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DESIGN AND ACCESS REPORT

APH BOUNDARY

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ARCHITECTURE + HERITAGE

COTTONOPOLIS BUILDING • NEWTON STREET

MANCHESTER • M1 2AF

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1.0 INTRODUCTION

1.1 INTRODUCTION

This Design and Access Statement has been prepared by Atelier MB in support of a Full Planning Application for the partial replacement of the existing perimeter boundary treatment at the APH (Airport Parking and Hotels) Park and Ride facility on Bradnor Road, within the Sharston Industrial Area, Manchester.

The proposals seek to improve the security of the existing airport parking facility through the replacement of the existing boundary fencing and gate along two sides of the site perimeter.The development is limited to works to the site boundary and does not involve any change to the established use or operation of the facility.

2.0 CONTEXT

2.1 LOCATION + CONNECTIVITY

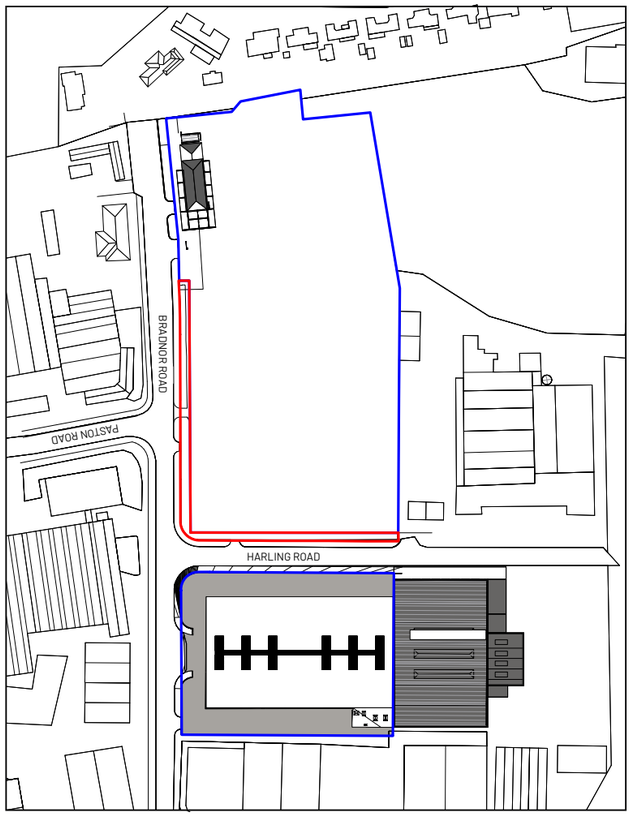


Image: APH Car Park, Location Plan.

The application site entrance is located on Bradnor Road within the Sharston Industrial Area, immediately north-east of Manchester Airport. The site benefits from direct access to the strategic highway network via the M56 and is served by a dedicated shuttle bus service providing regular transfers to Manchester Airport terminals.

The surrounding area is predominantly characterised by industrial, warehouse, storage and commercial uses. The site is located adjacent to the Grade II* listed Wythenshawe Bus Garage, and its immediate setting is characterised by commercial and transport-related development.

2.2 THE SITE

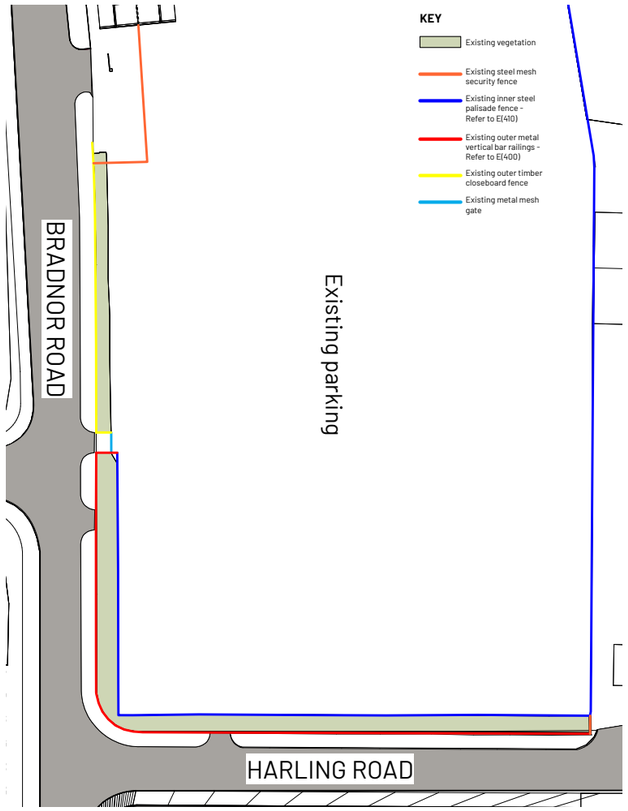


Image: APH Car Park, Existing Site Plan.

The application site comprises an established open-air airport parking facility serving Manchester Airport. The majority of the site consists of hardstanding used for long-stay vehicle parking, with associated circulation routes and parking bays.

Vehicular access is taken from Bradnor Road, where a small reception building is located adjacent to the site entrance. The building provides customer reception and operational facilities associated with the day-to-day management of the airport parking operation.

The site is currently enclosed along Bradnor Road and Harling Road by two separate lines of perimeter fencing comprising an inner steel palisade security fence and an outer metal vertical bar railing fence. A section of the boundary along Bradnor Road is enclosed by a timber close-board fence. The boundary treatment to the north-east, adjoining the cricket ground, and to the north-west, adjoining the rear gardens of properties on Penarth Road, will remain unchanged.

2.3 USE

The application site is occupied by an established airport park and ride facility serving Manchester Airport, providing long-stay parking together with ancillary customer reception and operational facilities.

The proposals do not involve any change to the established use or operation of the site.





Image: APH Car Park, Photos.

3.0 THE BRIEF

3.1 THE BRIEF

The client's brief was to develop proposals that improve the security of the existing airport parking facility in response to repeated incidents of vandalism and criminal damage.

A key objective was to replace the existing boundary arrangement with a more robust and effective perimeter treatment that provides improved protection for customers' vehicles while creating a simpler and more coherent site frontage.

The proposed fencing strategy has been informed by the client's operational experience of managing airport parking facilities. Based on that experience, the client considers that screening vehicles behind 2m to 3m high perimeter fencing is one of the most effective measures for reducing attempted theft and malicious damage by limiting views of parked vehicles from the public highway.This approach is particularly relevant along Bradnor Road, where the deteriorating condition of the adjacent pavement has occasionally provided loose material that has been thrown over the existing fence, causing damage to vehicles. By preventing direct views into the site, the proposals are expected to reduce the temptation for such behaviour. Also, restricting visibility of the operational areas makes it more difficult for potential offenders to determine whether staff are present, increasing uncertainty and reducing opportunities for opportunistic criminal activity.

Overall, the brief seeks to provide a durable, low-maintenance boundary solution that supports the continued operation of the facility while enhancing security for customers, staff and the wider site.

4.0 PROPOSALS

4.1 PROPOSALS

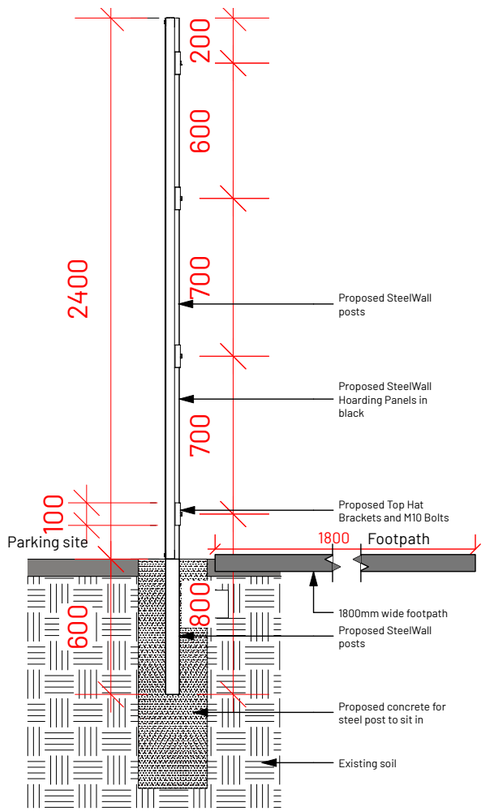


Image: Proposed Steel Hoarding Fence Section.

The proposals comprise the replacement of the existing perimeter boundary treatment along the Bradnor Road and Harling Road frontages of the site.

The existing boundary consists of an inner 2.5m high steel palisade security fence together with an outer 1.2m high metal vertical bar railing fence. Both fences will be removed and replaced with a single 2.4m high black powder-coated steel security fence, positioned on the line of the existing outer boundary. An existing gate located approximately midway along Bradnor will also be replaced with a gate to match the proposed security fence.

The replacement boundary has been designed as a simple, robust and durable intervention that responds to the operational requirements of the site. Replacing the existing dual fence arrangement with a single perimeter treatment will create a more coherent frontage while reducing future maintenance requirements.

5.0 TECHNICAL DESIGN

5.1 SECURITY

The proposals have been developed to improve the security of the existing APH Park and Ride facility in response to repeated incidents of vandalism and criminal damage.

The replacement boundary fence will provide a robust and continuous perimeter, helping to deter unauthorised access and reduce incidents of objects being thrown into the site, which have resulted in damage to customers' vehicles.

Overall, the proposals deliver a durable, low-maintenance security solution that is appropriate to the operational requirements of the site and its commercial setting.



Image: Proposed Steel Hoarding Fence Photo.

5.2 ACCESS STATEMENT

The proposals do not involve any alterations to the existing vehicular or pedestrian access arrangements. Access to the APH Park and Ride facility will continue to be taken from Bradnor Road, with the existing internal circulation and operational layout remaining unchanged.

The development is limited to the replacement of the site's perimeter boundary treatment and will have no impact on the accessibility or day-to-day operation of the facility.

6.0 CONCLUSION

6.1 CONCLUSION

In summary, the proposals comprise the replacement of the existing perimeter boundary treatment with a single robust steel security fence along the Bradnor Road and Harling Road frontages of the site.

The scheme simplifies the existing arrangement of two separate fence lines, providing a more coherent and durable boundary that responds to the operational requirements of the airport parking facility. The proposed design has been developed primarily to improve site security, helping to deter vandalism, unauthorised access and criminal damage to customers' vehicles, whilst providing a high-quality, low-maintenance solution.

The proposals do not alter the established use or operation of the site and are limited to improvements to the existing perimeter boundary. Overall, the development represents a proportionate and appropriate response to the site's operational needs, delivering enhanced security while respecting the commercial and industrial character of the surrounding area.

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