

Concord Logistics
Design & Access Statement

Design & Access Statement - REV A
21701 - Concord House
May 2026

GlobalMutual

THE HARRIS PARTNERSHIP

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7.1 Conclusion and Project Summary

1. Introduction

1.1 Executive Summary

Applicant's Brief

The current sole tenant on the site, Virgin Media have vacated the property in December 2025 ahead of lease expiry in early 2026. Virgin Media are substantially downsizing and relocating to a newly constructed, high specification office The Island, in central Manchester, which was funded by the Greater Manchester Pension Fund.

Due to the vacancy of the office building, dated specification, and the very limited occupier demand for large HQ style office buildings in this location, the Applicant instructed The Harris Partnership to explore redevelopment options to keep the site in economic use.

This developed in to an ambition to create new, high quality work spaces for urban logistics and industrial use businesses who are actively seeking space to relocate to in South Manchester.

The scheme presented in this application provides an opportunity to attract multiple new businesses to Wythenshawe and meaningful employment.

Employment numbers - the proposal could support potentially 200-300 jobs. This will include drivers, part time staff and management, together with full time staff. This however is dependent on the end occupier for these units.

INDICATIVE PROGRAMME START DATES:

Planning Application	**December 2025**
Approx. Demolition	**April 2026**
Approx. Start on site	**November 2026**
Approx. Completion	**December 2027**

Applicant Profile

Global Mutual act as development and asset manager on behalf of Karlin Real Estate, a global real estate firm.

Description of Works

Erection of three, high specification, two-storey Warehouse Units (Use Class B2/B8, E(g)(iii) with ancillary offices and trade counters, along with all associated works including landscaping, car parking and alterations to access arrangements. ('the Proposal' or the 'Proposed Development').

1.2 Design Team

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2. Site

2.1 Site Context

The below diagram shows the Site in relation to it's immediate context and highlights transport infrastructure, key factors acting on the Site and access.



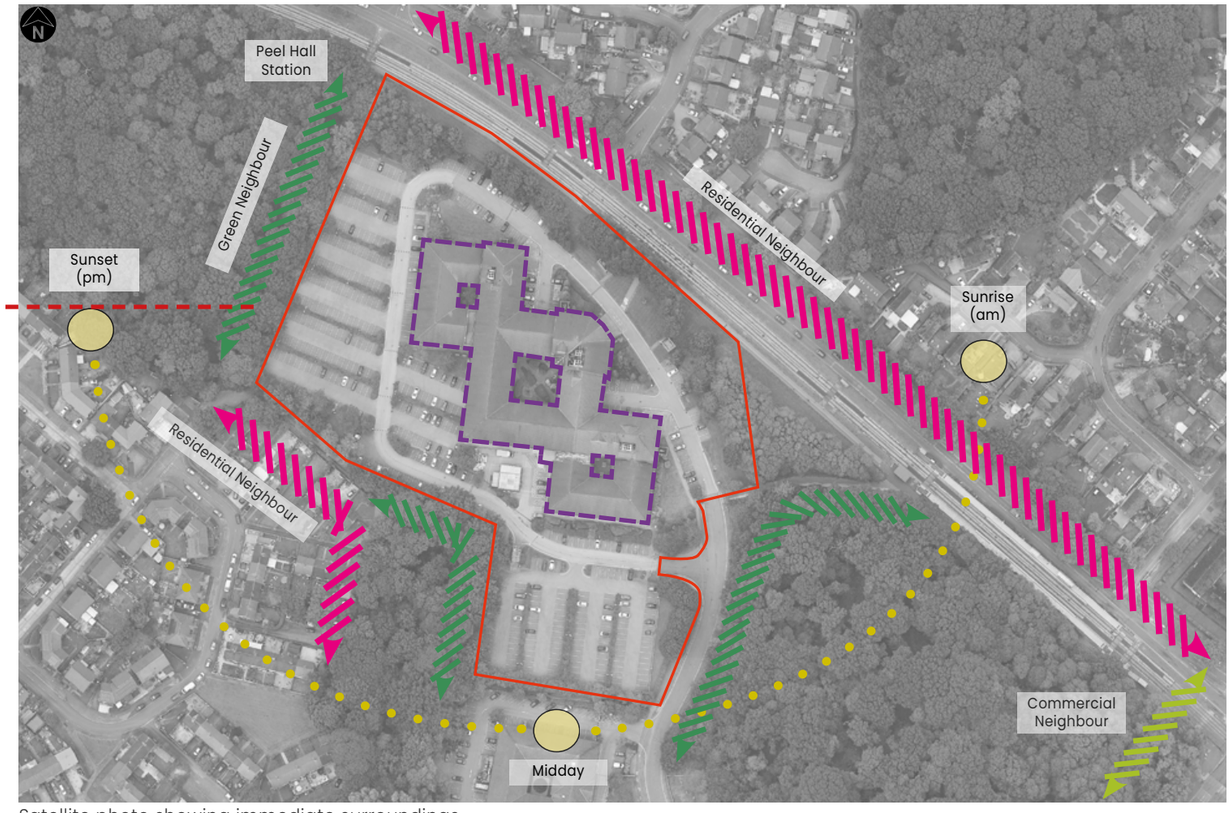
Satellite photo showing the Site within it's wider context

The above diagram shows the wider context of the Site, its relationship with Wythenshawe and the surrounding areas of South Manchester. The Site is located North of Manchester Airport. Major routes in the surrounding area include the M56 to the West of the Site and A555 Manchester Airport Relief Road located to the South. The Site is also in close proximity to public transport such as tramline on Simonsway and Shadowmoss road, several bus stops and further to the East of the Site, a railway line - Heald Green train station.

The development of the transport infrastructure such as the M56 and the railway to the Wilmslow provides good transport links both into Manchester City Centre and South to Cheshire, making this area an obvious choice for redevelopment.

KEY:

- Railway Line
- Airport Relief Road
- Secondary Roads
- Tram



Satellite photo showing immediate surroundings

The existing building is set in the centre of the Site with extensive areas of parking to the South and West and existing mature trees to the perimeter of the Site providing a buffer to the nearby woods and residential areas.

The Site is bounded to the East and West by two areas of woods and wooded area to the South. To the North of the Site a tram route runs the entire length of the Site. Beyond tram route there is a significant area of housing development which has been in development since the 1930's and is still seeing expansion. Additional housing areas are found to the southwest of the Site, on the other side of some mature woods. Directly South of the existing building is a large commercial building which was established at the same time as the existing building.

KEY:

- The Site
- Residential neighbour
- Commercial neighbour
- Green neighbour
- Sun path

2.2 Existing Building and Area Schedule

The below diagram shows the existing office building on the Site.



Satellite photo showing immediate surroundings

In plan, the existing building reads as a series of three hollow squares, joined and arranged in a diagonal line. This allows the front of the building to address the most public aspect, the tram line. The height varies between two and three stories with an uplifted height around the main entrance. Materially, the building is mostly brick with a mixture of windows and curtain glazing and a concrete roof tile.

The adjacent table shows the existing area schedule for the existing building. Please note that existing sub-stations and tertiary buildings have not been measured and therefore are not included in the existing area schedule. Existing areas are subject to the building measured survey, received information and space that was possible to access.

KEY:

- The Site
- Existing Building

GIA		
Existing GIA		
	SQM	SQFT
Ground Floor	4,401	47,367
First Floor	4,354	46,863
Second Floor	2,803	30,171
Total Area:	**11,557**	**124,402**

GEA		
Existing GEA		
	SQM	SQFT
Ground Floor	4,667	50,232
First Floor	4,580	49,303
Second Floor	2,959	31,847
Total Area:	**12,206**	**131,381**

2.3 Local History



Wythenshawe Hall (Grade II*) - 1540

Pre-1850
Before the Industrial Revolution, Wythenshawe was a rural township of Cheshire, characterised by scattered hamlets, farmland, and woodland belonging largely to the Tatton family of Wythenshawe Hall. The area's economy was agricultural, with isolated estates such as Baguley Hall and Peel Hall serving as manorial centres. Wythenshawe Hall itself, built in the 16th century (1540s), dominated local life and remains a key link to its pre-industrial heritage.

1850–1950
The coming of the railways and Manchester's urban expansion brought gradual change, though Wythenshawe remained semi-rural until the 1920s, when it was acquired by Manchester City Council (1926) to create a vast "garden city" suburb. This was designed to house thousands of families moved from Manchester's inner-city slums, with generous green space and new housing estates. During World War II, Wythenshawe became strategically important due to nearby Ringway Airport (opened 1938, later Manchester Airport) and wartime aircraft production.



Ringway Airport Circa 1930s



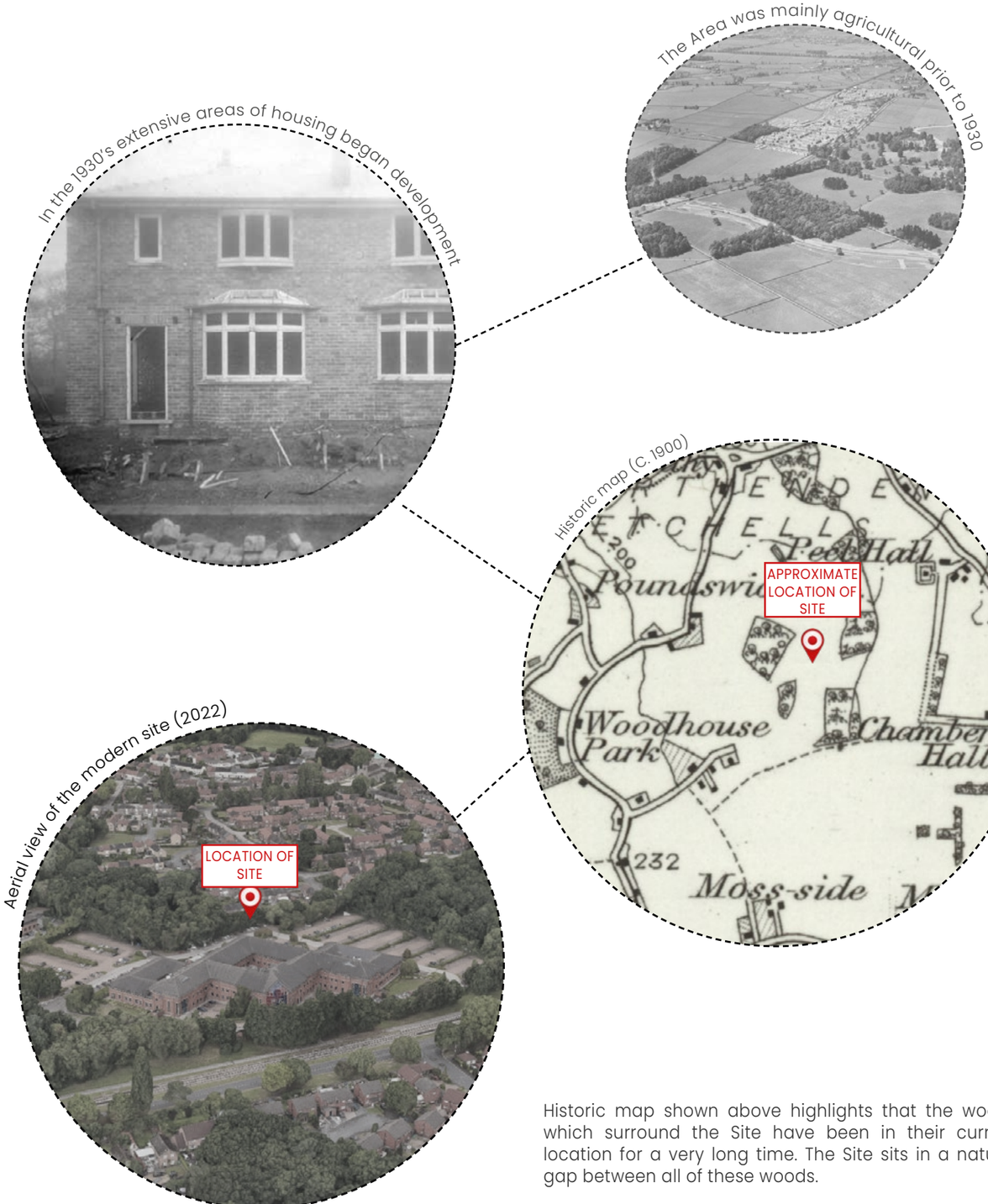
Social Housing Developments Circa 1930s

1950–2000s
After the war, Wythenshawe developed into one of Europe's largest municipal housing estates, with extensive council housing, schools, and local centres. The post-war decades saw industrial and commercial growth around Manchester Airport, and the creation of business parks such as Concord, Atlas, and Manchester Business Park. From the 1990s–2000s, regeneration schemes—including the Wythenshawe Town Centre redevelopment and Metrolink tram extension (2014)—revitalised transport and economic prospects.

Yew Tree School in Wythenshawe, Manchester began life in the late 1930s — its senior school wing was designed by Manchester's surveyor James Brez and is characterised by its red-brick construction, combining functional educational architecture with traditional institutional form.

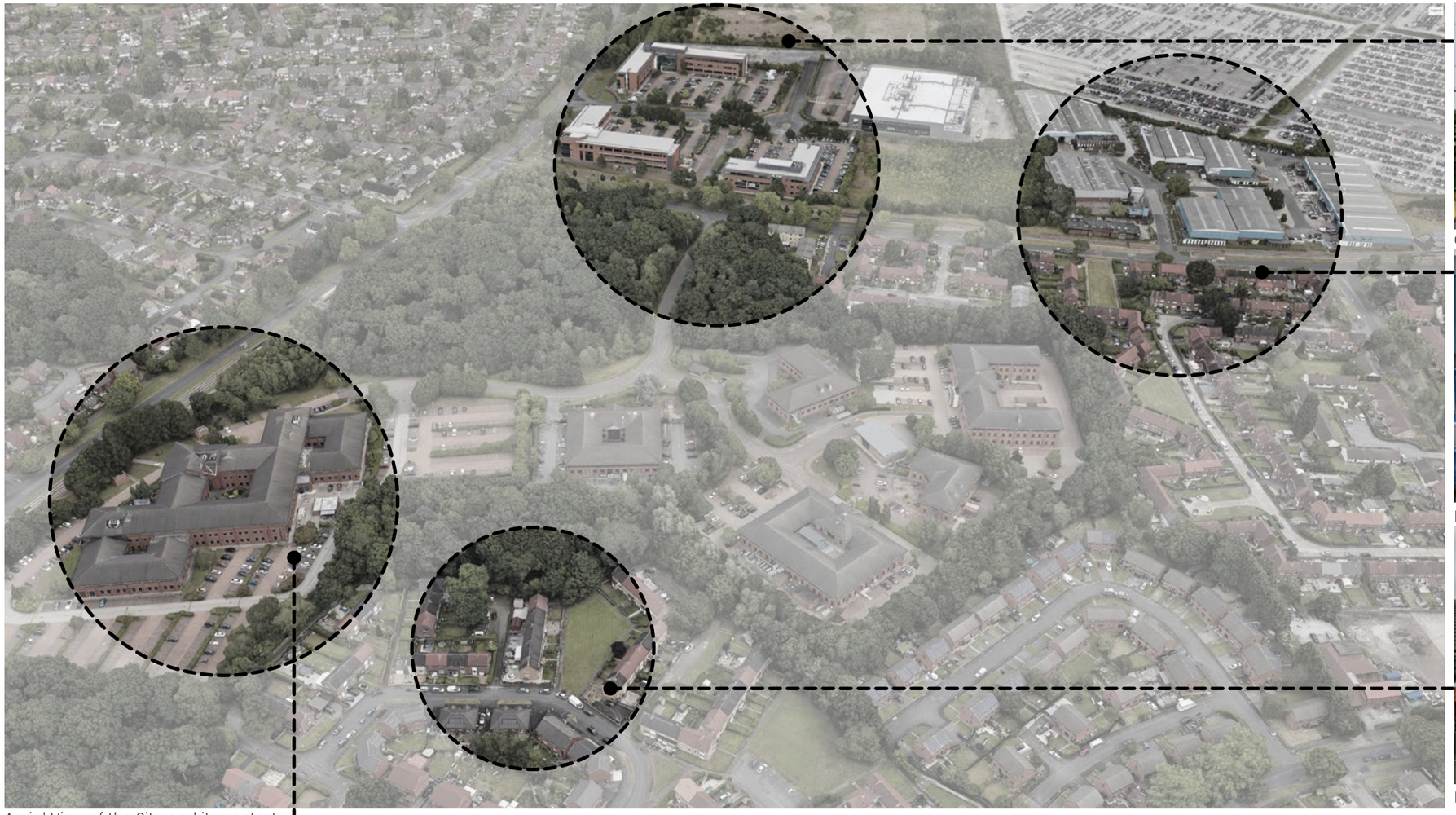
After World War II it became Yew Tree Secondary, and in 1961 was converted into a comprehensive school.





Historic map shown above highlights that the woods which surround the Site have been in their current location for a very long time. The Site sits in a natural gap between all of these woods.

2.4 Industrial and Commercial Context



Aerial View of the Site and its context



Commercial Context (Atlas Business Park)



Industrial Context (Ringway Trading Estate)



Existing residential buildings (Hatchett Road)



Existing office building on Site





The aerial image shows the Site within its immediate context which is varied in use, scale and density. The building is a mixture of two and three storeys and exhibit a comparable scale to the other near by offices. In contrast, adjacent residential buildings are low-level, two-storey high.

Southeast of the Site lies Ringway trading estate which is characterised by large rectangular industrial buildings of varying length (approx. 40-100m long). East of the Site lies Atlas Business park built in c.2000 showing a smaller scale than the Concord Business Park buildings.

2.5 Site Photos



Aerial View of the Site



View from Threapwood Road



Aerial Overview of the Main Entrance



View of the Main Entrance from the Existing Footpath



Hatchett Road - Existing landscaping between existing residential buildings (to the right) and the Site (to the left) - looking East



Aerial Overview from the Southern Car Park

2.6 Planning Context

RELEVANT LOCAL PLANNING POLICIES

INTRODUCTION

Section 38(6) of the Planning and Compulsory Purchase Act 2004 directs LPAs to determine planning applications in accordance with the policies of the development plan, unless material considerations indicate otherwise.

The starting point for the consideration of any given proposal is an assessment against the adopted development plan. If a development accords with the plan, and it is up to date, then the decision should be to grant planning permission unless material considerations indicate otherwise. The National Planning Policy Framework (the 'NPPF') and the Planning Practice Guidance (the 'PPG') are material considerations. The NPPF is the Government's national planning policies that development plans are supposed to accord with, and the PPG sets out how the Secretary of State expects national planning policies to be applied.

THE DEVELOPMENT PLAN

The development plan is as follows:

- Manchester Local Development Framework – Core Strategy Development Plan Document 2012 (the 'Core Strategy);
- The Unitary Development Plan for the City of Manchester – Extant UDP Policies (1995) (the 'UDP'); and
- Manchester LDF Proposals Map
- Places for Everyone Joint Development Plan Document 2022 to 2039 (adopted 21 March 2024) (the 'DPD')

The Site is allocated as an Existing Employment Site at Part 3 of Policy EC10 of the Core Strategy (Wythenshawe).

Policy EC10- Wythenshawe - states that Wythenshawe in general should seek to provide 55ha of employment land within B use classes.

Policy EC2 – Existing Employment Space - states that the Council will seek to retain and enhance existing employment space and sites. Alternative uses will only be supported on sites allocated accordingly, or if it can be demonstrated that:

1. The existing use is un-viable in terms of business operations, building age and format;
2. The existing use is incompatible with adjacent uses;
3. The existing use is unsuitable for employment having had regard to the Manchester Salford - Trafford SFRA; or
4. On balance, proposals are able to offer greater benefits in terms of the Core Strategy's vision and spatial objectives than the existing use.'

The supporting text for the above policy states that in appropriate situations the policy will allow for redevelopment of sites to provide alternative uses of land, with the justification for this being that leaving land vacant is not an efficient use of land. These circumstances are as above (1-4), and aim to acknowledge situations in which it would be unproductive to protect the land for employment uses, either because: employment is un-viable, particularly if the site has remained empty or vacant for a period of time although it has been marketed and the employment space no longer serves the needs of businesses due to its age and the conditions of the property; or, an alternative use would bring more benefits to the City, either because the employment use is not the optimum use for the site or because any harm is outweighed by the benefits of the new use.

Policy JP-Strat9 – Southern Areas of the DPD confirms that:

'…The economic competitiveness, distinctive local neighbourhood character and environmental attractiveness of the southern areas will be protected and enhanced. There will be a strong emphasis, amongst others, on making as much use as possible of suitable previously developed (brownfield) land and promoting the roles of the areas town centres and its other key assets'

Policy JP-J2 – Employment Sites and Premises confirms that:

'Existing employment areas that are important to maintaining a strong and diverse supply of sites and premises will be protected from redevelopment to other uses, nurtured to ensure they remain competitive and their accessibility improved where necessary. This will include local employment areas as well as key growth locations'

2.6 Planning Context

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

The NPPF sets out the Government's planning policies for England. Paragraph 10 sets out the guiding principle for the national policy framework and states:

'So that sustainable development is pursued in a positive way, at the heart of the Framework is a **presumption in favour of sustainable development***'.*

Paragraph 85 confirms that planning decisions should help create conditions where businesses can invest and expand. It further states that significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. Significant weight should therefore be applied to supporting the proposal under the terms of the positive economic growth that it delivers.

Part (c) of Paragraph 125 confirms that planning decisions should give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, proposals for which "should be approved" unless substantial harm would be caused. The identified need for the land to be used for employment purposes is already established in the development plan through the allocation of the site for employment purposes.

2.7 Opportunities and Constraints - Built Factors



Opportunities and Constraints - Built Factors Diagram

- There is a tram line station to the immediate northeast of the Site
- Existing vehicular access is well established, entering from the southeast of the Site
- The Site is in close proximity to residential neighbours sensitive to noise and antisocial working hours (southwest of the Site)
- Location of existing combined sewer on the Site will have a significant impact on future layouts
- The existing layout provides extensive greening through landscaping and by virtue of having been so long established
- Adopted highways (highlighted in yellow)

Key:

- The Site
- Residential Area
- Sewer Easement Zone
- Sewer
- Vehicle Access
- Footpath
- Tram Route
- Tram Pedestrian Crossing
- Tram Stop
- Adopted Highway

2.8 Opportunities and Constraints - Natural Environment



Opportunities and Constraints - Natural Environment Diagram

- The Site is located in Flood Zone 1
- The Site is surrounded by sites of ecological importance - Big Wood, Hatchetts Wood, Little Wood
- Existing landscaping to the northeast - priority habitat (high biodiversity value)
- Large amount of high quality trees on site (Category A)
- Extensive established landscaping on the Site, some of which contains Category B and C trees

Key:

- The Site
- Sites of Biological Importance: Big Wood
- Priority Habitat
- Category A root protection zone
- Category B root protection zone
- Category C root protection zone

3. Design Development

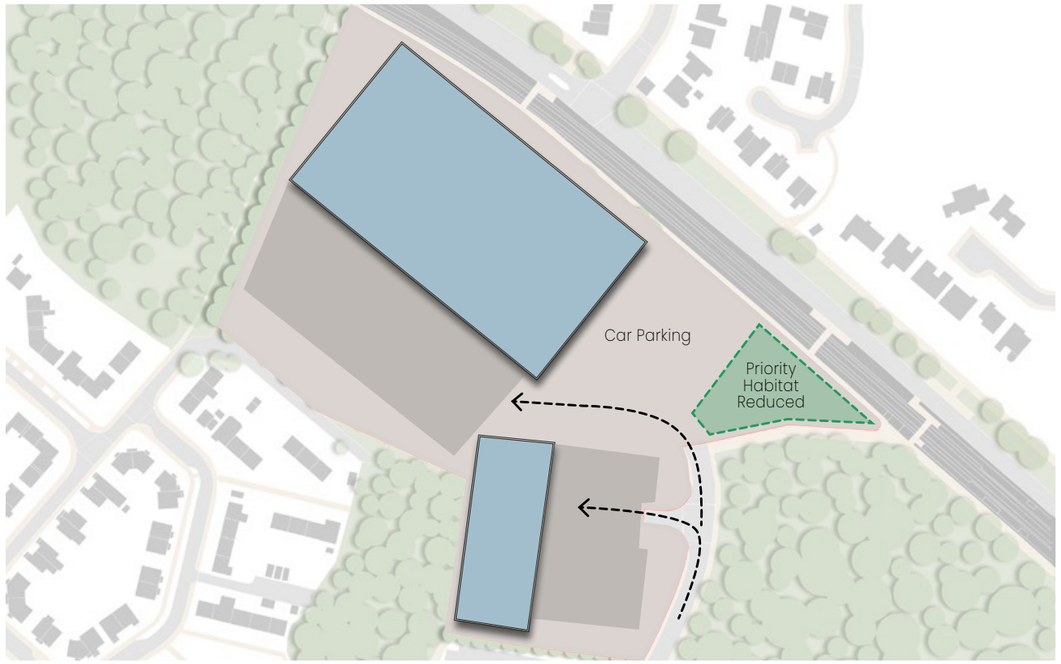
3.1 Feasibility Design Options

FEASIBILITY OPTION 1 - DISCOUNTED

The following diagrams show various feasibility options explored and discounted that have shaped the development. The first option shows a proposal for 2 units, a larger unit to Simonsway and a smaller unit to the southwest, each with dedicated access and service yard.

This option has been discounted for the following reasons:

- Building heights (15m to underside of haunch) by virtue of having a larger unit
- Proximity and street presence to Simonsway
- Open yard to the South could have negative noise impact to existing residential buildings
- Significant reduction to the area of priority habitat
- Impact on existing mature trees to Simonsway
- Ability to let the larger unit



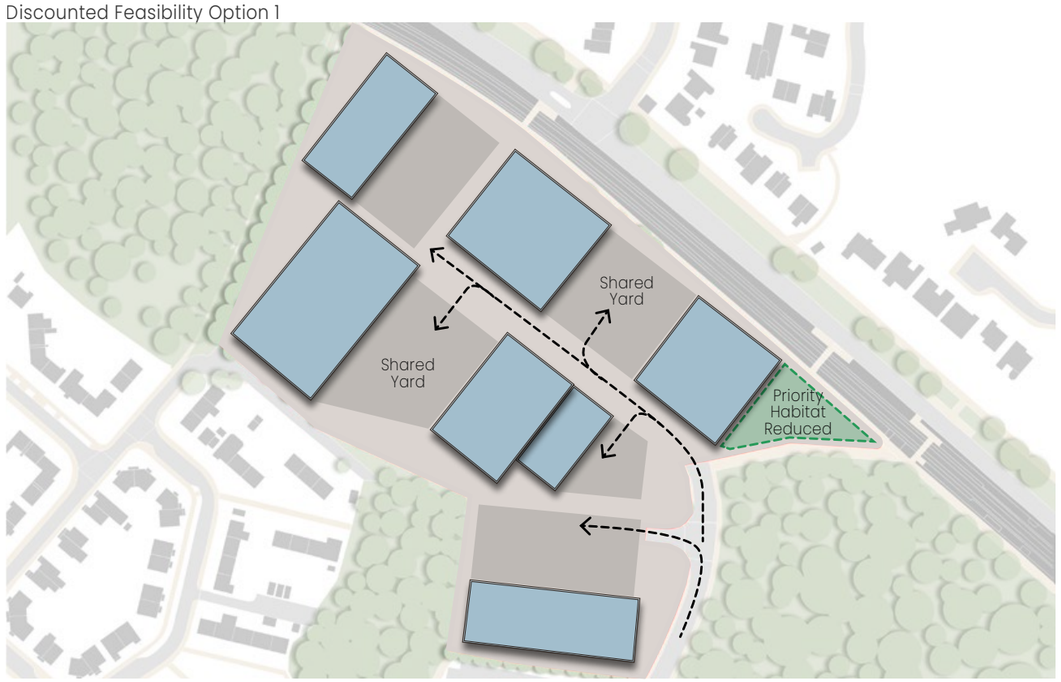
Discounted Feasibility Option 1

FEASIBILITY OPTION 2 - DISCOUNTED

Option 2 shows 7 smaller units, some of which have dedicated yards and others with shares service yards. This option establishes a spine road to access various units. The clear heights have been reduced to 10m (to underside of haunch). This option partially addresses the potential noise impact by rotating the southwest unit by 90 degrees to expose less of the yard to the existing residential units.

This option has been discounted for the following reasons:

- Proximity and street presence to Simonsway
- Service yards partially exposed to neighbouring existing buildings
- Shared yards that were discouraged following agent advice
- Significant reduction to the area of priority habitat
- Impact on existing mature trees to Simonsway



Discounted Feasibility Option 2

Key:

- Building Footprint
- Yard
- Priority Habitat

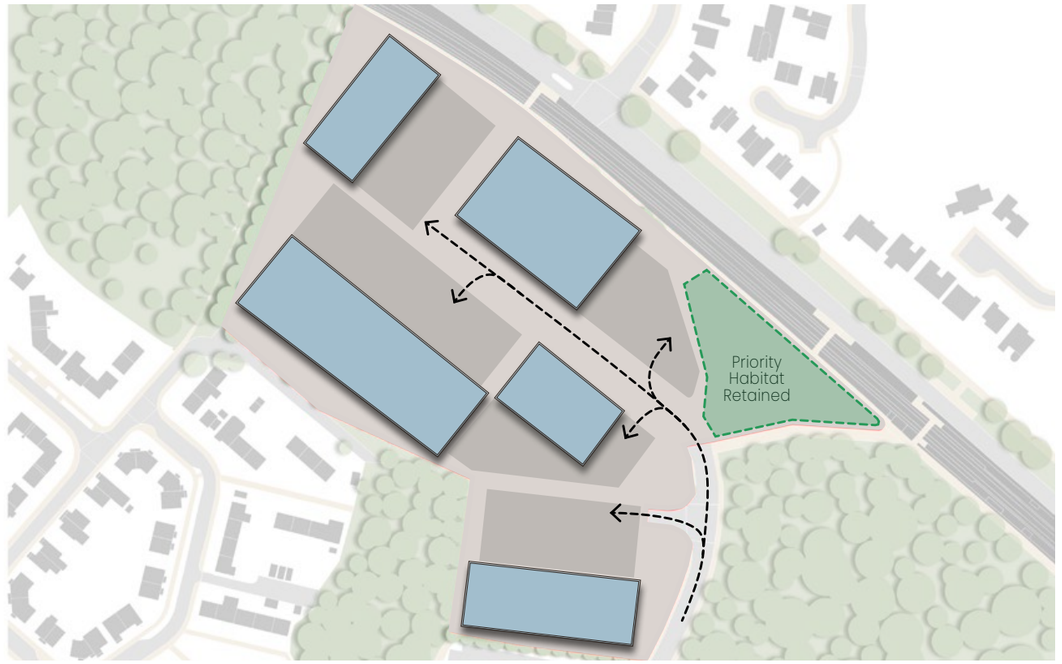
3.1 Feasibility Design Options

FEASIBILITY OPTION 3 - DISCOUNTED

This option further addresses potential noise issue to the Southwest by placing a terrace unit that has a yard oriented in to the Site rather than to the existing residential buildings. Additionally, all units have dedicated yards. This option also retains a greater amount of priority habitat area.

This option has been discounted for the following reasons:

- Impact to mature trees to Simonsway
- Number of units, it was preferred to have 3 or 4 units for efficient use of the Site
- Impact to mature trees around the Western and Northern boundary
- Offset distance between the terrace unit and existing residential buildings



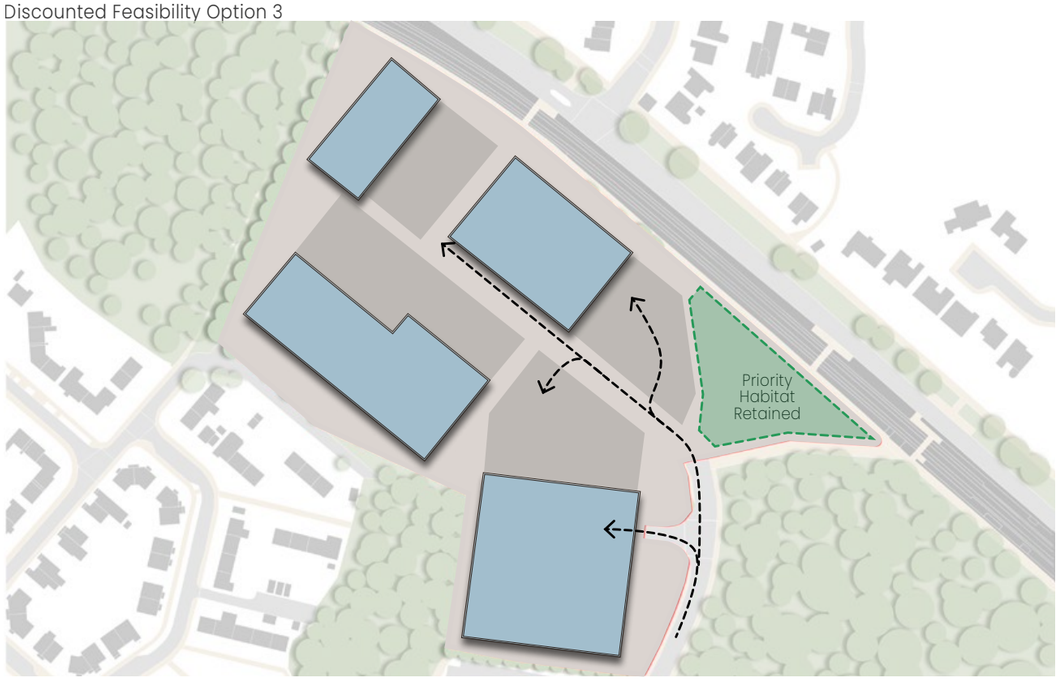
Discounted Feasibility Option 3

FEASIBILITY OPTION 4 - PROGRESSED

This option proposes four mid-sized industrial units. This is more aligned with the client brief and the agents advice. This option also follows the principles established from the earlier feasibility options such as:

- Use of spine road to access the units
- Orienting service yards into the Site to reduce noise impact to the neighbouring existing residential buildings
- Dedicated yards for each unit
- Unit number and sizing
- Aim to retain more existing mature trees on Site
- Terrace unit has greater offset from residential buildings to the southwest

This option was progressed and later presented at an initial pre-application meeting with the council.



Feasibility Option 4 - Progressed

3.2 Pre-Application Engagement

PRE-APPLICATION PROPOSAL

The pre-application proposal consisted of four units ranging from 14,000 sqft to 45,000 sqft ground floor GIA and c.10% office space at first floor. All units had a dedicated service yard and car parking provision.

PRE-APPLICATION RESPONSE

Within the initial pre-application meeting, the Local Planning Authority were generally very receptive to the proposed redevelopment and agreed that it was unlikely that the existing building could be re-let long term. It was also acknowledged that given the proximity of Manchester Airport the proposed mid-sized employment units were an appropriate route for redevelopment. Further, this use would provide employment for the local community, something the LPA would like to encourage.

The advice from the LPA included the following points:

- To retain as many of the existing trees along Simonsway site edge as possible
- To avoid noise pollution impacting local residents

Highways pre-application advice was positive with further comments:

- Trip generation information was requested
- A minimum of 20 EVC space required
- Areas for secure cycle parking to be provided
- Concerns over the impact of the proposed development on trees along Simonsway frontage.



Pre-Application 1 Proposed Sketch Plan

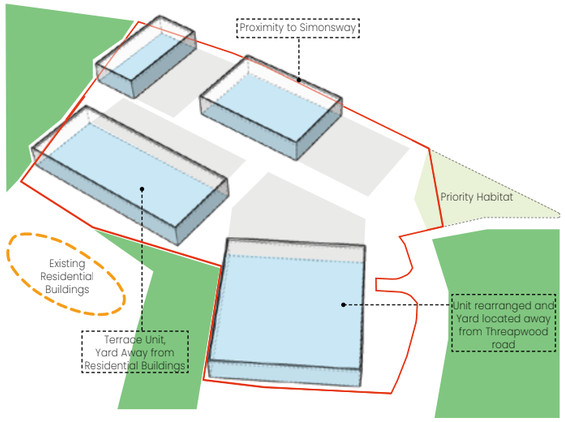
3.3 Site Layout Development

INITIAL MASSING

The initial massing diagram considers the proximity of housing which is protected visually by large areas of mature woods which will assist in reducing acoustic disturbances as well. Yards are proposed to be the inside of the Site to further protect residents from noise increase.

KEY

- Area of Potential Building Placement
- Service Yard
- Priority Habitat (High Biodiversity Value)
- Mature Trees Outside the Site

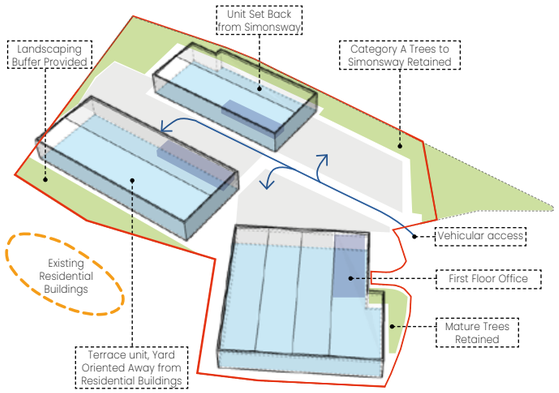


DEVELOPED MASSING

Further to the discussion with the LPA at Pre-App and information yielded form additional surveys (Tree & Utility Surveys), it was decided to limit the number of units to 3 and set them further back from the Site boundaries ensuring large landscape buffer areas. The developed massing allows for an efficient vehicle movement strategy and a reduction on the site area ration compared to the existing arrangement.

KEY

- Landscaping Around the Site
- Office Placement
- Yard Access points



GROUND FLOOR SKETCH PLAN

The below image shows the proposed sketch site layout. The natural order provided by developing a spine road into the Site works well with the requirement to have yards on the interior of the development. A clear heart of the scheme is developed where the public facing elements of all three blocks align with access route to the wider public transport network. Substantial landscape development will help to blend the scheme with the context and mask the larger elevations. This last will also reinforce the extensive wooded areas immediately adjacent to the Site.

The three blocks will be developed to a height of 10m from finished floor level to haunch which will facilitate a wide range of future tenants as well as providing flexibility to ensure each block can adapt to provide for the evolving needs of the tenants. As a location for future employment, it is hoped that the Site can provide not only much needed commercial space for tenants but also jobs for the local community.



Proposed Sketch Site Plan

3.4 Design Principles

TREE RETENTION DIAGRAM

The proposal aims to retain as many existing trees as possible on site while being able to facilitate the development. Key areas include retaining majority of Category A trees along Simonsway, retaining the priority habitat northeast of the Site and retaining and enhancing the existing landscaping buffer to the southwest.

ACCESS, YARDS AND PARKING DIAGRAM

The proposal utilises the existing access off Threapwood road and creates a central spine off which all units can be accessed. Each unit has a dedicated yard, dedicated car and cycle parking areas located close to the main building entrance and offices.

KEY

- Service Yard
- Car Parking
- Office Location
- Access Road

NOISE STRATEGY DIAGRAM

The proposal places the buildings so that quiet elevations face onto the existing residential areas (Hatchett Road, Simonsway). Service yards are oriented inwardly. Additionally, retaining existing landscaping in these areas further reduces the noise impact on the neighbouring existing buildings. Secondary principle to reduce noise impact is via placement of acoustic walls - North of Unit 1 service yard and southeast of Unit 2 MEP zone.

KEY

- Landscaping on the Site
- Adjacent Wooded Areas
- Quiet Elevation
- Acoustic Wall

SUDS PRINCIPLE DIAGRAM

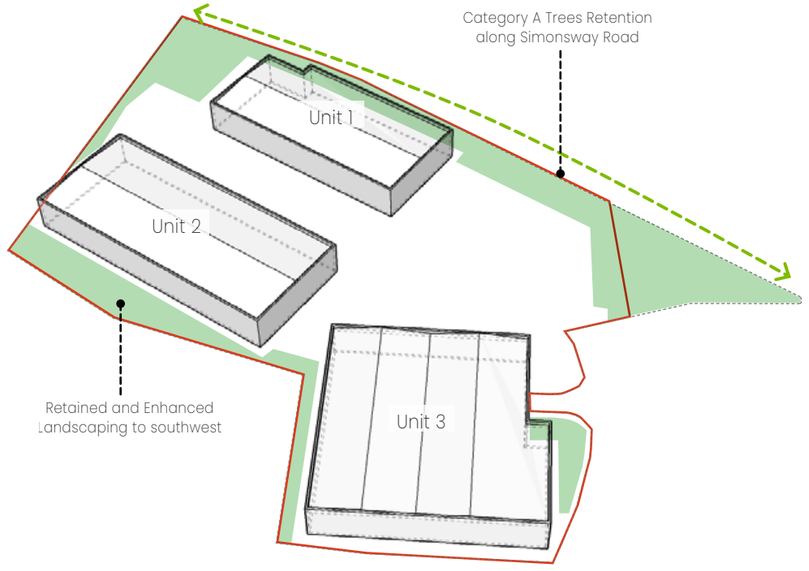
Surface water attenuation principles applied on the site include the following:

- Tanked permeable paving
- Below ground attenuation tanks
- Dry attenuation basins in dock areas (in extreme rainfall events)

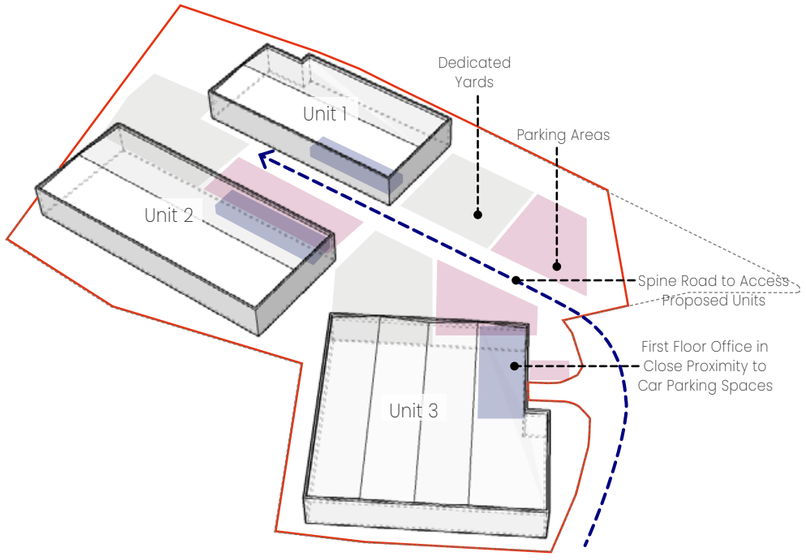
KEY

- Service Yard
- Permeable Paving Area
- Attenuation Tanks
- Dry Attenuation Basins

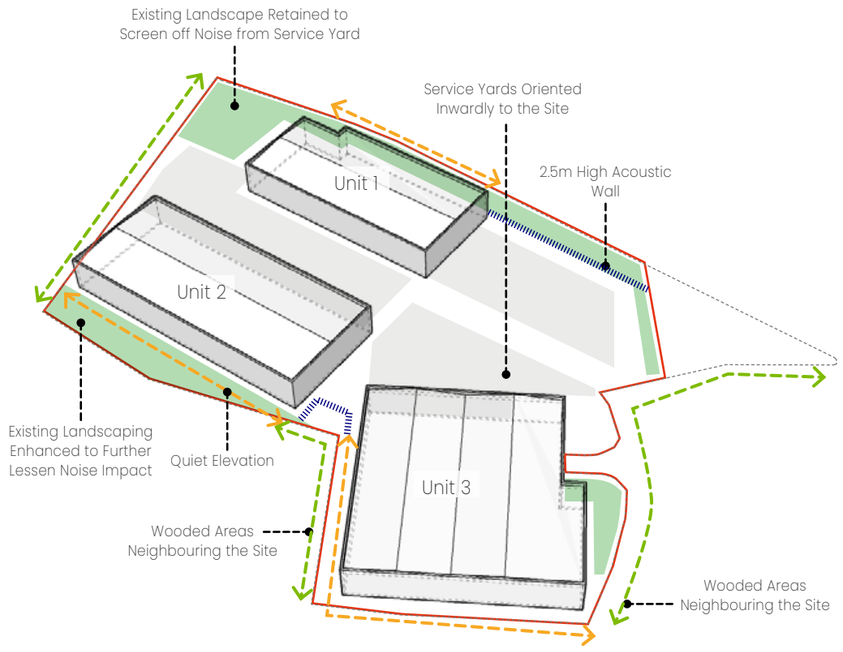
Tree Retention Diagram



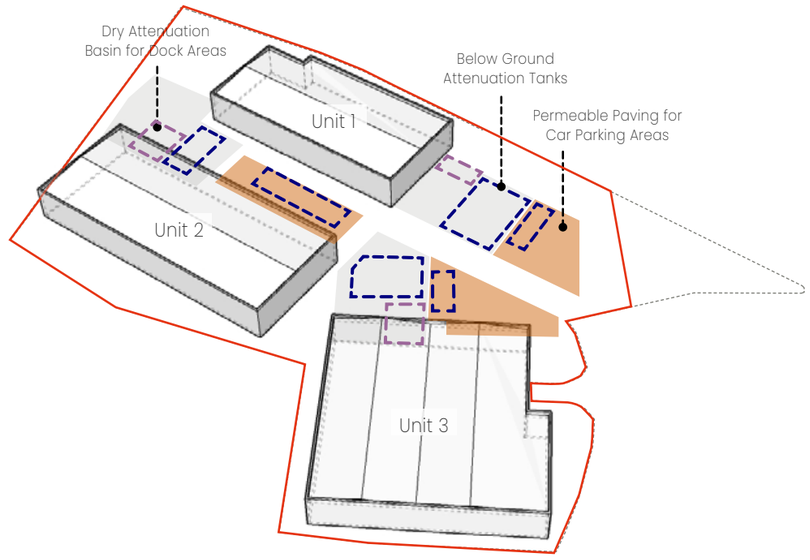
Access, Yards and Parking Diagram



Noise Strategy Diagram



SuDS Principles Diagram

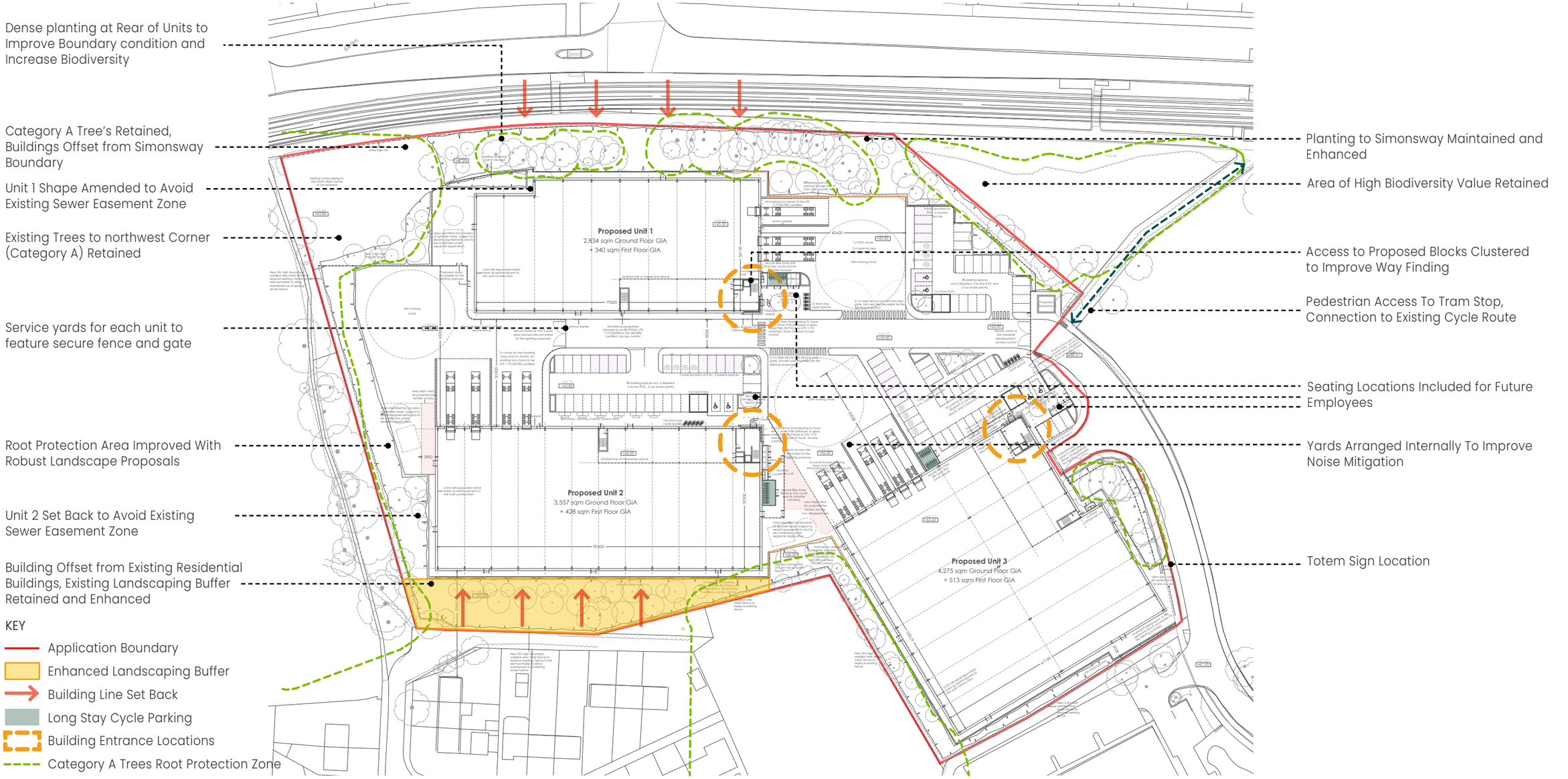


3.5 Summary of Key Changes

The proposed design has three key driving principles which are that the site layout it to be flexible, arranged to limit impact on surrounding parties and provide dedicated yards, parking areas and entrances to each unit allowing for truly independent operation of each unit.

The layout of the units have been arranged to ensure that the public facing elements can be clustered, all looking onto the same area of site. This has been specifically considered to align with access routes to the tram stop and to encourage use of public transport generally. A further benefit is that it will allow the wider development to have a clear and public facing front. This helps to provide order for pedestrian access, fencing and provides clear way finding and signage opportunities. This aspect of the proposal also responds to the limited number of pedestrian routes within the local area and making it essential that the layout responds to Simonsway.

The proposed site arrangement will also improve habitats which had previously been a series of trees and small bushes scattered across the Site. In this proposal, the landscape design provides increased density and variety of planting in locations near existing and mature woodland, providing a net benefit to the Site. Additionally, through careful consideration of the proposed built footprint, the yard layout and access routes, the proposal also manages to retain vast majority of existing mature trees.



4. Proposed Design

4.1 Layout

PROPOSED SITE PLAN

Key considerations of the proposed development include:

- Provision of three industrial units with ground floor warehouse space and first floor office space at 12%
- Provision of dedicated yards and parking for each unit
- Units set back from Simonsway boundary
- Units to avoid existing sewer and easement zone
- Unit 2 to provide c.29.5m offset from existing residential buildings
- Landscaping South of Unit 2 retained and enhanced
- Priority habitat northeast of unit 2 car parking retained



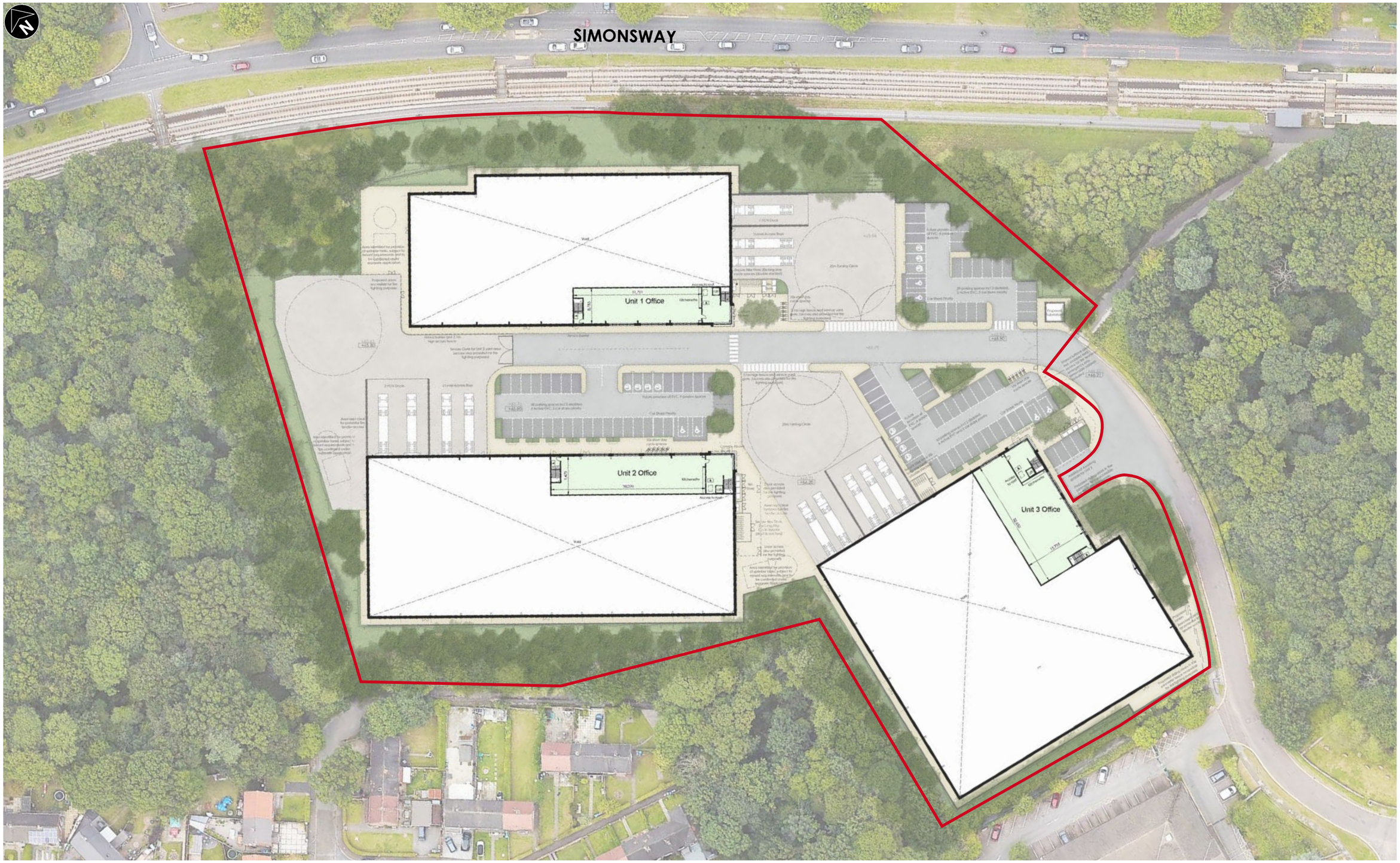
Proposed Site Plan

4.1 Layout



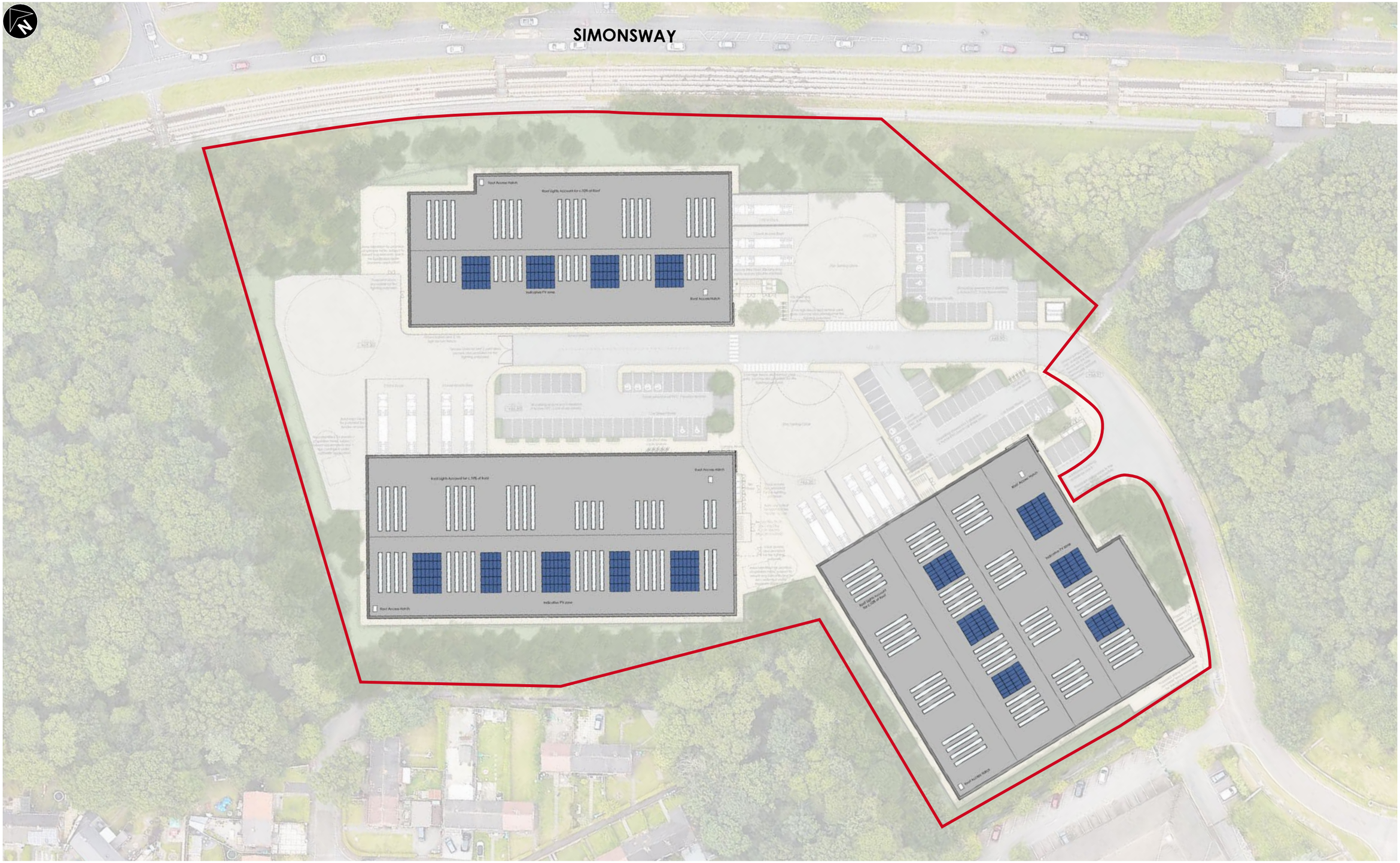
Proposed Ground Floor Plan

4.1 Layout



Proposed First Floor Plan

4.1 Layout



Proposed Roof Plan

4.2 Use and Amount

USE

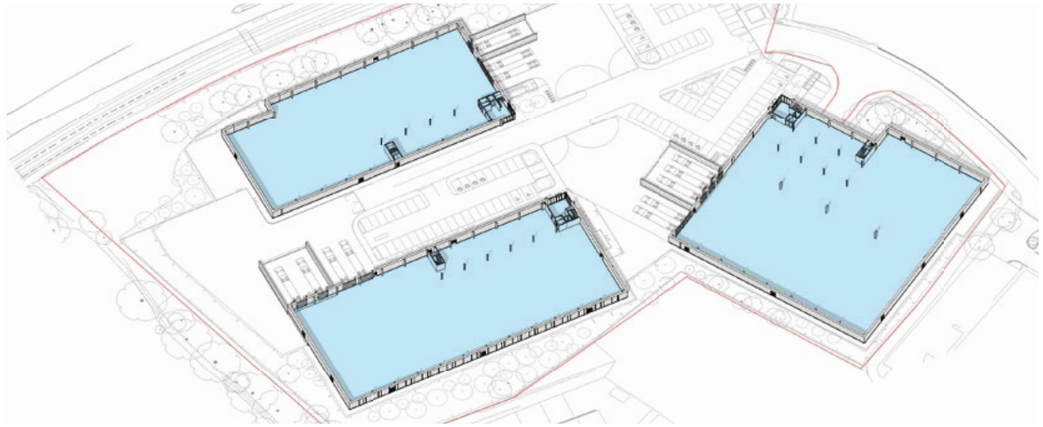
Three industrial warehouse units (Use Class B2/B8, E(g)(iii), with ancillary offices and trade counters, along with all associated works including landscaping, car parking and alterations to access arrangements.

AMOUNT

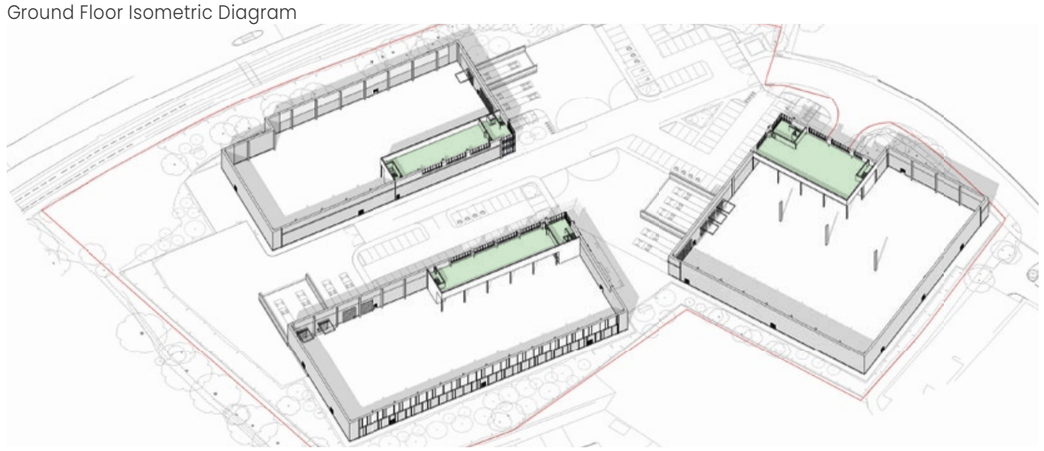
Proposed GEA:	
Unit 1 Ground Floor:	2,975 sqm / 32,023 sqft
Unit 1 First Floor:	391 sqm / 4,098 sqft
Unit 1 Total:	**3,356 sqm / 36,122 sqft**
Unit 2 Ground Floor:	3,714 sqm / 39,981 sqft
Unit 2 First Floor:	474 sqm / 5,102 sqft
Unit 2 Total:	**4,188 sqm / 45,083 sqft**
Unit 3 Ground Floor:	4,438 sqm / 47,772 sqft
Unit 3 First Floor:	555 sqm / 5,973 sqft
Unit 3 Total:	**4,993 sqm / 53,745 sqft**
TOTAL GEA:	**12,537 SQM / 134,949 SQFT**

Proposed GIA:	
Unit 1 Ground Floor:	2,834 sqm / 30,505 sqft
Unit 1 First Floor:	340 sqm / 3,660 sqft
Unit 1 Total:	**3,174 sqm / 34,165 sqft**
Unit 2 Ground Floor:	3,557 sqm / 38,283 sqft
Unit 2 First Floor:	428 sqm / 4,602 sqft
Unit 2 Total:	**3,984 sqm / 42,885 sqft**
Unit 3 Ground Floor:	4,275 sqm / 46,019 sqft
Unit 3 First Floor:	513 sqm / 5,526 sqft
Unit 3 Total:	**4,789 sqm / 51,545 sqft**
TOTAL GIA:	**11,947 SQM / 128,596 SQFT**

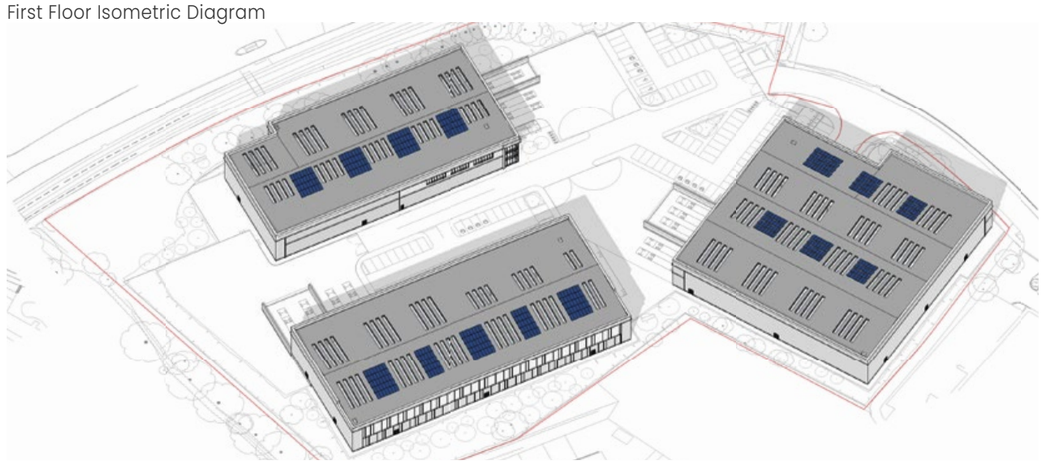
Car Parking:	**105 spaces**
incl. Accessible Spaces	6 spaces
incl. Car Share Spaces	6 spaces
Incl. EVC Spaces (Active)	11 spaces
Incl. Future EVC Provision	21 spaces
Cycle Parking Provision:	**102 spaces**
Long Stay	72 spaces
Short Stay	30 spaces



Ground Floor Isometric Diagram



First Floor Isometric Diagram



Roof Plan Isometric Diagram

4.3 Access and Accessibility

INCLUSIVE ACCESS STRATEGY

The development has been designed to provide safe, legible and inclusive access for all users, aligning with Local, Regional and National transport policy. The National Planning Policy Framework requires development to prioritise sustainable travel, support safe and inclusive movement and ensure that streets and access corridors are designed for all users — regardless of age, physical ability or mobility aid.

Local policy supports this ambition, with Manchester Core Strategy policies T1–T3 promoting modal shift, accessible development and the integration of walking and cycling infrastructure into new employment-generating sites. Greater Manchester's "Streets for All" Design Guide reinforces a need for development to prioritise pedestrians, reduce conflict between users and create welcoming environments for everyday movement.

In response, the development proposes inclusive access through:

- Step-free arrival routes to all building entrances
- Provision of 6 accessible parking bays in close proximity to entrances
- Unobstructed pedestrian desire lines through the Site
- High-capacity secure cycle storage exceeding minimum standards
- Tactile paving and improved crossing infrastructure at Shadowmoss Road junction

These measures ensure that the Site can be accessed comfortably by wheelchair users, mobility-impaired individuals, cyclists, pedestrians and public transport users, removing barriers to movement and embedding inclusive travel behaviours from first occupation.

4.3 Access and Accessibility

PEDESTRIAN AND CYCLISTS ACCESS

Pedestrians and cyclists will be prioritised within the movement hierarchy, with new and enhanced routes connecting directly into existing infrastructure along Simonsway and Threapwood Road. The Site will deliver 102 cycle parking spaces — above minimum requirements — ensuring long-stay spaces for staff and short-stay provision for visitors. Tactile paving, dropped kerbs and clear desire-line connections will support safe crossing and step-free onward travel between buildings, car parks and public transport nodes.

DELIVERIES

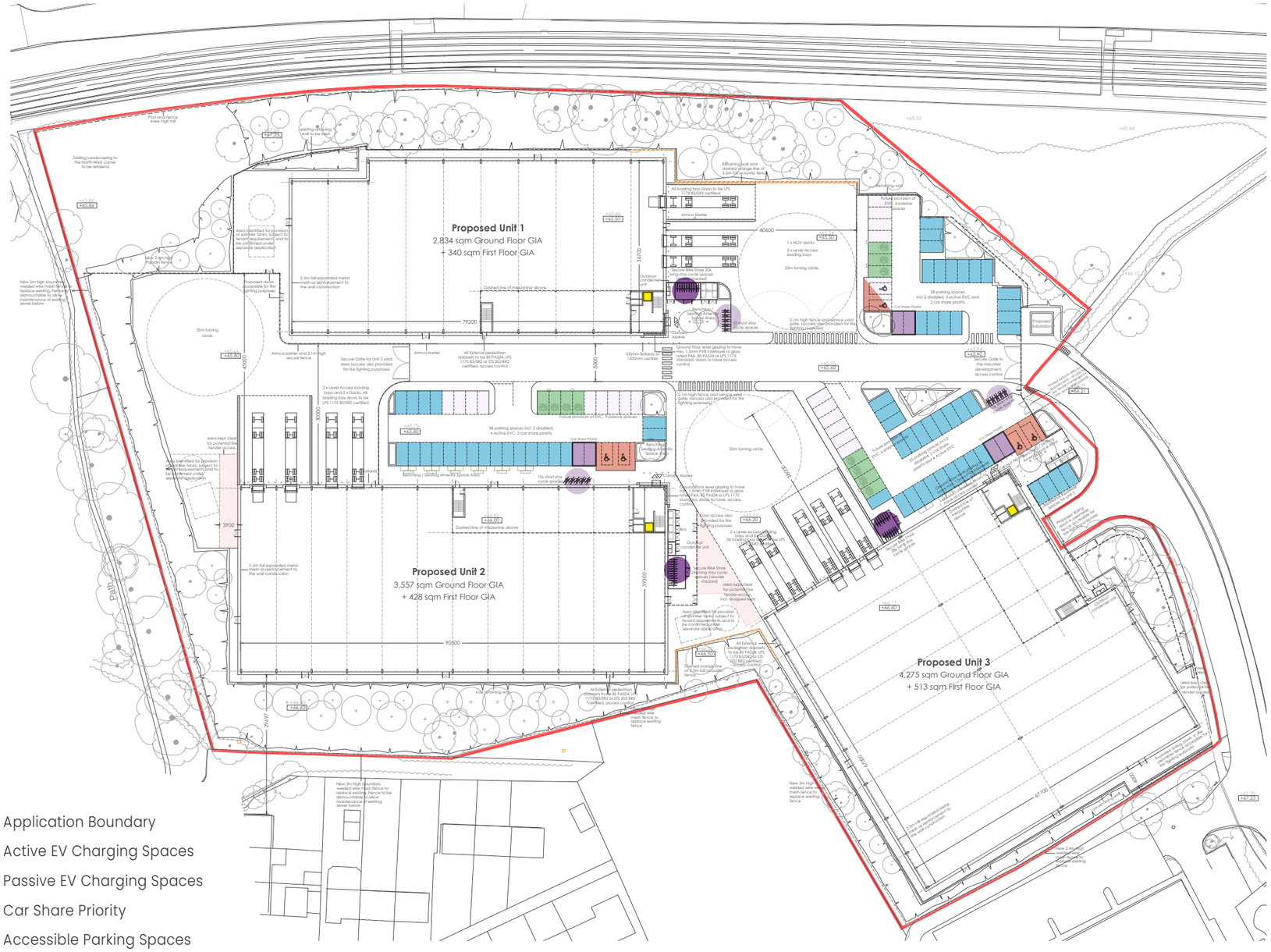
Each unit benefits from dedicated service yards, ensuring that all loading, deliveries and refuse collection occur within the Site boundary. Service vehicle movements will be separated from pedestrian routes to avoid conflict, protect safety and maintain efficient operation. Refuse collection is expected once or twice weekly, with servicing demand comparatively low relative to historic office use.

HGV ACCESS

HGVs will enter via Threapwood Road, supported by improvements to the Shadowmoss Road junction to ensure turning movements can occur safely without encroaching into opposing lanes. Swept-path analysis confirms full manoeuvrability for a 16.5m articulated vehicle and adequate carriageway width for two-way HGV passing.

CAR AND PRIVATE VEHICLES

A total of 105 on-site car parking spaces are provided — well below the maximum car parking thresholds for B2 and B8 use — helping to manage car dependency while still providing operational functionality. EV charging is delivered through a combination of active and passive provision, enabling expansion over time, while 6 car-share spaces encourage more efficient vehicle use. All car movements are confined to internal circulation roads, avoiding impacts to the public highway network and ensuring a clear and legible layout for drivers.



4.4 Massing and Scale

BUILDING SCALE

The proposed units will be 10m from finished floor level to underside of haunch. The height of the building is designed to meet the operational requirements of a wide range of potential future tenants. Whilst this is an appropriate scale for B2 & B8 use class buildings, to align the scales with the residential neighbours to the West, an extensive landscape buffer is proposed and the design specifically seeks to reduce it's impact on the surrounding trees which obscure the development from the residential neighbours.

The unit lengths range from c.37.9m to 91.7m which is typical for mid-sized industrial development and can be seen in similar industrial parts of Greater Manchester, such as Ringway Trading Estate located southeast of the Site, Trafford Park or Atlantic Business Park, Altrhincham.

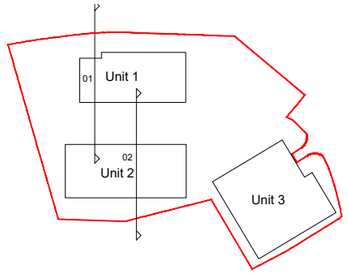


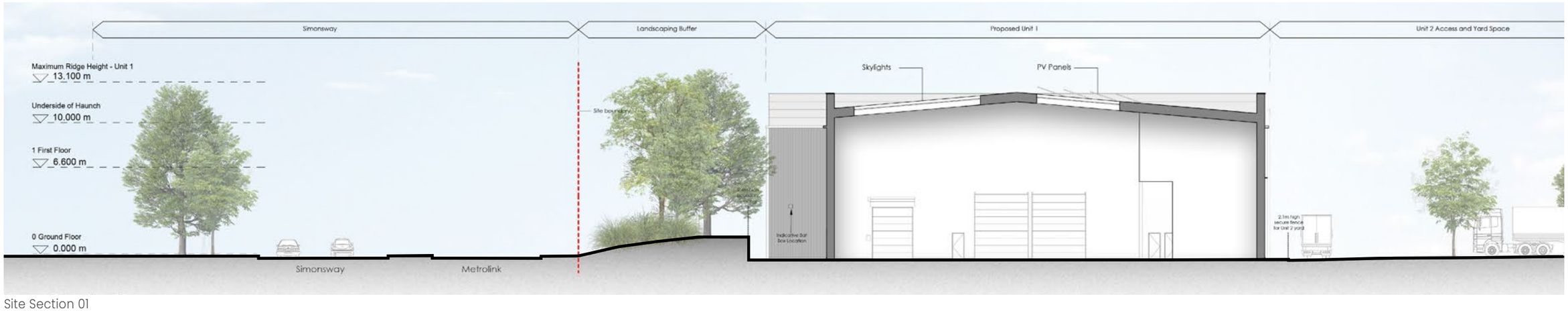
Massing and Scale Diagram

4.4 Massing and Scale

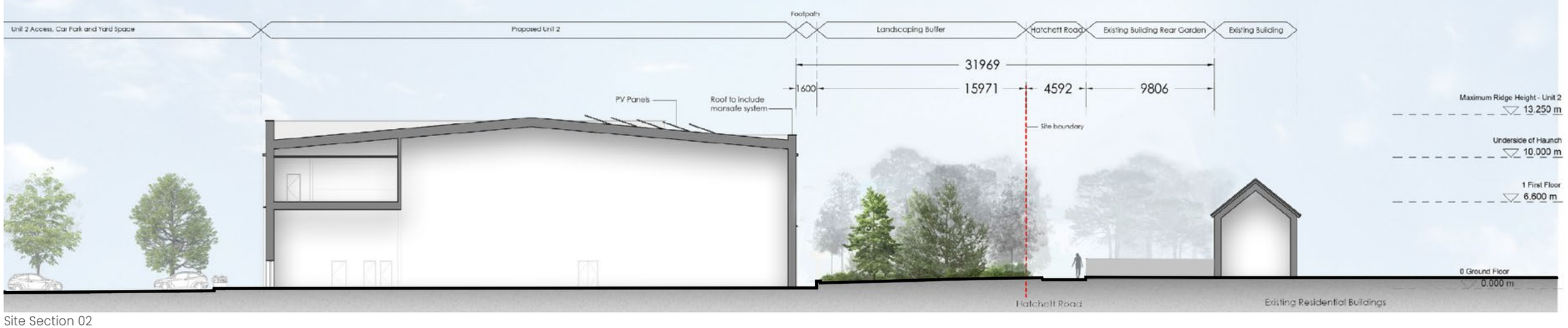
SITE SECTIONS

The proposed development takes into consideration the proximity of the existing residential buildings located southwest of the Site on Hatchett road as well as the interaction of the proposed development on Simonsway boundary. Two site sections have been produced - Site Section 01 showing how Unit 1 interacts with Simonsway and Site Section 02 showing how Unit 2 interacts with Hatchett road. The existing residential buildings are one or two-storey high. It is key to note, that the existing office building on Site is taller than the height of proposed industrial units. To further minimise the impact, the proposal retains as many existing trees as possible and provides an enhancement to landscaping areas as well.





Site Section 01



Site Section 02

4.5 Appearance

EXISTING INDUSTRIAL CONTEXT

The following series of images shows existing industrial buildings around Greater Manchester. Majority of these units have similarities in terms of appearance:

- Vertical or horizontal metal profiled sheet
- Flat panel around office and entrance areas
- Horizontal colour banding
- Ribbon window banding
- Corner curtain walling
- Accent colours
- Sporadic use of brickwork

These materials are standard for industrial development.



World Freight Terminal, building 401, Manchester Airport



Trafford Park, Bridgewater point



Atlantic Business Park, Altrincham



Roundthorn Business Park, Caldey Road



Ringway Trading Estate



World Freight Terminal, Manchester Airport

4.5 Appearance

ELEVATION PRINCIPLES

The design aims to provide high quality warehouse buildings that are well detailed with a modern and minimalist palette of materials which sit comfortably within their context.

The facade has been principally divided into three areas:

- Building entrance areas (feature corner)
- Office areas which will feature increased glazing
- Areas that contain service yard and quiet elevations

These areas provide opportunities to help subdividing the massing. The precedent images below the diagram show how these areas may look based on built examples.

A corner feature precedent shows a change in material and use of glazing to signal entrance. Second precedent image shows an increased glazing and its use to break up long elevations. Third precedent image shows an example of approach to subdivide the massing using colours that get lighter as they get higher. The additional benefit of this is the reduction of visual impact of height as the colours that could fade into the sky (light greys and blues).



Elevations Principles Diagram

KEY

- Application Boundary
- Building Entrance Areas
- Office Areas
- Other Elevation Areas


1 - Building Entrance Area Precedent



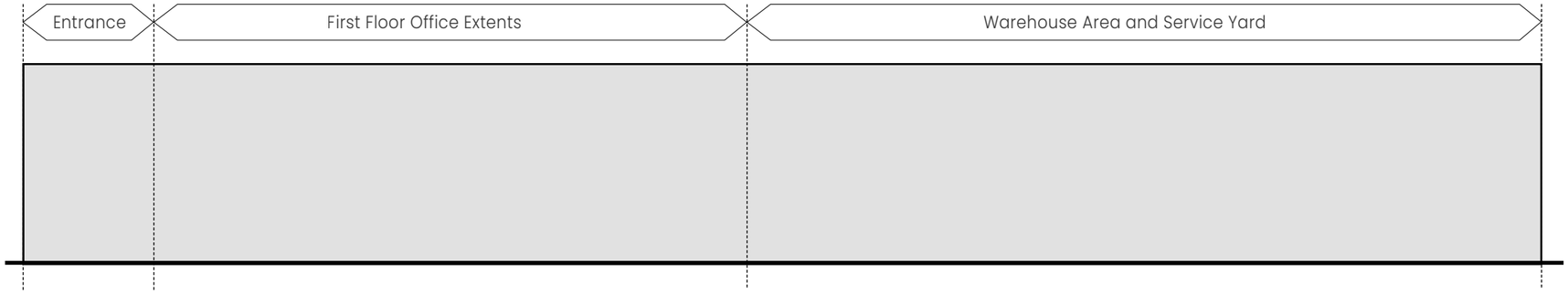
2 - Office Area Precedent


3 - Horizontal Cladding Bands Precedent

4.6 Elevation Development

1 - ELEVATION DEVELOPMENT DIAGRAM

The first diagram shows a blank elevation as a initial mass. The building can be zoned into three areas - entrance, office zone and warehouse areas. This provides a rational for breaking up the massing across the elevation.

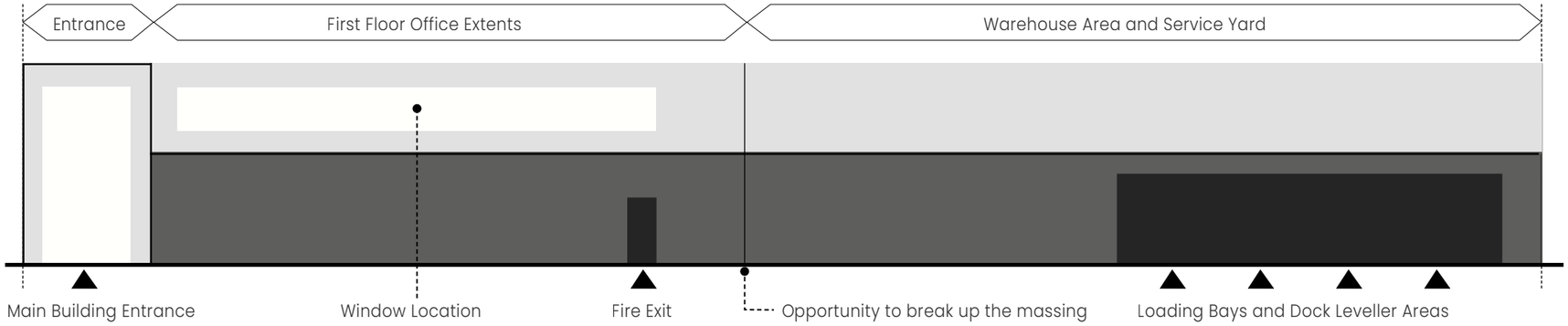


1 - Elevation Development Diagram - Large Expanse of Flat Facade

2 - ELEVATION DEVELOPMENT DIAGRAM

Each of the areas derived in the first step are defined by their use – industrial activities, pedestrian movement and office and mapping each onto the façade informs the design.

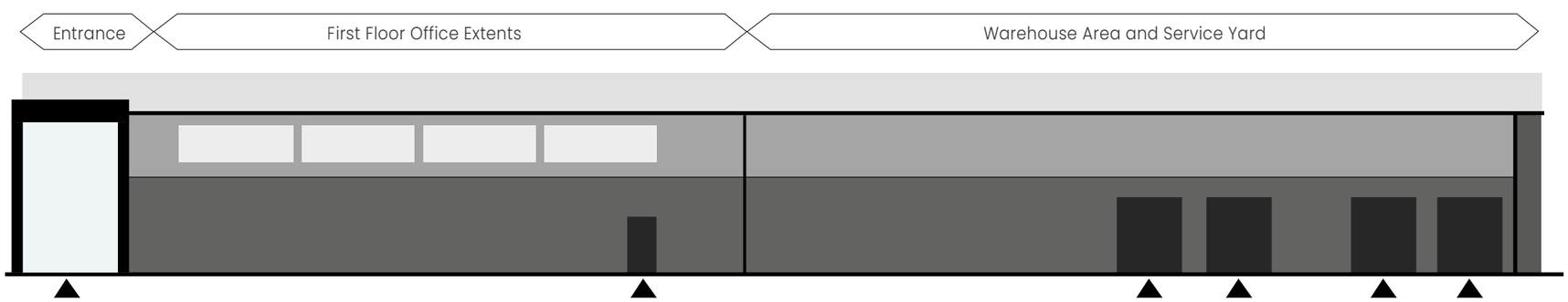
The entrance spaces and associated stairwells have a preference for natural light and a desire for that area of the façade to announce itself as the entry point to approaching visitors. Industrial areas will infer materials which are more robust and of a larger scale. The first floor office elements will require extensive glazing.



2 - Elevation Development Diagram - Identifying Openings and Areas to Break Up Massing

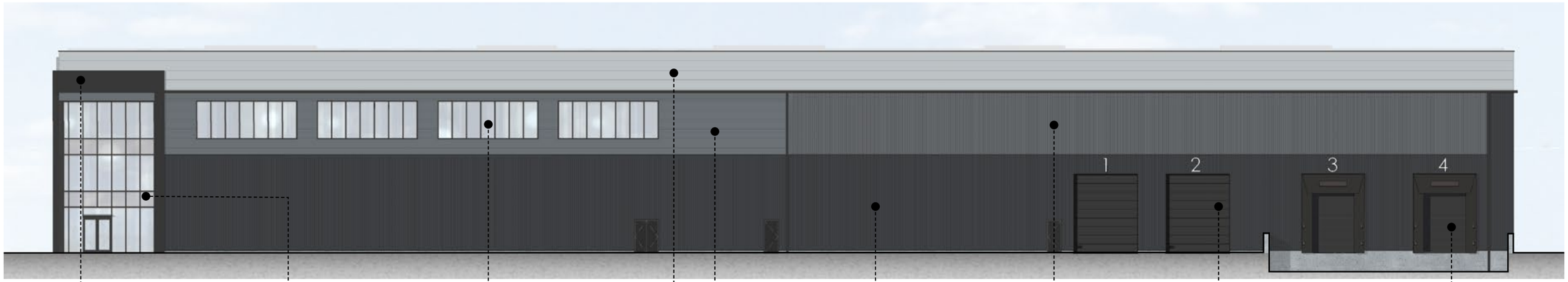
3 - ELEVATION DEVELOPMENT DIAGRAM

Once the glazing, larger format materials and entrances are established on the façade, the design is progressed to reduce the effect of tall and long buildings. This involves graduating colours to be darker at the bottom and lighter at the top reducing the visual impact of height. Providing transitions in contrast colours at regular intervals will also help to establish distinct areas within the wider elevation allowing it to be read as a smaller element.



3 - Elevation Development Diagram - Further Differentiation and Colour Fading

4.6 Elevation Development





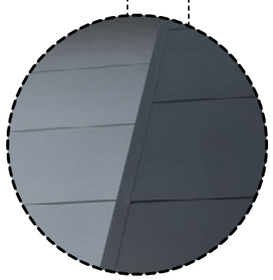
Expressed Dark Grey Frame Example



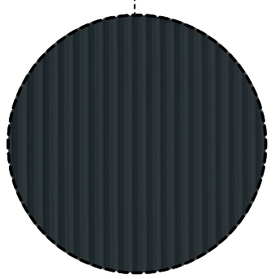
Curtain Wall Glazing and Back Painted panel



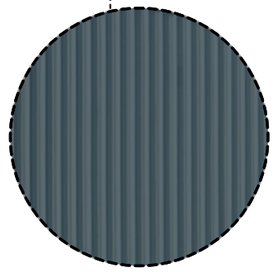
Ribbon Windows to First Floor Offices



Flat Panel in Light and Medium Grey Laid Horizontally



Dark Grey Vertical Profiled Cladding to Service Yard Areas



Medium Grey Vertical Profiled Cladding to Service Yard Areas



HGV Level Access Bay



HGV Dock

ELEVATION DESIGN

The following diagram illustrates the elevation development showing material treatment selected for the areas previously identified.

Main building entrances feature curtain wall glazing with an expressed frame. Areas around the offices and those visible to the wider context are carefully selected to create visual interest. Warehouse areas have a simpler vertical metal profile selected for its durability and low maintenance. Areas that are concealed by the existing mature landscaping and proposed enhanced landscaping are further simplified. Three tones of grey have been selected to provide further subdivision to the massing.

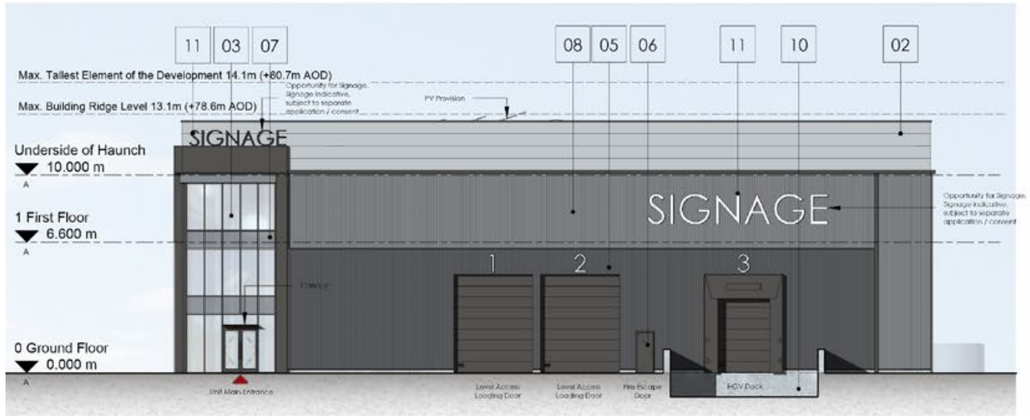
4.7 Proposed Elevations



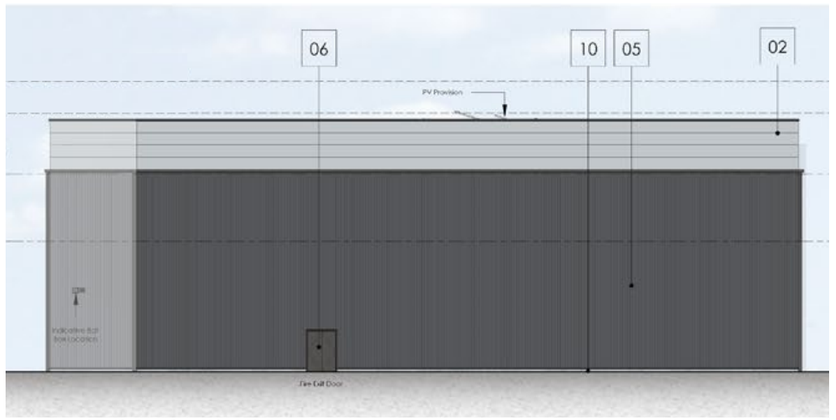
Proposed Unit 1 - Elevation 01



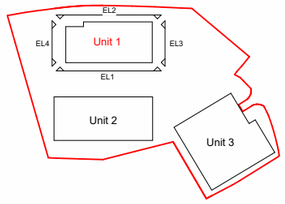
Proposed Unit 1 - Elevation 02



Proposed Unit 1 - Elevation 03



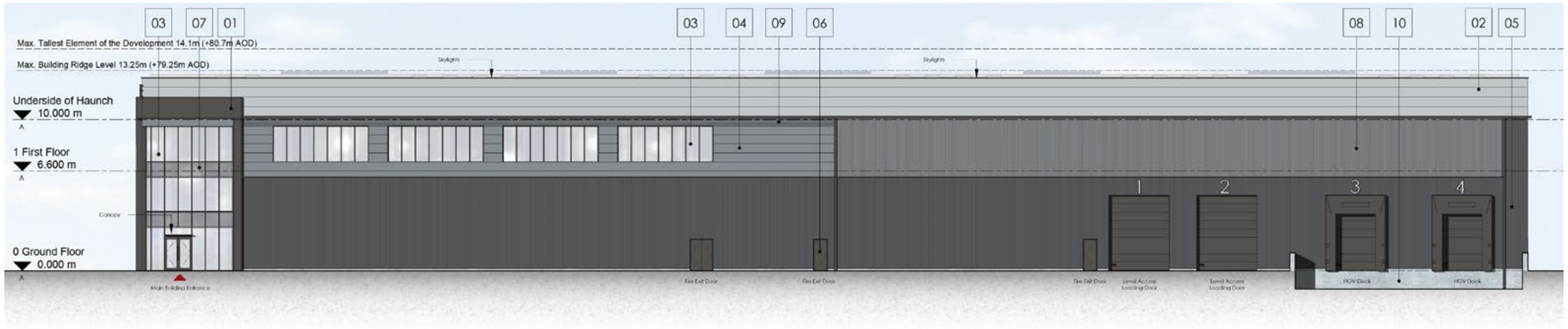
Proposed Unit 1 - Elevation 04



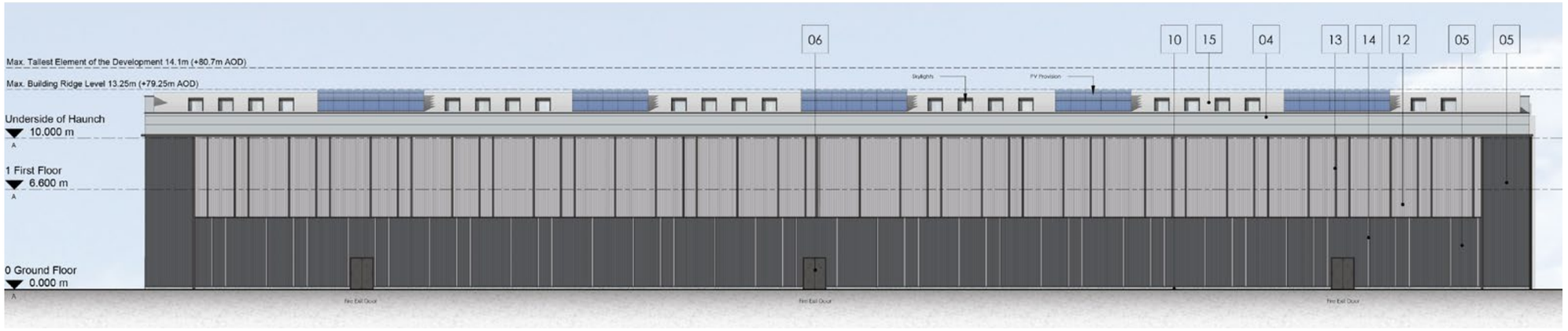
Material Legend

01	Dark cladding, flat panel.
02	Flat panel cladding, laid horizontally. Finish colour to be light grey
03	Double glazed window units to achieve required U-Value. Transoms and mullions to be dark grey.
04	Insulated sandwich flat panel, laid horizontally. Finish colour to be medium grey.
05	Insulated panel with face fixed trapezoidal profile oriented vertically. Finish colour to be dark grey.
06	Metal fire escape door, colour to be dark grey.
07	Backpainted curtain wall spandrel panel.
08	Insulated panel with face fixed trapezoidal profile oriented vertically. Finish colour to be medium grey.
09	PPC Aluminium Louvres to align with building ventilation strategy. Louvres to be finished in medium grey.
10	External blockwork with concrete render
11	Opportunity for Signage with lighting detail. Signage indicative, subject to separate application / consent.
12	Insulated panel with face fixed trapezoidal profile oriented vertically. Finish colour to be medium/light grey.
13	Vertical profile in dark grey
14	Vertical profile in light grey
15	Insulated roof panel with face fixed trapezoidal profile. Finish colour to be light grey.

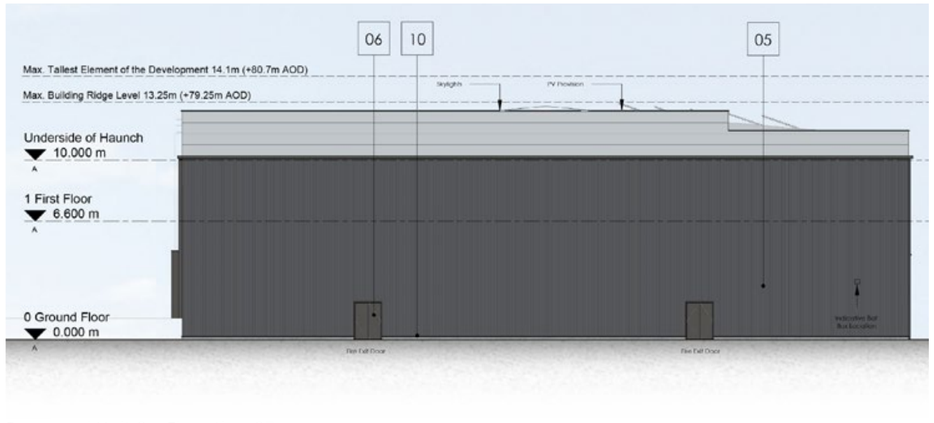
4.7 Proposed Elevations



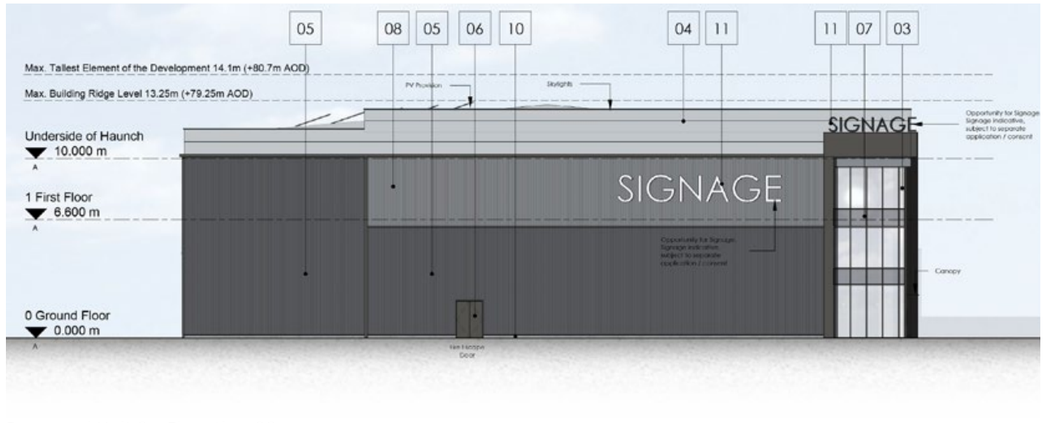
Proposed Unit 2 - Elevation 05



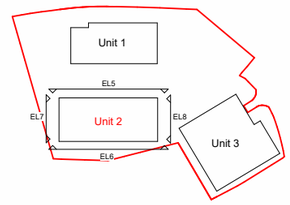
Proposed Unit 2 - Elevation 06



Proposed Unit 2 - Elevation 07



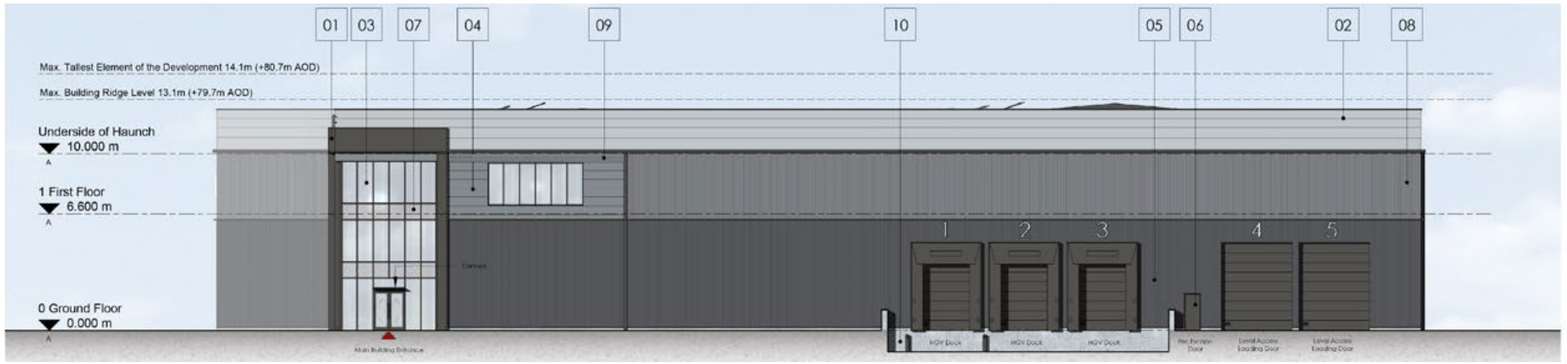
Proposed Unit 2 - Elevation 08



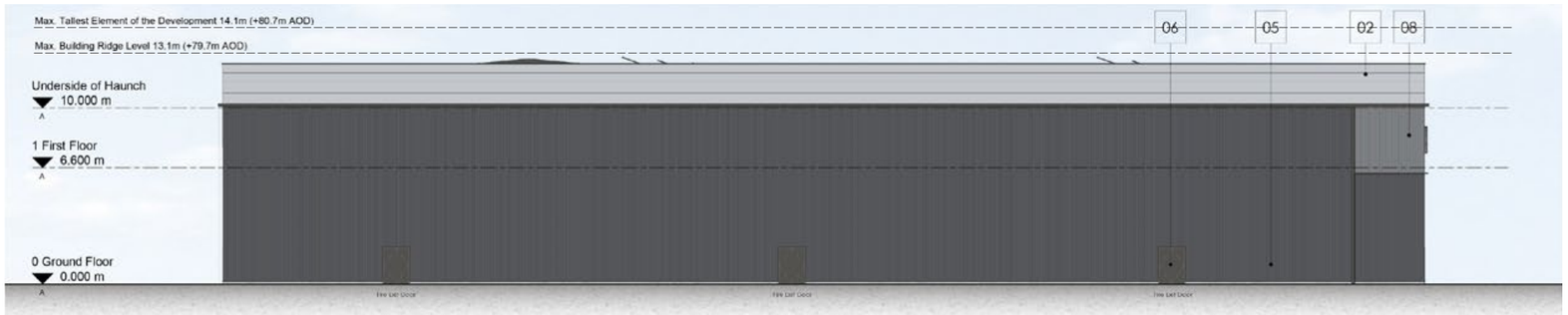
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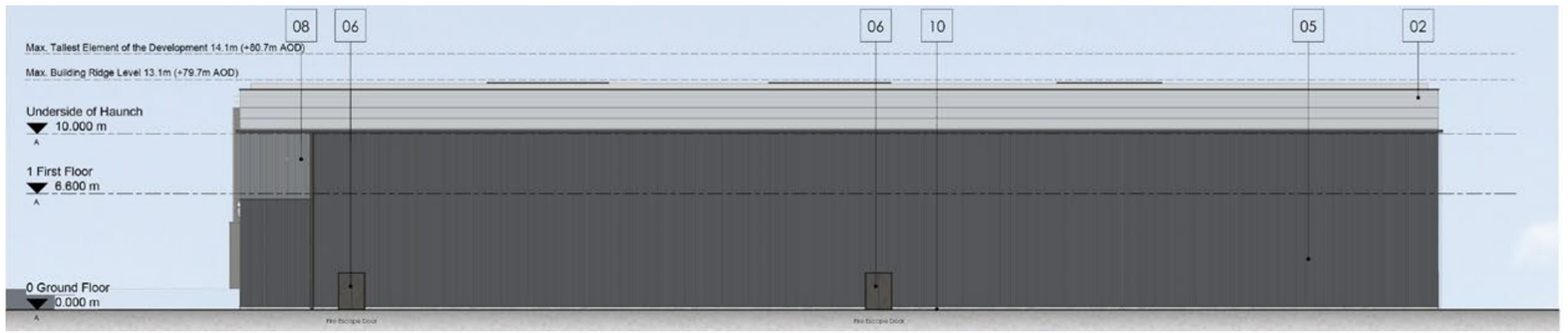
4.7 Proposed Elevations



Proposed Unit 3 - Elevation 09



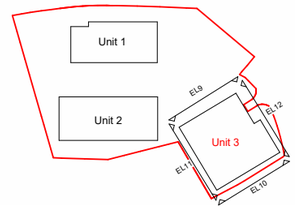
Proposed Unit 3 - Elevation 10



Proposed Unit 3 - Elevation 11



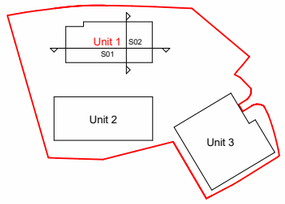
Proposed Unit 3 - Elevation 12

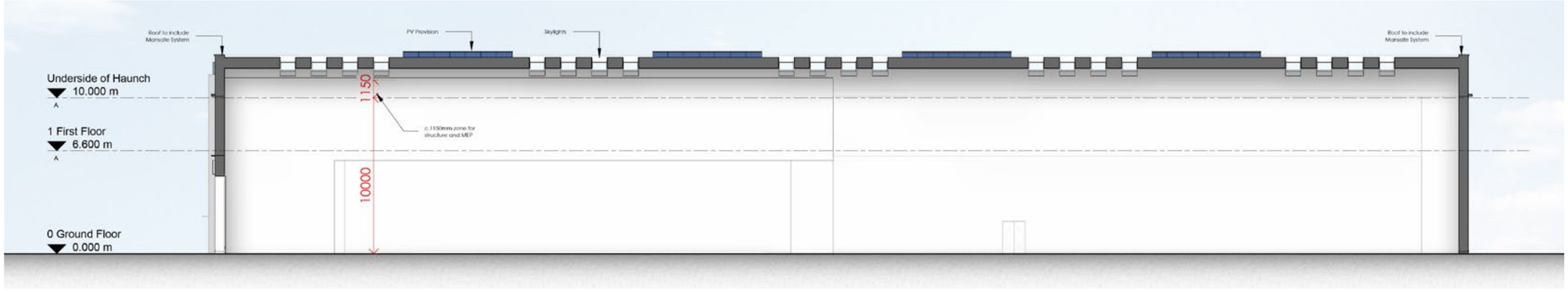


Material Legend

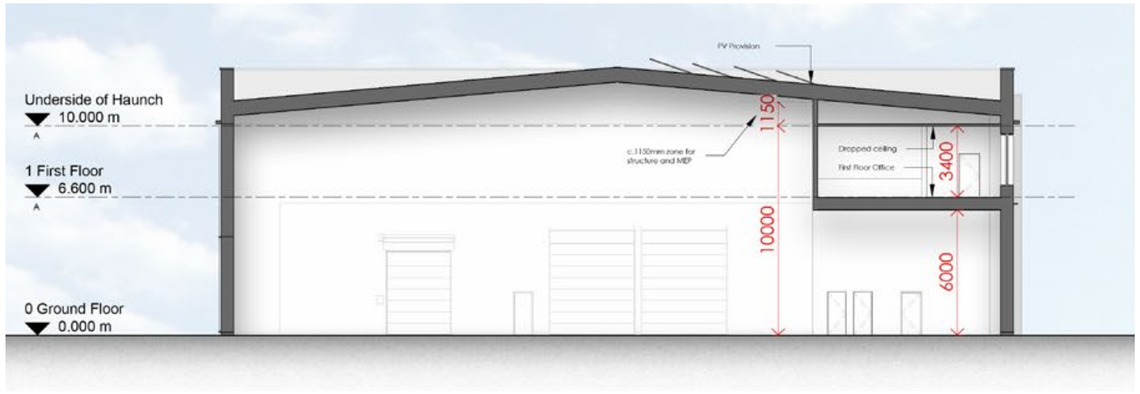
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15	Insulated roof panel with face fixed trapezoidal profile. Finish colour to be light grey.

4.8 Proposed Sections



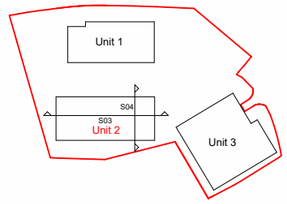


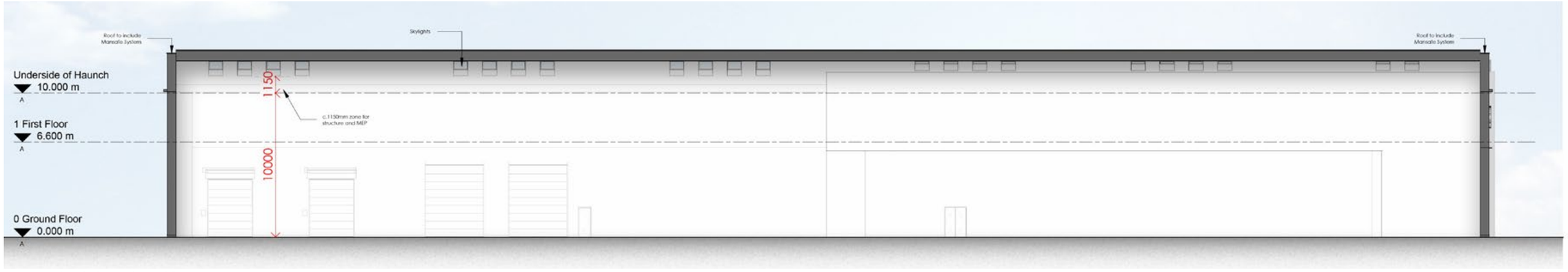
Proposed Unit 1 Section S01



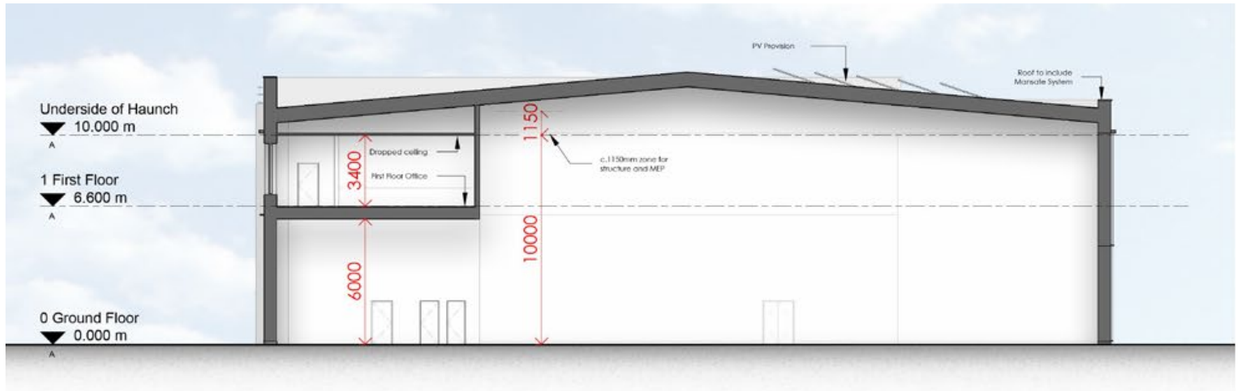
Proposed Unit 1 Section S02

4.8 Proposed Sections



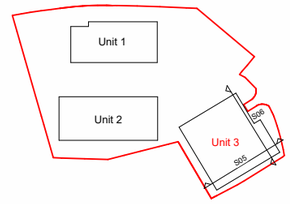


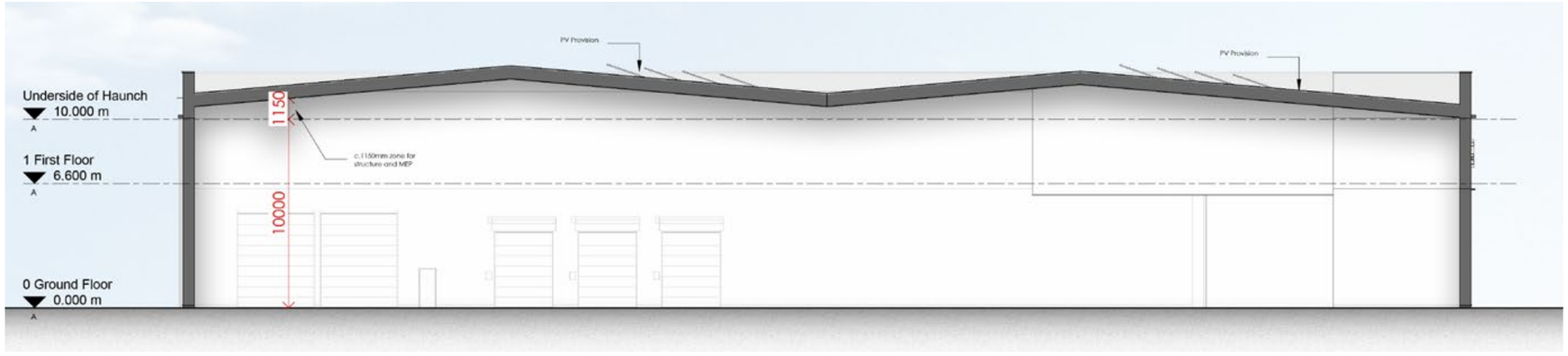
Proposed Unit 2 Section S03



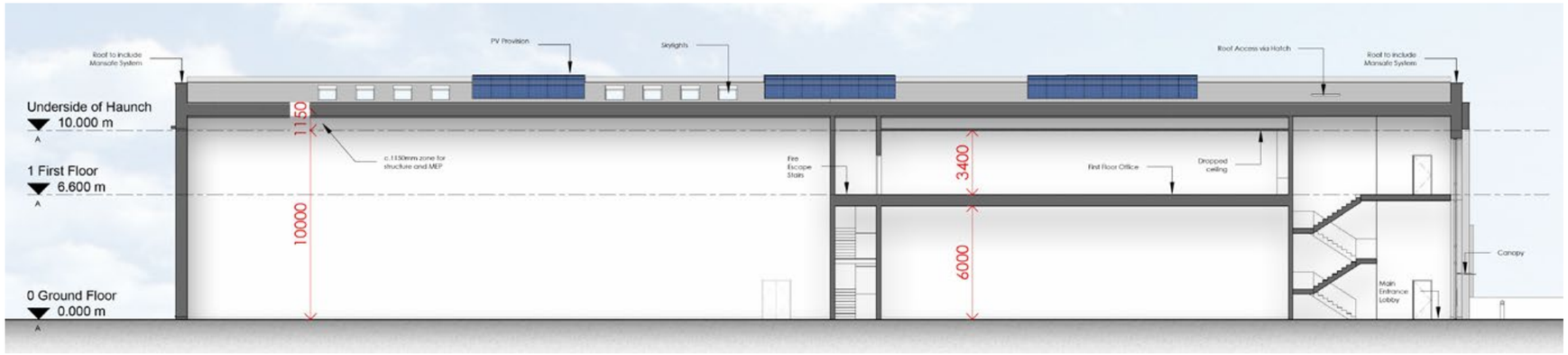
Proposed Unit 2 Section S04

4.8 Proposed Sections





Proposed Unit 3 Section S05



Proposed Unit 3 Section S06

4.9 Visualisations



Proposed CGI - View from Unit 3 Service Yard

4.9 Visualisations



Proposed CGI - View from Pedestrian Approach

4.9 Visualisations



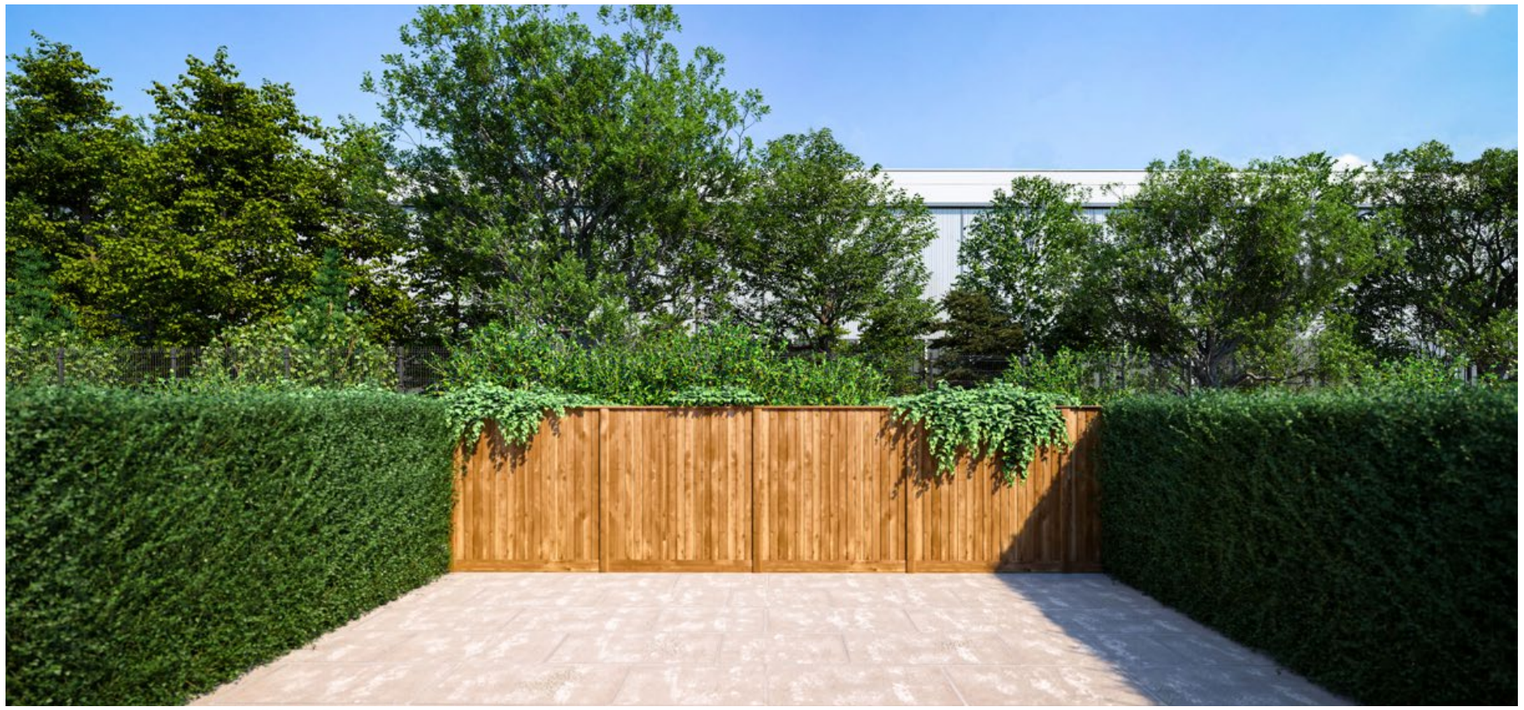
Proposed CGI - Aerial View

4.9 Visualisations

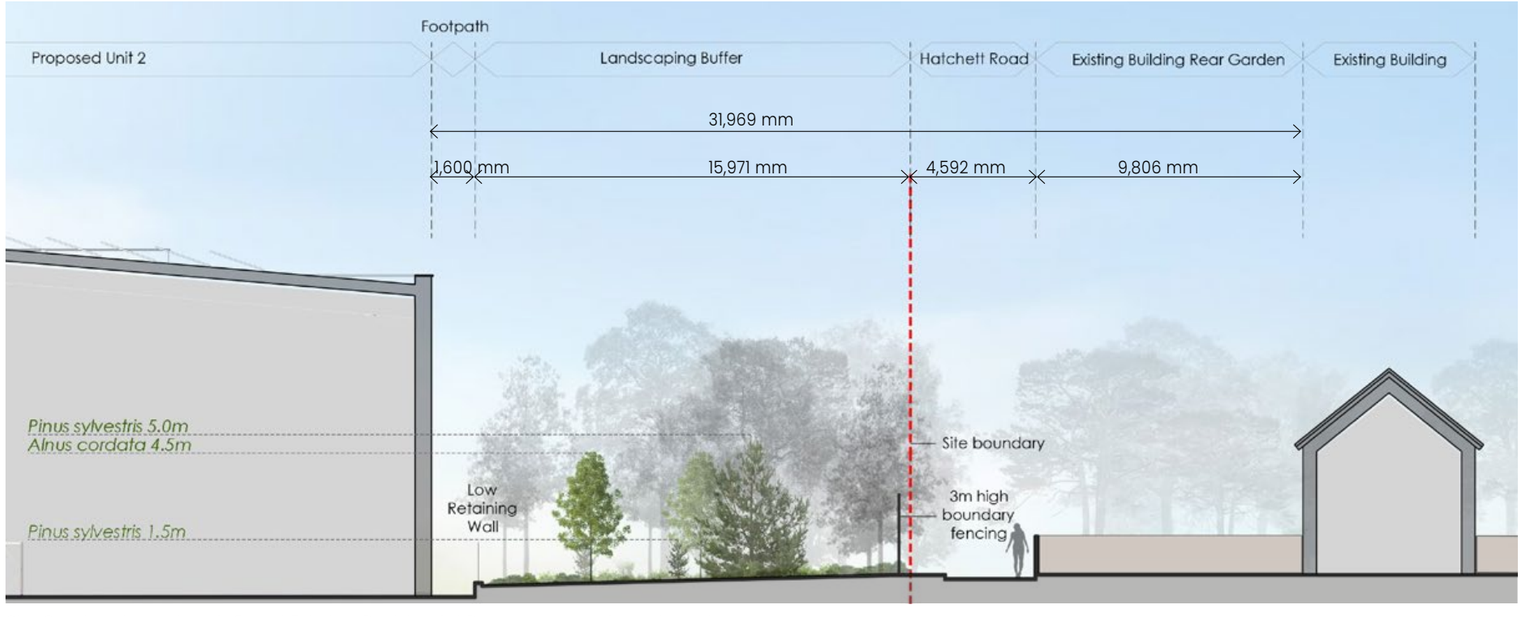


Proposed CGI - View of Unit 1 from Simonsway

4.9 Visualisations



Proposed CGI - View of Unit 2 Rear Elevation, Landscaping at Year 1



Site Section through Unit 2 and Existing Residential Property - Year 1 Landscaping

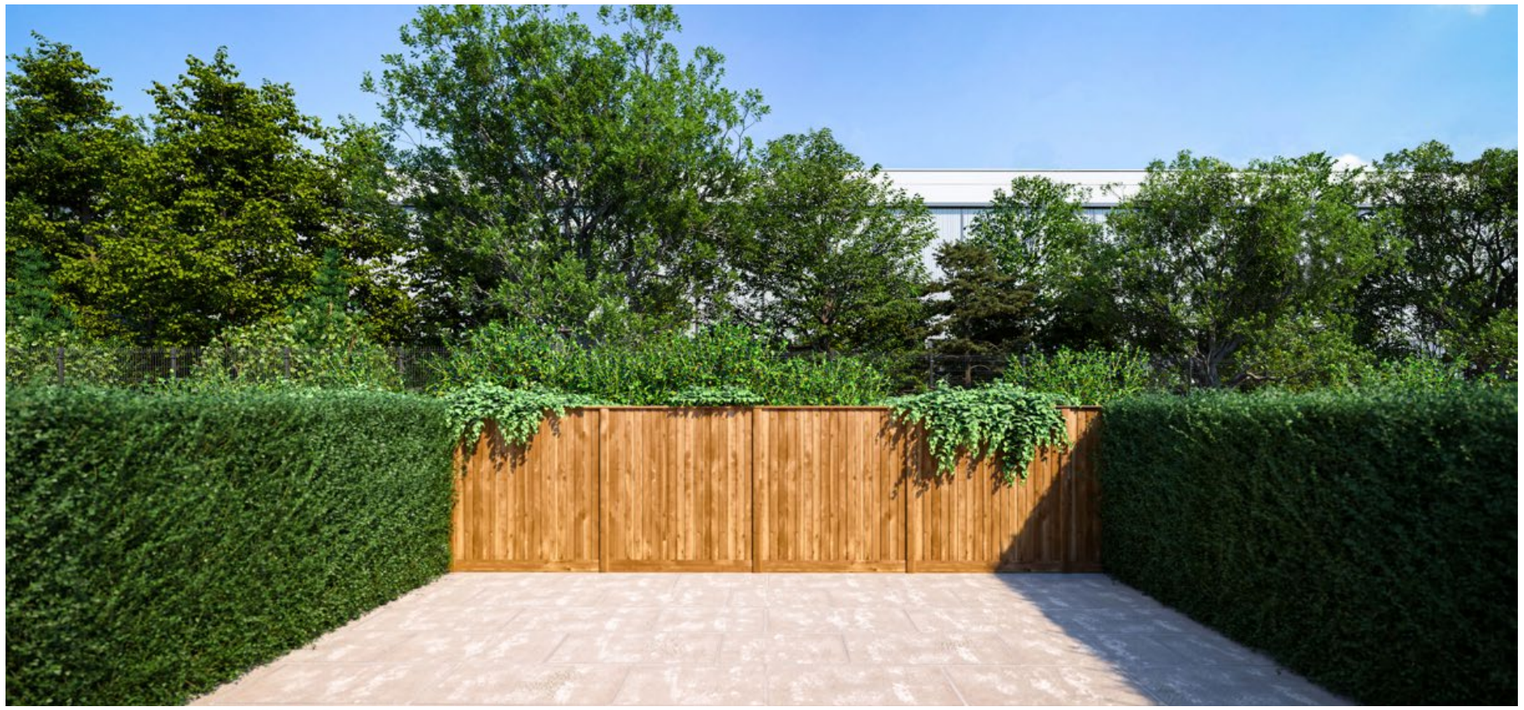


Key Plan - View from the Rear Gardens from Hatchett Road

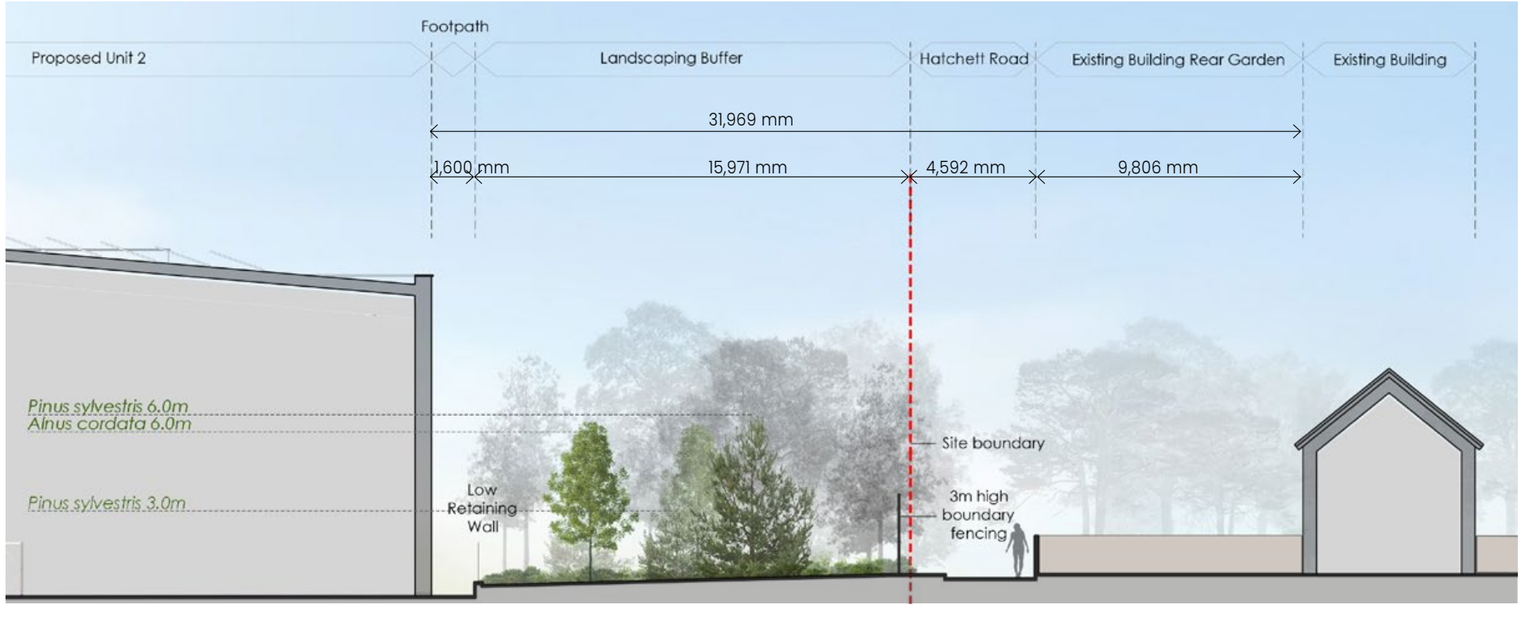


Key Plan - Section

4.9 Visualisations



Proposed CGI - View of Unit 2 Rear Elevation, Landscaping at Year 5



Site Section through Unit 2 and Existing Residential Property - Year 5 Landscaping



Key Plan - View from the Rear Gardens from Hatchett Road

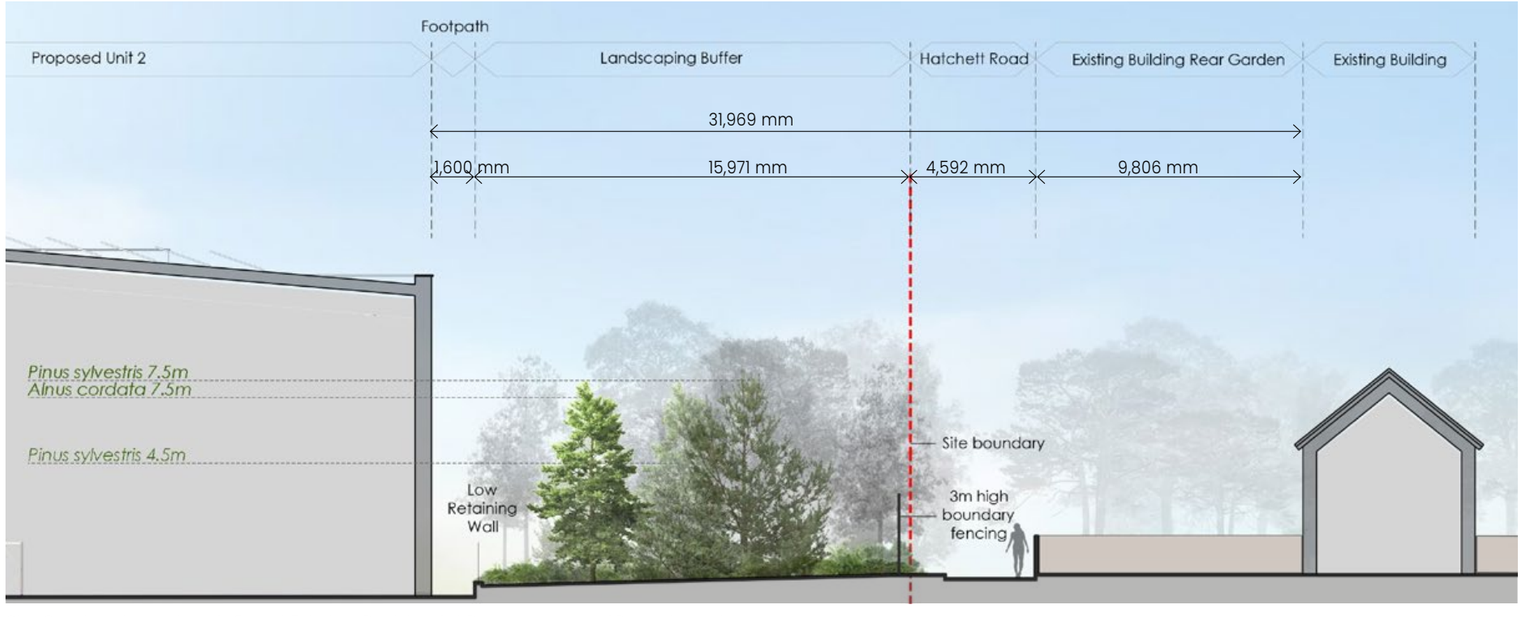


Key Plan - Section

4.9 Visualisations



Proposed CGI - View of Unit 2 Rear Elevation, Landscaping at Year 10



Site Section through Unit 2 and Existing Residential Property - Year 10 Landscaping



Key Plan - View from the Rear Gardens from Hatchett Road



Key Plan - Section

5. Landscape Proposals

5.1 Landscape Strategy

LANDSCAPE DESIGN PRINCIPLES

The landscape strategy for Concord Logistics development promotes integrated connectivity, enhanced green infrastructure and improved on-site amenity. This will be achieved by providing well-connected pedestrian and cycle routes, enhancing planting and by introducing dedicated recreation areas for staff and visitors.

Integrated Connectivity

The proposed layout strengthens existing pedestrian and cycle corridors, extending these through the Site.

Boundary treatments will be sensitively located to minimise visual impact.

Enhanced Planting & Green 'Pockets'

Native, perimeter woodland planting is enhanced and extended to help soften any visual impact of the new development.

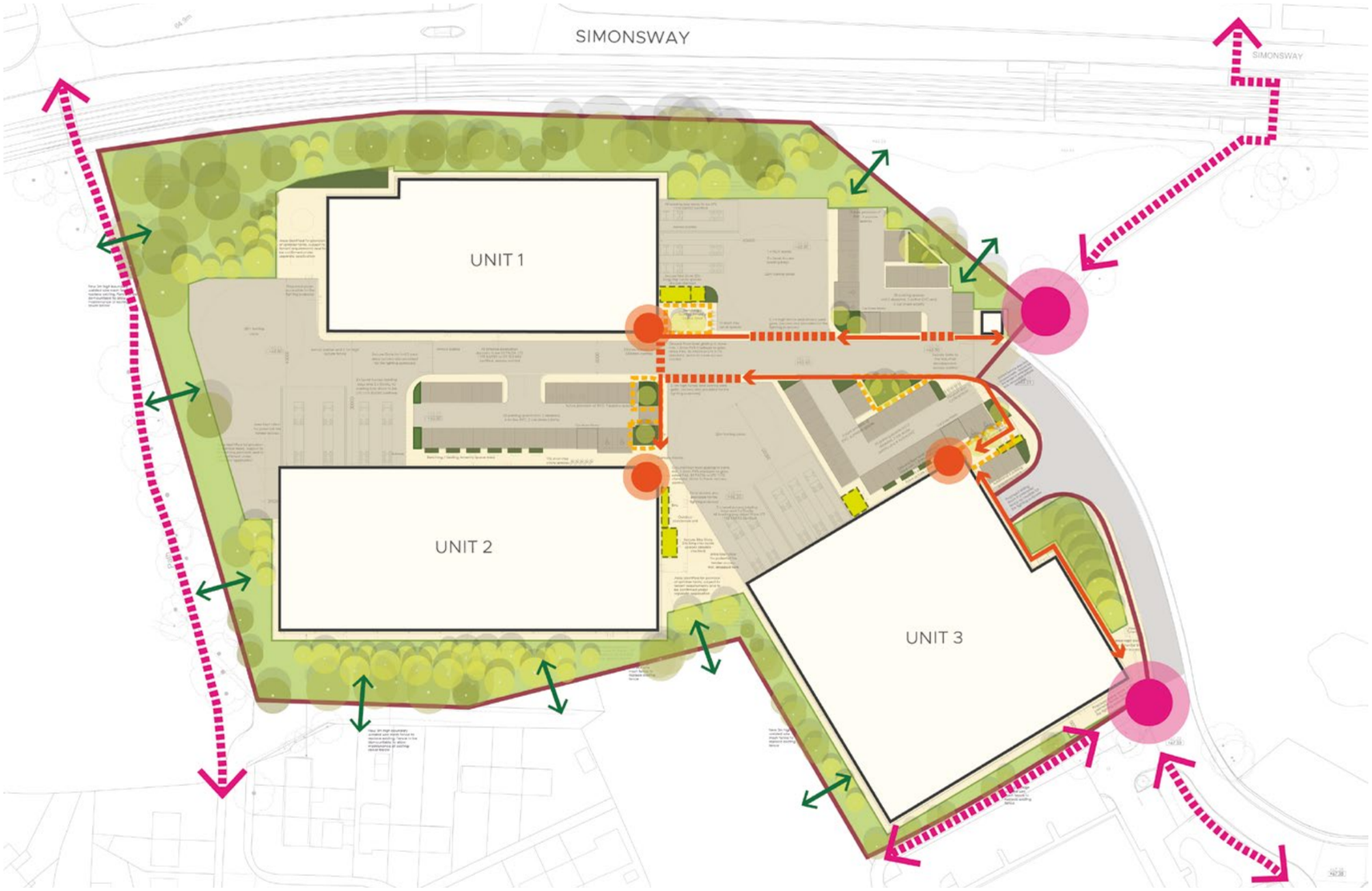
Green planting 'pockets' and sedum roofs soften hard standing areas and create a connected network of ecological corridors.

Recreational Nodes

Recreational areas with seating opportunities are thoughtfully located along key pedestrian routes to promote well-being and relaxation.

KEY:

- Primary Pedestrian & Cyclist Gateway
- Unit Entrance
- Primary Pedestrian & Cyclist Connectivity
- Primary Pedestrian Routes
- Pedestrian Crossing
- Recreation Node
- Planting 'Pocket'
- Green Roof
- Enhanced Planting
- Woodland Connectivity
- Retained Existing Tree
- Proposed Tree



Landscape Strategy

5.2 Tree Retention & Removal

TREE RETENTION AND REMOVAL

The proposed landscaping seeks to build upon the Site's existing vegetation structure to enhance the development's setting, whilst maintaining the wider Wythenshawe 'Garden' setting.

New planting will help to integrate and screen new built form from Simonsway to the North, residential areas to the South and the adjacent woodland path (through Big Wood) to the West.

The scheme has evolved to ensure retention and protection of Category A trees where possible (as identified by ACS Consulting).

Mitigation hierarchy has been followed to minimise tree loss where possible whilst ensuring a viable development scheme. Where loss is unavoidable, it is the intention that proposed tree planting will mitigate this.

Further details on tree loss and protection are provided within the accompanying ACS Consulting Arboricultural Impact Assessment.

KEY

- Category A Trees Impacted: 3
- Category B Trees Impacted
- Category C Trees Impacted
- Category U Trees Impacted
- Existing Tree Retained



Tree Retention & Removal Plan

5.3 Landscape Strategy

SOFT LANDSCAPING

The planting strategy draws inspiration from the Site's existing setting, establishing a woodland character that reinforces the surrounding landscape.

Perimeter planting will feature tree species that reflect the native varieties already present along the Site boundaries, helping to integrate the development seamlessly with its context.

More 'ornamental' tree species are introduced at Unit entrances to provide visual emphasis and seasonal interest.

Understorey planting will comprise low-maintenance, robust shrubs selected for their year-round structure and resilience, ensuring an attractive and enduring planting strategy.

HARD LANDSCAPING

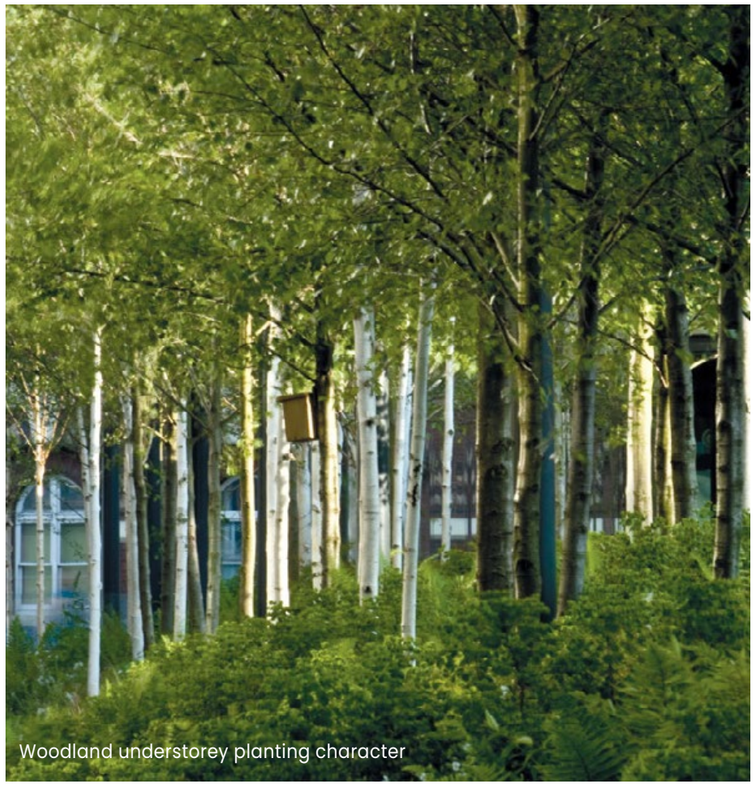
The hardscape strategy prioritises durable, sustainable materials that support both functionality and visual cohesion across the Site.

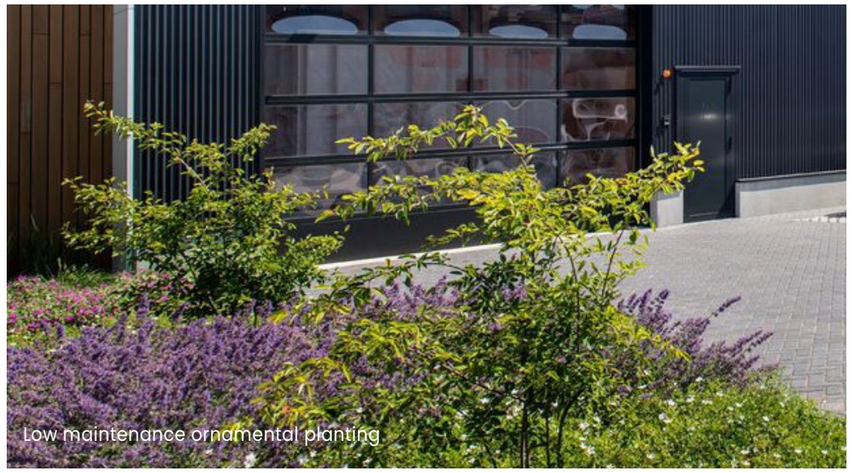
Permeable paving is proposed within parking areas to assist in managing surface water runoff, while concrete block paving will define pedestrian routes and complement the development's architectural palette.

The Site furniture has been selected for longevity and aesthetic quality, including stainless steel bollards and cycle stands, as well as timber-topped benches with powder-coated steel frames.

Powder-coated freestanding planters are positioned along building frontages to soften façades, introduce greenery, and to help define key thresholds and circulation routes.

All materials are chosen to reflect and complement the local vernacular.


Woodland understorey planting character


Low maintenance ornamental planting


Permeable concrete block paving


Timber top benches


Designated pedestrian crossings


Native shrub planting


Trees set within paving

5.4 Boundary Treatment

BOUNDARY TREATMENT STRATEGY

The proposed boundary treatments have been carefully considered and sensitively positioned to minimise their visual impact on the surrounding context.

The strategy utilises a 2.4m and 3.0m mesh perimeter fence and gates (with sliding gates where appropriate) to ensure appropriate Site security. Unit service yards are secured with a 2.1m mesh fence and gates.

A 2.5m timber acoustic fence is positioned to mitigate noise from HGV activity affecting nearby residential streets.

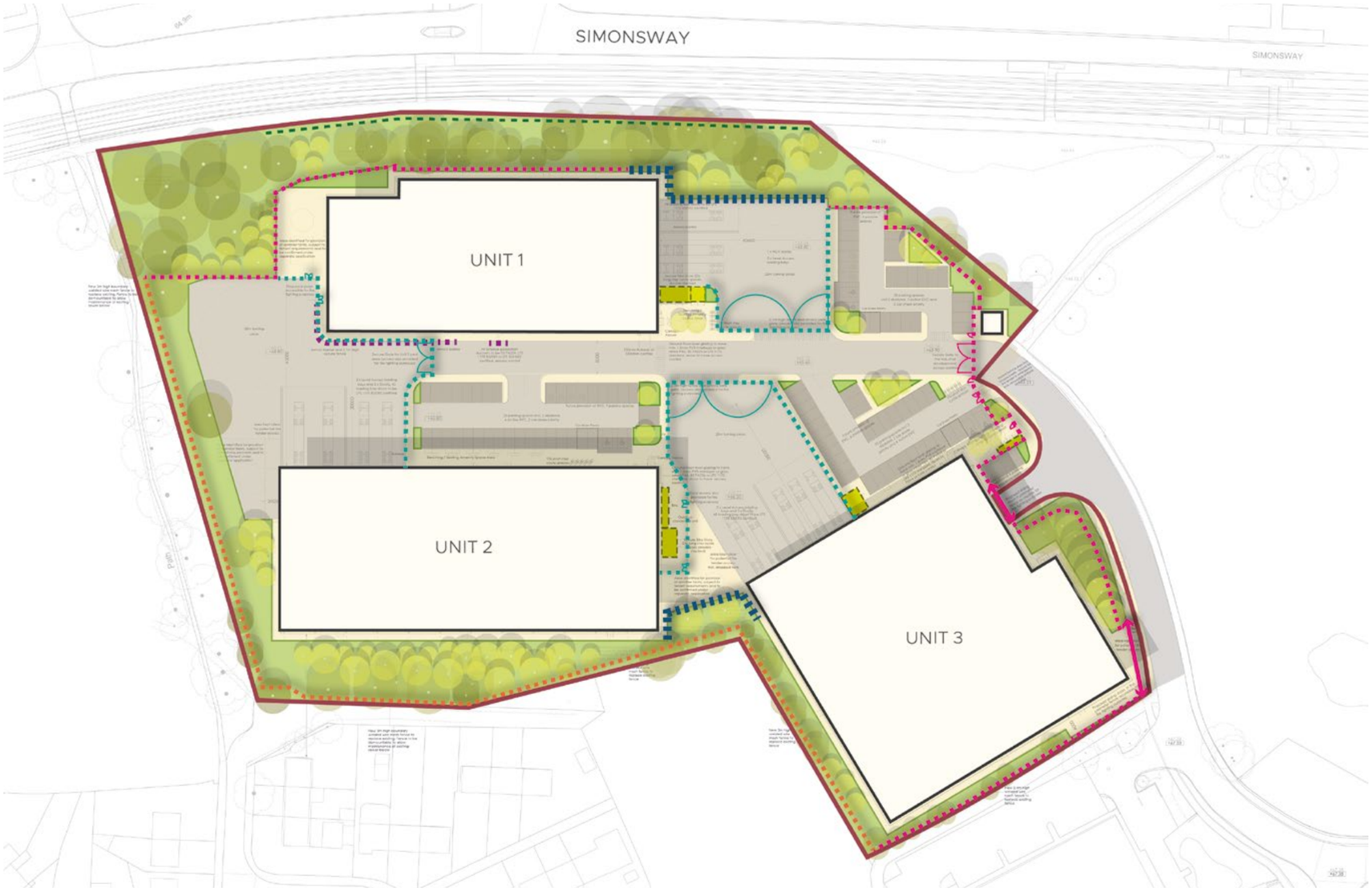
To ensure adequate pedestrian safety along key pathways a 0.56m Armco barrier is provided.

Along Simonsway, a 0.9m timber knee rail is introduced to reflect the existing streetscape character.

Collectively, these treatments are sympathetic to the local vernacular and contribute to coherent and context-appropriate boundary conditions.

KEY:

- 3.0m Mesh Fence
- 2.4m Mesh Fence & Gates
- 2.4m Mesh Sliding Gates
- 2.1m Mesh Fence & Gates
- 2.5m Timber Acoustic Fence
- 0.56m Armco Barrier
- 0.9m Timber Knee Rail



Boundary Treatment Plan

6. Technical Design

6.1 Energy & Sustainability

ENERGY HIERARCHY

In line with best practice, the Energy Strategy follows the following Hierarchy:

BE LEAN
Improve Building fabric beyond Part L 2021 minimum standards
Reduce energy consumption and carbon emissions through passive design and efficiency measures

BE CLEAN
Assess feasibility of connecting to an existing district heat network
If not available, proposed LZC heating strategy

BE GREEN
Further reduce carbon emissions through on-site renewable / low-zero carbon (LZC) technologies

ENERGY STRATEGY
- Air Source Heat Pumps (ASHPs) to provide heating and cooling to office areas
- Total of 423 kWP of Photovoltaic (PV) panels to generate on-site renewable electricity
- 105% carbon reduction is being targeted
- Energy efficient LED lighting
- EPC rating of A+ is being targeted

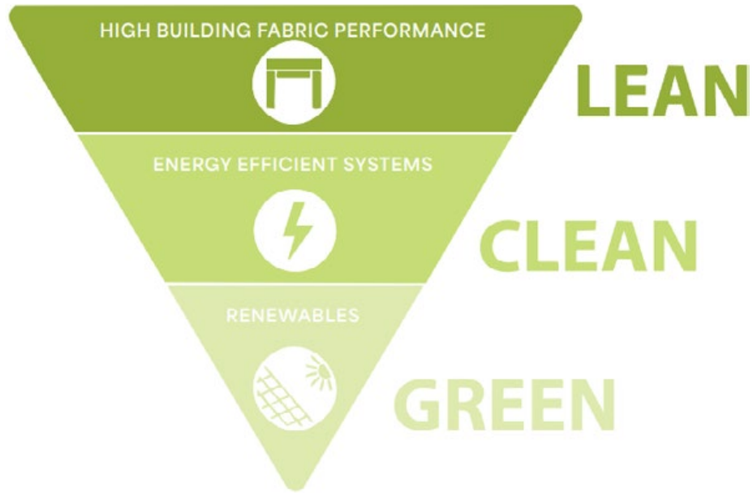
BREEAM
BREEAM rating of Excellent is being targeted

SUMMARY

AIR PERMEABILITY
- Targeting ≤ 4 m³/hr/m² @ 50Pa, improving upon Part L 2021 minimum standards
- Enhances airtightness and reduces heat loss

ENHANCED FABRIC PERFORMANCE
- Incorporates high levels of insulation and high-performance glazing
- Exceeds Part L 2021 U-value targets to minimise heating/ cooling demand

EFFICIENT LIGHTING
- All lighting to be low-energy LED fittings with high efficacy
- Reduces operational energy use





BREEAM

Feature	U – Value (W/m².K)	
External Walls	0.22	
Internal Partitions	0.28	
Ground Floor Slab	0.18	
Exposed Roof	0.15	
Personnel Door	1.6	
Vehicle Door	1.3	
Window Glazing	U=1.3	G'=0.36
Rooflight	U=1.3	G'=0.45
Air Permeability	4 m³/hr/m²@ 50 Pa	

Lighting	
Lighting Type	**lumens per circuit watt**
LED	Office Area's – 140 lm/w WC – 110 lm/w Circulation Area's – 110 lm/W

6.2 Ventilation Strategy

VENTILATION

The proposed units shall be provided with mechanical ventilation in accordance with Building Regulations Part F. The office and meeting room areas shall be provided with mechanical ventilation with heat recovery units to supply fresh and extract vitiated air. The MVHR units shall be mounted within the ceiling void of the offices. Attenuators shall be provided on the system and atmosphere side of the units to satisfy the design noise criteria.

Fresh air shall be delivered to the office space via ceiling mounted swirl diffusers, extract air shall be taken from the office space via open ended bell mouths within the ceiling void. A return air path shall be provided by passive return air grilles.

The MVHR's shall exhaust/intake to/from atmosphere via weatherproof louvres, complete with insect mesh, mounted on the façade. Intake and exhaust positions shall be separated at a minimum distance in accordance with the BREEAM requirements. Indicative sizes for the louvres on each unit have been provided to the architect.

All ductwork shall be manufactured in accordance with BESA DW144. All ductwork shall be adequately supported and shall not be supported by ceilings. All flexible duct connections shall not exceed 0.3 meters.

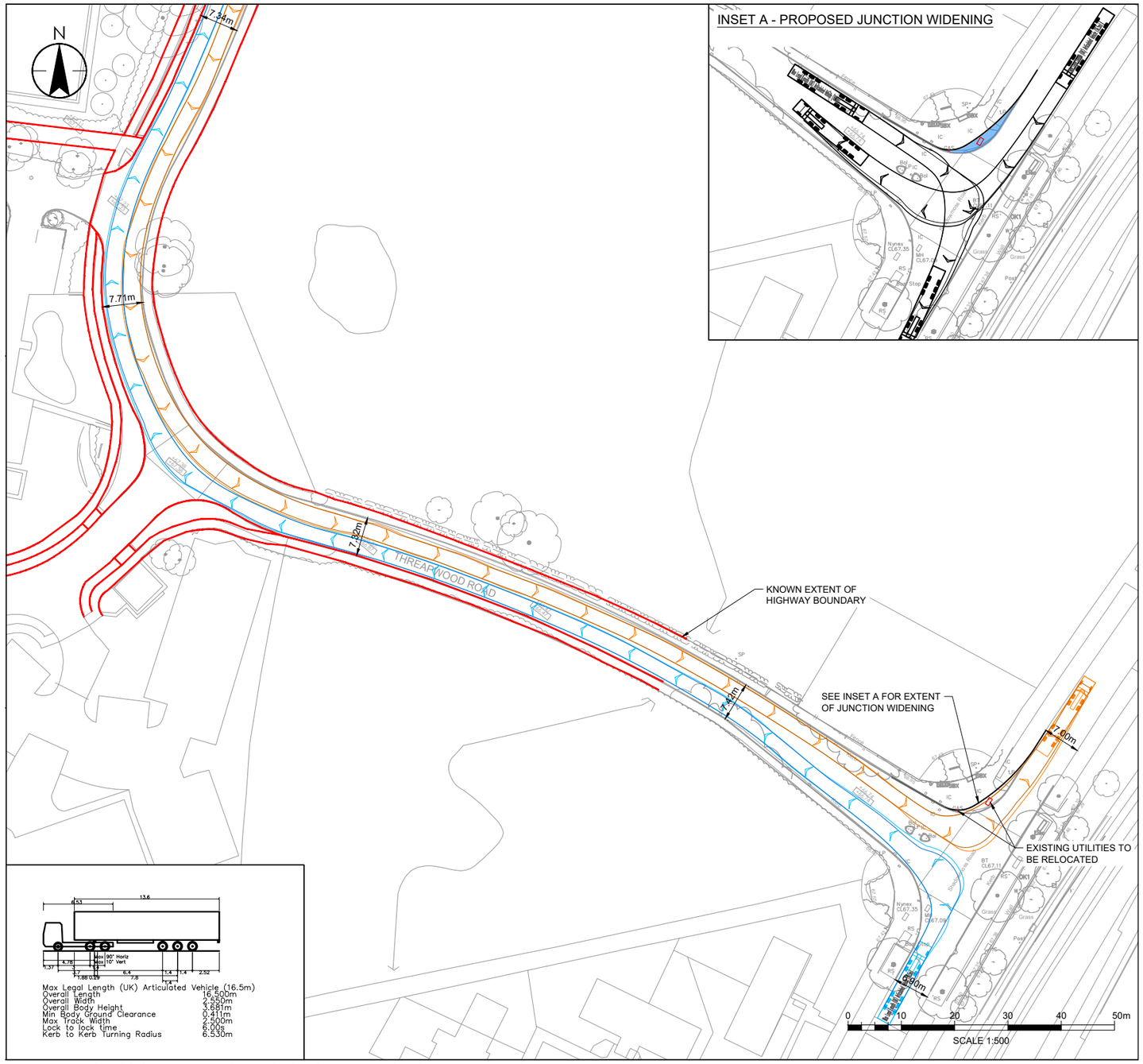
The toilet, showers and cleaner's cupboard and tea point areas shall be provided with mechanical extract ventilation via a twin fan (duty/standby) extract unit. The make-up air to the toilet/shower areas shall be derived from the adjacent areas via undercut doors.

6.3 Highways Design and Vehicle Access

HIGHWAYS DESIGN AND VEHICLE ACCESS STRATEGY



The proposed access retains the established junction onto Threapwood Road, supported by localised kerb realignment to safely facilitate HGV turning. The internal layout secures a controlled and legible movement structure, balancing operational efficiency with the need to safeguard pedestrian and cycle priority. Vehicle tracking confirms clear access for all operational vehicle types and existing road width enables two-way HGV passing without obstruction. A Stage One Road Safety Audit will be undertaken to validate these arrangements.



Access Road Vehicle Swept Path Analysis Diagram - Shadowmoss Road

KEY

Highway Boundary

Proposed Carriageway Widening

6.4 Fire & Emergency Strategy

EMERGENCY, FIRE & RESCUE ACCESS



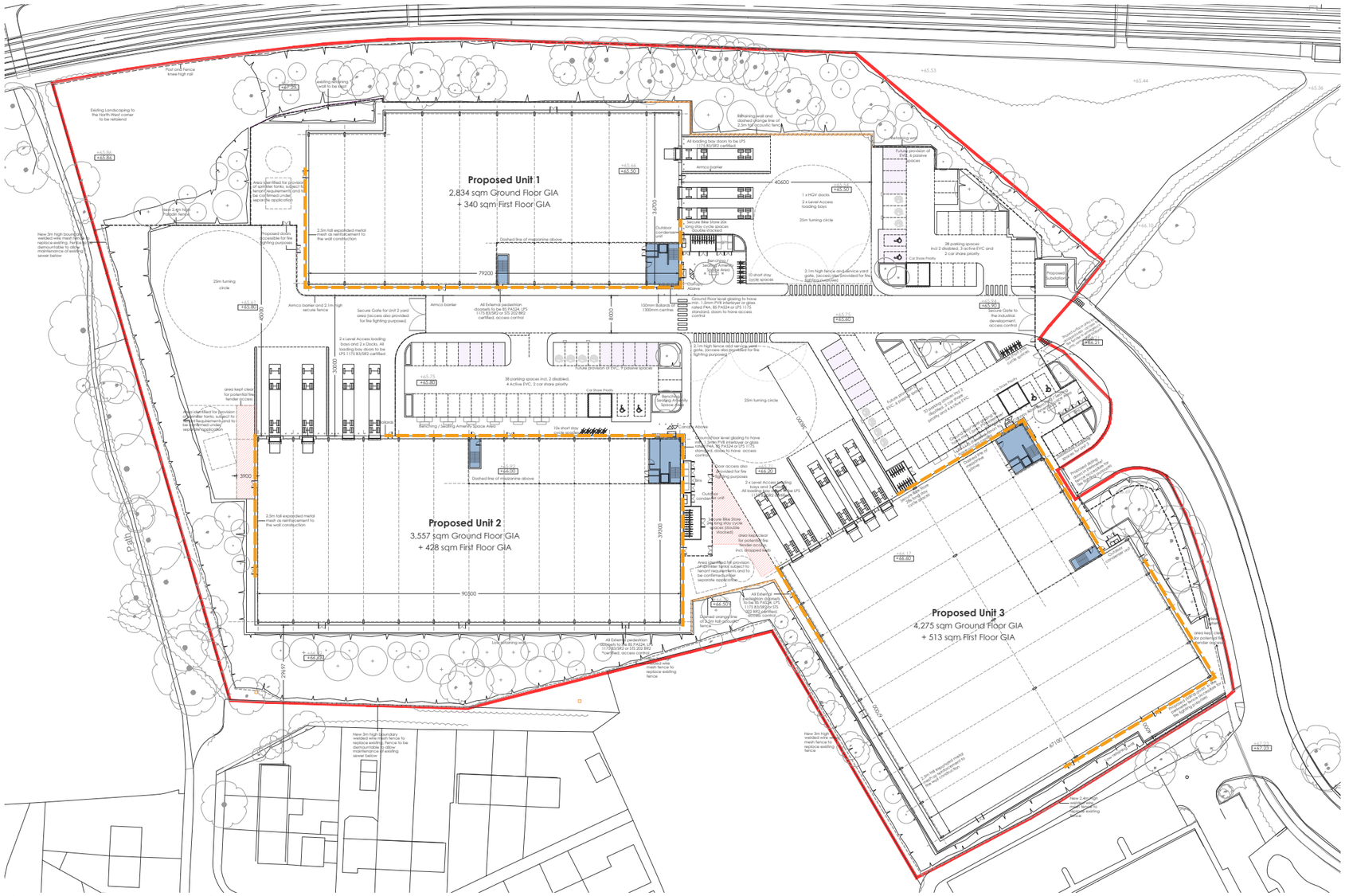
Emergency vehicle access will be achieved via the primary Threapwood Road entrance, with full circulation through the Site enabling direct approach to each building. Manoeuvrability for large emergency appliances (including fire tenders) is secured through compliant swept-path provision, supported by unobstructed entrance geometry and adequate loading aprons. The internal layout enables emergency access without conflict with servicing or general traffic, and design development will incorporate final input from Fire & Rescue under the Building Safety regime.

As the buildings are used for storage (purpose group 7) and as the mean height to the roof is above 11m vehicle access should be provided to a minimum of 50% of the perimeter to each building. Doors should be provided such that there is no more than 60 metres between each door and/or the end of the elevation. The fire appliance should be able to park within 18m of all parts of the elevation without having to reverse more than 20m.

It is currently understood 50% perimeter access would be achievable for each unit however if 50% perimeter access cannot be provided to a building, then for that building, dry risers should be provided, and all areas should be 45m on hose laying distance from the outlet of a main.

Access routes for the fire service should comply with the specification set in Table 8 but note that fire appliances are not standardised throughout the UK, suitability of access routes to be reviewed by the fire service.

If the buildings are erected more than 100m from an existing fire hydrant additional fire hydrants should be provided within 90m of an entry point to the building and be not more than 90m apart.



Fire & Emergency Strategy Diagram

Appliance Type	Minimum width of the road between kerbs	Minimum width of gateways	Minimum turning circle between kerbs	Minimum turning circle between walls	Minimum clearance height	Minimum carrying capacity
Pump	3.7 m	3.1 m	16.8 m	19.2 m	3.7 m	12.5 tonnes
High Reach	3.7 m	3.1 m	26.0 m	29.0 m	4.0 m	17.0 tonnes

Table 8 - Fire and Rescue Service Vehicle Access Route Specification

KEY

- Application Boundary
- Accessible facade for fire services
- Vertical Circulation Cores

6.5 Daylight / Sunlight

DAYLIGHT AND SUNLIGHT ANALYSIS

The surrounding context around the Site mostly consists of wooded areas to the East, West and partially to the South. Additionally, the Site includes a number of existing mature trees to Simonsway and Hatchett road of which most will be kept on site. Although unit 2 is located closer to existing residential buildings than the existing office building, it is less tall and its positioning appears not to impact on daylight/sunlight based on the diagrams shown.

It has therefore been concluded, that there is no need for a daylight and sunlight study to support this application.



Daylight Sunlight Diagram - 10am Summer



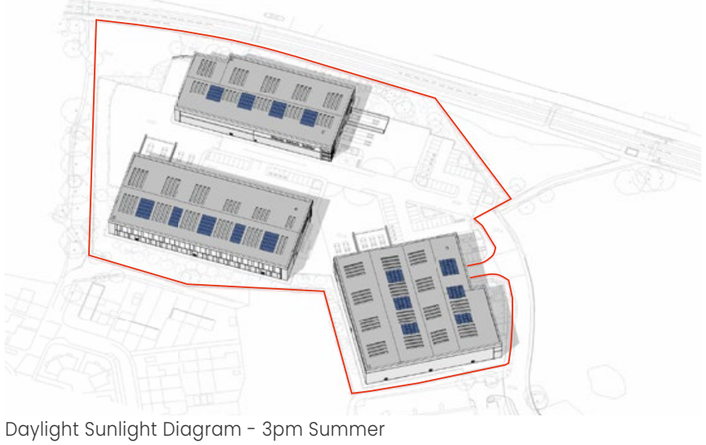
Daylight Sunlight Diagram - 10am Winter



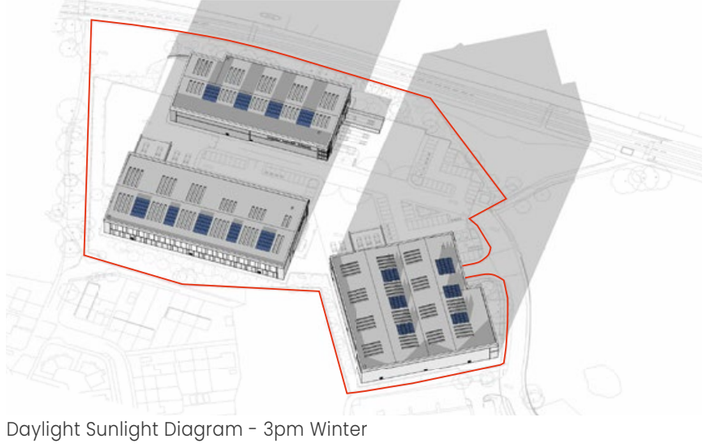
Daylight Sunlight Diagram - 12pm Summer



Daylight Sunlight Diagram - 12pm Winter



Daylight Sunlight Diagram - 3pm Summer



Daylight Sunlight Diagram - 3pm Winter

6.6 Drainage Strategy

FLOOD RISK

The site lies wholly within Flood Zone 1 with very low risk from rivers, sea, sewers and groundwater. While EA surface water mapping indicates medium-to-high risk, this reflects modelling inaccuracies where the existing building stands; with no historical flooding recorded and proposed finished floor levels set at or above surrounding external levels, the overall flood risk is assessed as low.

PROPOSED SURFACE WATER DRAINAGE

Discharge Route: Surface water to discharge to existing 900mm diameter UU surface water sewer in Threapwood Road. Infiltration not feasible due to ground conditions; no watercourses available.

SuDS Features:

- Tanked permeable paving across parking areas for source control and attenuation
- Below-ground attenuation tanks for roof and hard landscape runoff
- Dry attenuation basins utilising docking bays in extreme rainfall events

Discharge Rate:

- 21.7 l/s (Qbar greenfield rate) for 1 in 100-year + 45% climate change event
- 77% reduction from existing discharge rate (93.26 l/s based on maximum pipe capacity)
- 98% reduction compared to 1 in 100-year + 45% free-draining scenario
- Exceeds CDA policy requirement of 50% reduction for brownfield sites

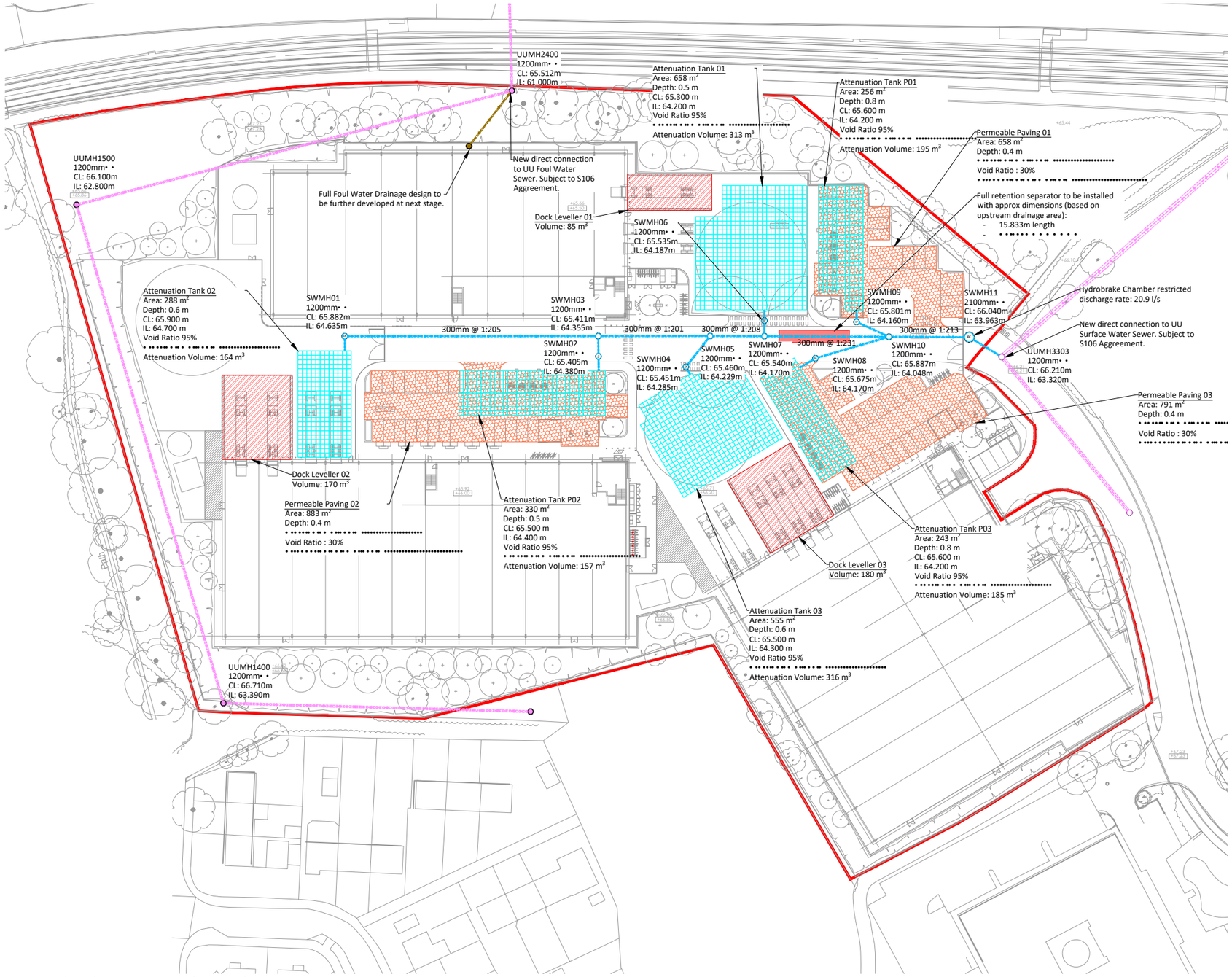
Climate Change: Strategy designed with 45% climate change allowance (Upper Mersey Management Catchment, 2070 epoch).

Water Quality: CIRIA C753 Simple Index Approach confirms adequate mitigation through permeable paving and full retention separators. All pollution indices pass.

Exceedance: Surface water system exceedance flows directed towards soft landscaping areas generally to the northeast.

PROPOSED FOUL WATER DRAINAGE

New gravity foul drainage system to be designed in accordance with Building Regulations Part H to serve proposed buildings. Foul water to discharge via new direct connection to UU foul sewer located along Northern site boundary.



Proposed Surface Water Drainage Diagram

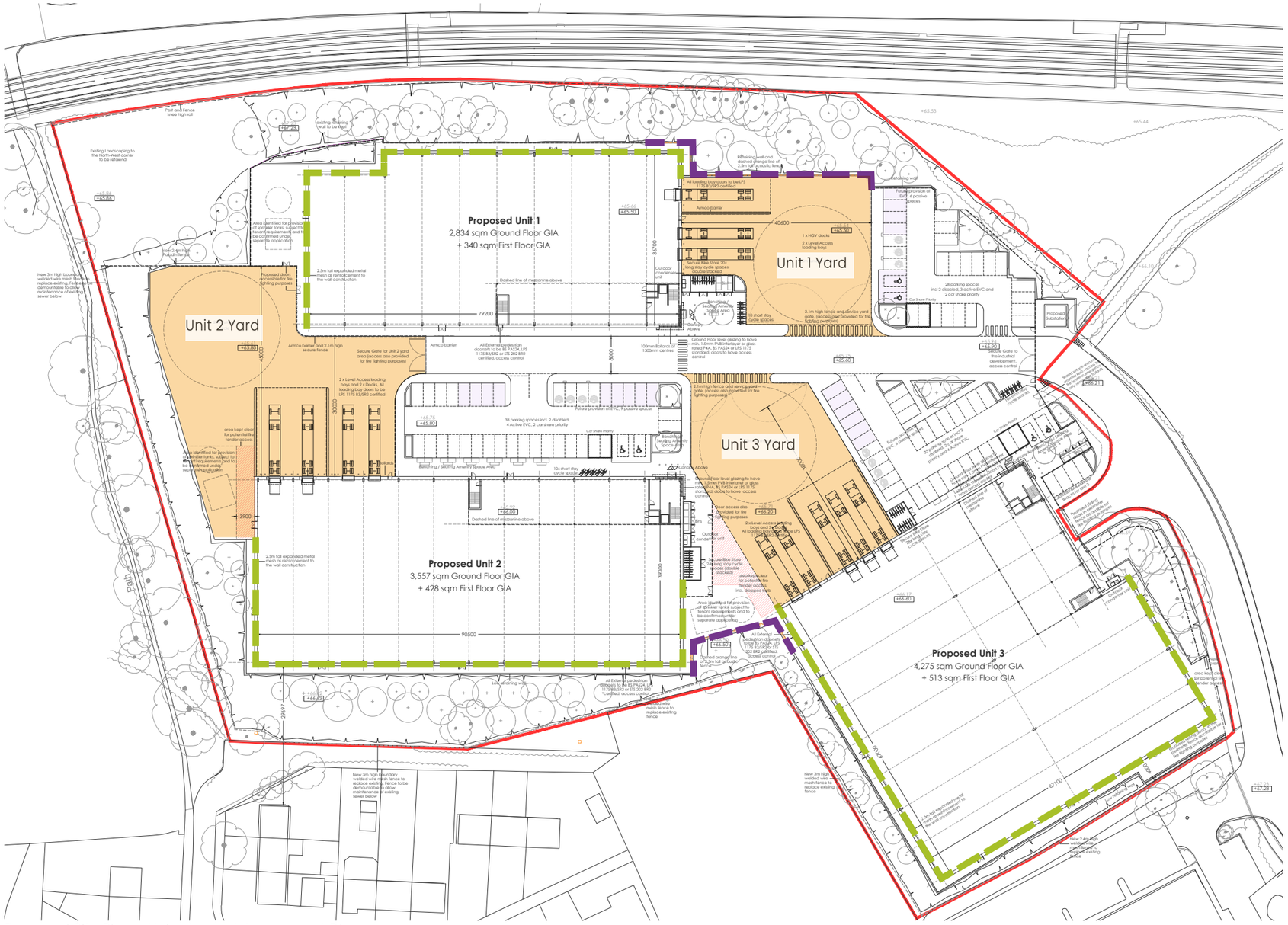
6.7 Noise Impact Assessment

NOISE IMPACT ASSESSMENT

A noise impact assessment has been undertaken of the proposed development. The assessment utilises environmental sound survey data obtained at the Site at two measurement locations to determine noise impacts. Noise impacts from the scheme have been mitigated where practicable through consideration of the proposed development's layout and inclusion of acoustic barriers on specific areas of the Northern and Southern boundaries of the scheme.

Noise from vehicles accessing the Site and the service yards is calculated to be within Manchester City Council's technical guidance criteria, and is therefore considered to be acceptable.

Plant noise emissions have not been assessed at this stage as detailed plant selections for the proposed development are not yet available. Plant noise emission limits have been set for fixed items of plant. The requirement for assessment of plant noise could be conditioned as part of the planning permission.



Proposed Site Plan - Noise Impact Assessment Diagram

KEY

- Application Boundary
- Proposed Acoustic Fence
- Quiet Elevations facing existing development
- Yard Placement away from existing buildings

6.8 Operational Waste Strategy

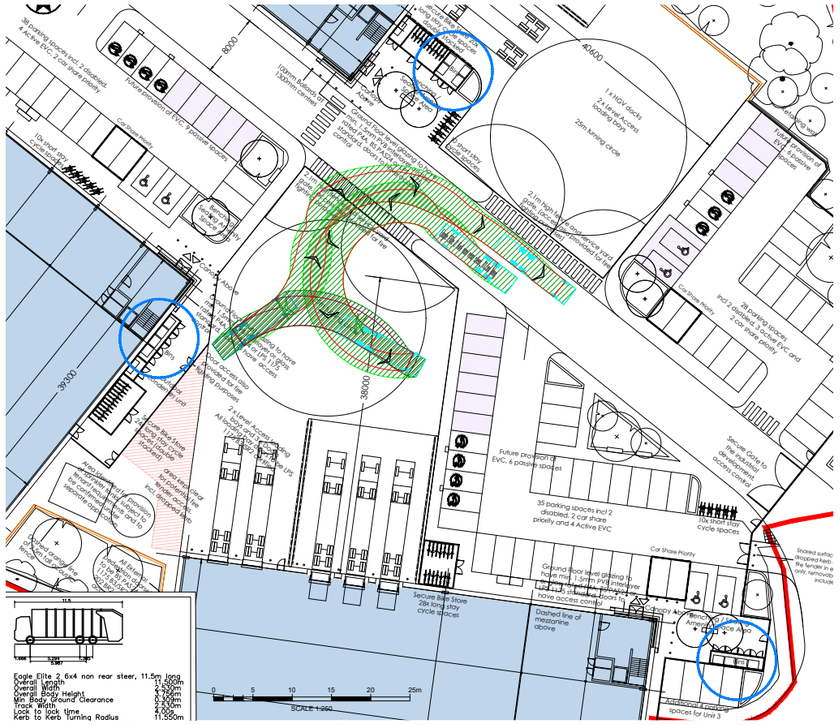
WASTE, SERVICING & DELIVERY MANAGEMENT PLAN

Operational waste will be managed in compliance with national and local guidance. Each unit is provided with a dedicated service yard, ensuring that all loading, deliveries, and refuse collection take place within the Site boundary. To maintain safety and efficiency, service vehicle movements will be separated from pedestrian routes, reducing potential conflicts and supporting efficient operations.

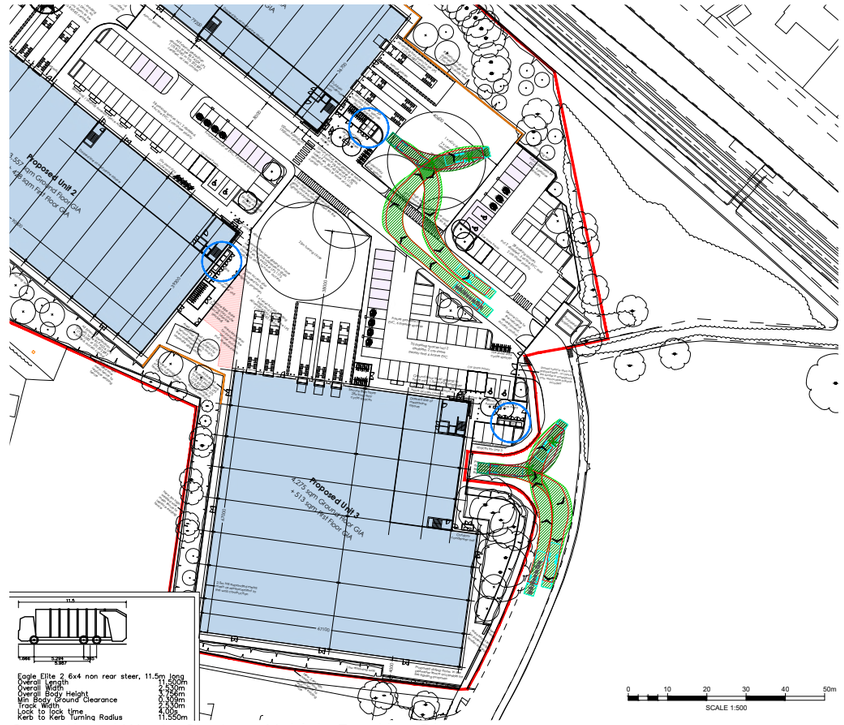
Swept path analysis has been undertaken for each unit using an 11.5m refuse collection vehicle. The analysis confirms that vehicles can access each unit, reverse to the designated waste storage area, and exit the Site in forward gear.

Refuse collection is expected to be carried out by a private contractor appointed by future occupiers with collections anticipated once or twice weekly.

The service yard for each unit will also accommodate a portable compactor.



Operational Waste Strategy Vehicle Tracking Diagram



Operational Waste Strategy Vehicle Tracking Diagram

KEY

Application Boundary

Bin Location for Each Unit

7. Summary and Conclusion

7.1 Conclusion and Project Summary

REPORT SUMMARY

This Design and Access Statement has been prepared by The Harris Partnership Ltd on behalf of Karlin VMH Ltd c/o Global Mutual to support the detailed planning application for:

Erection of three, high specification, two-storey Warehouse Units (Use Class B2/B8, E(g)(iii) with ancillary offices and trade counters, along with all associated works including landscaping, car parking and alterations to access arrangements. ('the Proposal' or the 'Proposed Development').

This will provide new high quality work spaces for urban logistics and industrial businesses who are actively seeking space to relocate to in South Manchester.

The key benefits include:

- Creating 3 modern high-quality flexible industrial units consisting of ground floor warehouse and c. 12% office space at first floor and with 10m clear height to underside of haunch
- Providing units with dedicated service yards and parking areas allowing for independent operation on Site
- Providing employment opportunities for the area, the proposal could support potentially upto 200-300 jobs subject to end occupier for these units

www.harrispartnership.com