and full parking accumulation summary tables for B2 and B8 land uses are provided at [Appendix D](#).

[Refuse and Servicing:](#)

Swept path assessments for Unit 4 demonstrates a 16.5m HGV accessing the service yard. However, the vehicle appears to overrun into the adjacent parked HGV. Updated swept path should be provided.

[Applicant Response](#)

- 2.15. Updated swept path analysis is provided at [Appendix E](#).

3. Feedback and Response Summary

- 3.1. It is considered that the information provided within, and appended to, this Technical Note suitably addresses the comments and concerns raised by Manchester City Council.
- 3.2. This TN acknowledges that, in principle, on the basis that a £95k contribution (assumed to be a single financial contribution) towards junction capacity measures negates the potential requirement for any further mitigation at these junctions, such a Condition is likely to be acceptable to the Applicant.
- 3.3. This TN acknowledges that a condition survey will be required to identify the extent of resurfacing and vegetation clearance required on the cycle link section of Woodhouse Lane and could be secured by Condition. However, a commitment to physical improvements to the current access point where the cycle link on Aviator Way connects with Woodhouse Lane is considered disproportionate and unnecessary to mitigate the impact of the development.
- 3.4. Additional information has been provided in line with MCC requests for updated accident data analysis, updated swept path analysis, dimensioned parking plans, and parking accumulation assessments, which is appended to this TN.
- 3.5. A Stage 1 Road Safety Audit has been commissioned for the amended access arrangement on Aviator Way and any issues and recommendations arising will be reviewed and addressed in a Designer's Response and/or subsequent iterations of access design.
- 3.6. It is considered that OGV design vehicle manoeuvres can be comfortably accommodated within the proposed layout, with potential for conflict and safety concerns further limited by the low frequency of such vehicle movements taking place within the site.
- 3.7. As such, this TN has further demonstrated that the scheme can be suitably and safely accommodated on the existing highway network, with no detrimental impact on highway safety or capacity, consistent with the provisions of the NPPF.

- 3.8. In conclusion, this TN has shown that in transport terms, there are no transport reasons present to prevent planning approval being granted.

APPENDICES

A. MCC Highways Comments (by email dated 27 January 2026)

From: [REDACTED] <[REDACTED]@manchester.gov.uk>
Sent: 27 January 2026 12:44
To: [REDACTED]
Subject: [EXT] Application reference 144691/FO/2025 - Manchester Business Park - MCC
Highways response

Dear [REDACTED]

Please find attached the comments of the Council's highway services team that require some additional information/clarification for the above planning application, this also incorporates TfGMs highway comments.

TRIP GENERATION AND JUNCTION CAPACITY:

o The applicant has provided updated LinSig Data. Further comments will be provided following TfGM's review (initial comments are below).

Phase delays are missing from all of the LinSig models. The impact of the omitted phase delays would have minimal impact on the results for Ringway Road/Enterprise Way and Enterprise Way/Aviator Way. However, the phase delays for Outwood Lane/Ringway Road West are crucial to ensure that the modelling reflects the actual operation of the junction. The modelling should be corrected and resubmitted. The modelling indicates that Outwood Lane/Ringway Road West will exceed practical capacity in the base scenario. The junction is predicted to operate at worse levels with the addition of development traffic. In the 2030 with development scenario, the junction of Ringway Road West/Enterprise Way is predicted to exceed practical capacity. We would request that the developer funds the provision of CCTV cameras at the junctions of Outwood Lane/Ringway Road West and Ringway Road West/Enterprise. This will allow TfGM to monitor the highway network in the vicinity of the site and make appropriate interventions where appropriate.

HIGHWAY SAFETY:

o Accident assessment undertaken for the most recent five-year period (2019 - 2023). o 10 accidents were recorded, 3 serious accidents and 7 slight accidents. o * Road safety data should be updated and include 2024 dataset

SITE ACCESSIBILITY:

o GMAL rating of 6 - The site is accessible by sustainable modes.
o Bus/Rail Interchange at Manchester Airport is within walking distance.
o Woodhouse Lane (adopted) is a utilised cycle link between Aviator Way and Lincombe Road.
o *Vegetation clearance is required along the cycle link on Woodhouse Lane.
o *A review on the status/condition of this route is required to be undertaken, with resurfacing carried out where necessary.
o *Improvements should be implemented at the access point where the cycle link connects with Woodhouse Lane.

ACCESS:

Vehicular Access:

o Access to the site is to be provided from Aviator Way via a new access junction.
o *A Road Safety Audit Stage 1 is required prior to determination.
o *Confirmation is required on the width of the access point. Highways note that best practice is to provide a pedestrian refuge for access wider than 10.0m.
o A 2.4m x 33m visibility splay assessment has been carried out at the site access - Acceptable in principle.
o *Dropped kerb and tactile paving is required at the proposed site access. Internal Access Road: o Proposed internal access road is to be 7.3m wide.
o *Swept path assessment for a 16.5m HGV demonstrates two-way movement at the proposed site access junction and along the internal service road. However, the current layout presents internal constraints with vehicle overrun clearly shown.

- o *It should be ensured that the internal service road is wide enough to comfortably accommodate two-way HGV movement.
- o *Highways request that updated swept path assessments are provided.

Pedestrian Access:

- o Pedestrian access to the site is to be from the access road via Aviator Way.
- o *Pedestrian routes within and surrounding the site should be a minimum of 2.0m width. Dimensions should be included on updated plans.
- o *Dropped kerb and tactile paving is required at access points within the site.

PARKING:

- o *Requested that a TRICs based car parking accumulation assessment is undertaken with regards to the worst-case B2/B8 development scenario.
- o Parking bays should be in alignment with MCC's parking dimensions: - Standard parking bays minimum 2.4m x 4.8m; and - Disabled parking bays minimum 3.6m x 6.0m
- o A minimum 6-metre aisle width should be provided with formal demarcation of all spaces.
- o *Confirmation is sought on car parking dimensions and aisle width. This should be shown on an updated dimensioned plan

EV:

- o 20no. spaces will be equipped with EV charging points - Acceptable in principle.
- o Further 24no. spaces will accommodate EV charging infrastructure for future use - Acceptable subject to monitoring as part of the Travel Plan.
- o Charging unit should be a minimum of 7kW.

CYCLE PARKING:

- o 48no. cycle parking spaces proposed - Acceptable in principle.
- o Cycle parking should be secure and sheltered.
- o Welfare facilities should be provided for staff such as changing rooms, showers and lockers.
- o Cycle parking provision should be monitored as part of the Travel Plan.

BOUNDARY TREATMENT:

- o It is recommended that all fencing / railings adjacent to the adopted highway are visually permeable from a distance of 600mm upwards to ensure adequate visual permeability .
- o A sliding gate will be installed at the main site entrance, set back from the junction.
- o The applicant should be advised that all gated accesses will need to provide inward opening gates to ensure they do not impact on the adopted footway or highway.

REFUSE AND SERVICING:

- o *Swept path assessments for Unit 4 demonstrates a 16.5m HGV accessing the service yard. However, the vehicle appears to overrun into the adjacent parked HGV. Updated swept path should be provided.
- o A Delivery and Servicing Management Strategy has been provided detailing routing information: - All delivery and servicing vehicles will arrive and depart the site from Aviator Way via A555 / Enterprise Way Junction, approaching from either the A555 to the east or the M56 to the west.
- o A robust Delivery and Servicing Management Strategy should be conditioned and attached to any planning consent.

TRAVEL PLAN:

- o A Framework Travel Plan has been provided.
- o The development, submission, implementation and monitoring of the Travel Plan should be included in the conditions of any planning consent.

CONSTRUCTION MANAGEMENT PLAN:

- o A detailed Construction Management Plan is required prior to any construction works and conditioned with any planning approval.
- o The Construction Management Plan should detail:

- The duration/phasing of construction works and associated vehicle trips;
 - Routing of construction traffic and associated swept-path assessment;
 - Details of the location and arrangements for contractor parking;
 - The identification of the vehicular access points into the site;
 - Site set up plan highlighting location of welfare facilities, material and plant storage, waste storage and loading/unloading areas.
 - Traffic Management measures for vehicles, pedestrians and cyclists; - Manage and coordinate construction activities with reference to ongoing/imminent construction works in the locality
 - Highway dilapidation survey including photographs and commentary on the condition of carriageway/footways on construction vehicle routes surrounding the site.
- o The applicant is required to discuss and agree any requirements for licensing, hoarding /scaffolding, temporary access arrangement, and skips with MCC's Highways Licensing Team via Email to: highwaylicences@manchester.gov.uk.
- o The applicant is required to discuss and agree any requirements for temporary pedestrian and traffic management with MCC's Event and Traffic Management Team via Email to highwaynetworkmanagement@manchester.gov.uk.

Regards

[Redacted Signature]

Principal Planner
Development Management (Areas Team)
Planning, Licensing and Building Control
Manchester City Council

e: [Redacted Email]@manchester.gov.uk

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B. Stage 1 Road Safety Audit

ASK REAL ESTATE DEVELOPMENT
AVIATOR WAY, MANCHESTER
SECTION 278 WORKS
STAGE 1 ROAD SAFETY AUDIT

SA 5345
March 2026



Waterman Aspen
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REV	ISSUE STATUS	PREPARED BY/DATE	CHECKED BY/DATE	APPROVED BY/DATE
1	DRAFT	NC 09 March 2026	JC 09 March 2026	
2	FINAL	NC 09 March 2026	JC 09 March 2026	ASD 09 March 2026

Disclaimer notes

The client has confirmed that it is entering into the agreement under which this report is being prepared on its own behalf and not on behalf of, or for the benefit of any other party and has agreed that in any event of any claim arising out of or in connection with that agreement and/or the report itself it shall be entitled to recover from Waterman Aspen Limited only the losses, if any, it has itself suffered.

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1.0 INTRODUCTION

- 1.1 This report is for a Stage 1 Road Safety Audit (RSA) carried out on the proposed Section 278 works associated with a new commercial development on land located on Aviator Way in Manchester. This report was requested by WIE on behalf of Ask Real Estate.
- 1.2 The RSA team, staff members from Waterman Aspen, present at the RSA were:
- Nathan Copley
Audit Team Leader
- Joe Clarbourn
Audit Team Member
- 1.3 We confirm that no member of the Audit Team has been involved with the design process and that at least one member of the Audit Team holds the National Highways Certificate of Competency.
- 1.4 The Audit Team visited the site together on Sunday, 8th March 2026. The weather during the site visit was dry and clear and the carriageway surface dry.
- 1.5 The RSA brief issued to the team comprised various elements listed at Appendix Two.
- 1.6 The scheme has been examined and this report compiled only with regard to the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance with any other Standards or criteria. However, in order to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. Any audit comments should not be construed as implying that a technical audit has been undertaken in any respect.
- 1.7 All of the problems described in this report are considered by the RSA team to require action in order to improve the safety of the scheme and minimise collision occurrence. However, if any of the problems or recommendations within this Road Safety Audit report is not accepted, a copy of the signed exception report from the Overseeing Organisation should be sent to the Road Safety Audit Team Leader.
- 1.8 Any recommendations included within this report should not be regarded as being prescriptive design solutions to the problems raised. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, in accordance with GG119, and in no way imply that a formal design process has been undertaken. There may be alternative methods of addressing a problem which would be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.

2.0 SCHEME DESCRIPTION

- 2.1 The scheme involves construction of nine industrial units on a 7.8-acre plot at Manchester Business Park off Aviator Way. The proposals include a new single vehicular access from Aviator Way to on-site car parks and service areas and loading bays to the front of each unit. The proposed works also include a crossing to take the existing segregated footway/cycleway, located to the northern side of Aviator Way over the new access.

3.0 RECORDED INJURY COLLISION HISTORY

- 3.1 The Audit Brief supplied did not include any collision data.

4.0 DEPARTURES FROM STANDARD

- 4.1 No departures from standard have been highlighted within the Audit Brief

5.0 DOCUMENTS AND INFORMATION NOT PROVIDED

- 5.1 The following information was not provided within the audit brief and therefore has not been considered with the audit:
- Site clearance
 - Street lighting

6.0 PREVIOUS ROAD SAFETY AUDITS

- 6.1 No previous audits have been provided for review.

7.0 MATTERS ARISING FROM THIS STAGE 1 ROAD SAFETY AUDIT

7.1 Problem

Location: Proposed site access on Aviator Way

Summary: **Risk of pedestrians and cyclists crossing access not being seen by approaching drivers**

Dwg. 050116 shows an indicative position for the crossing that is proposed to carry the existing segregated footway/cycleway across the proposed site access. This crossing position is set some way back from the eastbound channel of Aviator Way, appearing to propose a 'jug handle' crossing arrangement, in accordance with the recommendations of LTN 1/20 to cross the access away from the access radii, thus at the shortest route over the access. There are numerous semi-mature trees, surrounded by substantial low-level planting, to the northern verge of Aviator Way. Drawing no. 05010 shows removal of existing arboreal growth immediately adjacent to the access, but with the existing trees and shrubs to the west of the access to remain. There is a risk that drivers of eastbound vehicles, intending to turn into the site, will not see pedestrians or cyclists crossing the access from west to east.

Recommendation

It is recommended that sight lines for approaching drivers, to the position of the pedestrian/cycleway crossing are assessed, and further tree and shrub removal proposed as appropriate.

APPENDIX ONE

8.0 AUDIT TEAM STATEMENT

AUDIT TEAM STATEMENT

We certify that the audit has been carried out in accordance with the requirements set out in GG119. The problems identified have been noted in this report together with associated safety improvement suggestions which we recommend should be studied for implementation.

AUDIT TEAM LEADER

Nathan Copley
Senior Traffic Engineer
Waterman Aspen
2nd Floor
60 Church Street
Birmingham
B3 2DJ

Signed...

Date: 09 March 2026

AUDIT TEAM MEMBER

Joe Clarbour MCIHT NH Cert-Comp
Senior Traffic Engineer
Waterman Aspen
2nd Floor
60 Church Street
Birmingham
B3 2DJ

Signed ...

Date: 09 March 2026

APPENDIX TWO

9.0 LIST OF DRAWINGS AND DOCUMENTS PROVIDED TO THE AUDIT TEAM

LIST OF DRAWINGS AND DOCUMENTS PROVIDED TO THE AUDIT TEAM

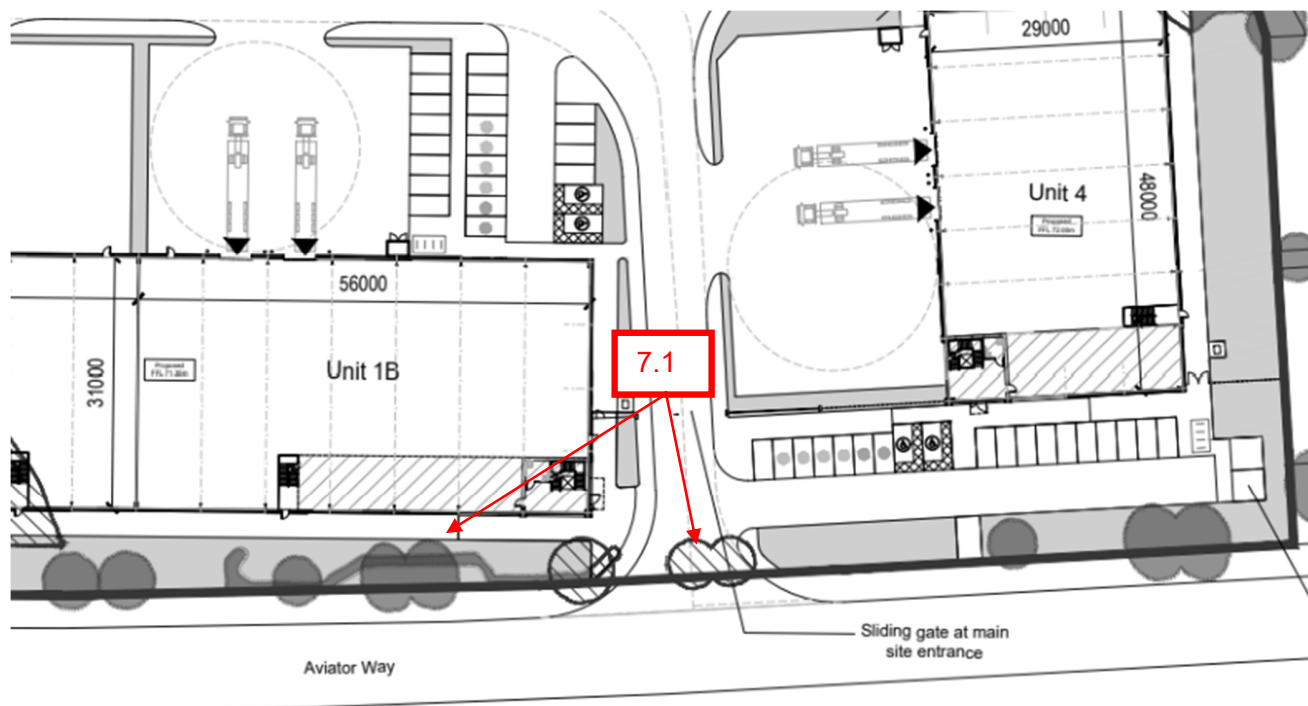
Drawings

- 13502-AEW-SI-XX-DR-A-05000-S2-P04-Site Location Plan.pdf
- 13502-AEW-SI-XX-DR-A-05001-S2-P02-Existing Site Plan.pdf
- 13502-AEW-SI-XX-DR-A-05010-S2-P03-Proposed Site Plan.pdf
- 13502-AEW-SI-XX-DR-A-05011-S2-P03-Proposed External Works Plan.pdf
- 21347101-WAT-HGN-ZZ- DR-G-050116-16.5m HGV Swept Path Site Access.pdf

Documents

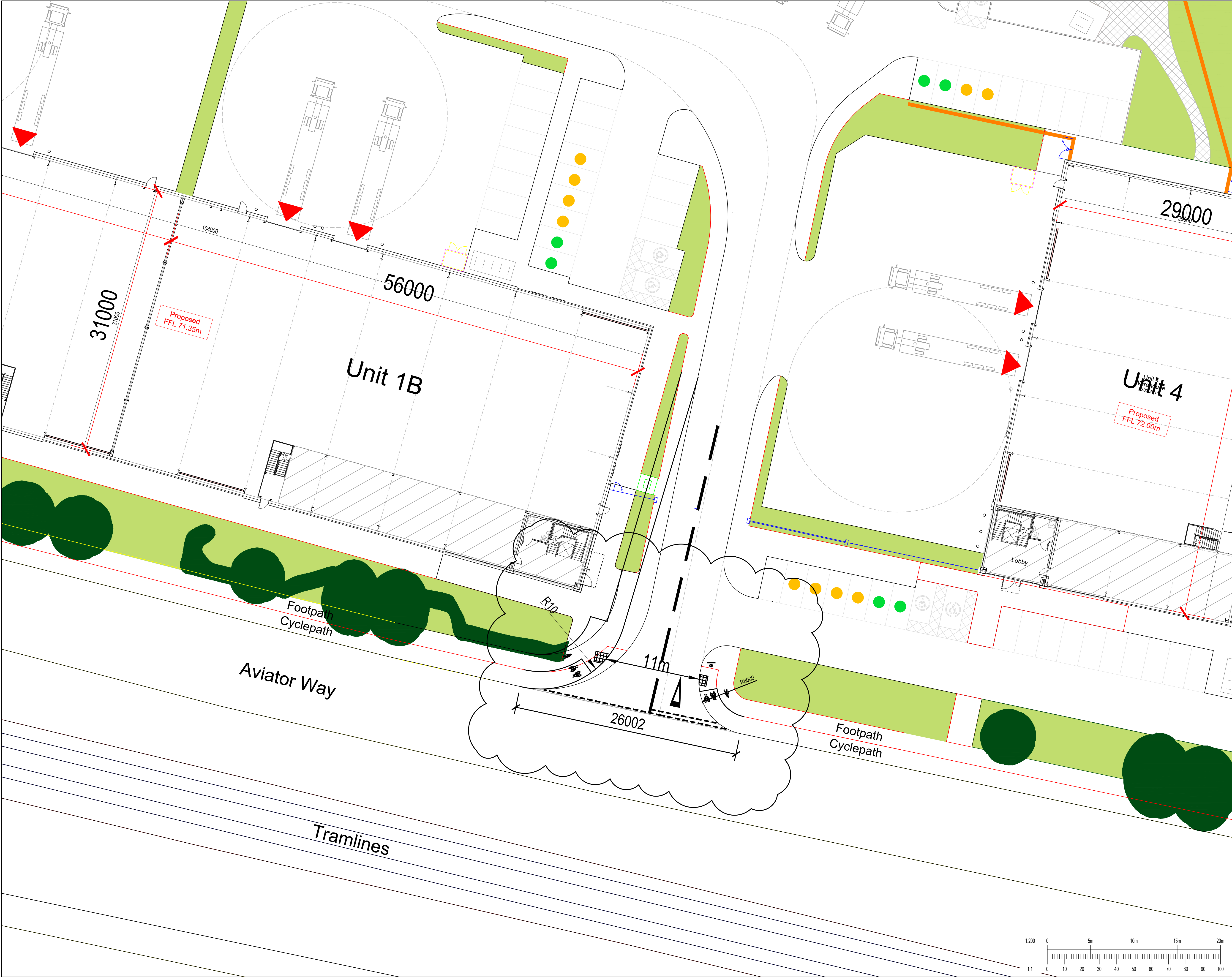
APPENDIX THREE

10.0 PROBLEM LOCATION PLAN





C. Access Layout and Swept Path Analysis



This drawing should not be scaled. Dimensions to be verified on site. Any discrepancies should be referred to the Engineer prior to work being put in hand.

This drawing is the property of Waterman Infrastructure & Environment Limited, and the drawing is issued on the condition that it is not copied, reproduced, retained or disclosed to any unauthorised person, either wholly or in part without the consent in writing of Waterman Infrastructure & Environment Limited
Pickfords Wharf, Clink Street, London SE1 9DG 1 020 7928 7888 1 03333 444 501

GENERAL NOTES

- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL ENGINEER'S, ARCHITECT'S OR OTHER RELEVANT DRAWINGS AND SPECIFICATIONS.
- ALL DIMENSIONS AND LEVELS ARE TO BE CHECKED ON SITE BY THE CONTRACTOR PRIOR TO PREPARING ANY WORKING DRAWINGS OR COMMENCING ON SITE.
- THE CONTRACTOR MUST ENSURE AND WILL BE HELD RESPONSIBLE FOR THE OVERALL STABILITY OF THE BUILDING/STRUCTURE/EXCAVATION AT ALL STAGES OF THE WORK.
- ALL WORK BY THE CONTRACTOR MUST BE CARRIED OUT IN SUCH A WAY THAT ALL REQUIREMENTS UNDER THE HEALTH AND SAFETY AT WORK ACT ARE SATISFIED.
- ALL WORK IS TO BE CARRIED OUT IN COMPLIANCE WITH THE REQUIREMENTS OF THE RELEVANT STATUTORY AUTHORITIES AND REGULATIONS.

Rev	Date	Description	By	Chk
P02	10.03.26	UPDATED SITE LAYOUT	GF	AB
P01	03.03.26	ISSUED FOR COMMENTS	GF	AB

Project

AVIATOR WAY, MANCHESTER BUSINESS PARK

Title

SITE ACCESS LAYOUT

Client

ASK REAL ESTATE

6th Floor | Trinity Court | 16 John Dalton Street | Manchester | M2 6H
1 +44 (0) 161 839 8392
mail@watermangroup.com www.watermangroup.com

Work Stage	STAGE 0 Strategic definition	RIBA
Suitability	WIP	S0
Designed By	GF	Director
Drawn By	GF	Date
Project	Originator	Functional
21347101-WAT-HGN-ZZ-DR-H-050116	Spatial	Form
	Discipline	Number
	Revision	

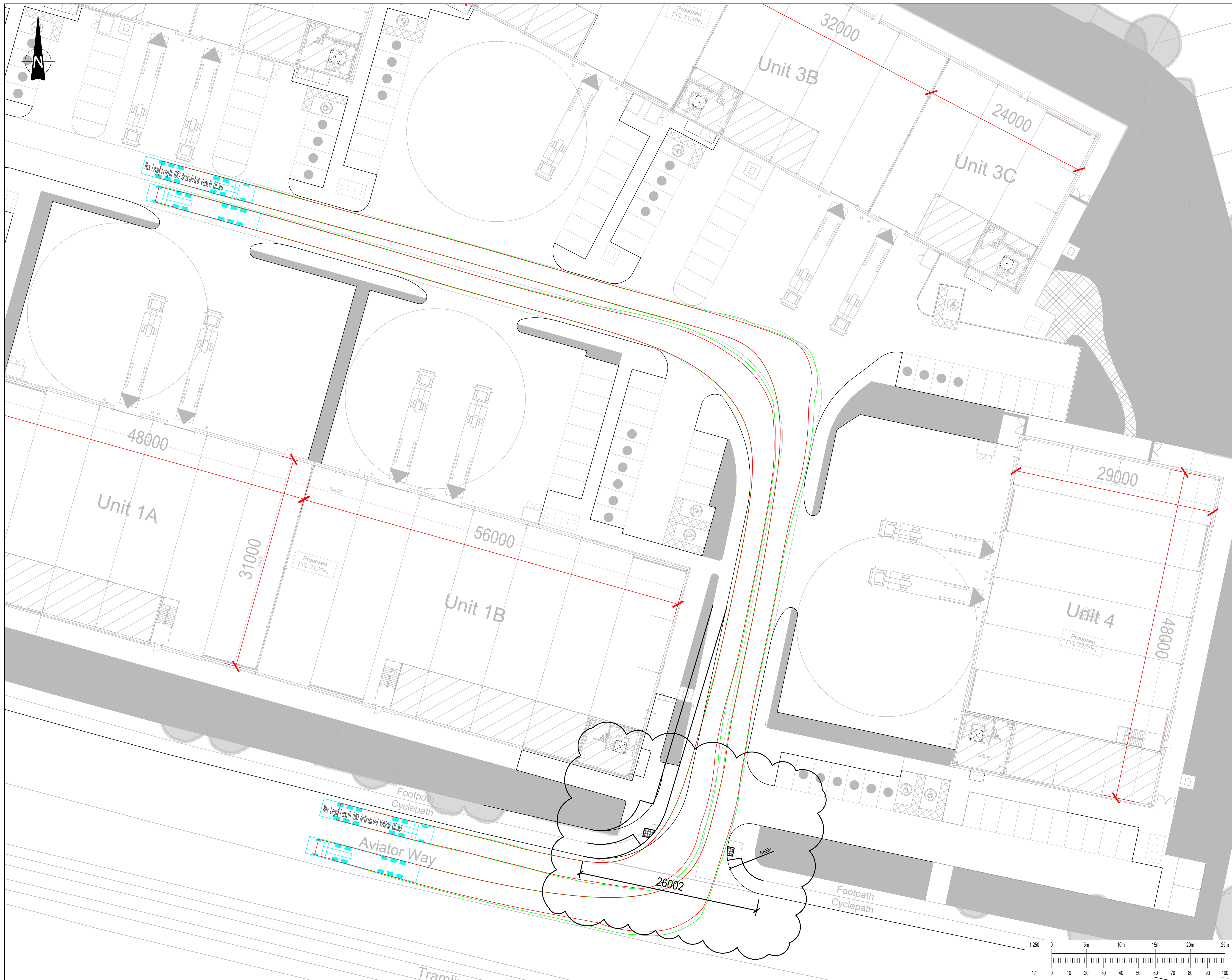
P02

1:200

0 5m 10m 15m 20m

1:1

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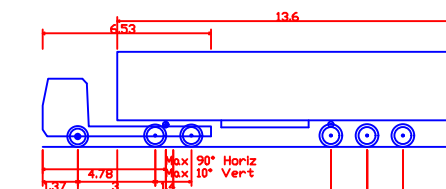
This drawing should not be scaled. Dimensions to be verified on site.
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Pickfords Wharf, Clink Street, London SE1 9DG 020 7928 7888 f03333 444 501

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4. ALL WORK BY THE CONTRACTOR MUST BE CARRIED OUT IN SUCH A WAY THAT ALL REQUIREMENTS UNDER THE HEALTH AND SAFETY AT WORK ACT ARE SATISFIED.
5. ALL WORK IS TO BE CARRIED OUT IN COMPLIANCE WITH THE REQUIREMENTS OF THE RELEVANT STATUTORY AUTHORITIES AND REGULATIONS.



Max Legal Length (UK)	Articulated Vehicle (16.5m)
Overall Length	16,500mm
Overall Width	2,550mm
Overall Body Height	3,681mm
Min Body Ground Clearance	0,411mm
Max Track Width	2,700mm
Lock to lock tie	6,00s
Kerb to Kerb Turning Radius	6,530m

P02	10.03.26	UPDATES SITE LAYOUT	GF	AB	
P01	16.02.26	ISSUED	GF	AB	
Rev	Date	Description	By	Chk	

Project **AVIATOR WAY, MANCHESTER
BUSINESS PARK**

SERVICE ROAD
SWEPT PATH ANALYSIS (HGV'S
PASSING) - SHEET 1 OF 2

Client **ASK REAL ESTATE**



5th Floor One Cornwall Street Birmingham B3 2DX
t 0121 212 7700
mail@watermangroup.com www.watermangroup.com

Work Stage	STAGE 2 Concept design	RIBA
Suitability	INFORMATION	S2

Designed By	GF	Director	AB	Waterman Ref	WIE21347
Drawn By	GF	Date	FEBRUARY 2026	Scales @ A1	1:250

Project	Originator	Functional	Spatial	Form	Discipline	Number	Revision
21347101-WAT-HGN-ZZ-XX-DR-H-050109							P02

D. Parking Accumulation and Dimensioned Plan

B2 - INDUSTRIAL ESTATE					
UNIT	GIA	PARKING SPACES	MAX OCCUPANCY	SPARE SPACES	TIME OF MAX OCCUPANCY
1A	1706	29	16	13	10:00-12:00
1B	1978	23	19	4	10:00-11:00
1 TOTAL	3684	52	35	17	10:00-11:00
2A	925	12	9	3	10:00-12:00
2B	579	10	5	5	08:00-15:00
2C	580	10	5	5	08:00-15:00
2 TOTAL	2084	32	20	12	10:00-11:00
3A	1150	17	11	6	10:00-12:00
3B	923	14	9	5	10:00-12:00
3C	702	11	7	4	10:00-12:00
3 TOTAL	2775	42	26	16	10:00-12:00
4 TOTAL	1624	19	15	4	09:00-12:00
SITE TOTAL	10167	145	96	49	10:00-11:00

B8 - WAREHOUSING (COMMERCIAL)					
UNIT	GIA	PARKING SPACES	MAX OCCUPANCY	SPARE SPACES	TIME OF MAX OCCUPANCY
1A	1706	29	2	27	11:00-12:00 & 13:00-14:00
1B	1978	23	2	21	09:00-14:00
1 TOTAL	3684	52	3	49	09:00-14:00
2A	925	12	1	11	08:00-16:00
2B	579	10	1	9	11:00-12:00 & 13:00-14:00
2C	580	10	1	9	11:00-12:00 & 13:00-14:00
2 TOTAL	2084	32	2	30	09:00-14:00
3A	1150	17	1	16	08:00-16:00
3B	923	14	1	13	08:00-16:00
3C	702	11	1	10	09:00-14:00
3 TOTAL	2775	42	3	39	13:00-14:00
4 TOTAL	1624	19	1	18	05:00-06:00 & 07:00-17:00
SITE TOTAL	10167	145	9	136	10:00-14:00

B8 - PARCEL DISTRIBUTION CENTRES					
UNIT	GIA	PARKING SPACES	MAX OCCUPANCY	SPARE SPACES	TIME OF MAX OCCUPANCY
1A	1706	29	12	17	06:00-07:00
1B	1978	23	14	9	06:00-07:00
1 TOTAL	3684	52	25	27	06:00-07:00
2A	925	12	6	6	06:00-07:00
2B	579	10	4	6	06:00-07:00
2C	580	10	4	6	06:00-07:00
2 TOTAL	2084	32	14	18	06:00-07:00
3A	1150	17	8	9	06:00-07:00
3B	923	14	6	8	06:00-07:00
3C	702	11	5	6	06:00-07:00
3 TOTAL	2775	42	19	23	06:00-07:00
4 TOTAL	1624	19	11	8	06:00-07:00
SITE TOTAL	10167	145	70	75	06:00-07:00



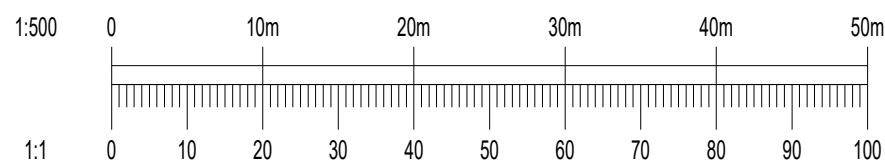
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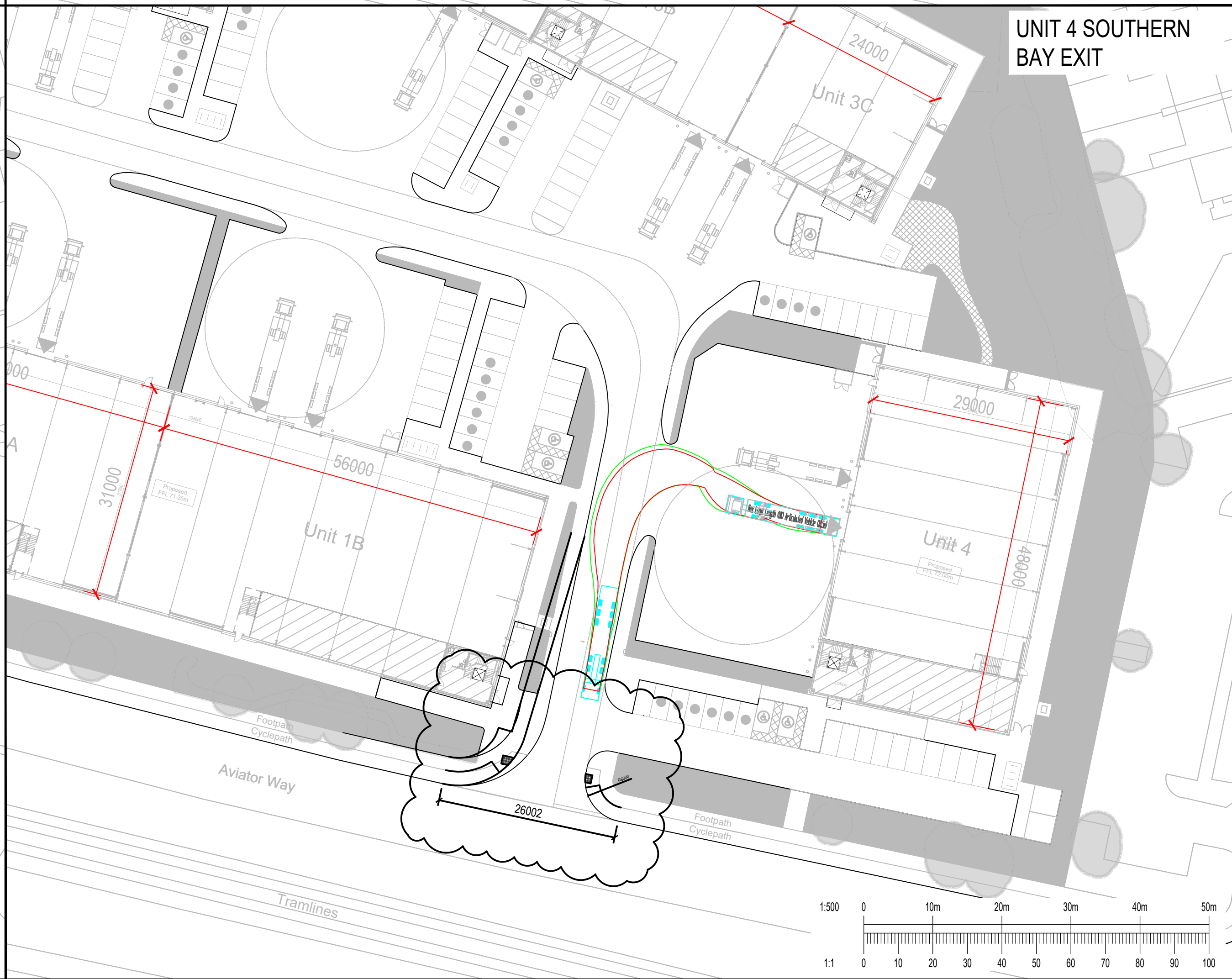
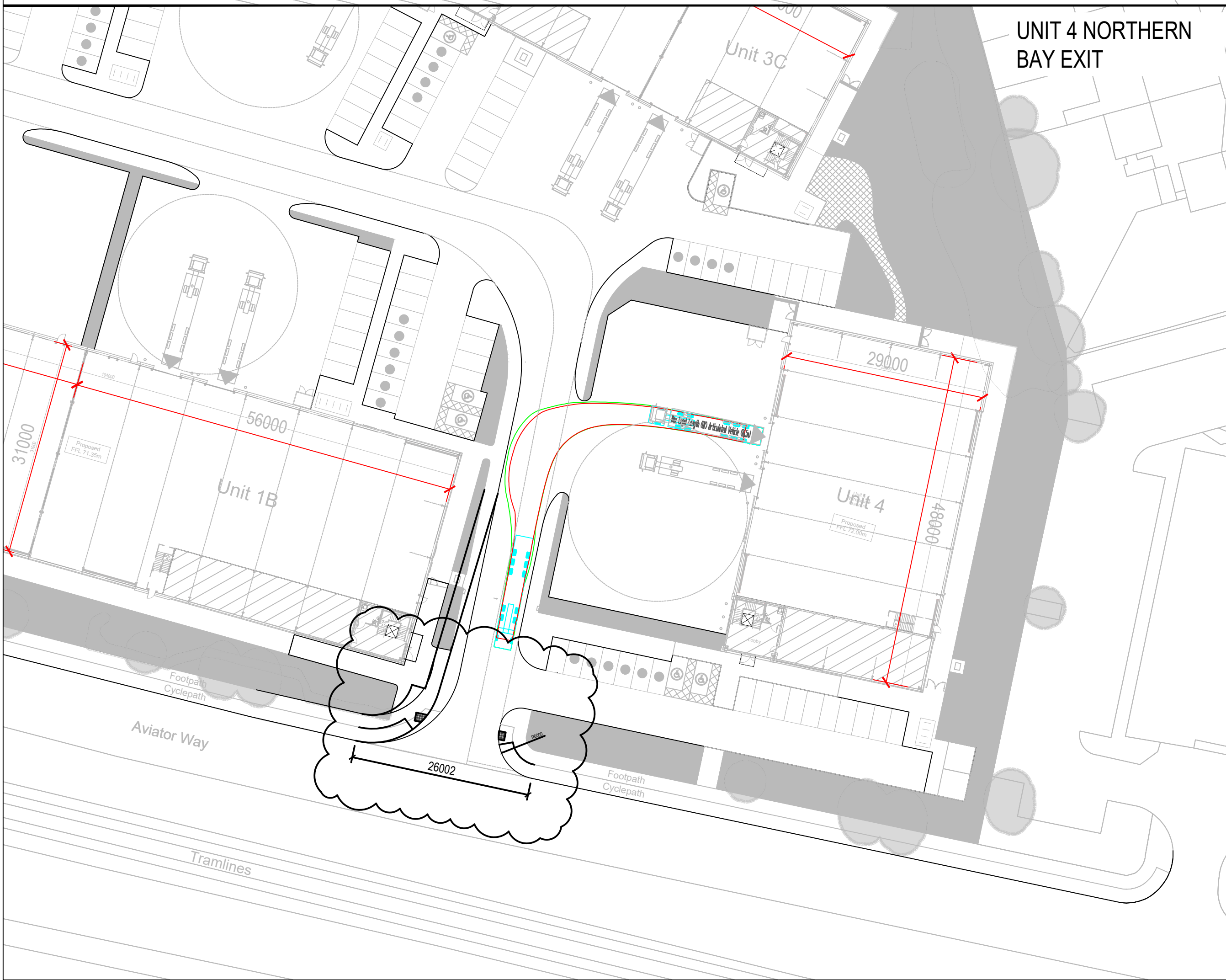
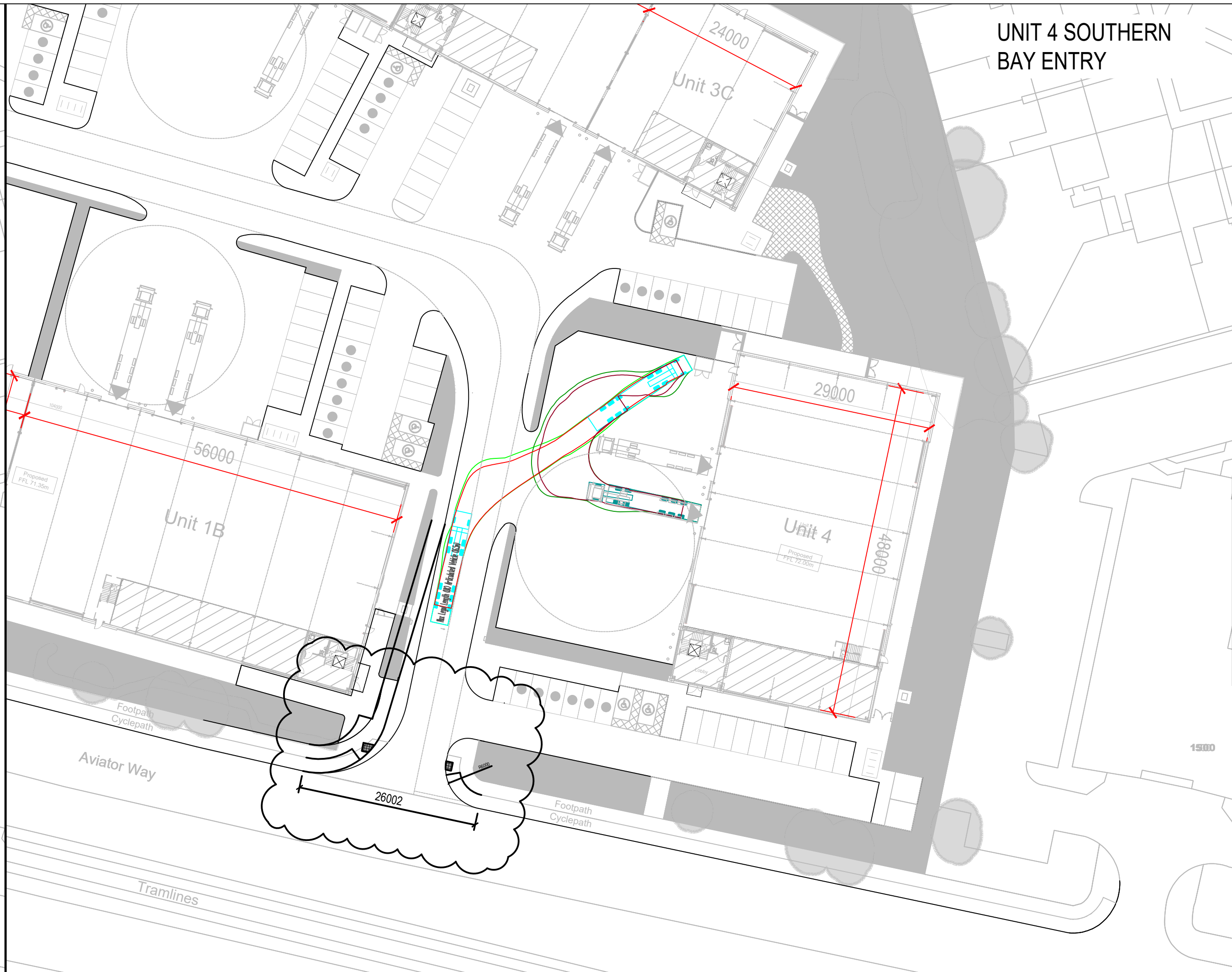
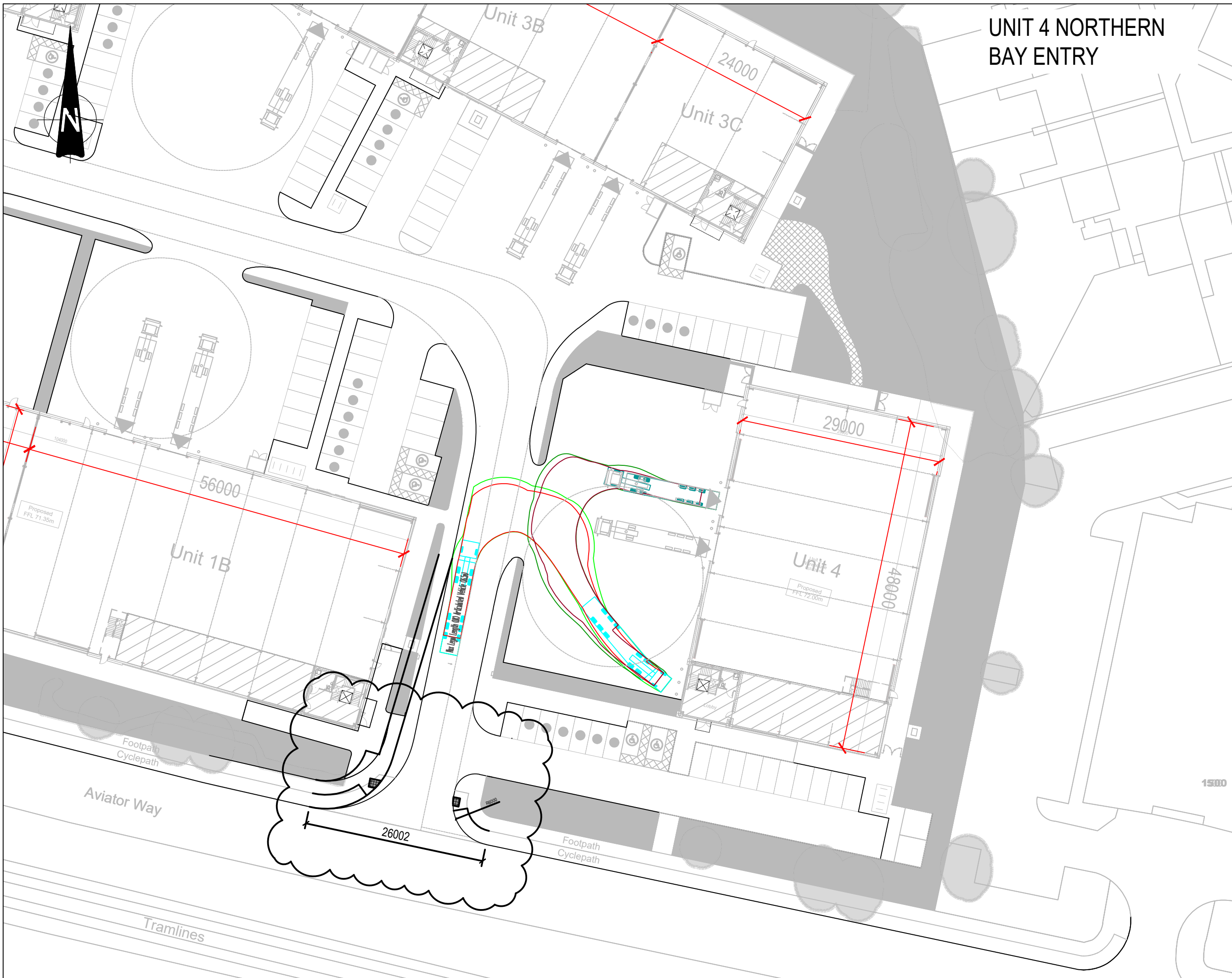
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P02	10.03.26	UPDATED SITE LAYOUT	GF	AB			
P01	16.02.26	ISSUED	GF	AB			
Rev	Date	Description	By	Chk			
Amendments							
Project AVIATOR WAY, MANCHESTER BUSINESS PARK							
Title PARKING SPACE AND AISLE DIMENSION LAYOUT							
Client ASK REAL ESTATE							
 waterman							
6th Floor, Trinity Court, 16 John Dalton Street, Manchester, M2 6HY 1 +44 (0) 161 839 8392 mail@watermangroup.com www.watermangroup.com							
Work Stage		STAGE 2 Concept design		RIBA			
Suitability		INFORMATION		S2			
Designed By	GF	Director	AB	Waterman Ref WIE21347			
Drawn By	GF	Date	FEBRUARY 2026	Scales @ A1 1:500			
Project	Originator	Functional	Spatial	Form	Discipline	Number	Revision
21347101-WAT-HGN-ZZ-XX-DR-H-050120							
P02							



E. Unit 4 Swept Path Analysis



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Max Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 15.50m
Overall Width 2.55m
Overall Body Height 3.55m
Min Body Ground Clearance 0.41m
Max Track Width 2.30m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.530m

P02	10.03.26	UPDATED SITE PLAN	GF	AB	
P01	18.02.25	ISSUED	CW	AB	
Rev	Date	Description	By	Chk	
Amendments					
Project AVIATOR WAY, MANCHESTER BUSINESS PARK					
Title UNIT 4 SWEEP PATH ANALYSIS					
Client ASK REAL ESTATE					
5th Floor One Cornwall Street Birmingham B3 2DX 1 0121 212 7700 mail@watermangroup.com www.watermangroup.com					
Work Stage		STAGE 2		RIBA	
Subsidiary		INFORMATION		S2	
Designed By	GF	Director	AB	Waterman Ref	WIE21347
Drawn By	GF	Date	FEBRUARY 2024	Scales @ A1	1:500
Project Originator Functional Spatial Form Discipline Number					Revision
21347101-WAT-HGN-ZZ-XX-DR-H-050108					P02

1:500 0 10m 20m 30m 40m 50m

1:1 0 10 20 30 40 50 60 70 80 90 100

A1-Wat-ISO-S-2023