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Manchester Business Park
Statement of Consultation

December 2025

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1. Introduction

- 1.1. This Statement of Consultation accompanies an application for Full Planning Permission, submitted to Manchester City Council (MCC). The Applicant is a subsidiary of Ask Real Estate Property Ltd (the “Applicant”).
- 1.2. The description of the Proposed Development on the application for Full Planning Permission is set out below:
- “Full Planning Permission for the development of 9.no new prime logistics units (Use Class B2 (General Industry) and B8 (Storage and distribution)), along with car parking, cycle parking, landscaping, servicing and access arrangements and other associated works.”*
- 1.3. The Statement sets out in detail the pre-application consultation that has been undertaken for the application, the feedback received and how that has been considered and addressed within the final proposals.
- 1.4. The following documents have been included within this report as evidence to support the statements that have been made:
- Site Location Plan (Appendix 1);
 - Consultation Postcards (Appendix 2);
 - Consultation Boundary (Appendix 3);
 - Consultation Webpages (Appendix 4); and,
 - Consultation Boards (Appendix 5).

The Site

- 1.5. The Site extends to c.3ha and currently comprises a vacant parcel of ‘undeveloped’ land within Manchester Business Park. Its most recent use was as a garden nursery, which ceased in the late 1990’s.
- 1.6. The Site is located immediately north of Manchester Airport and the A555 Ringway Road West, on Aviator Way.
- 1.7. The wider Manchester Business Park is bounded to the west by the MIX Manchester Development Area, for which a Strategic Regeneration Framework (“SRF”) was endorsed by Manchester City Council in November 2024. This SRF will bring forward up to 2 million sq. ft. of advanced manufacturing space, R&D labs and office space as well as hotels, leisure facilities and public areas.

The Proposed Development

- 1.8. The Proposed Development comprises a new prime logistics and light industrial scheme to address an undersupply of small and medium-sized industrial units in the market. It aims to create highly attractive spaces tailored for a diverse range of businesses, including those in high technology, logistics, and warehousing sectors.
- 1.9. The Proposed Development comprises the following elements:

- 9 no. commercial B2 (General Industry) and B8 (Storage and Distribution) units and ancillary office space amounting to c.10,167 sq. m. (GIA)
- 145 car parking spaces, including 12 accessible and 18 EV spaces (with futureproofed provision for 26 additional EV spaces);
- Internal circulation road and loading areas; and
- Associated landscaping

Pre- Application Consultation

- 1.10. Prior to the submission of the planning application, the Applicant has undertaken a programme of stakeholder engagement to enable the objectives and details of the emerging proposals to be effectively communicated and discussed with statutory consultees and interested parties.

Public Consultation

- 1.11. Public engagement was carried out during October - November 2025. The objectives for pre-application engagement were to:
- Communicate the vision for the next phase of development at Manchester Business Park and generate support for the Proposed Development;
 - Gather feedback on the key issues and address any potential concerns that relate to the Proposed Development; and
 - Make people aware of the timescales for the upcoming planning application and keep them informed about progress with regard to the development of the proposals.
- 1.12. Throughout the duration of the public consultation period, members of the public had access to the consultation website, which provided details of the site history, context, project objectives and emerging scheme proposals. The website also provided visitors with the opportunity to provide any comments or raise questions (which were subsequently addressed by the project team during the pre-application period).
- 1.13. A press release regarding the consultation was also distributed which was picked up by local media outlets.
- 1.14. The following activities, set out in detail in Section 3 of this Statement, have been undertaken with the public, to support this overall ambition for the consultation process:
- **23 October 2025:** A total of 1,100 letters (Appendix 2) were delivered to the local businesses and residential community (as defined by the consultation boundary area in Appendix 3) to notify them of the public consultation and to direct them to the consultation website.
 - **23 October – 7 November 2025:** The public consultation website went live on 23 October. The website provided details of the site history, context, project objectives and emerging scheme proposals. The website also provided visitors with the opportunity to provide any comments or raise questions (which were subsequently addressed by the project team during the pre-application period). The consultation

website remained live throughout the duration of the public consultation period until 7 November 2025. The majority of the respondents were local residents.

- **3 November 2025:** A physical public consultation event was held on 3 November 2025 between 4 pm and 7 pm, allowing the public to discuss the proposals with the project team in-person. The event was attended by 7 people.

Stakeholder Consultee and Key Stakeholder Engagement

- 1.15. Pre-application consultation with Statutory Consultees and other key stakeholders has informed the development and evolution of proposals to date.
- 1.16. Consultation activity undertaken during the pre-application period has included:
- Pre-application discussions with Senior Planning Officers at Manchester City Council, which has taken place throughout the design development process. Meetings were held on 29 November 2024, 3 October 2025 and 27 November 2025;
 - Pre-application discussions with Senior Transport Officers at Manchester City Council and Transport for Greater Manchester;
 - Pre-application discussions with MAG. An initial meeting was held on 13 February 2025 and there have been subsequent calls to discuss progress on the site purchase and planning application.
 - The Local MP and Ward Councillors were invited to attend the public consultation events and provided with a direct briefing of the project on 11 November 2025 (Ward Councillors) and 27 November 2025 (MP Office).
- 1.17. Full details of all pre-application engagement with statutory consultees and key stakeholders and the response provided by the submission is provided in Section 3 of this Statement.

Report Structure

- 1.18. The remainder of this Statement is structured as follows:
- Section 2 – sets out the relevant planning policy and requirements.
 - Section 3 – provides details of the consultation undertaken and summarises the feedback received.
 - Section 4 – summarises the key conclusions.

2. Policy Context

- 2.1. Guidance and policy requirements with regard to consultation and pre-application engagement is set out at both the national and local level in this section.

National

Localism Act

- 2.2. The Localism Bill was introduced to Parliament on 13 December 2010, and was given Royal Assent on 15 November 2011, becoming an Act (“the Act”).
- 2.3. The main aim of the Act is to shift power from Central Government back into the hands of individuals, communities and Councils. It includes five key measures as follows:
- Community rights.
 - Neighbourhood planning.
 - Housing.
 - General power of competence.
 - Empowering cities and other local areas.
- 2.4. Part 6 of the Act specifically deals with planning and Chapter 4 sets out requirements in relation to consultation before applying for Planning Permission.
- 2.5. Section 122 of the Act amends the Town and Country Planning Act 1990 to include a new section 61W that sets out a requirement to carry out pre-application consultation as follows:
- Where —*
- a) *a person proposes to make an application for planning permission for the development of any land in England; and*
 - b) *the proposed development is of a description specified in a development order, the person must carry out consultation on the proposed application in accordance with subsections (2) and (3).*
- 2.6. Subsections (2) and (3) state:
- a) *The person must publicise the proposed application in such manner as the person reasonably considers is likely to bring the proposed application to the attention of a majority of the persons who live at, or otherwise occupy, premises in the vicinity of the land; and*
 - b) *The person must consult each specified person about the proposed application.*
- 2.7. Subsection (4) outlines the requirements in regard to publicity of applications:
- Publicity under subsection (2) must —*
- a) *set out how the person (“P”) may be contacted by persons wishing to comment on, or collaborate with P on the design of, the proposed development; and*
 - b) *give such information about the proposed timetable for the consultation as is sufficient to ensure that persons wishing to comment on the proposed development may do so in good time.*
- 2.8. The Act also sets out a duty to take account of the responses to consultation. Section 61X requires a developer to have regard to any comments or responses generated by the

consultation undertaken in accordance with Section 61W, when deciding whether to make any changes to proposals before submitting a planning application.

- 2.9. Section 61Y enables the Secretary of State to set out further provisions as to how the consultation required under new Section 61W should be undertaken in practice.

National Planning Policy Framework (2024)

- 2.10. The Department for Communities and Local Government published the amended NPPF in December 2024
- 2.11. The document sets out the Government's planning policies for England and how these are to be applied. It requires planning policies to meet objectively assessed needs, with sufficient flexibility to adapt to rapid change.
- 2.12. Paragraphs 40 to 47 address pre-application engagement and front-loading. Paragraph 39 observes that early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. It goes on to state that good quality pre-application discussion enables better co-ordination between public and private resources and improved outcomes for the community.
- 2.13. Paragraph 41 directs local planning authorities to encourage any applicants who are not already required to do so by law to engage, where relevant, with statutory and non-statutory consultees, before submitting applications.
- 2.14. Similarly, paragraph 138 set out how Local Planning Authorities should have regard to, as well as addressing any comments received from design review panels.
- 2.15. The NPPF also promotes the use of the Local Planning Authority Pre-Application Service in order to encourage a partnership approach to applications. It is considered that early engagement with the Local Planning Authority is often conducive to the best result for the application, as it highlights where further work is required.

National Planning Practice Guidance

- 2.16. In March 2014, the Government issued the National Planning Practice Guidance as an on-line resource, which is designed to bring together planning practice guidance for England in an accessible and usable way. The Guidance was amended in March 2019 and subsequently December 2023 following updates to the NPPF.
- 2.17. The Guidance provides further detail to assist in the understanding of planning policies set out within the NPPF, including requirements for pre-application engagement.
- 2.18. The 'Consultation and pre-decision matters' identifies that:
- 2.19. In line with the policies of the NPPF, statutory consultees have an important role to play in the pre-application stage and should be engaged early; and
- 2.20. Pre-application consultation with the local community is encouraged where it adds value to process and outcome.

Local

Manchester City Council Statement of Community Involvement

- 2.21. MCC adopted a refreshed Statement of Community Involvement (SCI) in June 2018. The SCI sets out how and when MCC will involve the community in relation to the preparation and revision of the Local Development Documents and in the process of making decisions on planning applications.
- 2.22. Appendix 1 of the SCI provides guidance on developer-led early engagement.

- 2.23. The SCI states that early engagement has significant benefits by improving the efficiency and effectiveness of the planning system for all parties. Therefore, developers are encouraged to consult before submitting a planning application.
- 2.24. The SCI encourages developers to consult with the public and various parties, which could include equalities groups, as well as with specific infrastructure and service providers who can advise developers on any need for increased provision of services.
- 2.25. Consultations should be inclusive, transparent, clear and understandable. Additionally, developers are encouraged to submit a record of the consultation that took place with their planning submission, which is detailed within Section 3 of this Statement.

Summary

- 2.26. This section has set out the relevant elements of Planning Policy that relate to the formulation of development proposals during the pre-application stage. This includes the requirements to engage at a national and local level.

3. Consultation Strategy and Responses

3.1. This section describes the consultation that has been undertaken by the Applicant and the project team. It includes an outline of the consultation strategy, the feedback received and the outcome of the consultation process.

Manchester City Council

Planning Officers

- 3.2. During the design development stages undertaken prior to the submission of this planning application, regular dialogue has taken place with MCC Planning Officers to present the proposals, understand and address the City’s strategic objectives and to discuss and address feedback. A series of pre-application meetings were held 29 November 2024, 3 October 2025, and 27 November 2025.
- 3.3. The overall feedback from pre-application discussions has been positive, with MCC supporting the principle of development as well as the design of the Proposed Development.
- 3.4. The following key considerations have been discussed with Senior Officers over the course of the pre-application period and addressed within the planning application submission:

Table 1 Summary of comments received in pre-application discussions

Comments	Applicant’s Response
Principle of Development: MCC advised that the principle of the proposed use would be acceptable in the location, provided the following points dealt with: • Employment generation: be the principle consideration, particularly with respect to creating local jobs for the people of Wythenshawe, and local labour opportunities both through construction and operation • Visual impact: agreement on both façade design and materiality, and scale / distance of buildings related to the residential properties adjacent, including screening through retained planting, and new evergreen trees; • Noise Impacts would principally be expected to relate to vehicle movements and roller shutter doors, requiring a mix of management and technology to mitigate, to be mitigated through design, technology and management.	The Site has been earmarked for office-led development for the last two decades, but these uses have not come forward. The Proposed Development will bring this site into productive use: • Both the construction and operational phases will create employment opportunities for the local workforce, and local labour agreements will be secured via planning condition. • The design has been developed with particular sensitivity to nearby homes, with additional planting is also proposed along the site boundaries, to provide a further visual and acoustic buffer. It also responds to the need to provide a high quality frontage to Aviator Way. • Noise Impact: the buildings themselves provide excellent acoustic screening for any activities within the service yard. Where there are gaps between the buildings, acoustic fences will be used to maintain a complete acoustic screen. In addition, during operation, operational management

Comments	Applicant's Response
	strategies will include noise limits for all building plant. The noise modelling carried out illustrates that the noise levels during both the day and night will remain within the required levels. See the supporting Planning Statement, Design and Access Statement, LVI, Noise Assessment and Local Labour Agreement for additional details.
Biodiversity Net Gain ("BNG"): MCC's preference would be delivery of the required 10% BNG on-site but officers recognised this may be challenging and that their next preference would be off-site within MCC administrative area.	The Preliminary Ecological Assessment undertaken by Land Studio in March 2025 identifies the Site as predominantly neutral grassland in moderate condition, and mixed scrub. Neither of these are classified as a priority habitat, however due to the large site area there will be quite a high net value lost / to be replaced. The Applicant has sought to maximise the gains achieved on site through significant new tree and shrub planting and seeking to retain as many trees as possible, and only removing those with a low value (Cat C). Any trees removed will be replaced at more than the 2:1 requirement. However, even with these measures in place will not be possible to achieve 10% net gain onsite given the site constraints. Therefore, the 10% net gain will be achieved through a combination of onsite planting, wider habitat enhancements across Manchester Business Park within the Applicant's wider ownership and, where necessary, off-site provisions or financial contributions, ensuring an overall net positive impact on biodiversity in the wider Manchester area. See the supporting Planning Statement, G&BI Statement and Preliminary Ecological Assessment for additional details.

Comments	Applicant's Response
Planning Application and Consultation Strategy:	The proposed planning strategy (comprising the submission of a Full Planning Application) was agreed during the pre-application discussions. The approach to public consultation set out in this Statement was also discussed and it was agreed that effective pre-application engagement would be important with local members and the local community. During the last pre-application meeting, the Applicant provided an overview of the public consultation carried out, outlined feedback received, and explained how the Proposed Development would respond to this feedback. See the supporting Planning Statement and the remainder of this Statement for additional details.

- 3.5. The Applicant will continue to work positively and pro-actively with Officers during the determination of the Application, responding to any issues that are raised during the formal consultation process.

Local Neighbourhood Officer

- 3.6. On 23 October 2025, a detailed letter was sent to the Neighbourhood Officer for Sharston and Woodhouse Park to provide information of the emerging proposals ahead of the first phase of consultation.
- 3.7. The Officer responded positively to the Proposed Development via email response on 23 October 2025, and in person at the public consultation event. He noted that there have been long term concerns about anti social behaviour on the site, including off-road bikers and dog walkers not clearing waste, and was therefore pleased to see proposals to bring this currently unused site into productive use.

Highways Officers

- 3.8. Highways' Officers at MCC were consulted by Waterman in relation to the scope of the works proposed to the existing highway, including the proposed new access to Aviator Way. As set out within the Transport Statement prepared by Waterman, comments from MCC Highways and TfGM have fed into the final proposals.

Local Ward Councillors

- 3.9. On 23 October 2025, a detailed letter was sent to Ward Councillors in the Woodhouse Park Ward to provide information of the emerging proposals ahead of the first phase of consultation.
- 3.10. The letter outlined the Site, the background to the project, the consultation boundary, and the vision for the Site, including the proposed use. The correspondence included the offer of a briefing to Members to explain the proposals in more detail.
- 3.11. In response to this email, all three Ward Councillors requested a briefing. An in-person Councillor Briefing (with all three Ward Councillors in attendance) was held on 11 November 2025 to provide an overview of emerging proposals and to discuss any initial concerns.

- 3.12. Key comments and discussion points related primarily to understanding the requirement for the development, residential amenity/impacts, biodiversity, social impact and parking. The main concern raised was in relation to Biodiversity and loss of the “valuable” habitat on site, which prompted discussion around the process to secure required gains.
- 3.13. In relation to securing social value and benefits to the local community, the Councillors also suggesting connecting with the Manchester Enterprise Academy to explore opportunities during the construction phase. To respond to this request, an email was issued by the Applicant on 17 November 2025 to the Headteacher of the Manchester Enterprise Academy. This has been acknowledged, and dialogue will continue with the Applicant as the scheme progresses.
- 3.14. The Councillors were also keen to understand feedback received from the public consultation. Table 2 below was shared with the Councillors on 21 November 2025, who acknowledged receipt on 24 November 2025.

Local MP

- 3.15. On 23 October 2025, a detailed letter was sent to the Local MP for Wythenshawe and Sale East, to provide information of the emerging proposals ahead of the first phase of consultation. The correspondence included the offer of a briefing to explain the proposals in more detail.
- 3.16. A virtual meeting was held on 27 November 2025 with the Head of Office to the MP to brief them on the proposals. They confirmed that the scheme was positive for the local area and that the MP would be pleased to see the sustainable redevelopment of this plot coming forward.

Public Consultation

Overview

- 3.17. Public consultation took place between October to November 2025.
- 3.18. A press release advertising the proposals was issued on 23 October 2025 to local media outlets to introduce the development proposals and publicise the consultation.
- 3.19. On 23 October 2025, a consultation postcard was distributed to all residential and business addresses located within an agreed distribution area of approximately 1,100 addresses (see Appendix 3). The postcard introduced the proposals; and directed recipients towards the consultation website to find out more and provide their feedback, via the dedicated online feedback form or by email. The postcard also promoted the physical consultation event which took place on 3 November 2025. The consultation postcard is provided as Appendix 2.
- 3.20. The consultation website was launched on 23 October 2025. The website introduced the Applicant, provided background information regarding the Site, and set out details of the Proposed Development (including in relation to design, public realm, and construction). A dedicated ‘Have your Say’ form was provided to enable members of the public to provide comments and ask questions via the website. The window for comments was open from 23 October to 6 November 2025.
- 3.21. The in person public consultation event took place on 3 November 2025 at the Manchester Business Park marketing suite between 2 pm and 7pm. The venue was chosen as it ensured ease-of-access for local residents and neighbours given its close proximity to the Site. The sessions provided an opportunity for local people to learn more about the proposals, meet members of the project team, and provide feedback. There were 7 attendees in total. Physical feedback forms were available at the event as an alternative to the online form. Copies of the display boards presented to the public are available in Appendix 5 of this Statement.

Comments Received

- 3.22. A total of seven responses were collected as part of the public consultation (6 forms, and one email), in addition to responses expressed at the in-person consultation. Positive feedback shared included:
- A number of residents/ those working nearby pleased development was coming forward on the site, as the land is currently perceived to be attracting anti-social behaviour; part of this feedback was provided in an email from the Neighbourhood Officer for Sharston and Woodhouse Park
 - Positive response to proposed security measures, including fencing, as people using off road bikes and scooters on the site have been causing excessive noise and have on occasions been trespassing in residents gardens;
 - Support for the retention of existing planting and proposed additional planting;
 - Positive response to the proposed scale, layout, and appearance of the proposed design, and distance from residential homes bounding the site; and
 - Interest expressed in potential occupiers, and positive response to potential employment opportunities.
- 3.23. Some concerns about the proposals were also expressed, and these are summarised in Table 2 below alongside the Applicant's response:

Table 2 Summary of comments received in public consultation process.

Theme	Comments	Applicant's Response
Environmental Impact and Loss of Green Space	A number of respondents highlighted the proposed development's impact on the last remaining green space in the area. Concerns were raised about the loss of wildlife habitats, increased noise and air pollution, and the overall environmental degradation of an already developed area. It was noted that the space is currently valued by residents for recreational use, such as dog walking	The area is currently not a publicly accessible open space, with signage indicating this. This site has long been earmarked for development, as part of Manchester Business Park.
		The scheme has been designed with the aim of retaining as much of the existing vegetation as possible (especially within the landscaping buffer to the neighbouring housing). Where possible, all existing trees will be retained and any lost will be replaced on a 2:1 basis.
		Further planting, such as shrub and tree planting, will be incorporated into the proposals, through a detailed landscaping strategy, to further to enhance biodiversity on the Site.
		Vegetation clearance will be timetabled outside of the bird breeding season (generally accepted to be March – August inclusive) to avoid conflicts with active bird nests. Where this is not possible, all tree/ building/ vegetation clearance will be preceded by a check for active bird nests by a suitably experienced ecologist.

Theme	Comments	Applicant's Response
		A Preliminary Ecological Assessment was undertaken by Land Studio in March 2025, and the assessment identifies the Site as predominantly neutral grassland in moderate condition, and mixed scrub and neither of these are classified as a priority habitat. This included a badger survey, no active badger sets were found onsite or within a 30m radius of the site where access was permitted. The boundary areas of dense scrub provide suitable set creation habitat for badger; however, the only badger set found during the badger survey is disused, and there is potential evidence that badger baiting has occurred at some point on the Site. The boundary dense scrub which provides suitable set creation habitat for badger is to be retained and protected.
Alternative Uses for the Site	Suggestions for improvement were primarily focused on the preservation of the existing green space. The most common recommendation was to leave the site undeveloped, maintaining it as a green area for local residents. One respondent specifically suggested creating a small park for the community.	This area to the north of Manchester Airport is identified within the Core Strategy a significant opportunity for employment development in Manchester, and the proposed use of the space is in line with its existing allocation within Airport City Strategic Employment Location. The proposals will bring back into productive use the land which has been vacant since the late 1990s, transforming an underused plot into a well-designed development that supports jobs, investment and environmental improvements through new tree planting, landscaping and biodiversity enhancements. The development of this location will complement the wider Airport City North / MIX Manchester opportunity, promoting functional and spatial links with nearby parts of Wythenshawe to maximise the catalytic potential of the airport to attract investment and increase economic activity.

Theme	Comments	Applicant's Response
Impact on Local Residents	Residents expressed concerns about increased noise, disturbance, and the potential negative impact on local house prices. There was a suggestion that the area is already overdeveloped, with new projects primarily driven by profit rather than community benefit, noting that Wythenshawe and surrounding areas already suffer from noise and poor air quality due to the expanding airport.	The design has been developed with particular sensitivity to nearby homes, deliberately designed with the units bordering the rear boundary with the residential properties, as the buildings themselves provide excellent acoustic screening for any activities within the service yard. Where there are gaps between the buildings, acoustic fences will be used to maintain a complete acoustic screen. In addition, during operation, operational management strategies will include noise limits for all building plant. Additional Planting is also proposed along the site boundaries, to provide a further visual and acoustic buffer. Initial noise modelling has been carried out to show that the noise levels during both the day and night will remain within the required levels. A detailed noise assessment will accompany the planning application. During construction, a Construction Management Plan will also be in place to manage noise, dust and working hours.
Socio-Economic Impact	There was some doubt regarding the creation of local job opportunities, with respondents suggesting such promises rarely materialise. Furthermore, some questioned the economic necessity for additional buildings of this type, particularly given the current economic climate.	A Local Labour Agreement has been submitted alongside the application, which will outline how employment opportunities for local residents will be delivered through the construction and operational phases of the Proposed Development. It is anticipated that approximately 154 FTE jobs would be created during occupation. As suggested by the ward councillors, the developer has now made contact with Manchester Enterprise Academy to explore opportunities which may arise in terms of job creation for residents, particularly around apprenticeships in the construction industry. Further discussions can be progressed should the scheme be approved. The current proposals respond to recent market evidence, which shows a strong

Theme	Comments	Applicant's Response
		need for modern logistics and light industrial space in this part of South Manchester, and contribute to the diversity of uses in this area / complement what is being brought forward at MIX Manchester.
Consultation Process	A few comments suggested that the public consultation is merely a "box-ticking exercise," with the development considered a foregone conclusion regardless of public input.	The feedback received as part of the consultation process has been considered as the design is finalised prior to the submission of the planning application.

4. Summary and Conclusion

- 4.1. Consultation has been undertaken in accordance with the requirements of national policy (the Localism Act and the NPPF) and Manchester's Statement of Community Involvement.
- 4.2. The Proposed Development forms one of the final plots to be delivered as part of Manchester Business Park.
- 4.3. To keep all interested parties up to date, the Proposed Development has been the subject of pre-application consultation with numerous organisations. This has involved the use of a number of consultation methods to engage effectively with the Local Planning Authority, local landowners and businesses, MP and Ward Councillors, adjoining owners, other Statutory Consultees, and non-Statutory Consultees to identify and consider relevant issues prior to the submission of the application for Planning Permission.
- 4.4. A number of constructive responses were received from the local community during the consultation period and the issues raised have been directly addressed within this Statement. The Proposed Development and will support the ongoing economic development and physical regeneration of this regeneration area.
- 4.5. Moving forward with the project, the Applicant is committed to ensuring continued engagement with the consultation process, via the formal statutory planning procedure managed by the Local Planning Authority. Subject to planning permission being granted, the Applicant will continue to engage with the local community over the course of the construction and operational phases of the development.

Appendix 1: Site Location Plan



- NOTES**
- All dimensions and levels are to be checked on site.
 - Any discrepancies are to be reported to the architect before any work commences
 - Whilst information on this sheet is issued to scale, scaling directly from this drawing may result in inaccuracies. For precise measurements, refer to the stated dimensions or contact the Architect
 - This drawing shall not be reproduced without express written permission from AEW.
 - Title overlay drawings and ownership boundaries are produced using all reasonable endeavors. AEW cannot be responsible for the accuracy or scale discrepancy of base plans supplied to them.
 - All works are to be undertaken in accordance with Building Regulations and the latest British Standards.
 - All proprietary materials and products are to be used strictly in accordance with the manufacturers recommendations.

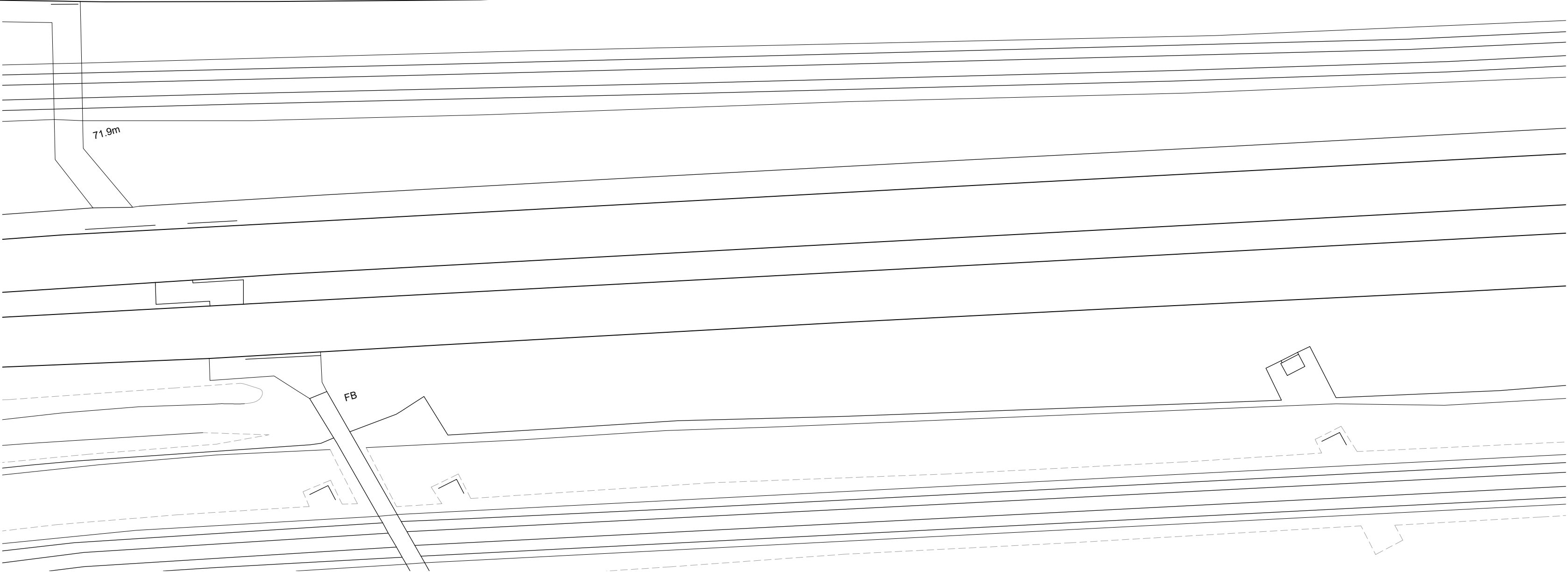
Key:

- Site Boundary 7.93acres / 3.21ha
- Existing trees to be removed
- Existing Trees
- Landscape area to be retained & enhanced
- Proposed Acoustic Fencing
- Parking space provided with EV charging point
- Parking space provided with cable routes to allow for future installation of EV charging point
- Office at first floor
- Condenser
- Bin Store
- Cycle Store
- Proposed FFLs stated are indicative only and subject to further detail design of the cut and fill modelling. As such, a tolerance of +/- 300mm should be allowed for the final FFLs.

0 5 10 15 20 25m
Scale 1:500 @ A1

N

Schedule of Accommodation						
Unit	Ground Floor GIA	First Floor Office GIA	TOTAL UNIT GIA	Total Car Parking (incl. Accessible)	Parking Ratio (spaces / GIA m²)	EV Charging Spaces (Future Spaces)
Unit 1A	1,485 m² / 15,986ft²	221m² / 2,376ft²	1,706m² / 18,363ft²	29 (2)	1:59	4 (4)
Unit 1B	1,733m² / 18,655ft²	245m² / 2,637ft²	1,978m² / 21,292ft²	23(2)	1:86	2 (4)
UNIT 1 TOTAL			3,684m² / 39,655ft²	52 (4)	1:71	6 (8)
Unit 2A	798m² / 8,586ft²	127m² / 1,368ft²	925m² / 9,954ft²	12 (1)	1:77	2 (2)
Unit 2B	476m² / 5,125ft²	103m² / 1,105ft²	579m² / 6,231ft²	10 (1)	1:58	3 (2)
Unit 2C	478m² / 5,142ft²	102m² / 1,097ft²	580m² / 6,239ft²	10 (1)	1:58	2 (2)
UNIT 2 TOTAL			2,084m² / 22,424ft²	32 (3)	1:65	6 (6)
Unit 3A	997m² / 10,735ft²	153m² / 1,653ft²	1,150m² / 12,388ft²	17 (1)	1:68	4 (2)
Unit 3B	796m² / 8,562ft²	128m² / 1,137ft²	923m² / 9,939ft²	14 (1)	1:66	4 (2)
Unit 3C	597m² / 6,429ft²	104m² / 1,123ft²	702m² / 7,552ft²	11 (1)	1:64	4 (2)
UNIT 3 TOTAL			2,776m² / 29,879ft²	42 (3)	1:66	6 (6)
Unit 4	1,391m² / 14,977ft²	232m² / 2,502ft²	1,624m² / 17,480ft²	19 (2)	1:86	2 (4)
GRAND TOTAL			10,167m² / 109,438ft²	145 (12)	1:70	20 (24)



P03 26/11/25 AW AS
Planning Issue

P02 05/11/25 AG AS
Red line boundary updated

P01 31/10/25 AG AS
Initial Issue

REV Date Drawn by: - Checked by: -

Status Purpose of Issue

S2 For Information

drawing stage **Planning**

client

Ask Real Estate

project

Manchester Business Park

drawing title

Proposed Site Plan

date 03/10/25 drawn AG
scale@A1 1:500 checked AS

AEW Reference Number 13502

Appendix 2: Consultation Postcards

23rd October 2025

Dear Resident,

Re: Consultation on proposals for Manchester Business Park

Ask Real Estate is bringing forward plans for new employment space on a vacant plot at Manchester Business Park, off Aviator Way, and is keen to hear local views before a planning application is submitted to Manchester City Council later this year.

This consultation is an opportunity for local residents to find out more about the proposals, speak with the project team, and share feedback to help shape the final plans.

The proposals would bring a currently unused site within Manchester Airport's strategic employment allocation into productive use, creating modern logistics and light industrial units designed to meet strong local demand. The development would support new job opportunities and contribute to the continued growth of Wythenshawe's economy, complementing the nearby MIX MANCHESTER development - an emerging hub for technology, innovation and advanced manufacturing.

The buildings will be designed to high environmental standards, making them energy-efficient and low-carbon, while new planting, trees and landscaped areas will enhance the site's appearance and biodiversity.

Careful consideration has been given to the relationship with nearby homes, including minimum 10-metre landscaped zones, acoustic fencing, and low building heights to help minimise visual and noise impacts.

We are holding a public consultation event on Monday 3 November at Manchester Business Park Marketing Suite, Aviator Way, Manchester M22 5TG between 2pm-7pm to share more details of the proposals and hear your views.

You can also view the plans and complete our feedback form on our consultation website <http://www.askrealestate.co.uk/mbp-consultation> or get in touch by emailing ukdeloitteconsultation@deloitte.co.uk.

The deadline for feedback is Thursday 6th November 2025.

All comments received will be reviewed by the project team and will help to shape the final proposals before submission.

Yours faithfully,



John Hughes
Managing Director
On behalf of Ask Real Estate

Appendix 3: Consultation Boundary



Appendix 4: Consultation Webpages



Manchester Business Park

Welcome to our consultation on the proposals for Manchester Business Park.

The proposals comprise new prime logistics units, designed to appeal to a range of businesses including those in hi-tech industries, aviation, logistics and warehousing, on a vacant plot at Manchester Business Park.



PUBLIC CONSULTATION BOARDS

Frequently Asked Questions

▲ What is being proposed for the site?

Ask Real Estate is bringing forward plans for new, high-quality logistics and light industrial units on the last remaining vacant plot at Manchester Business Park, off Aviator Way.

The scheme would provide modern, flexible workspace designed to attract a range of businesses, including those in advanced manufacturing, technology, aviation and logistics – and create new job opportunities in the local area.

▲ Why is the site not being brought forward for offices like the rest of Manchester Business Park?

Two previous planning permissions were granted for office development on the site (in 1997 and 2019), but neither was delivered due to limited occupier demand, viability and challenging market conditions.

The current proposals respond to more recent market evidence, which shows a strong need for modern logistics and light industrial space in this part of South Manchester. The site sits within Manchester Airport's strategic employment allocation and complements the adjacent MIX MANCHESTER masterplan, which has been endorsed by Manchester City Council to support innovation, advanced manufacturing and related employment uses.

▲ Why is development being proposed on this site?

The site is a vacant brownfield plot within an established employment area and has long been identified by Manchester City Council for business and employment uses.

The proposals will bring back into productive use the land which has been vacant since the late 1990s, transforming an underused plot into a well-designed development that supports jobs, investment and environmental improvements through new tree planting, landscaping and biodiversity enhancements.

▲ What will the buildings look like?

At this stage in the process the final building designs are yet to be developed and will be presented as part of the planning application. This will be available to view online once the application has been submitted to the Council. However, a number of early stage indicative visuals are contained within the consultation materials.

▲ What benefits will the development bring?

The project will deliver:

- New, flexible employment floorspace for growing and established businesses;
- Significant employment opportunities during construction and operation;
- Environmental enhancements, including new landscaping, tree planting and biodiversity features; and
- High-quality architecture designed to improve the overall appearance of this gateway site within Manchester Business Park.
- True sustainable development with EPC A rating, BREEAM Excellent target rating, EV charging and solar panels.

Together, these proposals will help strengthen Wythenshawe's position as a key employment location for the city region.

▲ What will the impact be on local roads and traffic?

A detailed Transport Assessment will accompany the planning application to assess any traffic impacts and ensure the development operates safely and efficiently.

The site is well connected to the local and strategic road network and benefits from nearby public transport links, including tram and bus services. All servicing and deliveries will take place within the site itself, avoiding disruption to local roads.

▲ How will noise and disruption for local residents be minimised?

The design has been developed with particular sensitivity to nearby homes.

Key measures include:

- A minimum 10-metre landscaped zone between the new buildings and homes along the northern and eastern boundaries;
- Acoustic fencing and building orientation to screen activity;
- Building heights limited to two storeys to reduce visual impact; and
- Operational noise management plan for servicing and deliveries.

A detailed noise assessment will accompany the planning application. During construction, a Construction Management Plan will also be in place to manage noise, dust and working hours.

▲ What are the timings for the development?

The proposals are currently at the consultation stage. Following the consultation period, feedback will be reviewed and used to inform a planning application to Manchester City Council later this year.

Subject to a formal planning approval, our target is for construction to commence in August 2026 with completion scheduled for August 2027.

▲ Who is Ask Real Estate?

Ask Real Estate is a Manchester-based developer with a strong track record of delivering high-quality, sustainable commercial and mixed-use developments across the city region.

The company focuses on creating long-term value through design excellence, sustainability and positive local impact.

Feedback form

Please fill out the form below to submit your comments.

Do you support the proposal to deliver a new employment site at Manchester Business Park ?

☐ Yes ☒ Somewhat ☐ No

What do you like about the proposal for the site ?

Is there anything specifically that concerns you about the proposal for the site ?

☐ Yes ☒ Somewhat ☐ No

If yes, please specify

Would you suggest any ideas to improve the proposals outlined so far?

What is your position i.e. Are you a local resident, Councillor, local business owner, stakeholder etc

Would you like to be updated about the project in the future?

☐ Yes ☒ No

Name *

Postcode *

Email address *

Telephone *

Age *

☐ Under 20 ☐ 20-35 ☐ 36-50 ☐ 51-64 ☐ Over 65

SUBMIT

Appendix 5: Consultation Boards





Welcome

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The proposals comprise new prime logistics units, designed to appeal to a range of businesses including those in hi-tech industries, aviation, logistics and warehousing, on a vacant plot at Manchester Business Park.

The new facilities it will deliver will provide much-needed space to meet demand within this part of Manchester and will complement the emerging tech and R&D cluster, including the nearby MIX MANCHESTER development.



Manchester Business Park

Public Consultation

About Ask

Ask is an independent real estate company with a demonstrable track record of delivering high quality, large scale, mixed-use developments.

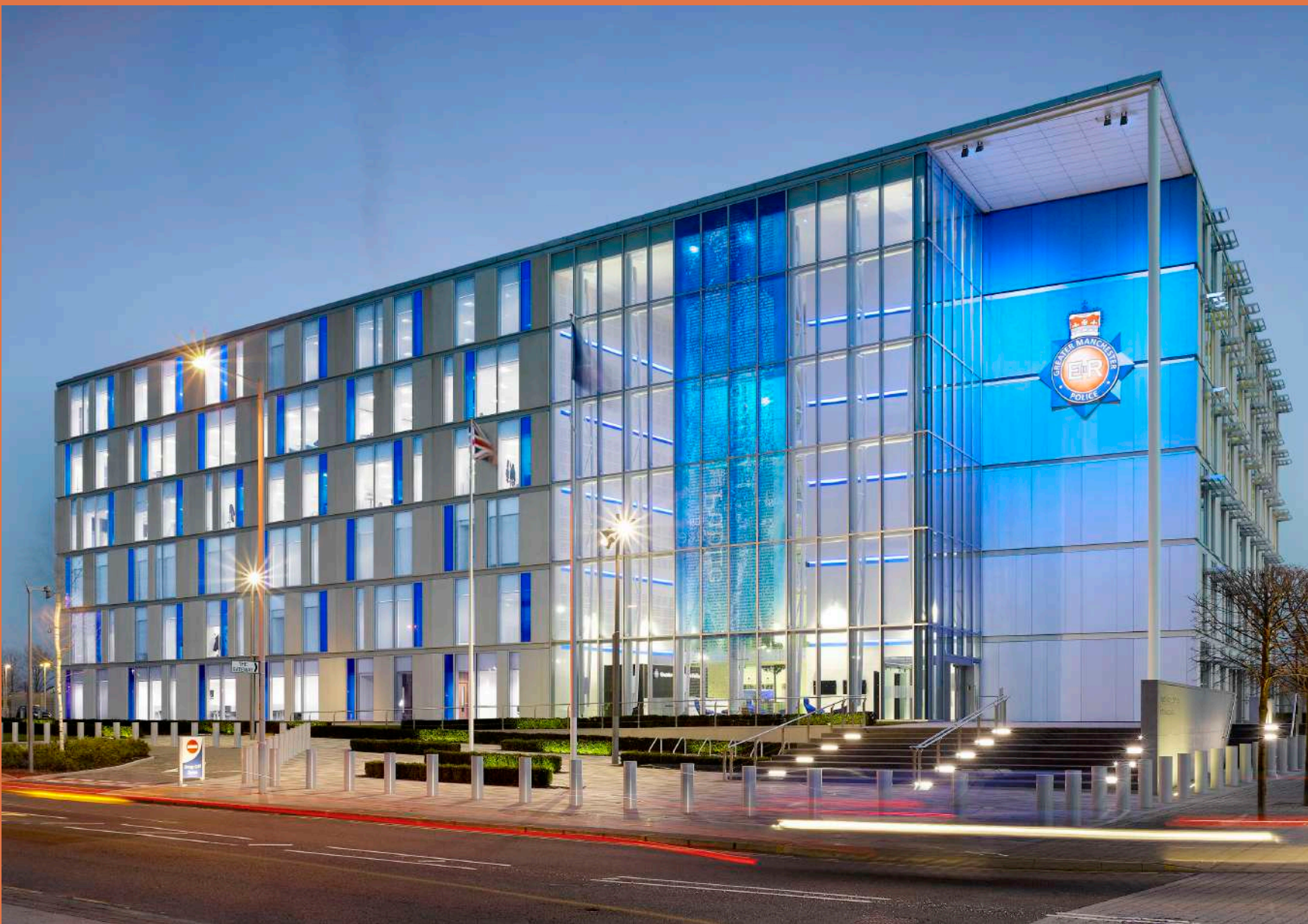
Ask's approach often involves long-term vision, sustainable design principles, and a commitment to creating lasting value for local communities.

Its in-house team has the capability and determination to drive a project from inception to completion, and by effectively managing external professional experts, enables the successful delivery of a range of buildings and places.

We are keen to hear your views on the proposals for Manchester Business Park, ahead of the submission of a planning application later this year.



Project timeline



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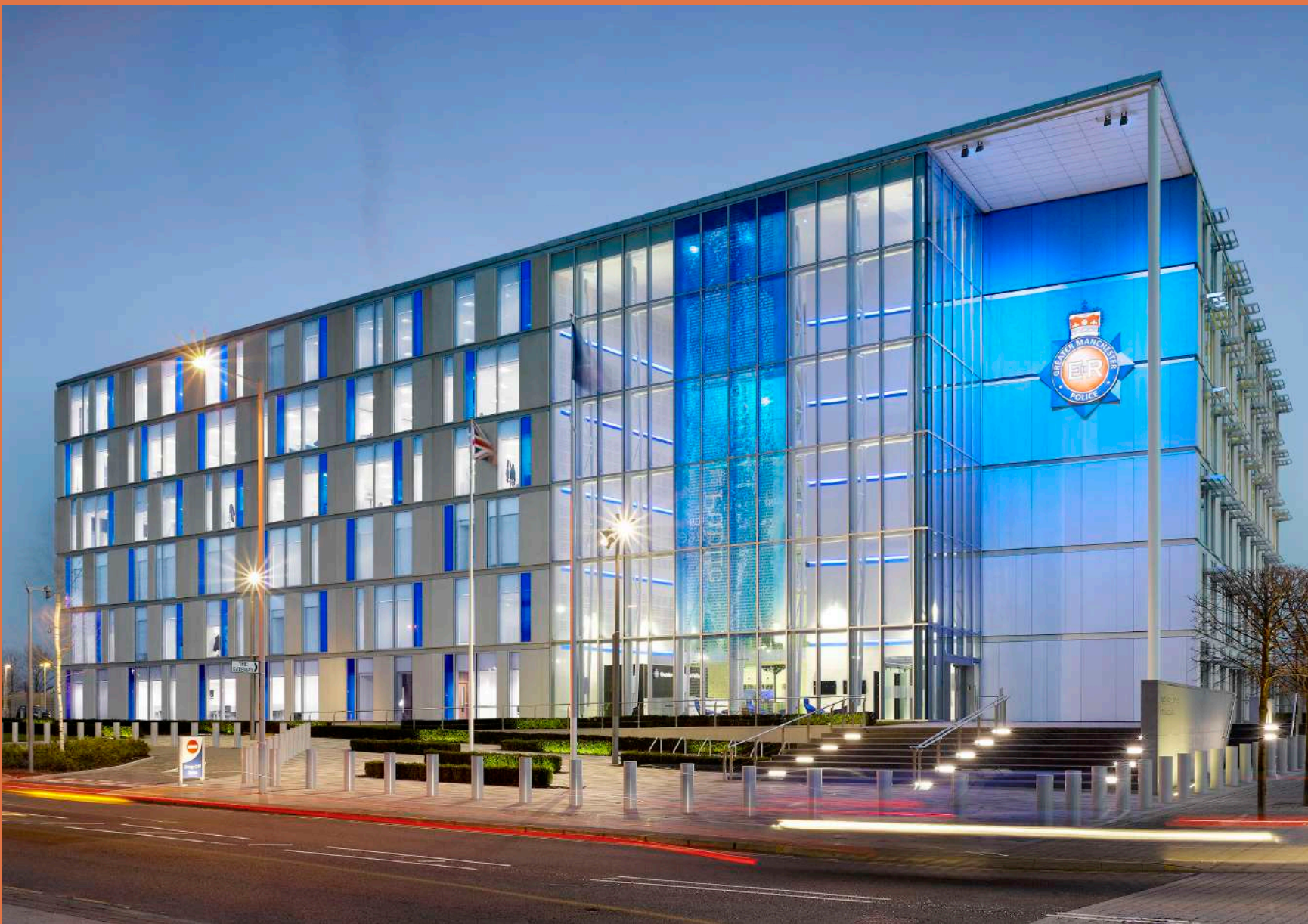
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Project timeline



Site context

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The site's most recent use was as a garden nursery until the late 1990's. There are two previous Outline Planning Permissions (granted in 1997 and 2019) which anticipated the space being developed for offices which have not come to fruition. This indicates concerns regarding viability and demand for office uses on the site.

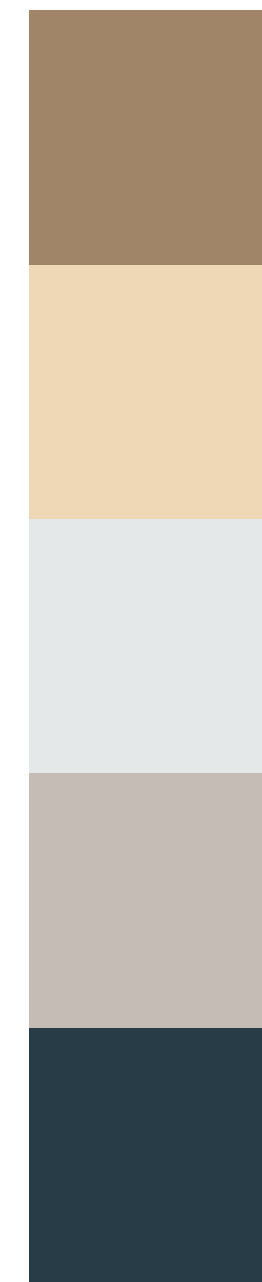


Regus building



Costain building

Existing colour and materiality palette



Existing site



The site is bounded to the east by the forthcoming MIX MANCHESTER masterplan, for which a strategic regeneration framework has been endorsed by Manchester City Council to bring forward up to 2 million sq. ft. of advanced manufacturing space, R&D labs and office space as well as hotels, leisure facilities and public areas.

Therefore, this is an ideal location for developing high quality logistics and industrial facilities which will have exemplary sustainability credentials and superb connectivity through the airport and adjacent motorway networks.

Constraints and opportunities

A number of site constraints have been identified, including the proximity of nearby residential neighbours, existing vegetation and the potential impacts on the local highway network as well as the safeguarding requirements of Manchester Airport. These have formed key considerations to the emerging design proposals.



Existing trees

Proximity to residents

Rear units to provide acoustic buffer to residents from yard activity

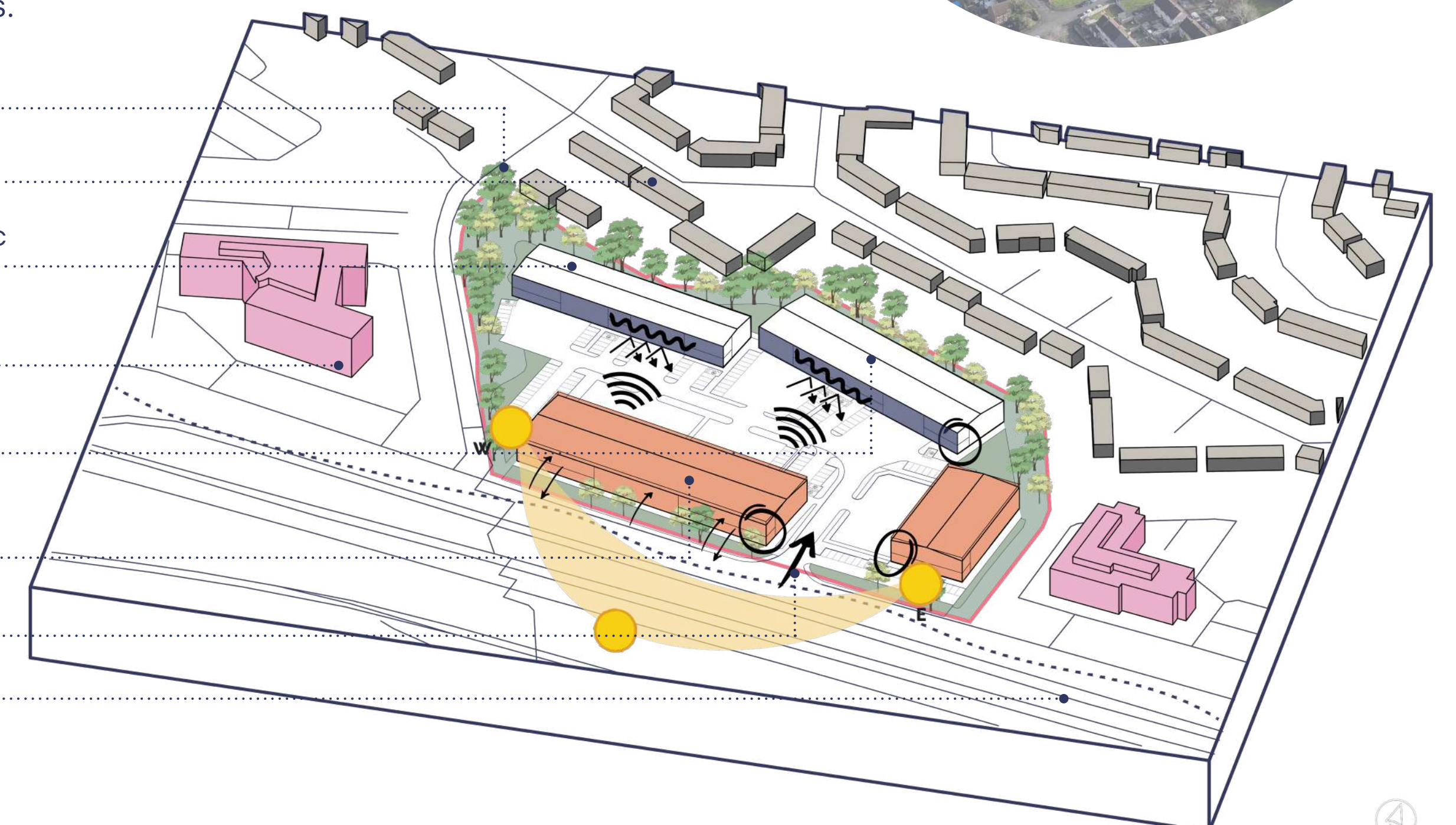
Adjacent office buildings

Step down massing at rear with pitched roof

South facing offices

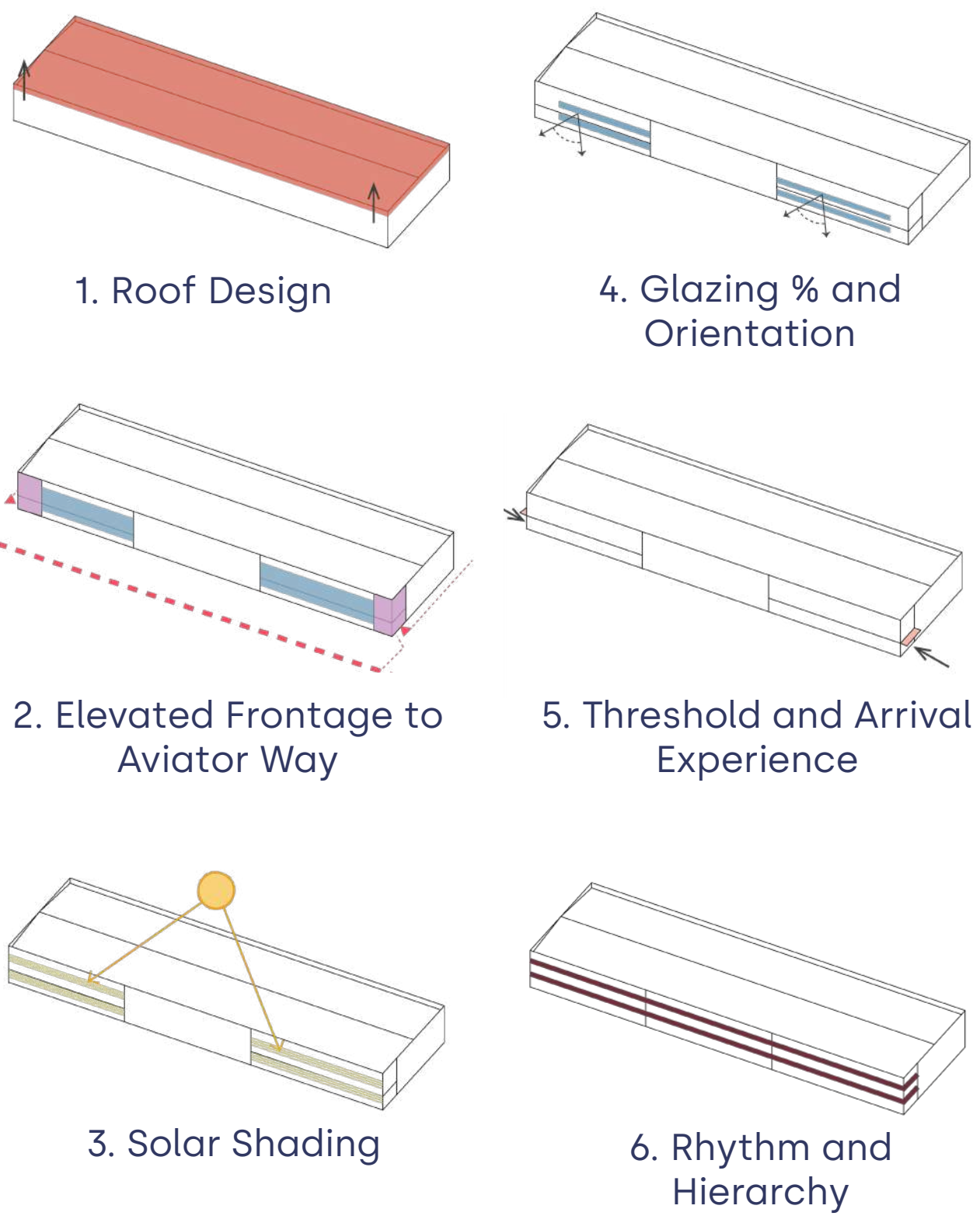
Site access

Main arterial route and Metrolink frontage



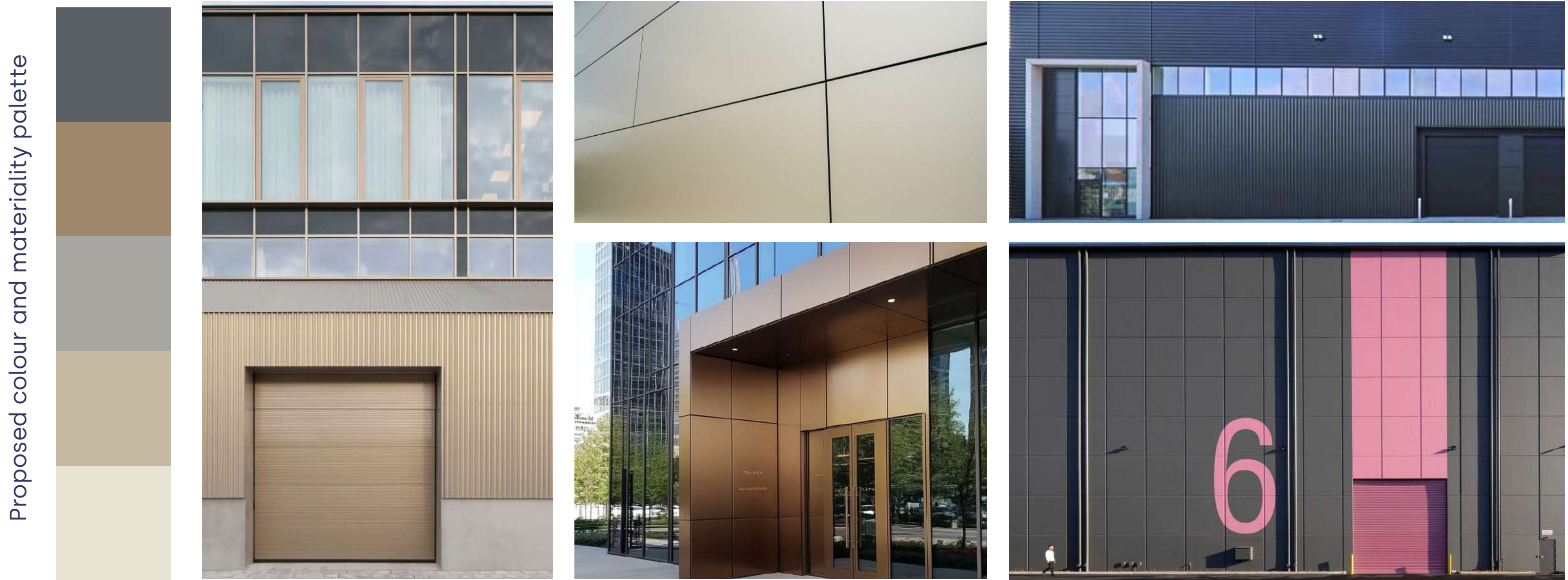
Design brief

The site's opportunities and constraints have guided the overall design development, leading to the implementation of six key design principles. The design seeks to activate the main frontage by concentrating more elevated cladding and materials in this area. Sustainable strategies, such as optimised glazing proportions and solar shading have been integrated to minimise glare and overheating.



Indicative materiality

The choice of materials will support the ambition for a distinctive, high-quality scheme, and work cohesively with the existing frontages onto Aviator Way and the A555. The precedent imagery adjacent illustrate the type of cladding and feature elements proposed for the facades. A soft bronze cladding creates a link to the metallic tones associated with aircraft, while its warm hue creates an inviting character. This bronze finish will be carried through to the glazing frames and contrasted with darker feature bands to enhance the contemporary aesthetic.



The proposals will be of the highest design quality, with the height, scale and massing developed to align with existing offices and forthcoming MIX MANCHESTER masterplan, and to be appropriate in the context of the neighbouring properties. The proposed site layout allows a minimum 10m buffer between buildings and the boundaries to houses to the north and east.

The nine units will range in size from 6,700 sq. ft to 21,646 sq. ft to appeal to a range of businesses including those in hi-tech industries, aviation, logistics and warehousing. Each unit will deliver the highest sustainability and smart credentials, will be BREEAM Excellent, EPC A and designed to be net zero in operation.

Landscape and ecology

The plans include a fully designed landscaping scheme, including new tree planting, and soft landscaping, which will help to enhance the site's biodiversity and create visually cohesive frontage with existing plots along Aviator Way. Where possible, all existing trees will be retained and any lost will be replaced on a 2:1 basis.

The existing landscape buffer to the rear boundary will be largely retained, with additional planting specifically designed to provide a natural visual and acoustic barrier between the existing dwellings and the proposals.

Further to this, the buildings are only 2 storey in height, and are therefore considerably lower than the existing, neighbouring office buildings. All of this will help to minimise the visual impact of the new proposals.

Modelling Option 5 – Daytime



Modelling Option 5 – Night-time



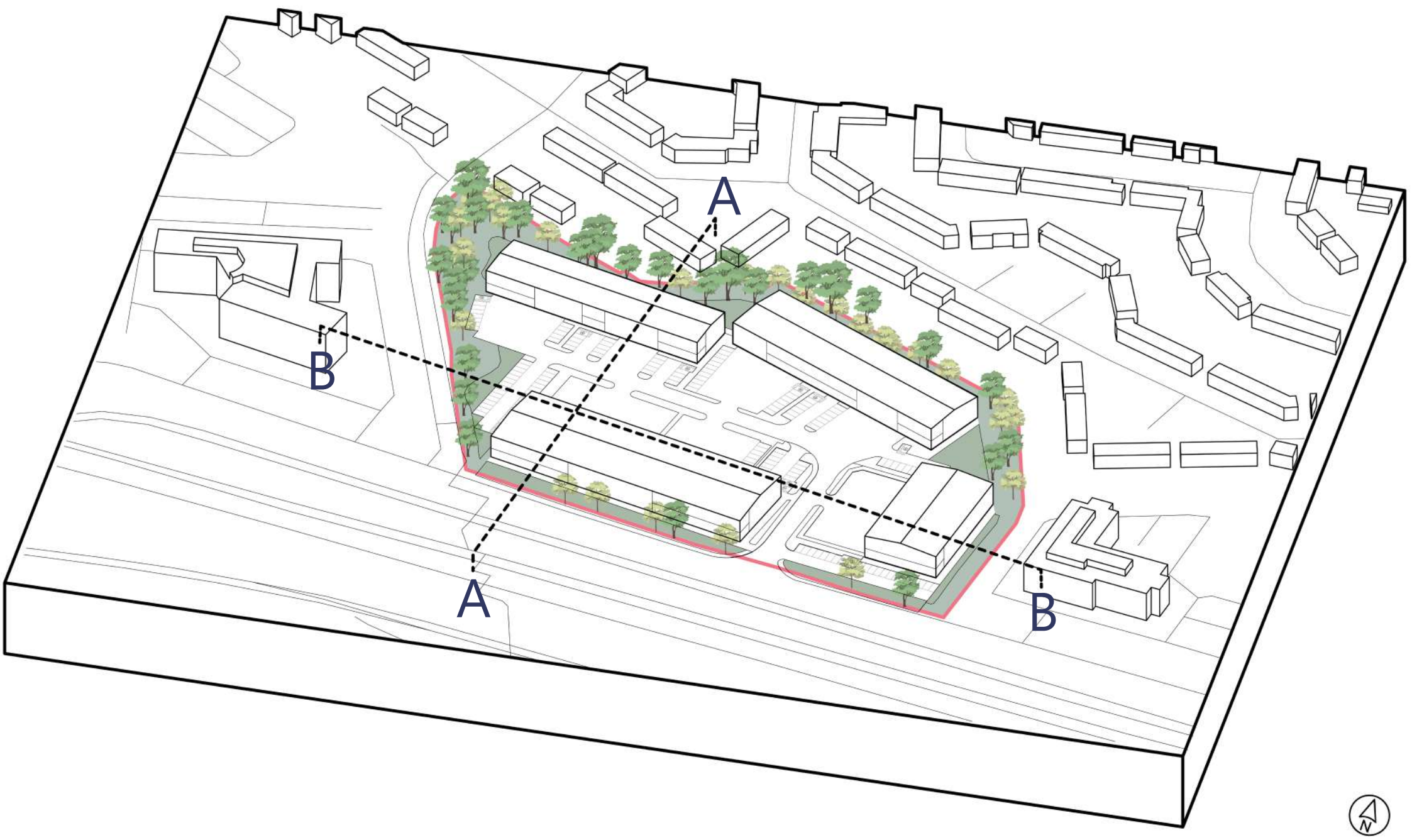
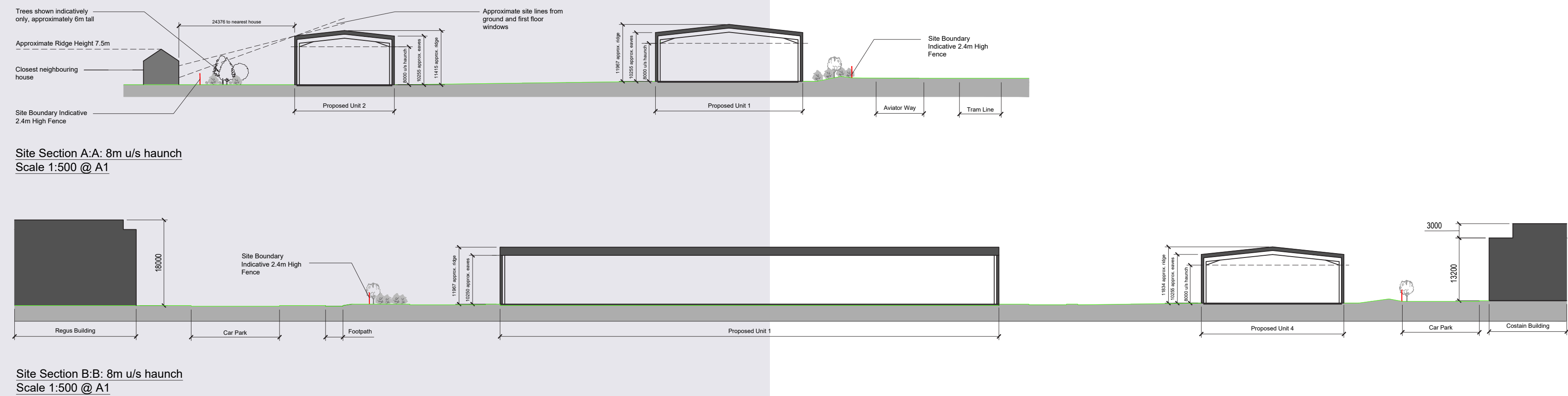
Noise modelling

- Includes acoustic barriers as shown.
- MCC **daytime** criteria achieved at all adjacent residential locations.
- MCC **night-time** criteria achieved at all adjacent residential locations.

The scheme has been deliberately designed with the units bordering the rear boundary with the residential properties, as the buildings themselves provide excellent acoustic screening. Where there are gaps between the buildings, acoustic fences will be used to maintain a complete acoustic screen. Initial noise modeling has been carried out to show that the noise levels during both the day and night will remain within the required levels, and the application will be supported by a full acoustic assessment.



Massing and site sections



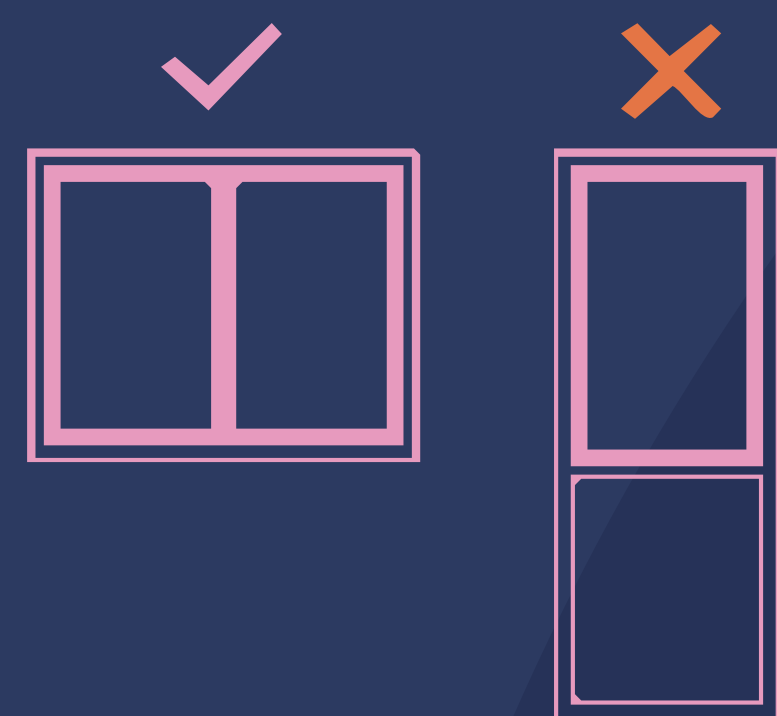
Indicative visuals

The visuals on this board show one of the options being considered for the building's appearance. These are not the finished design, which will be developed further after this public consultation.

The visuals focus on the front unit (Unit 1), which features a parapet and glazed frontage. Bronze feature cladding and matching glazing frames are contrasted with dark spandrel panels to create a warm, welcoming, and contemporary aesthetic. The horizontal design language continues across the elevation, using light grey trapezoidal cladding to complement the bronze feature bands and horizontal fins. The composition is anchored by a defined feature corner that enhances the sense of arrival and visual identity of the building.



Sustainability



GMCA GREATER MANCHESTER COMBINED AUTHORITY

Careful attention has been given to the proportions and orientation of the glazing to achieve a balanced relationship between industrial and office character. The glazing is arranged horizontally to reinforce the building's rhythmic composition and to align with the horizontal solar shading fins which is an important consideration for the south-facing offices. The accompanying sketches illustrate how the glazing is distributed to provide panoramic views, enhancing visual connection to the runway and optimising natural light.

This approach aligns with the Design Guidance for Net Zero, which outlines strategies to meet GMCA's net zero ambitions. Wider, shorter windows improve daylight distribution, reduce overheating risk while maintaining daylight quality, and enable flexible interior layouts by allowing furniture placement adjacent to windows.

Benefits

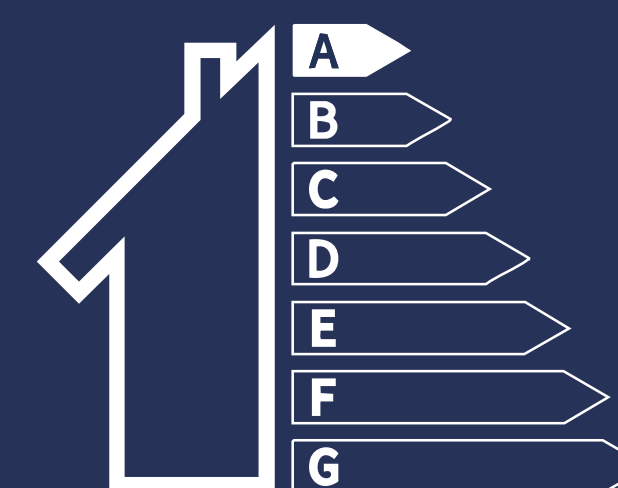


The development of this scheme will deliver maximum benefits to local residents, future occupiers and the wider area:

- The proposals will bring a vacant plot in productive use, providing facilities to complement and support this established and fast-growing innovation district, which benefits from proximity to major road networks and international connections.
- This in turn will support the broader growth of Manchester's established life sciences, advanced materials, digital and technology, and clean technology economies.
- New workspaces will open up employment opportunities to local people to develop and grow careers, making a positive contribution to the Wythenshawe community, plus further opportunities during the construction phase.
- The use of high-quality design and materials alongside carefully considered landscaping will improve the visual appearance along Aviator Way.
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- New trees and planting will protect, enhance and support biodiversity to create a development which has a positive impact on local habitats and wildlife, while ensuring this is carefully aligned with Manchester Airport's safeguarding requirements.



BREEAM Excellent



EPC A rating



EV charging



Solar panels



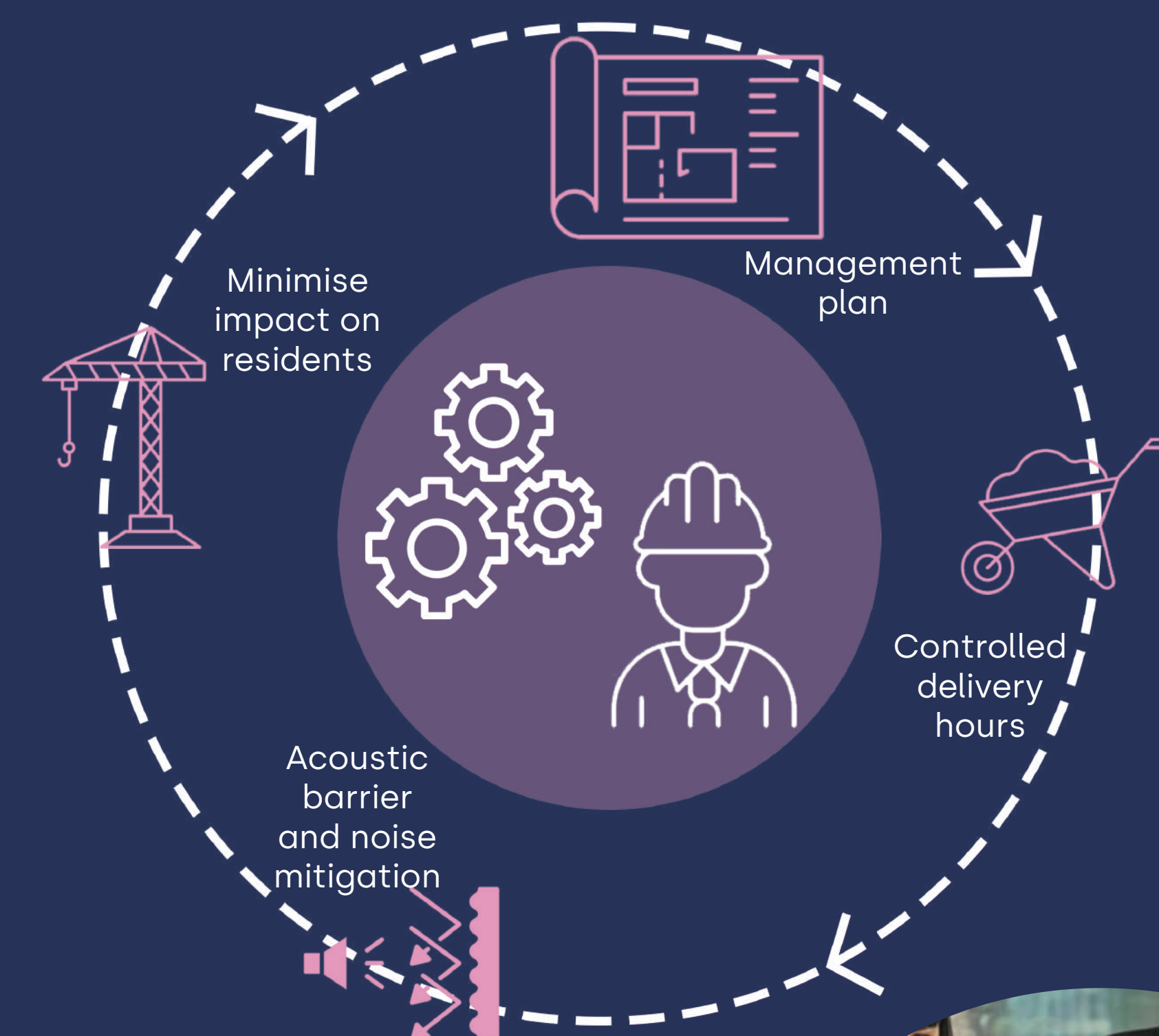
Cycle storage

Operational management

Operational Management

A key consideration has been the operational management of the scheme to mitigate impact on the local communities. The following measures will be implemented to minimise disruption to local residents:

- During the construction phase, a management plan will be in place to minimise the impact on local residents amenity.
- For both construction and operational phases, all servicing and deliveries will take place within agreed hours and sufficient space for will be provided within the site for unloading / turning circles, minimising disruption along Aviator Way.
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AEW Precedents



St. Helens, Saints Retail Park

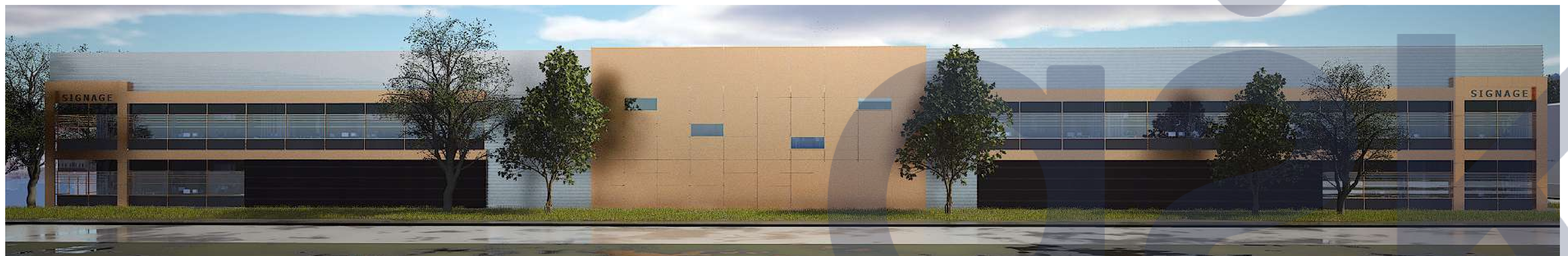


Cheadle Eco Business Park



Carrington Gateway

Indicative frontage to Aviator Way



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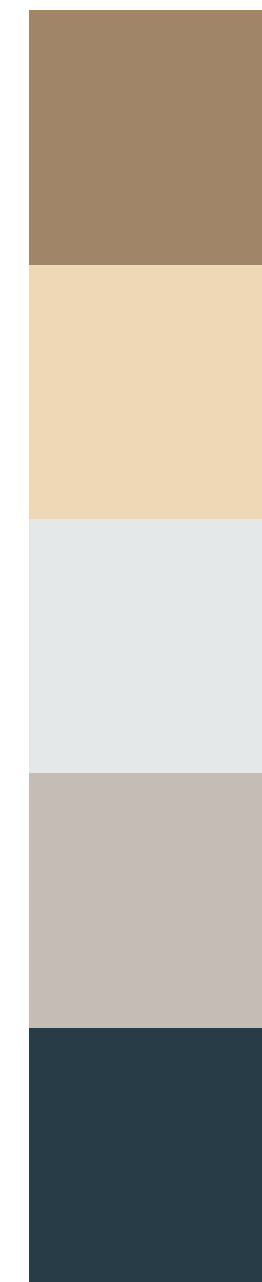


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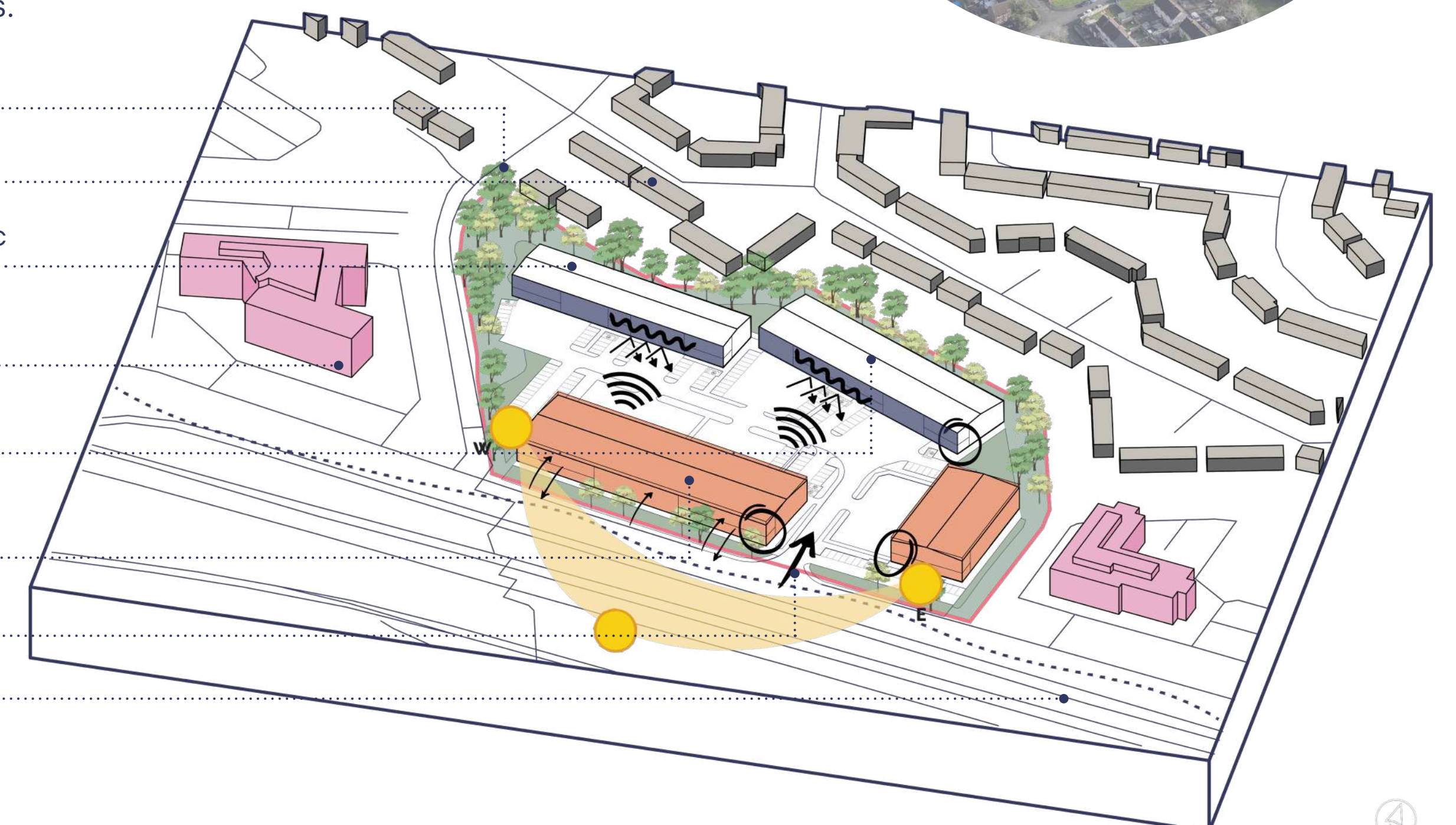
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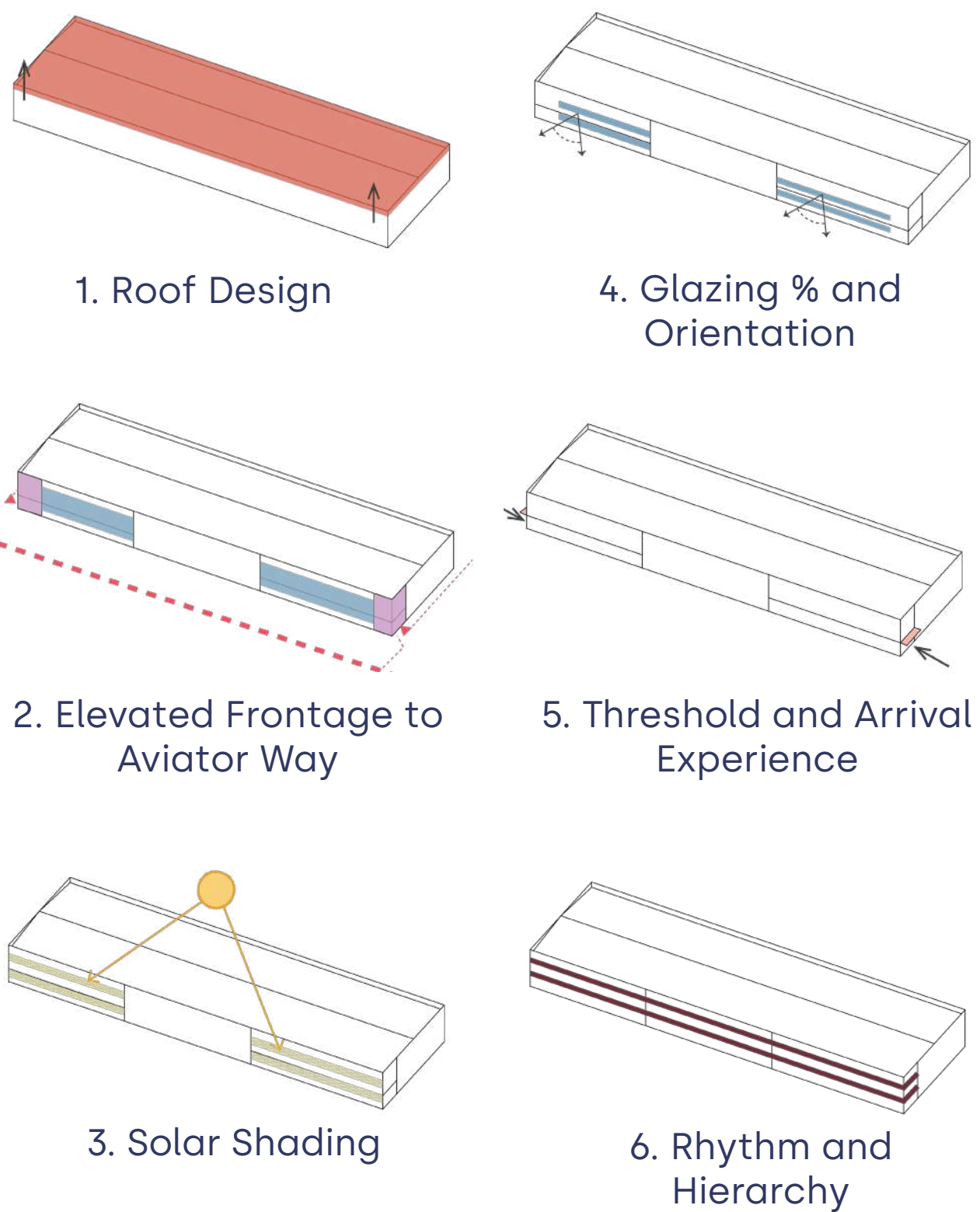
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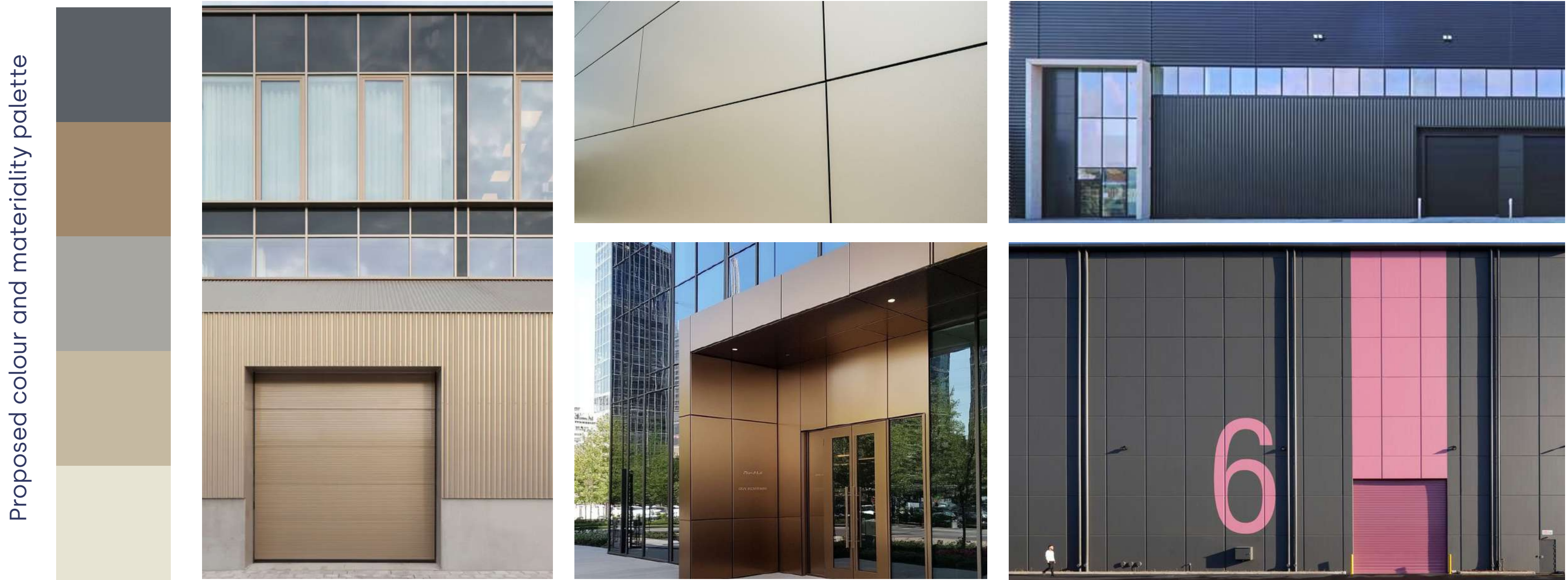
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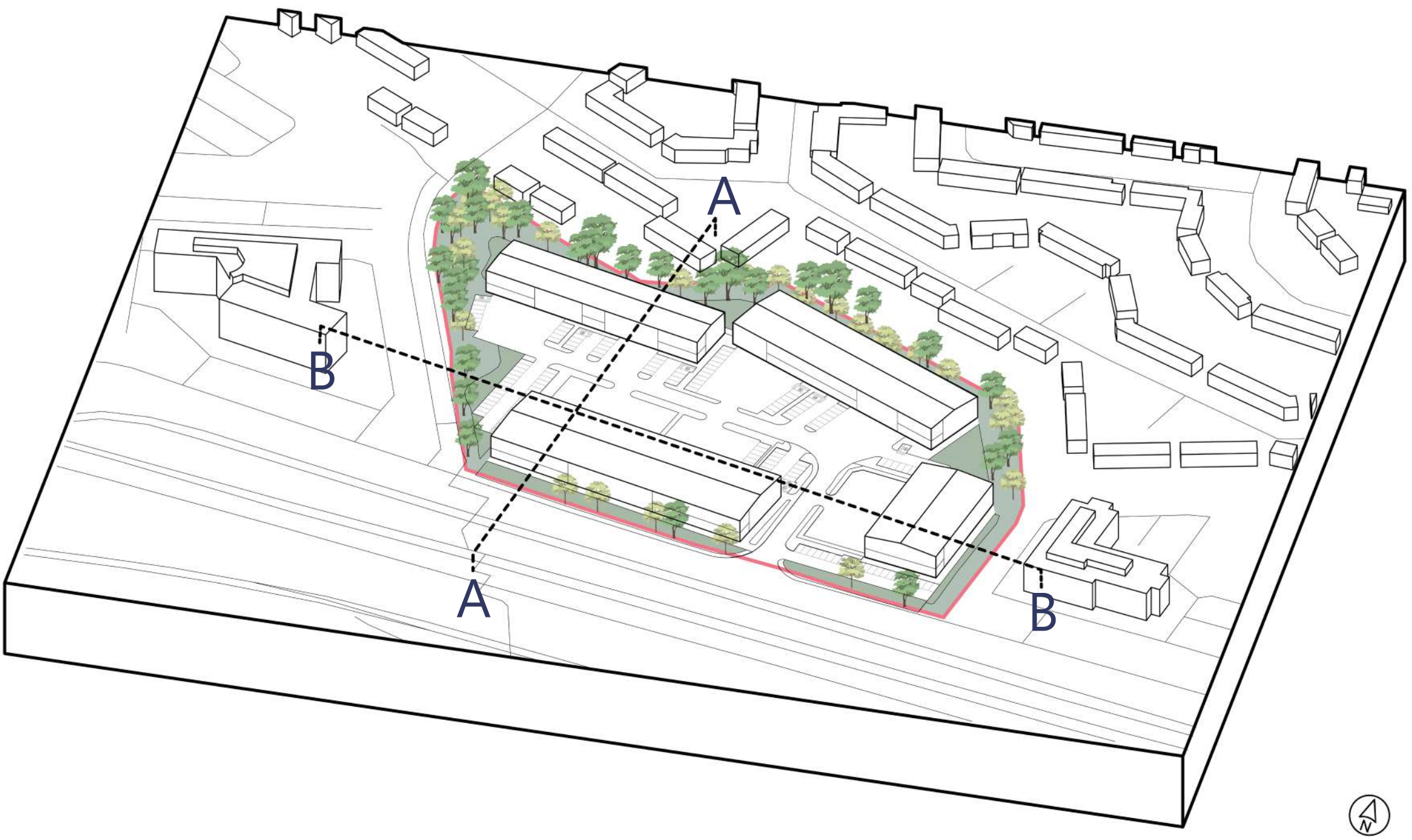
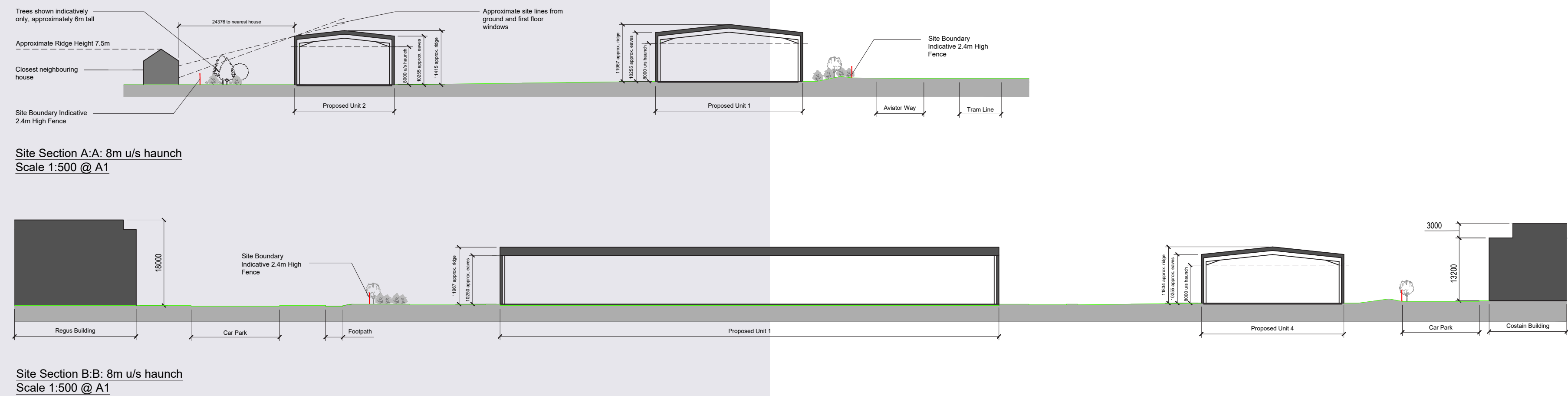
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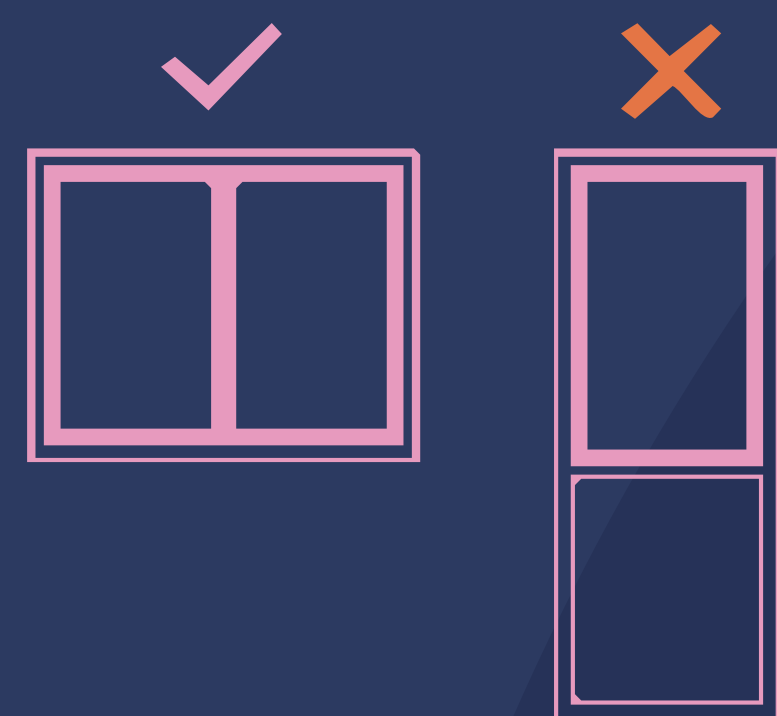
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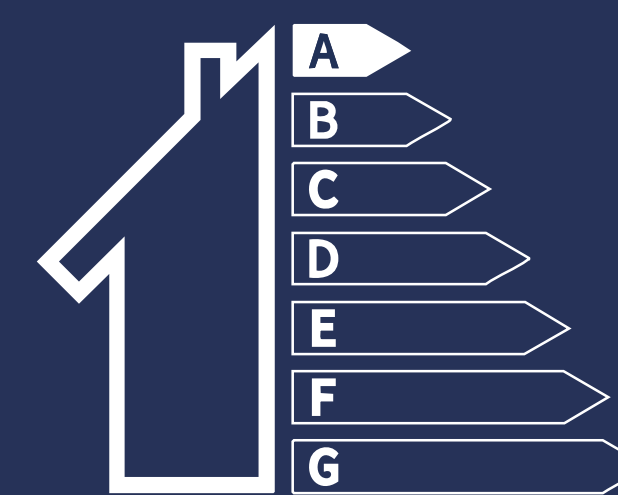


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EPC A rating



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Solar panels



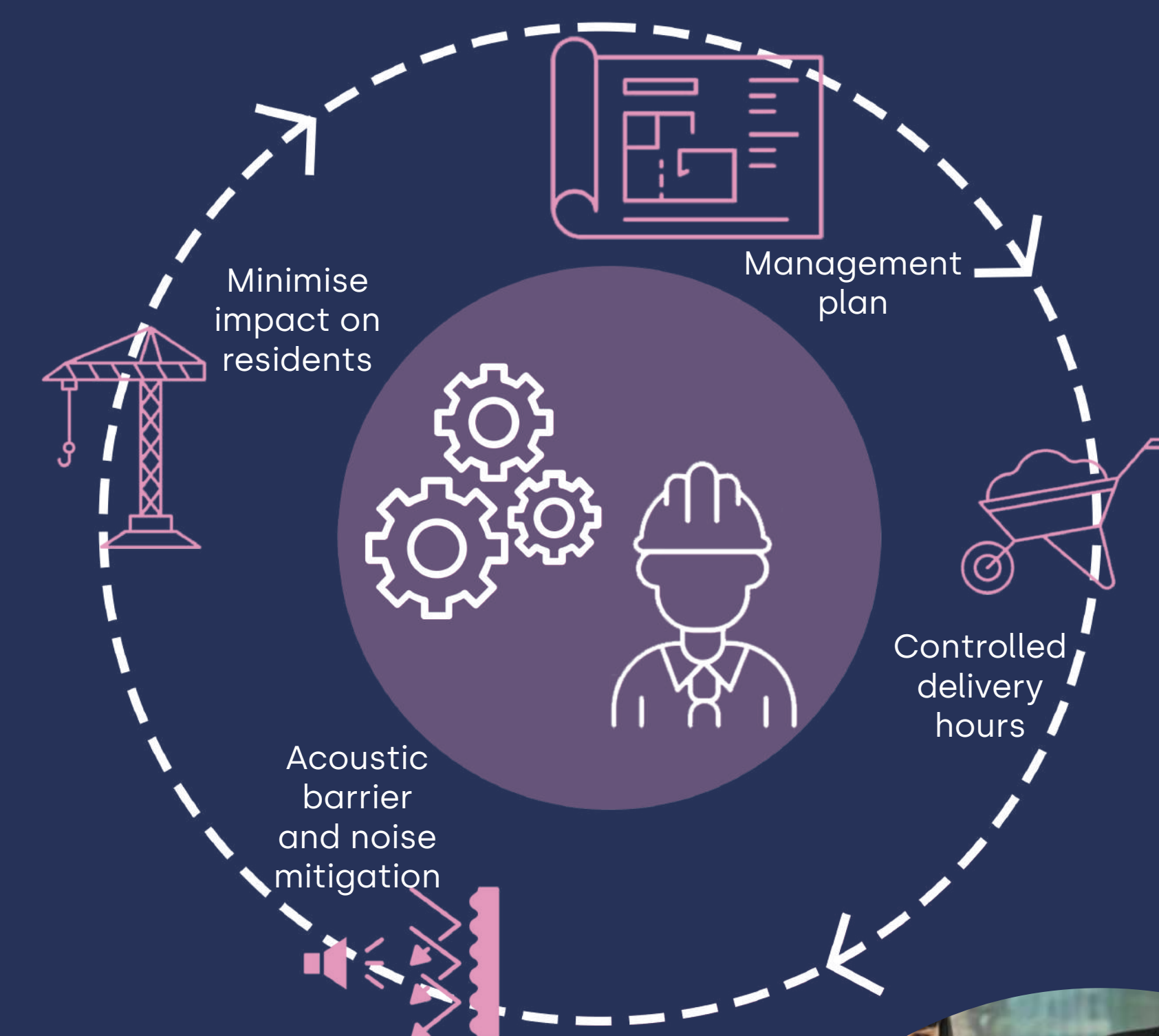
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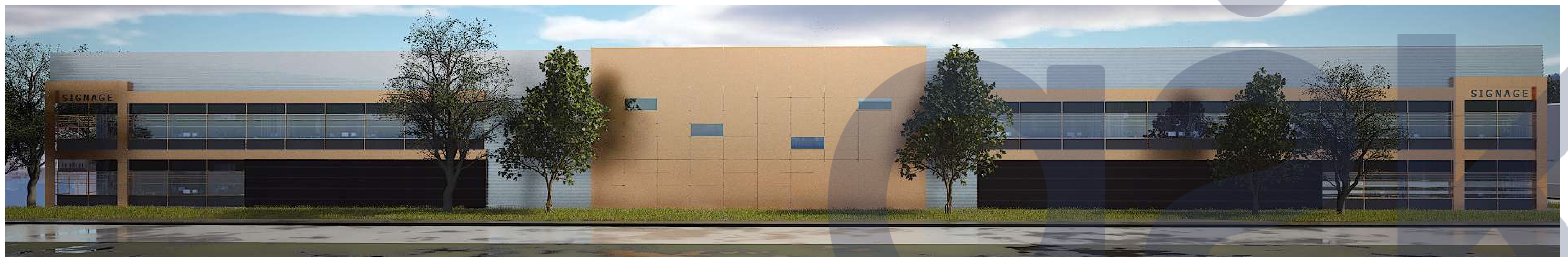


Cheadle Eco Business Park



Carrington Gateway

Indicative frontage to Aviator Way





Together makes progress

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