

Design and Access Statement

Manchester Business Park, Aviator Way

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Project Introduction

1.0 Introduction

This Design and Access Statement has been prepared by AEW Architects and Designers LTD on behalf of Ask Real Estate Ltd to support the Full Planning application to develop a vacant parcel of underdeveloped land within Manchester Business Park.

This application seeks approval of Full Planning Permission for a development comprising of 9 no. Commercial B2 (General Industry) and B8 (Storage and distribution) units to form light industrial and ancillary office space, with landscaping works, highways, access, parking, infrastructure and other associated works.

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.

The nine units will range in size from approximately 6,230 sq. ft to 21,300sq. 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.

The total GIA is 10,167sqm / 109,438sqft.

This Design and Access Statement is structured in line with CABEs Design and Access Statements: how to write, read and use them. The statement is set out in further sections:

Context - provides an analysis of the application site

Design Statement - describes the scheme in terms of use, amount, layout and appearance

Access & Operational Statement - provides details of vehicle and pedestrian access, public transport and inclusive access

1.1 The Applicant

Ask Real Estate 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.

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.

1.2 Planning Application Drawings

13502-AEW-SI-XX-DR-A-05000-Site Location Plan

13502-AEW-SI-XX-DR-A-05001-Existing Site Plan

13502-AEW-SI-XX-DR-A-05010-Proposed Site Plan

13502-AEW-SI-XX-DR-A-05011-Proposed External Works

13502-AEW-SI-XX-DR-A-05012-Proposed Boundary Treatments Plan

13502-AEW-SI-XX-DR-A-05013-Cycle Store Details

13502-AEW-SI-XX-DR-A-05014-Bin Store Details

13502-AEW-B1-XX-DR-A-05120-Proposed GA Floor Plan

13502-AEW-B1-XX-DR-A-05121-Proposed GA Office Plan (Unit 1)

13502-AEW-B1-XX-DR-A-05122-Proposed GA Roof Plan (Unit 1)

13502-AEW-B1-XX-DR-A-05130-Proposed Elevations (Unit 1)

13502-AEW-B1-XX-DR-A-05150-Proposed Sections (Unit 1)

13502-AEW-B2-XX-DR-A-05220-Proposed GA Floor Plan

13502-AEW-B2-XX-DR-A-05221-Proposed GA Office Plan (Unit 2)

13502-AEW-B2-XX-DR-A-05222-Proposed GA Roof Plan (Unit 2)

13502-AEW-B2-XX-DR-A-05230-Proposed Elevations (Unit 2)

13502-AEW-B2-XX-DR-A-05250-Proposed Sections (Unit 2)

13502-AEW-B3-XX-DR-A-05320-Proposed GA Floor Plan

13502-AEW-B3-XX-DR-A-05321-Proposed GA Office Plan (Unit 3)

13502-AEW-B3-XX-DR-A-05322-Proposed GA Roof Plan (Unit 3)

13502-AEW-B3-XX-DR-A-05330-Proposed Elevations (Unit 3)

13502-AEW-B3-XX-DR-A-05350-Proposed Sections (Unit 3)

13502-AEW-B4-XX-DR-A-05420-Proposed GA Floor Plan

13502-AEW-B4-XX-DR-A-05421-Proposed GA Office Plan (Unit 4)

13502-AEW-B4-XX-DR-A-05422-Proposed GA Roof Plan (Unit 4)

13502-AEW-B4-XX-DR-A-05430-Proposed Elevations (Unit 4)

13502-AEW-B4-XX-DR-A-05450-Proposed Sections (Unit 4)

13502-AEW-SI-XX-DR-A-05500-Proposed Site Sections A-C

1.3 Client Team

Client: Ask Real Estate

Project Manager: Motion Project Management

Architect: AEW Architects

Quantity Surveyor: KAM Project Consultants

Planning Consultant: Deloitte

Structural Engineer: Renaissance

M&E Engineers: Hannan Consultants

Highways Consultant: Waterman Infrastructure & Environment Ltd

Acoustic Consultant: Waterman Infrastructure & Environment Ltd

BREEAM: Hannan Consultants

Ecology: Land Studio

Landscape Architect: Land Studio

Fire Consultant: Design Fire Consultants

BR PD: AEW Architects

CDM PD: Sweco

Location and Context

Site Location

The Application Site

The site is located at Unit 2000, Aviator Way, near Manchester Airport, Greater Manchester, M22 1GE and is approximately 7.93 acres in area. The business park offers excellent local, national and international connections. Manchester Airport train station is a short walk away and the site is just minutes from junction 5 of the M56. This offers easy access to Manchester, Liverpool, Leeds and the South via the M6, M60 and M62.

There are a number of mature trees at the boundary of the site particularly to the northern and and western boundaries of the site.



Existing Site Plan

Red Line Application Boundary

Wider Context

Site Context

The site is in an excellent location, adjacent to Manchester Airport. The international airport provides a co-ordinated transport hotspot. A direct train interchange to Manchester Piccadilly, J5 of the M56 within 3 minutes, and significant car parking make the park well connected. Manchester Airport, rail station, Metrolink tram and bus interchange are all within 15 minutes walk of Manchester Business Park. The airport provides a diverse range of shops, cafés and restaurants.

The Site is bounded to the north by residential housing along Thornsgreen Road, to the east by existing Manchester Business Park office units, to the south by Aviator Way and the A555 Ringway Road West, and to the west by Woodhouse Lane and existing Manchester Business Park units beyond this. The surrounding buildings fronting Aviator Way consist of modern office buildings with impressive glass frontages and landmark features.



Wider Area

Red Line Application Boundary



Adjacent buildings

Network and Connections

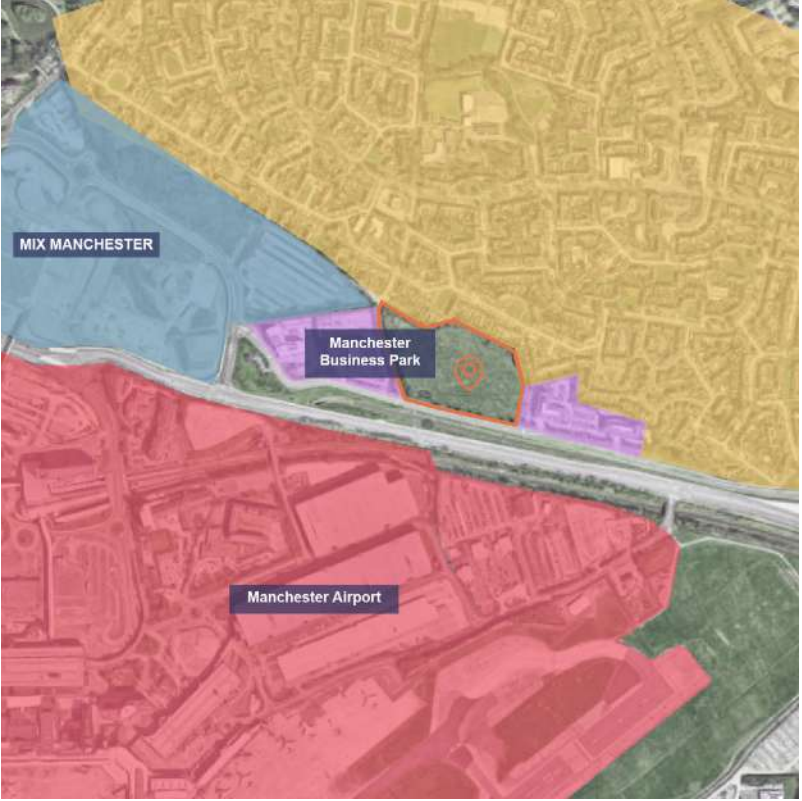
Site Networks and Connections

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.

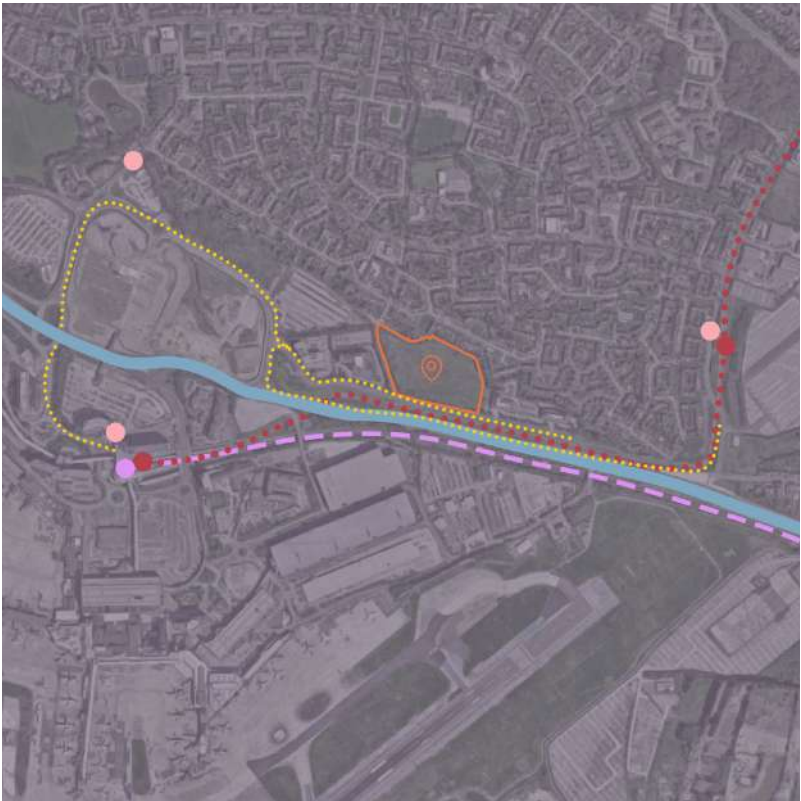


Wider Network



Zoning and Context

- Application Site
- Manchester Airport & Parking
- Residential
- Offices
- MIX Manchester



Connections and Public Transport Links

- Application Site
- Cycle lanes
- Bus stops
- Railway
- Metrolink
- Ringway Road W

Site Images

Existing Site Images

The images to the right show the existing site and neighbouring buildings. They highlight the character and immediate context that surrounds the site. This is predominantly existing office use, residential to the rear, road infrastructure and greenspace.



Key Plan



View from east Aviator Way



View from west Aviator Way



View from Thornsgreen Road



View from Thornsgreen Road

Constraints and Design Principles

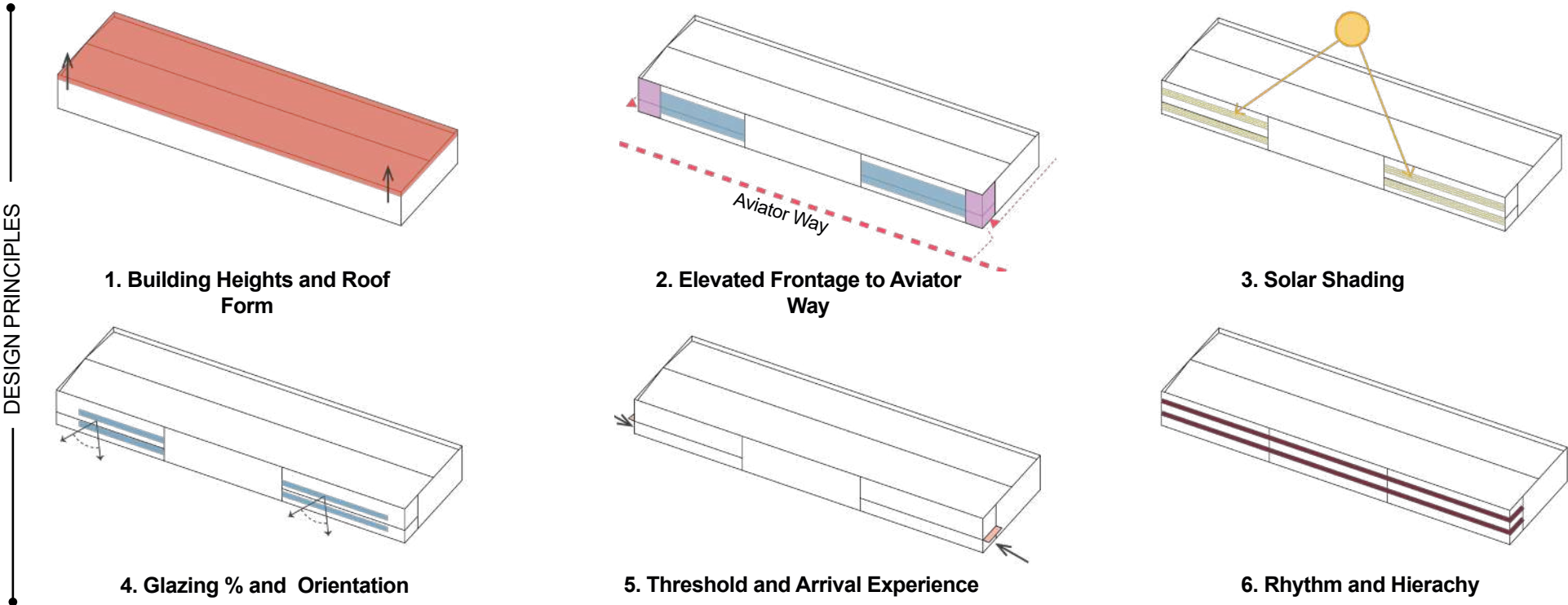
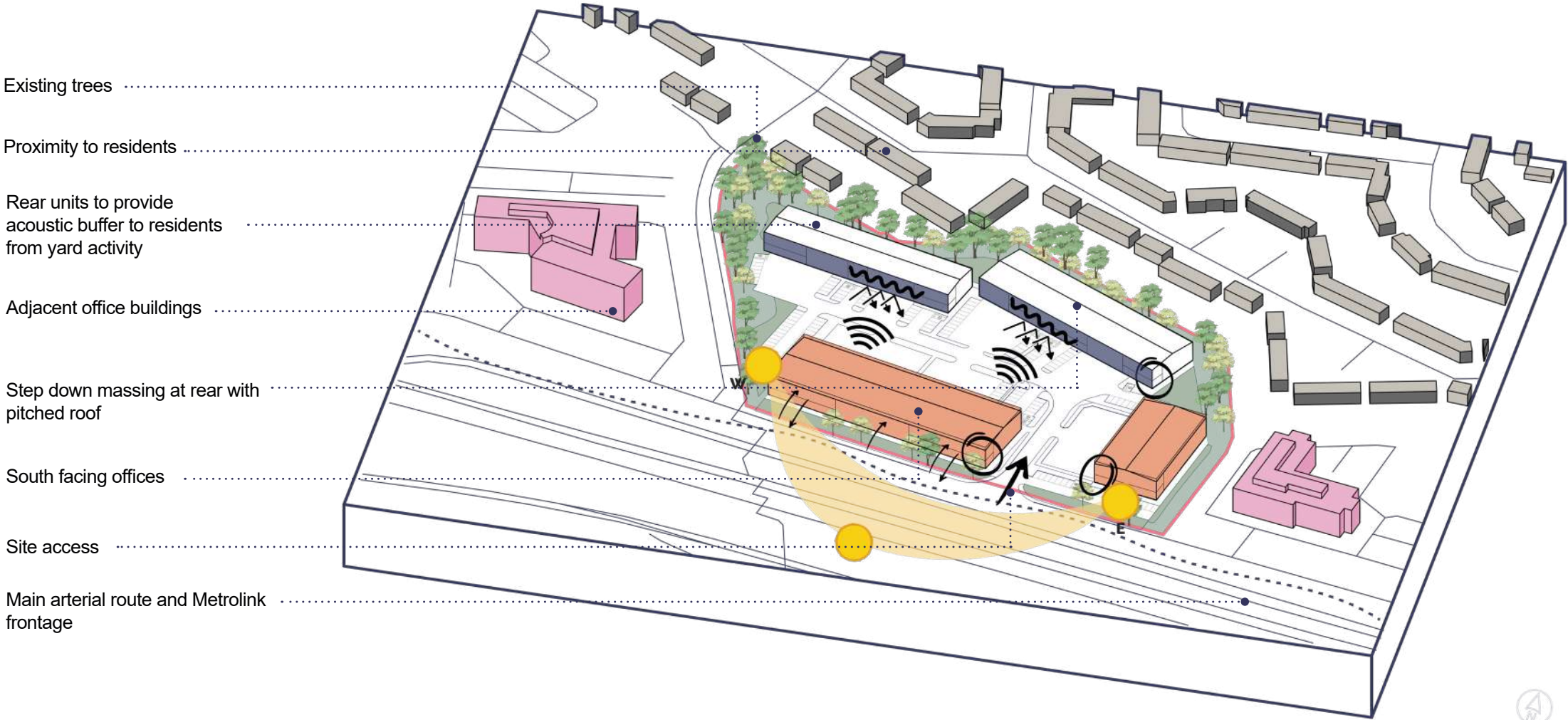
Site Analysis

A number of site constraints have been identified which have formed key considerations for the development of the scheme design. These include:

- The proximity of nearby residential neighbours has created a primary driver in terms of acoustic and visual impact considerations
- The retention of existing trees and vegetation on the site has influenced the positioning of the units and developable area of the site
- Potential impacts on the local highway network and safeguarding requirements of Manchester Airport have also been important considerations

The site's opportunities and constraints have also guided the elevational design concept, leading to the implementation of a number of key design principles:

- The design of the buildings, including their height and roof form, has been carefully considered with a need to balance the frontage onto Aviator Way against the visual impact to the rear of the site
- The design seeks to activate the Aviator Way frontage by concentrating enhanced cladding and materials to this area, as well as creating clear entrances to the units
- The focus to the rear units has been that of limiting their height and visual impact, so as not to affect the residential properties to the north
- Sustainable strategies, such as optimised glazing proportions and solar shading have also been integrated to minimise glare and overheating, especially considering the predominant south facing elevations.



Design

Use and Amount

1.0 Use

This planning application seeks Full Planning Permission for a development comprising of 9 no. Commercial B2 (General Industry) and B8 (Storage and distribution) units to form light industrial and ancillary office space, with landscaping works, highways, access, parking, infrastructure and other associated works.

1.1 Relevant Planning History

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.

123105/OO/2019 – Outline application for the erection Class B1 office building(s) providing 13,200 sqm of floorspace with associated car parking and landscaping. Approved – 21 October 2019

110827/MO/2015/S2 - Reserved Matters application (access, appearance, landscaping, layout and scale) for the erection of a 3 storey Class B1 office building (7,221m² NIA / 8,709 m² GEA) with associated landscaping and 349 car parking spaces. – Approved – 23 March 2016

080735/MO/2006/S2 - Reserved Matters application details of the access, appearance, layout and scale for two 3 storey buildings to form offices (Class B1), comprising 3,232 and 4,614 square metres (34,790 and 49,670 square feet) of gross floor area respectively, with associated car parking for 392 cars – Approved – 6 December 2006

1.2 Planning Policy Context

Places for Everyone

Places for Everyone (PfE) enforces the ambition to bring forward urban / brownfield land for development. Policy JP-Strat9: Southern Areas and Policy JP-Strat10: Manchester Airport outline the key role that brownfield land to the south of Manchester and Manchester Airport will have in providing new office, logistics, hotel and advanced manufacturing space. Places for Everyone facilitates the development of high value clusters in key economic sectors of advanced manufacturing, digital and cyber, health innovation, low carbon goods, professional services and logistics. The Proposed Development is aimed at contributing to a building of such a cluster by Manchester Airport.

Manchester Core Strategy

Policy EC 11 states that the area to the north of Manchester Airport is a significant opportunity for employment development in Manchester. The development of this location will be promoted as the core of a wider Airport City 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

Under the provisions of MCC’s Proposals Map (which shows Core Strategy, UDP and PfE policies), the Site is located within an Economic Development Area (Policy EW8). It falls within the boundary of Wythenshawe (Policy EC10, H7).

Strategic Context

The Site is located approximately 300m to the east of the Mix Manchester Strategic Regeneration Framework (SRF), endorsed in November 2024. This is a re-brand, and update to, the 2012 “Airport City North” SRF.

The Mix Manchester SRF outlines the vision and development strategy for a 60-acre site, formerly known as Airport City North, located adjacent to Manchester Airport. Mix Manchester is envisioned as a flexible and adaptable campus offering 2 million sq ft of advanced manufacturing, research and development (R&D), laboratory, and office space, complemented by hotel and amenity uses.

1.3 Amount

Schedule of Accommodation - Gross Internal Area (GIA)

Area Schedule (GIA)		
Name	Area	Area (sq.ft)
Unit 1A Ground Floor	1,485.1 m²	15,985.7 ft²
Unit 1A First Floor	220.8 m²	2,376.3 ft²
	1,705.9 m²	18,362.1 ft²
Unit 1B Ground Floor	1,733.1 m²	18,655.3 ft²
Unit 1B First Floor	245.0 m²	2,637.0 ft²
	1,978.1 m²	21,292.3 ft²
Unit 2A Ground Floor	797.7 m²	8,586.2 ft²
Unit 2A First Floor	127.1 m²	1,367.7 ft²
	924.8 m²	9,954.0 ft²
Unit 2B Ground Floor	476.2 m²	5,125.7 ft²
Unit 2B First Floor	102.7 m²	1,105.2 ft²
	578.9 m²	6,230.9 ft²
Unit 2C Ground Floor	477.7 m²	5,141.8 ft²
Unit 2C First Floor	102.0 m²	1,097.4 ft²
	579.6 m²	6,239.2 ft²
Unit 3A Ground Floor	997.3 m²	10,734.8 ft²
Unit 3A First Floor	153.6 m²	1,653.3 ft²
	1,150.9 m²	12,388.1 ft²
Unit 3B Ground Floor	795.5 m²	8,562.2 ft²
Unit 3B First Floor	127.9 m²	1,377.1 ft²
	923.4 m²	9,939.3 ft²
Unit 3C Ground Floor	597.3 m²	6,429.2 ft²
Unit 3C First Floor	104.3 m²	1,123.2 ft²
	701.6 m²	7,552.4 ft²
Unit 4 Ground Floor	1,391.5 m²	14,977.5 ft²
Unit 4 First Floor	232.5 m²	2,502.3 ft²
	1,623.9 m²	17,479.7 ft²
Total	10,167.1 m²	109,438.0 ft²

Proposed Site Plan

Site Layout

The main access to the site will be from Aviator Way with a new bell mouth to be formed onto the site from this private road. Units 1 and 4 have been positioned parallel with Aviator Way, creating an active frontage to both the site entrance and Manchester Ringway Road West, with new landscaping and tree planting included to enhance the appearance of the frontage. Unit 4 maintains the building line of the adjacent office building to the east, as this is in close proximity, with car parking provided directly in front of the unit. Unit 1 has been pushed slightly forwards towards Aviator Way to increase its prominence, given it is significantly lower than the offices to either side. Whilst this breaks the existing building line of the adjacent offices, Unit 1 is situated much further away from its neighbour to the west, and separated by Woodhouse Lane, which limits the impact of this change.

Units 2 and 3 are then positioned to the rear of the site but have been kept away from the boundaries of the site to maintain most of the existing landscape buffer and trees in this area. Where trees have been lost, these are of lower quality (mainly grade C), and are typically smaller, self-seeded specimens forming the edges of densely spaced groups, with the largest trees typically sitting closest to the boundaries. The retention of this landscape buffer will be further enhanced with additional tree planting, and this, combined with the distance that has been maintained from the site boundary, will help to limit any visual impact these units have on the neighbouring residential properties to the north.

The positioning of the units to the perimeters of the site has allowed for the functional aspects of the development to be contained within the site itself, with the central area containing the main service yards and parking areas. The rear units act as an acoustic barrier, limiting any noise impact from vehicle movements to the northern properties, and where there are gaps between units, acoustic fences are proposed. Staff and visitor parking, including accessible spaces, electric vehicle bays and cycle parking, are located close to the office entrances for convenient access. All building entrances are at ground level, with first floor office areas overlooking the car parks and yards, helping to provide passive security.



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.

Proposed Site Plan

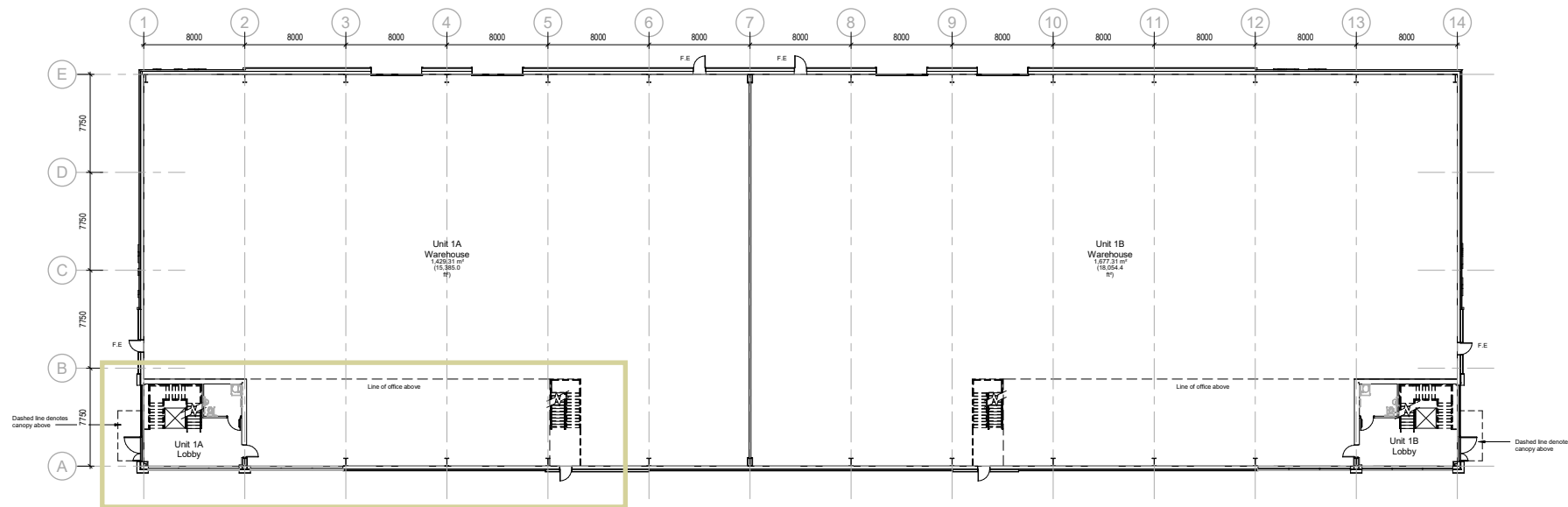
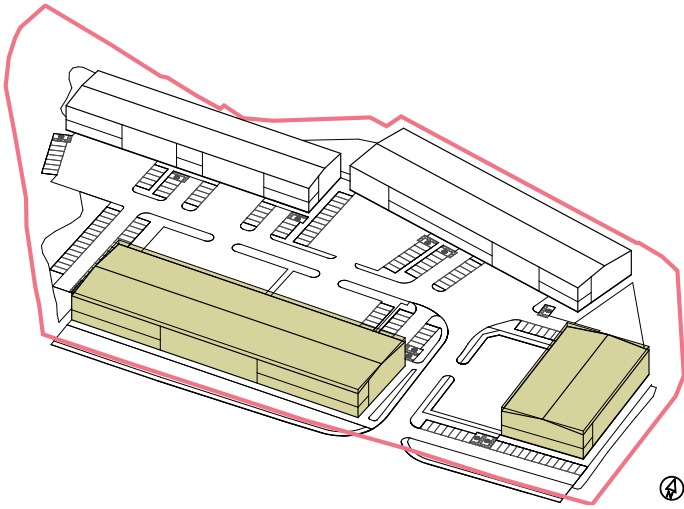
Red Line Application Boundary

Proposed GA Floor Plans

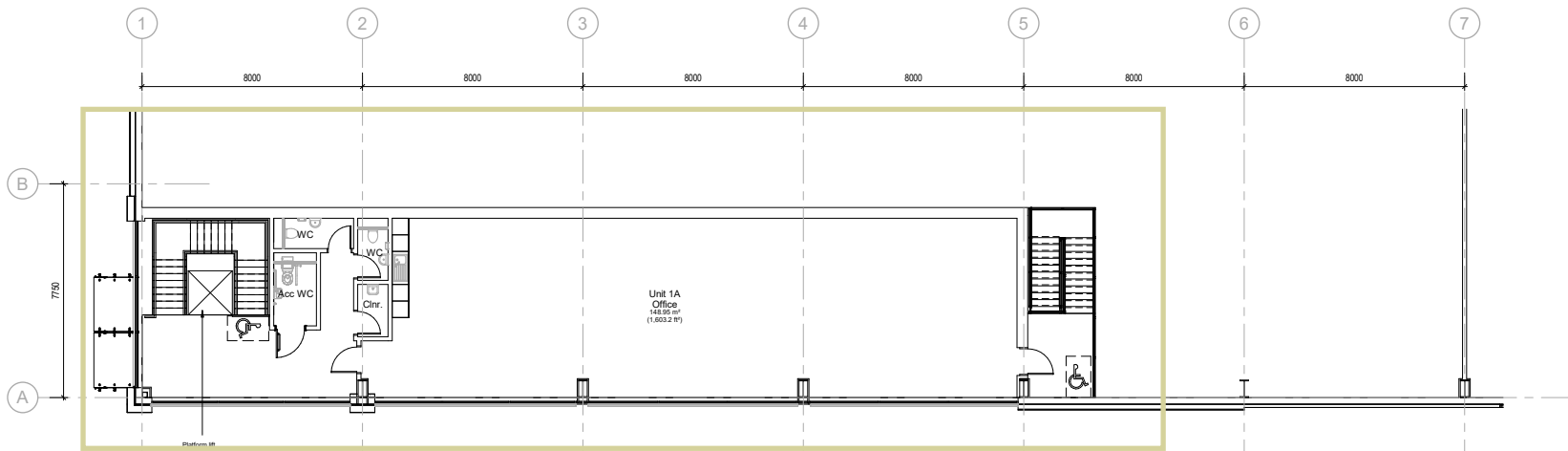
Units 1 and 4 - Building Layout

Units 1 and 4 consist of the 3 largest units on the scheme, ranging from circa 17,479 to 21,292sq.ft. These units each have a large warehouse space to the north of the building footprint, which are accessed from their own dedicated service yard. Office accommodation is positioned on the south of the units to frame views out and also activate the facade on Aviator Way. The office is provided in the form of a first floor mezzanine area for each unit. As a result this mezzanine area creates an undercroft space to the ground floor which lends itself for use as a flexible reception/ additional office or showroom space where required.

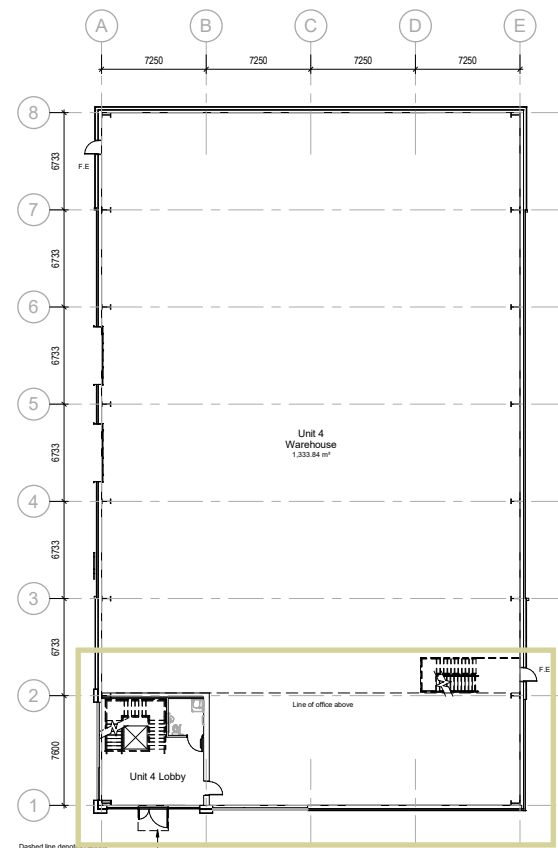
A vertical circulation core connects each floor and the associated office accommodation, housing the staircase, platform lift and WC provision.



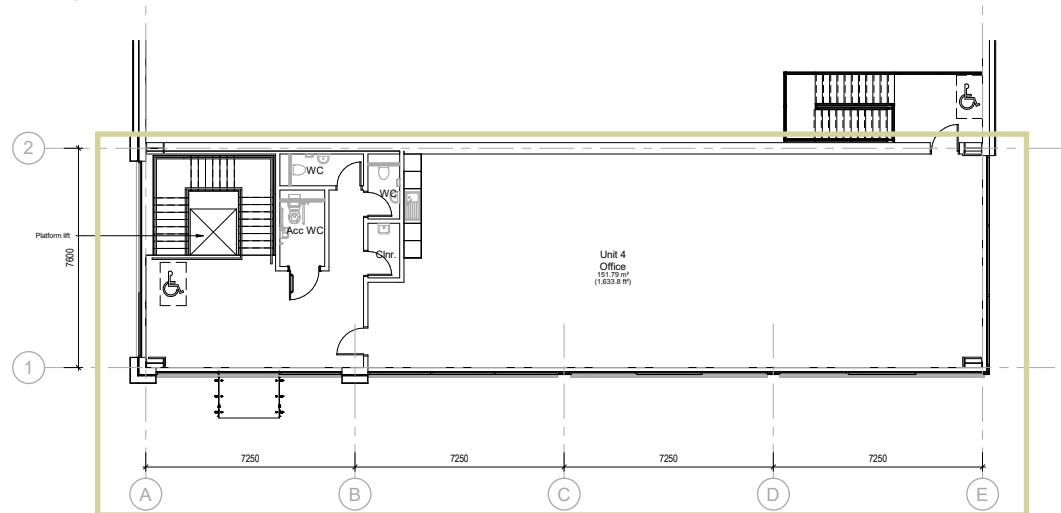
1 Unit 1 Overall Ground Floor Plan
Scale @ 1 : 200



2 Unit 1 Typical First Floor Office
Scale @ 1 : 100



1 Unit 4 Overall Ground Floor Plan
Scale @ 1 : 200



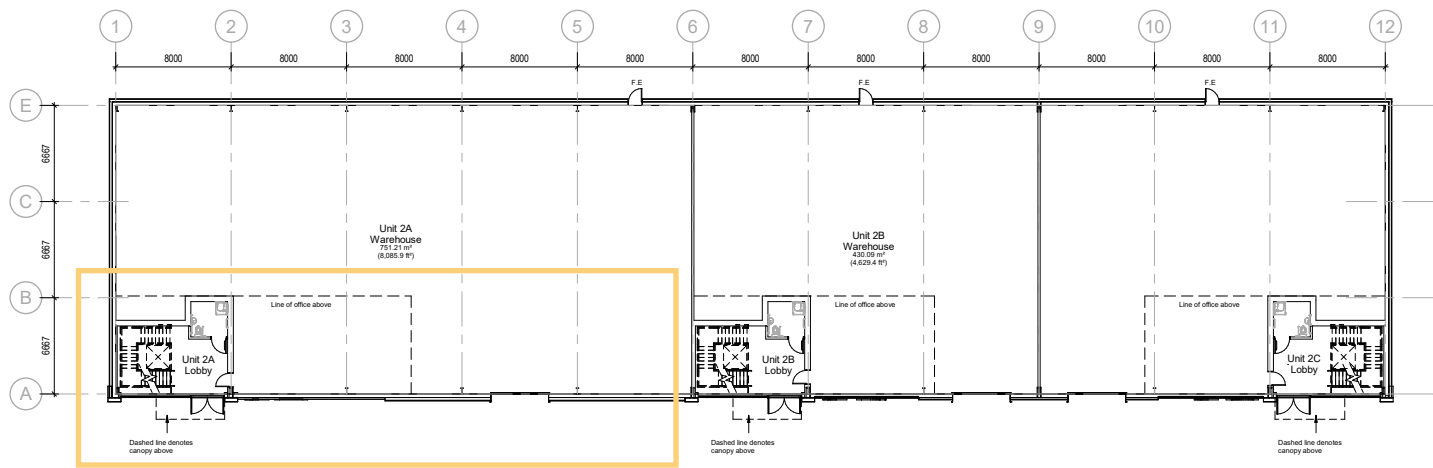
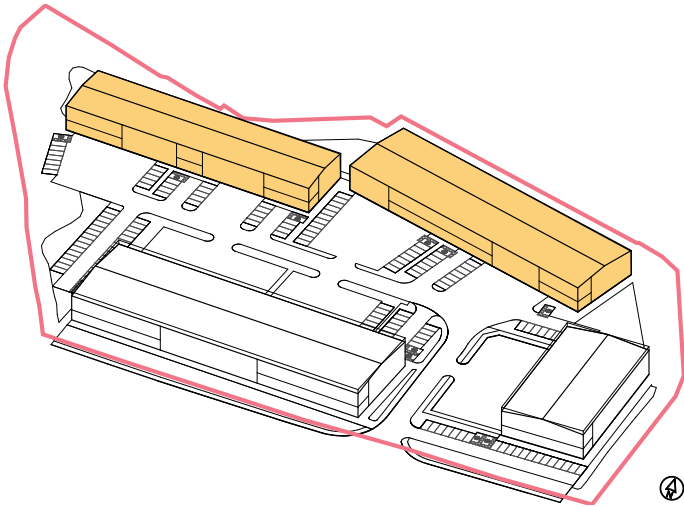
2 Unit 4 Typical First Floor Office
Scale @ 1 : 100



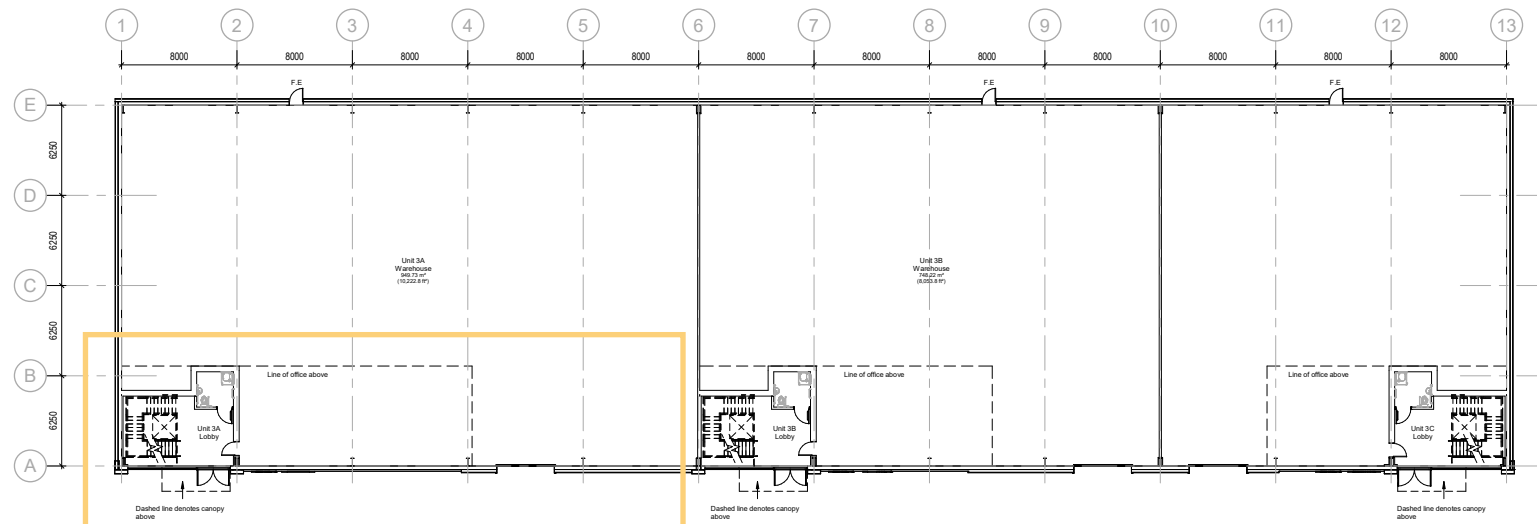
Proposed GA Floor Plans

Units 2 and 3 - Building Layout

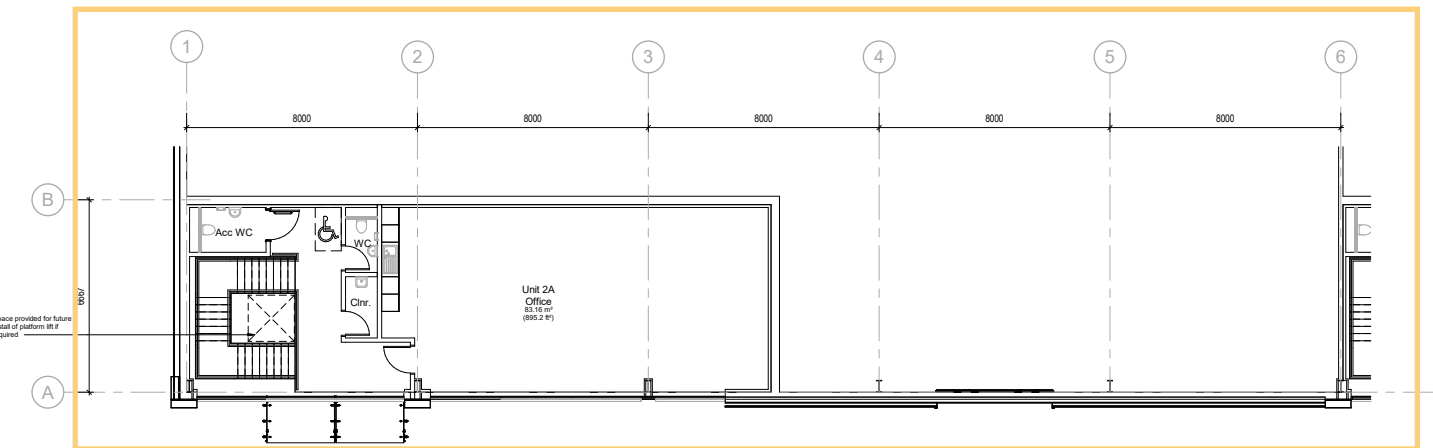
These 2 buildings provide smaller units, ranging from circa 6,230 to 12,388sq.ft. These units have semi private or shared loading areas, all to the south of the units, along with the main entrances and office accommodation. The building layout has been designed to provide modern, desirable warehouse space with associated offices at first floor. Similar to Units 1 and 4, a vertical circulation core area provides access via a staircase and also houses WC provision and an area for the future installation of a lift should this be needed.



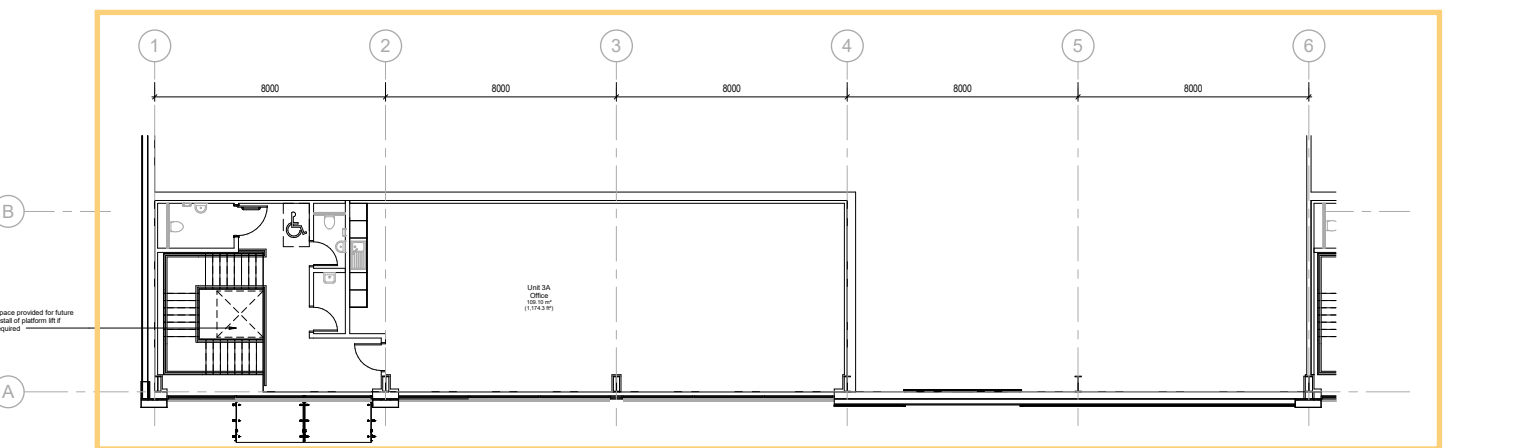
1 Unit 2 Overall Ground Floor Plan
Scale @ 1 : 200



1 Unit 3 Overall Ground Floor Plan
Scale @ 1 : 200



2 Unit 2 Typical First Floor Office
Scale @ 1 : 100



2 Unit 3 Typical First Floor Office
Scale @ 1 : 100

Elevational Design Concept

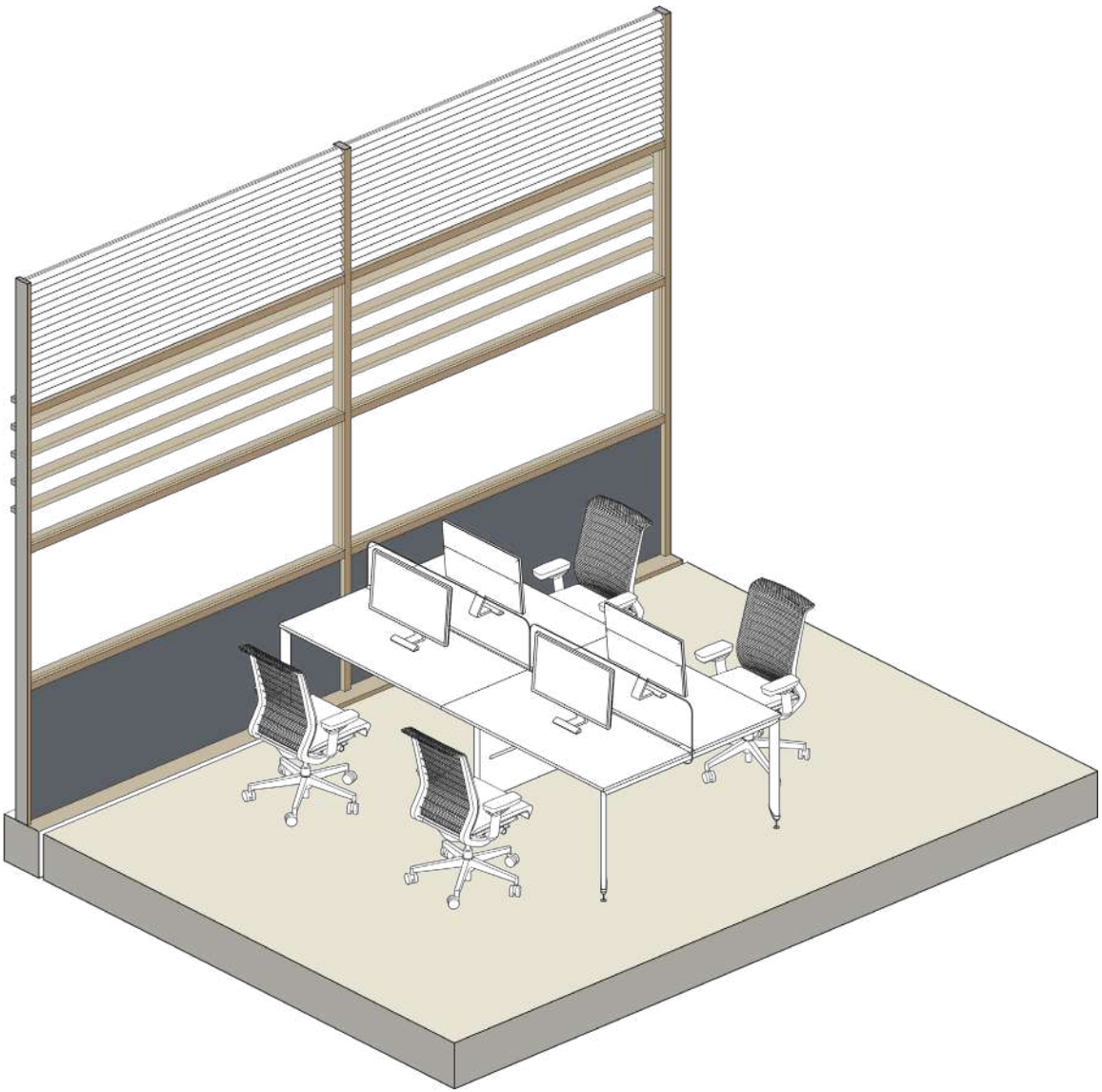
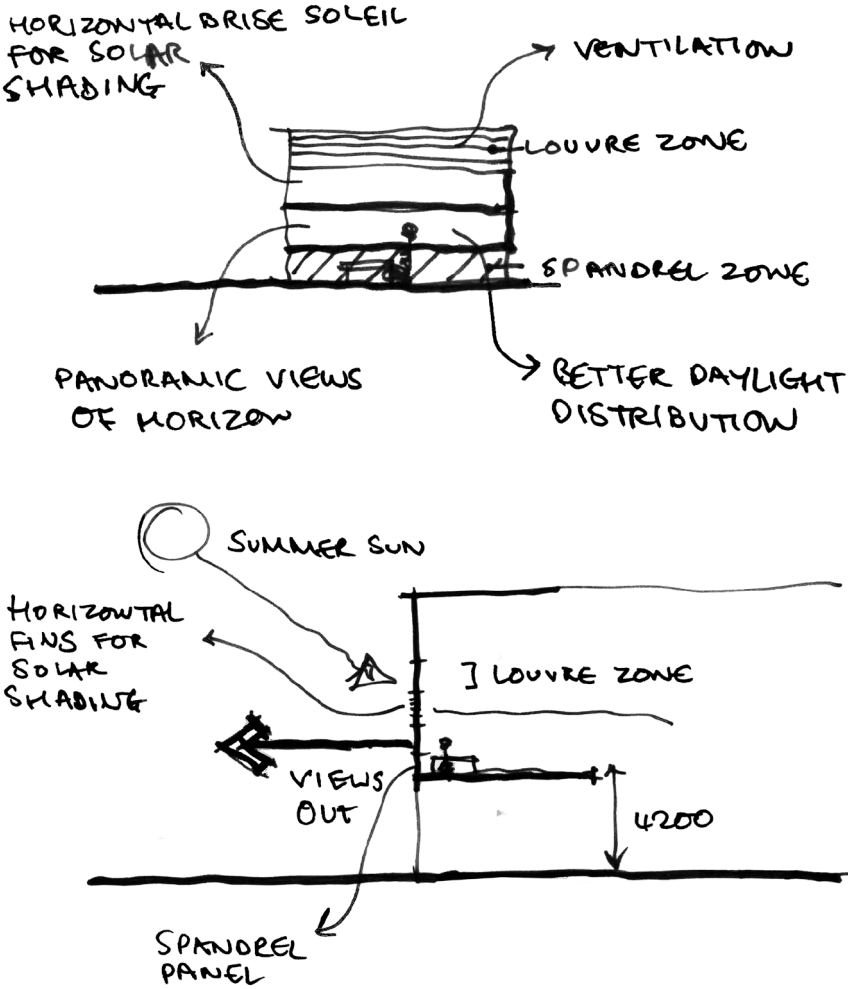
Glazing Proportions and Orientation

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.



- 'Design Guidance for Net Zero' focuses on how to design buildings to achieve the net zero ambitions and outcomes set in GMCA policy.
- Wider, shorter windows:
- Improve daylight distribution in rooms
 - Increase openable area for ventilation
 - Reduce overheating risk while promoting daylight
 - Typically easier to shade
 - Allow furniture to be placed next to windows.



Elevational Design Concept (cont.)

Materiality - Link to Aviation Industry

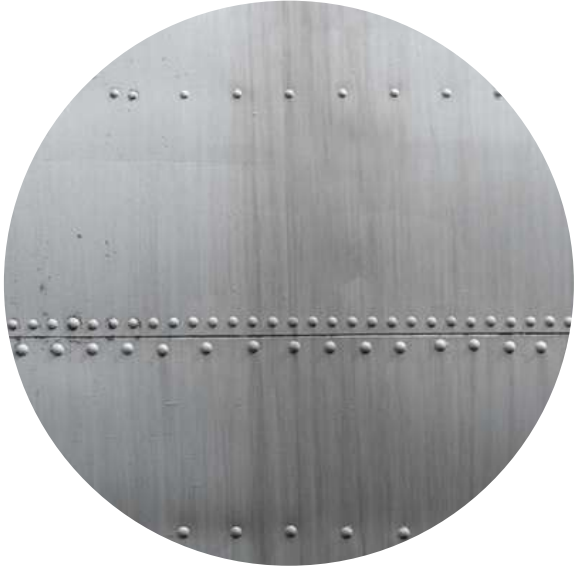
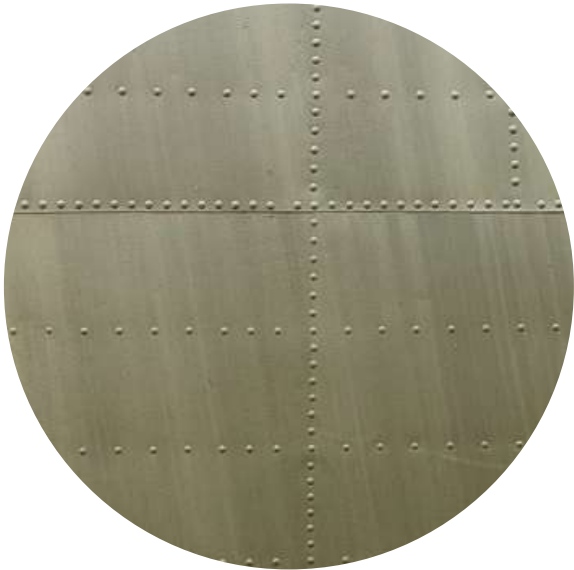
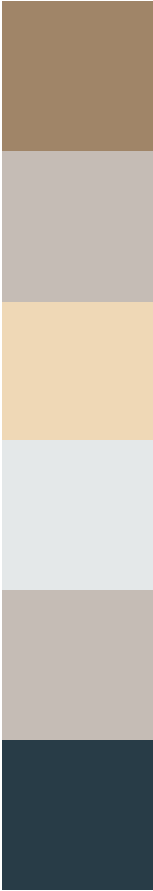
The choice of materials will support the ambition for a distinctive, high-quality scheme, and work cohesively with the existing frontages onto Aviator Way and the A555. The precedent imagery adjacent illustrate the type of cladding and feature elements proposed for the facades. A soft bronze cladding 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.



Regus building



Costain building



Aircraft materiality palette



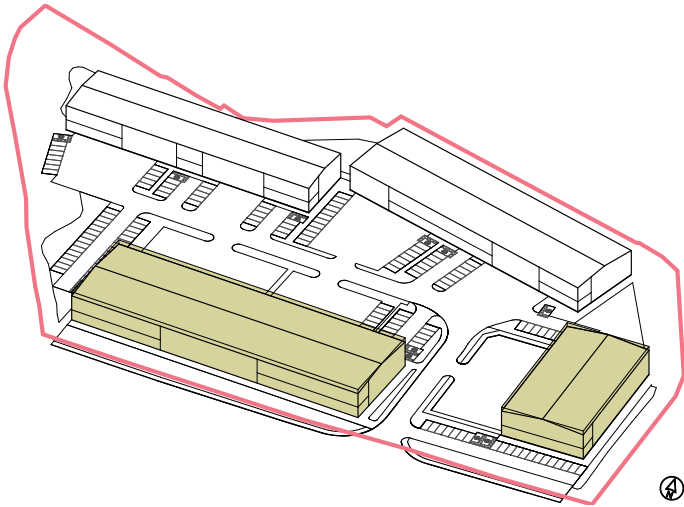
Proposed materiality palette

Existing materiality palette

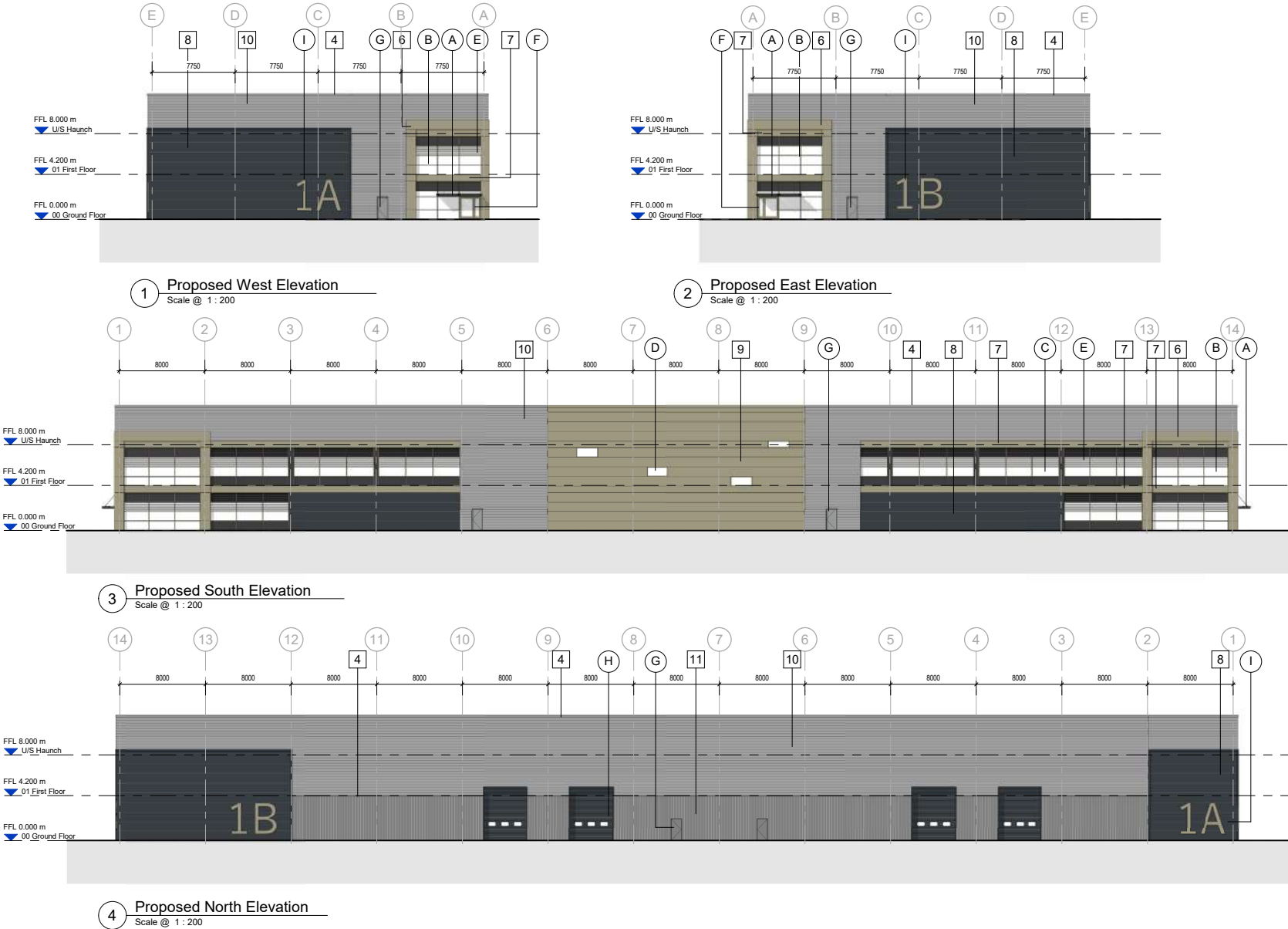
Proposed GA Elevations

Unit 1 and 4

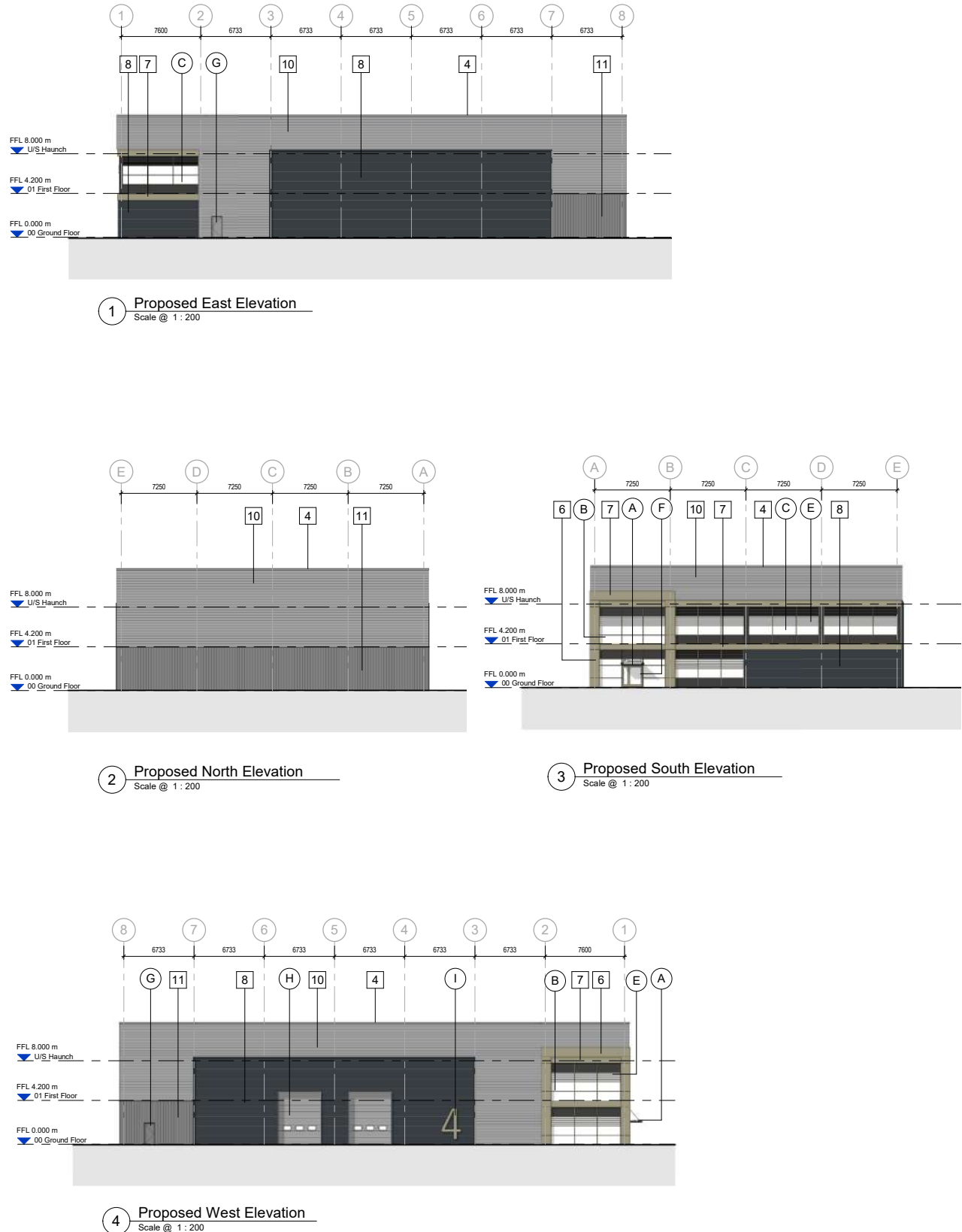
The elevations to the two units fronting Aviator Way feature a parapet and glazed frontage to strike the right balance between office and industrial. Bronze feature cladding and matching glazing frames are contrasted with dark spandrel panels to create a warm, welcoming, and contemporary aesthetic. The 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.



Unit 1



Unit 4



Illustrative Visuals



Unit 1 - View A

Illustrative Visuals



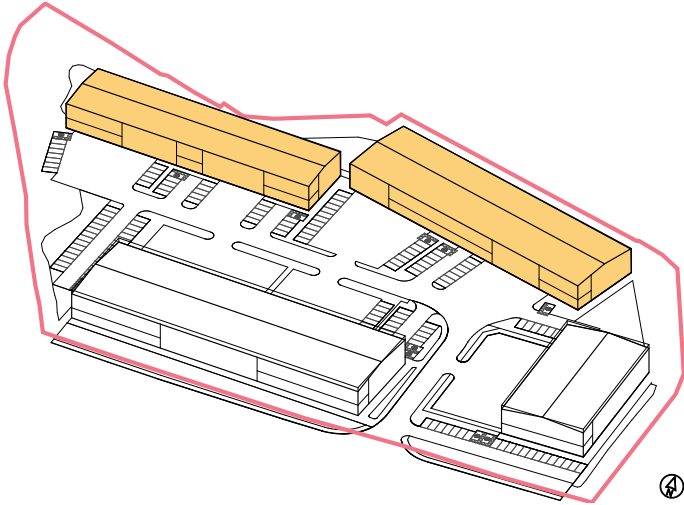
Unit 4 - View B

Proposed GA Elevations (cont.)

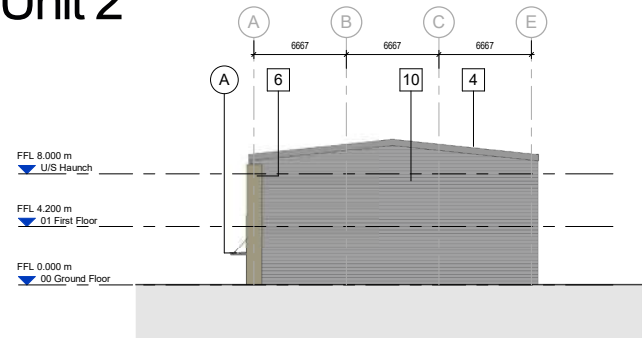
Unit 2 and 3

Unit 2 and 3 continue the design philosophy of the front unit, but have been simplified slightly to reflect the hierarchy of the site.

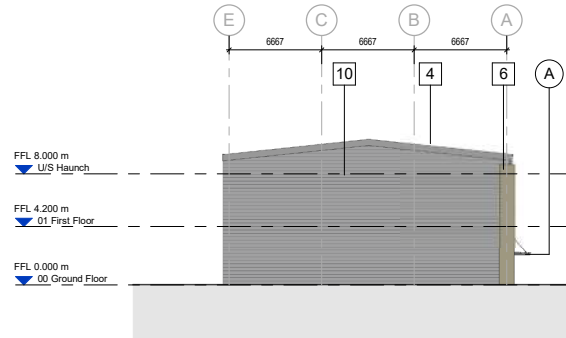
The entrances still feature the bronze feature banding and frames, with the same curtain wall glazing and solar shading fins. However, the parapet has been removed from these units in order to keep the overall height to a minimum and thus limit the visual impact on the residential properties to the north. The sides and rear of the units have been treated very simply with grey profiled cladding, as these will be almost entirely shielded by the perimeter landscape planting and rear garden fences.



Unit 2

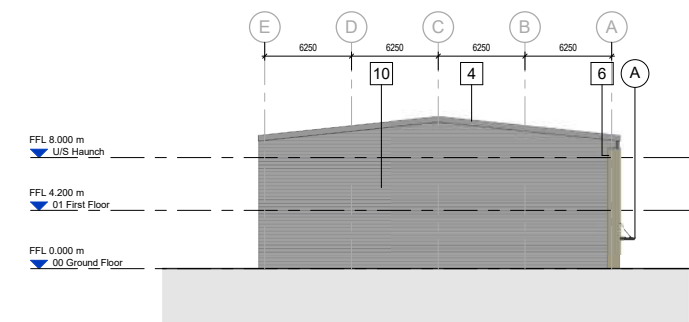


1 Proposed East Elevation
Scale @ 1 : 200

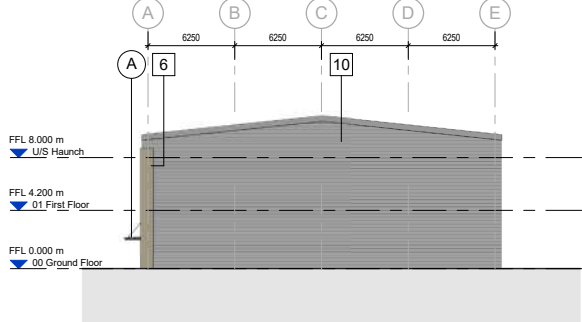


2 Proposed West Elevation
Scale @ 1 : 200

Unit 3



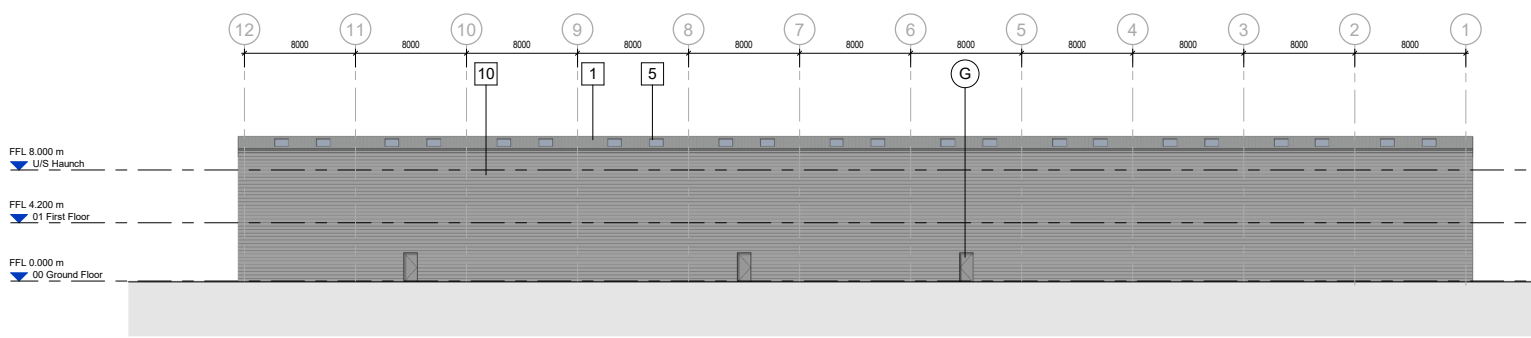
1 Proposed West Elevation
Scale @ 1 : 200



2 Proposed East Elevation
Scale @ 1 : 200



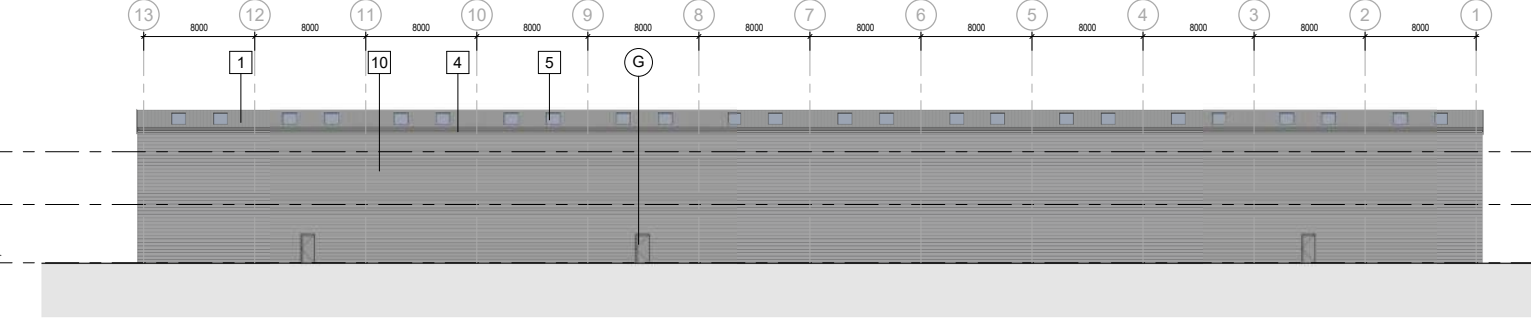
3 Proposed South Elevation
Scale @ 1 : 200



4 Proposed North Elevation
Scale @ 1 : 200



3 Proposed South Elevation
Scale @ 1 : 200



4 Proposed North Elevation
Scale @ 1 : 200

Illustrative Visuals



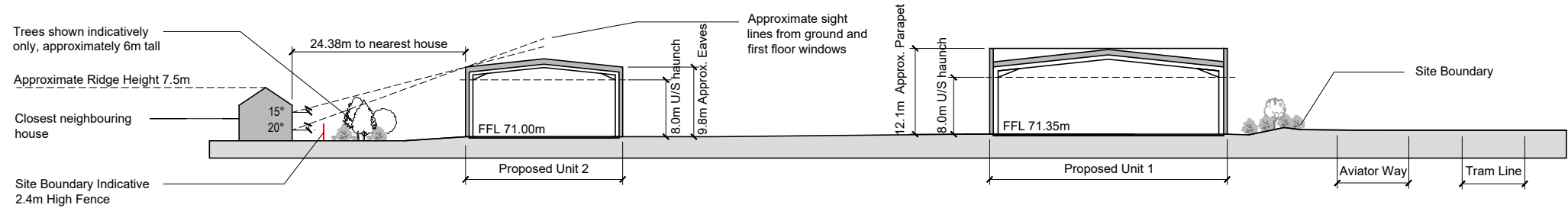
Service Yard - View C

Site Sections and Massing

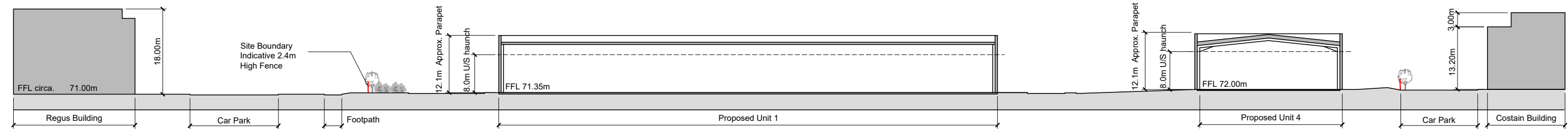
Height, Scale and Massing

The height of the buildings has been designed to align with institutional standards, ensuring the building remains desirable for prospective tenants and offers modern day specifications, and given the industrial nature of these units the overall height is therefore considerably less than the neighbouring office buildings. The units fronting Aviator Way have the addition of a parapet to create a crisp finish to the building line and appear more in keeping with these adjacent office buildings, and the roofs to all units are set at a shallow pitch, limiting the height as much as possible. The parapet has also been removed for the units to the rear of the site in order to further reduce the height and massing of these buildings, and combined with the distance that has been left to the boundary, this ensures the visual impact on the neighbouring residential properties is minimised.

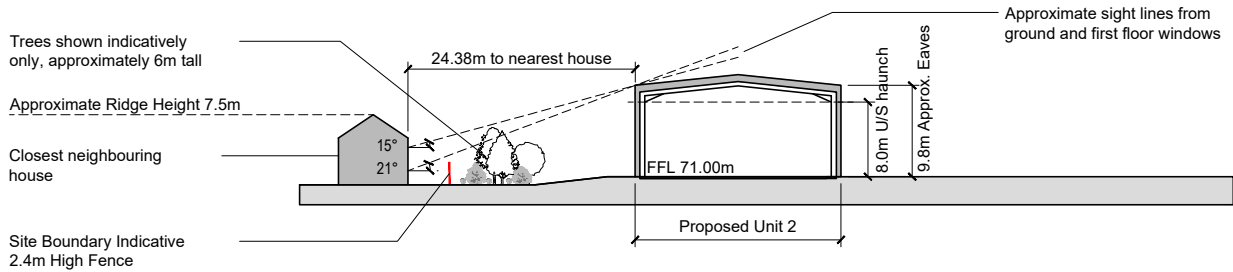
An LVA has been carried out to fully assess the visual impact of the development on its surroundings, with particular emphasis on the neighbouring properties to the north, and this report should be referred to for full details. The report concludes that the visual impact of the development on the neighbouring properties will be low, and that any impact can be mitigated through the use of additional planting along this boundary, as proposed in the landscape design. A Daylight and Sunlight Amenity Impact Report has also been prepared to assess whether the proposals will detrimentally affect the surrounding properties, and this should be referred to for full details. The conclusion from this report is that the none of the adjacent properties will have their daylight or sunlight significantly affected by the proposed development.



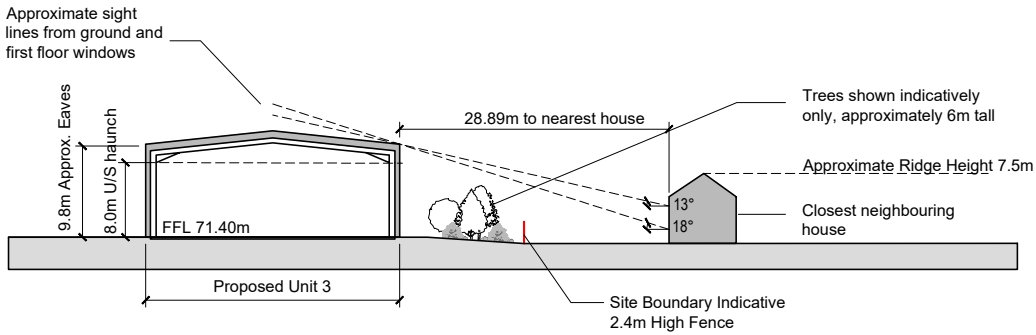
Site Section A:A: 8m U/S haunch
Scale 1:500 @ A1



Site Section B:B: 8m u/s haunch
Scale 1:500 @ A1



Site Section C:C: 8m U/S haunch
Scale 1:500 @ A1



Site Section D:D: 8m U/S haunch
Scale 1:500 @ A1

Ecology

Landscape Strategy

The landscape masterplan for the site includes retaining and enhancing a significant amount of scrub and vegetation around the perimeter, particularly along the west and northern boundaries. Several existing canopy trees around the perimeter are also retained, and a substantial number of new trees are proposed for increased habitat and biodiversity on the site. Hard surfaces include permeable paving in parking areas to assist in directing rainwater through the site in a sustainable and climate resilient strategy

Native species prevail in the plant palette, with carefully chosen ornamental species only in the entrance planting and amenity area. Native species rich hedgerow and wildflower meadow edges create a separation between the active areas of the site and the protected and enhanced scrub areas beyond. A holly hedge in front adds a more formal approach while still utilising native species and providing an ecological corridor that connects with the rest of the site.

1.



2.



3.



4.



5.



6.



7.



8.



Landscape Architect's Precedent Imagery

- 1. Prunus avium 'flore plena'
- 2. Malus sylvestris
- 3. Ilex aquifolia
- 4. Prunus laurocerasus 'Otto Luyken'

- 5. Corylus avellana
- 6. Pittosporum tenuifolium
- 7. Crataegus monogyna
- 8. Stipa tenuissima

Landscaping

Landscape Strategy

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.

As referenced earlier, an LVA has been carried out to fully assess the visual impact of the development on its surroundings, with particular emphasis on the neighbouring properties to the north, and this report should be referred to for full details. The report concludes that the visual impact of the development on the neighbouring properties will be low, and that any impact can be mitigated through the use of additional planting along this boundary, as proposed in the landscape design



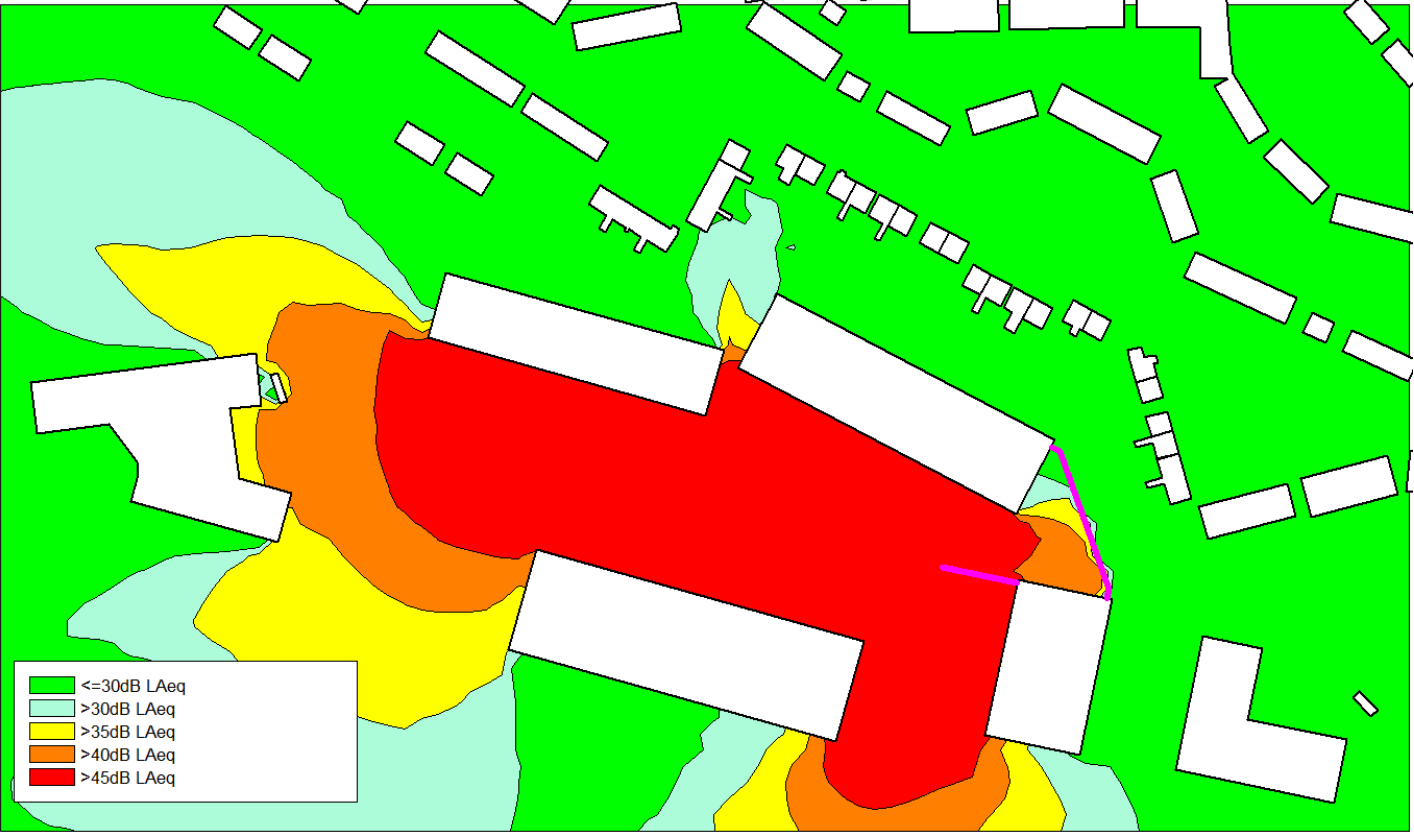
Landscape Plan

Noise Modelling

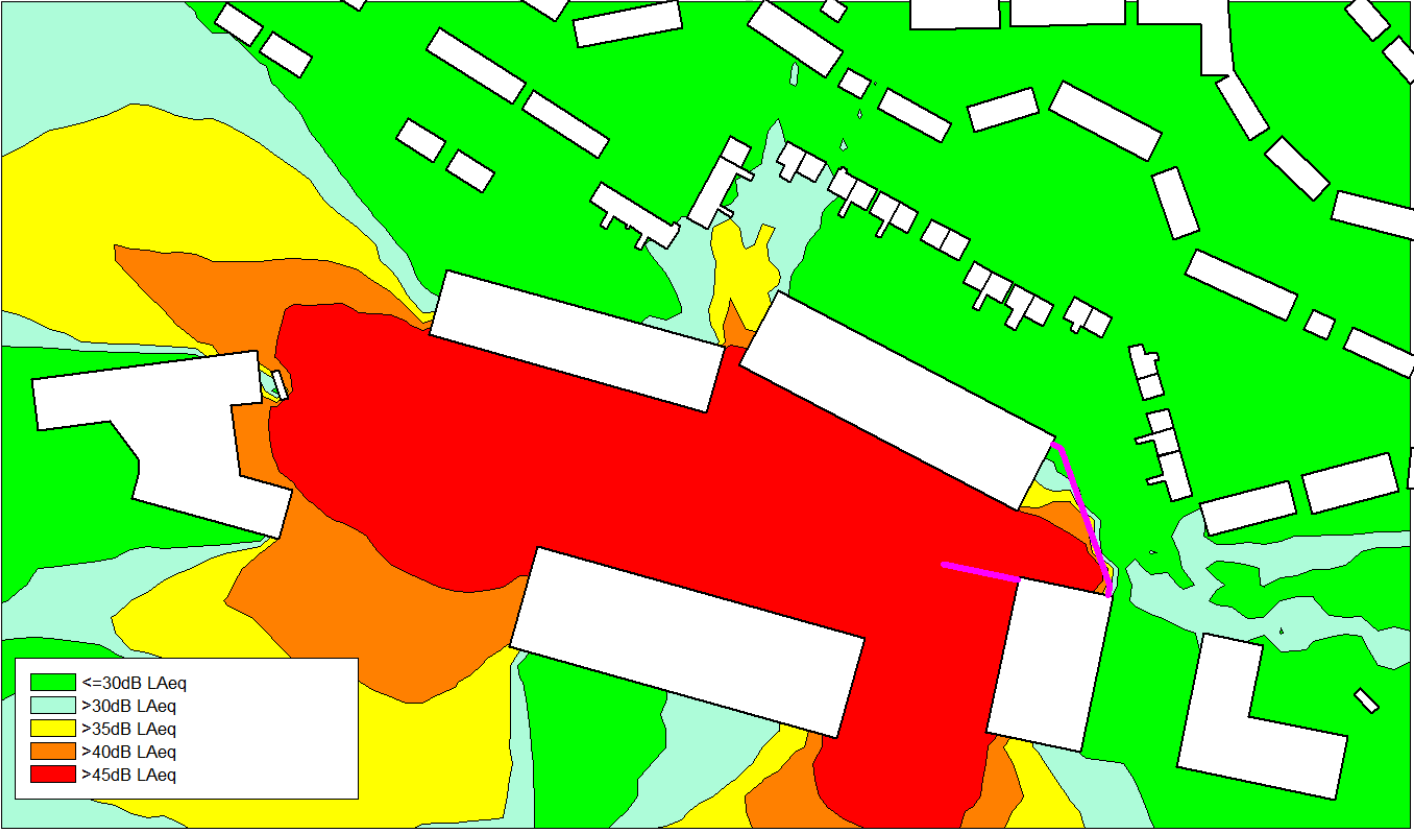
Acoustic Strategy

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. Noise modelling has been carried out to demonstrate that the noise levels during both the day and night will remain within the levels required under Manchester City Council, and the application will be supported by a full acoustic assessment. Please refer to the acoustic assessment for further information.

Modelling Option 5 – Daytime



Modelling Option 5 – Night-time



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

Access and Operational Statement

Access and Operational Statement

1.0 Accessibility

Manchester Business Park is located approximately 13 miles south of Manchester City Centre, with excellent access to public transport, including pedestrian and cycle links to the surrounding residents, airport and offices. The site is accessed from Aviator Way which has good road links to the Ring Road W (A555). Further details of public transport services are detailed in the following section.

1.2 Public Transport

The site has high levels of accessibility and is in a location that provides options for visitors and employees to access by walking, cycling, bus, Metrolink and rail. Manchester Airport station is located within walking distance of the development which can be accessed by Metrolink, train and bus. The nearest bus stops to the site are located on the Ringway Road, approximately 0.4 miles away (around 10 minutes walking time). As such, this will assist in promoting a choice of travel modes other than the private car, as set out in NPPF.

1.3 Vehicle Access

The site is situated adjacent to Ringway Road West (A555) and in proximity to Manchester Airport, therefore has excellent connectivity to the wider network. The location offers immediate access to the M56 motorway, linking directly to the M60 and the wider North West transport network.

1.4 Car Parking

The proposed layout provides 145 no. car parking spaces in total for the nine units. There are a total of 12 no. accessible car parking spaces that have been provided, in line with local authority standards. 20 no. fitted EV spaces are to be provided plus 24 no. spaces to be provided with ducting for future installation of EV chargers, in line with local authority standards. Accessible parking spaces are positioned closest to the entrance of each unit with dropped kerbs to aid accessibility.

1.5 Pedestrian and Cycle Access

Public footpaths will run along the access road leading into the site and to the unit entrances. Covered cycle parking is provided for a total of 48 cycles across all units, in line with local authority standards. The cycle stores will be located externally and will be adequately lit and located where they can be accessed via a safe walking route.

1.6 Sustainability

As a major development and in accordance with Greater Manchester Combined Authority requirements, the units will be designed with a focus on environmental sustainability and smart credentials, including BREEAM Excellent, EPC A, and designed to be net zero in operation. 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.

The Design Guidance for Net Zero has been considered throughout the design of the scheme especially in accordance to the design solutions to mitigate overheating risk. For more information, please refer to the Energy and Sustainability Statement submitted with this planning application.

1.7 Entrance Doors

The main entrance of each unit is to be aluminium framed glazed hinged doors with safety glazed panels, to give a minimum 1000mm clear width opening. The doors shall be fitted with a closer providing an opening force of no greater than 30N at the leading edge.

A level threshold shall be provided, with no upstands exceeding 15mm in height. Manifestation shall be provided to the entrance screen in accordance with paragraph 2.24 of Approved Document M. Floor matting will be chosen to allow smooth transition whilst reducing risk of slipping and keeping entrances clean.

1.8 Emergency Exit Doors

All features and materials to comply with Part B of the Building Regulations. Fire doors at various locations will be fitted with large panic bars with ‘push down to open’ signs. In addition the building end user will need to consider a plan for evacuation including the preparation of a personal egress emergency plan. Fire doors designed to provide a minimum 850mm clear width opening and have level means of escape.

1.9 Internal Circulation: Horizontal

All doors offer an effective clear width of 850mm, ensuring they are usable by disabled visitors and staff members alike. All single leaf doors have the required 300mm leading edge and will have accessible easy to use ironmongery.

1500mm minimum wide corridors allow easy access for general use and emergency egress. The corridors will have good visual contrast between the walls, floors, ceiling and door areas. The lighting in all corridors will also provide a good environment for both employee functions and visitor activities.

1.10 Internal Circulation: Vertical

All stairs will have visually contrasted nosings on the riser and going of each tread and will have tactile indicators at the top of each flight if the stair is not within a core. Lighting and finishes on the stairs will be non-reflective to assist people with visual impairments.

Platform lifts are to be provided to Units 1 and 4 to provide accessible circulation to the first floor office space. Units 2 and 3 will have a space provided where a future platform lift can be installed if required. This is due to the size of these units and the speculative nature of the development. Depending on how an incoming tenant intends to use the space, they may not require a lifting device in order to comply with Part M, and this will be subject to future building regulations applications once occupiers are known.

Access and Operational Statement (cont.)

1.11 Sanitary Accommodation & Provision

In addition to male and female toilets, an accessible WC is provided within the unit on the ground floor. The space, layout and provision of this shall meet the requirements of Approved Document M 2004 of the Building Regulations and BS 8300:2001, and shall generally include:

- Light action privacy bolts and lever action fittings where possible
- Doors capable of being opened outwards in an emergency
- Sanitary fittings that contrast visually with the wall/ floor finishes (which shall also contrast)
- Emergency alarm systems within the accessible toilet
- Grab rails and clear manoeuvring spaces
- Flushing mechanisms shall be located on the transfer side of the accessible WC

1.12 Security

The security of the site and personnel has been considered as part of the proposed scheme. Gated access to the site perimeter and Access Control measures will be provided.

To provide security during evenings a lighting scheme is proposed. All lighting will comply with ILP/CIBSE guidance and BS 5489:2020 and provide a uniform coverage without creating any pools or shadows.

The fabric of the building has been considered in terms of its resilience to potential criminal attack. Exterior wall, door sets, windows, roller shutters and grills have all been designed to BS standards which when used in combination with a police linked intruder alarm system provides suitable security for the proposed development. Please refer to the Crime Impact Statement submitted as part of this application for further details.

1.13 Signage & Communication

All signage will be designed with reference to current good practice guidance and will form part of an integrated communication scheme that gives clear directions, information and instructions for the use of the building.

1.14 Waste Management Strategy

Each unit will be provided with its own external refuse store. Each refuse store will be of an appropriate capacity for the building's size and type and will be collected by a waste management company. The proposed development will include sufficient design measures to effectively manage and dispose of waste, including adequately sized bin storage areas and access for waste collection crews and vehicles. As the scheme is speculative at this stage, the exact strategy for waste collection will be subject to the requirements of the future building occupier(s). Please refer to the Waste Management section in the Environmental Standards & Energy Statement for further details.

1.15 Lighting Strategy

Artificial lighting will be installed to provide lighting levels as required during the hours of darkness. Light pollution will be avoided through the careful selection, positioning and orientation of luminaires. The external lighting installation will be controlled by a photocell and time clock arrangement.

Photocell control will ensure external lighting is switched off during daylight hours. Time clock control will enable selected circuits to be switched off during the night. A manual override switch will be provide to allow the lighting to be turned on / off.

1.16 Trees

A tree constraints report has been prepared and submitted as part of this planning application.

Local policy is as expected and reasonably generic in its approach, emphasising the need to protect and retain trees. The trees are of value to the local landscape. The trees to the north of the site provide a visual buffer from the residents and provide habitat space so are being be retained as much as possible. Where trees have been lost, these are of lower quality (mainly grade C), and are typically smaller, self-seeded specimens forming the edges of densely spaced groups, with the largest trees typically sitting closest to the boundaries being fully retained.

1.17 Transport Assessment

The Transport Assessment concludes that, with reference to the NPPF, the development would provide opportunities for travel by sustainable modes; safe and suitable access can be achieved for all users; and the impact of the development would not be severe. The development should not be prevented on highways grounds.

Conclusion

Conclusion

Summary

The proposed development at Manchester Business Park is an excellent opportunity to bring high-quality, sustainable logistics spaces in a location with excellent access to the airport and motorway network. Bringing this empty site back into use will support the wider innovation district and help strengthen Manchester’s growing life sciences, advanced materials, digital, and clean technology sectors. The project will also provide new job opportunities for local people, both through the new workspaces and during construction, offering clear social and economic benefits for the Wythenshawe community and contributing to the city’s continued growth.





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