DESIGN & ACCESS STATEMENT | ATLAS BUSINESS PARK, MANCHESTER

2026 Revision C



hale

ARCHITECTURE | DESIGN MANAGEMENT

AVIVA INVESTORS

	Aviva Life & Pensions Limited UK Limited	Client & Developer
	Bell Hammer	Managing Devveloper
	Ridge and Partners	Quantity Surveyor
	Burrows Graham	Structural Engineer
	hale architecture	Architect
	Turley	Planning/ Strategic Communications/ Heritage/ Landscape EIA, Economics
	Waterman	Building services consultant
	Vectos	Transport planning consultant
	Delta Simons	Ecology consultant
	bea Landscape	Landscape Architect
	Envision	Sustainability consultant
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	Nova Fluid Wind Shear	Airspace consultant
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AVIVA INVESTORS

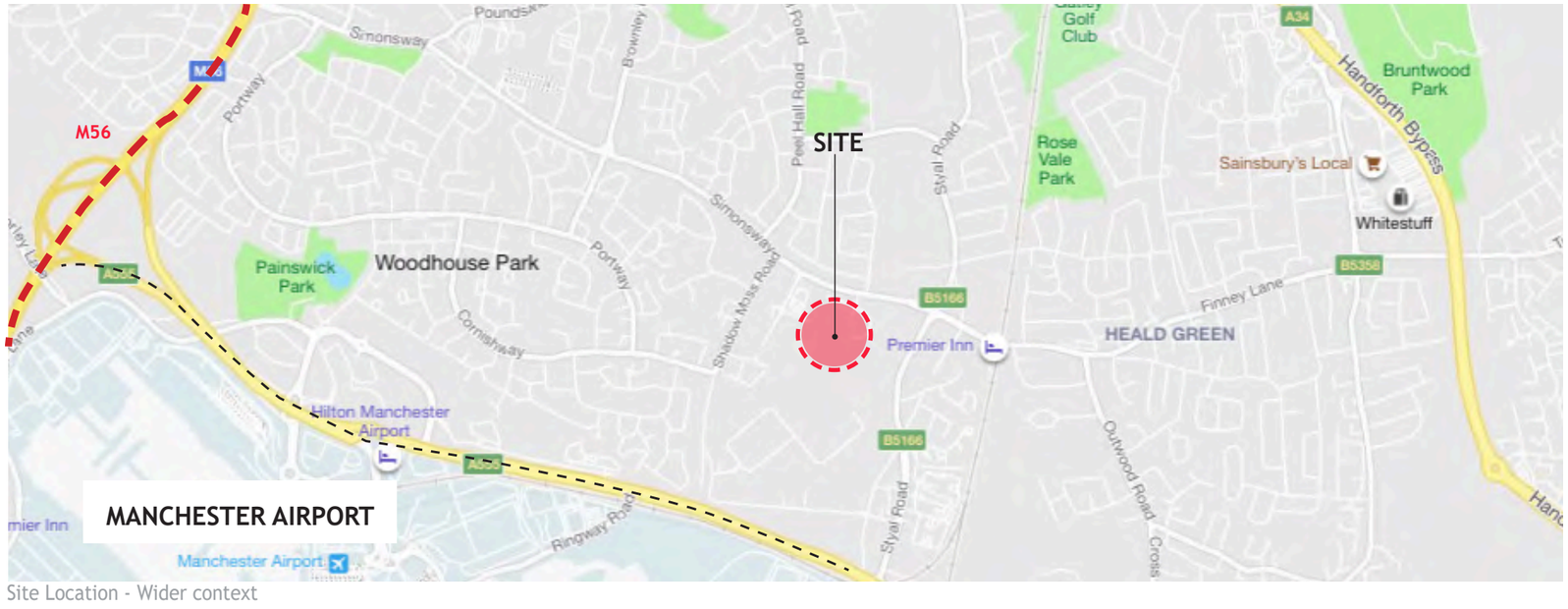


This document has been prepared by Hale Architecture on behalf of Aviva Life & Pensions Limited UK Limited.

The purpose of this Design and Access Statement is to assist in the understanding of the design, planning drawings and supporting material submitted as part of this application.

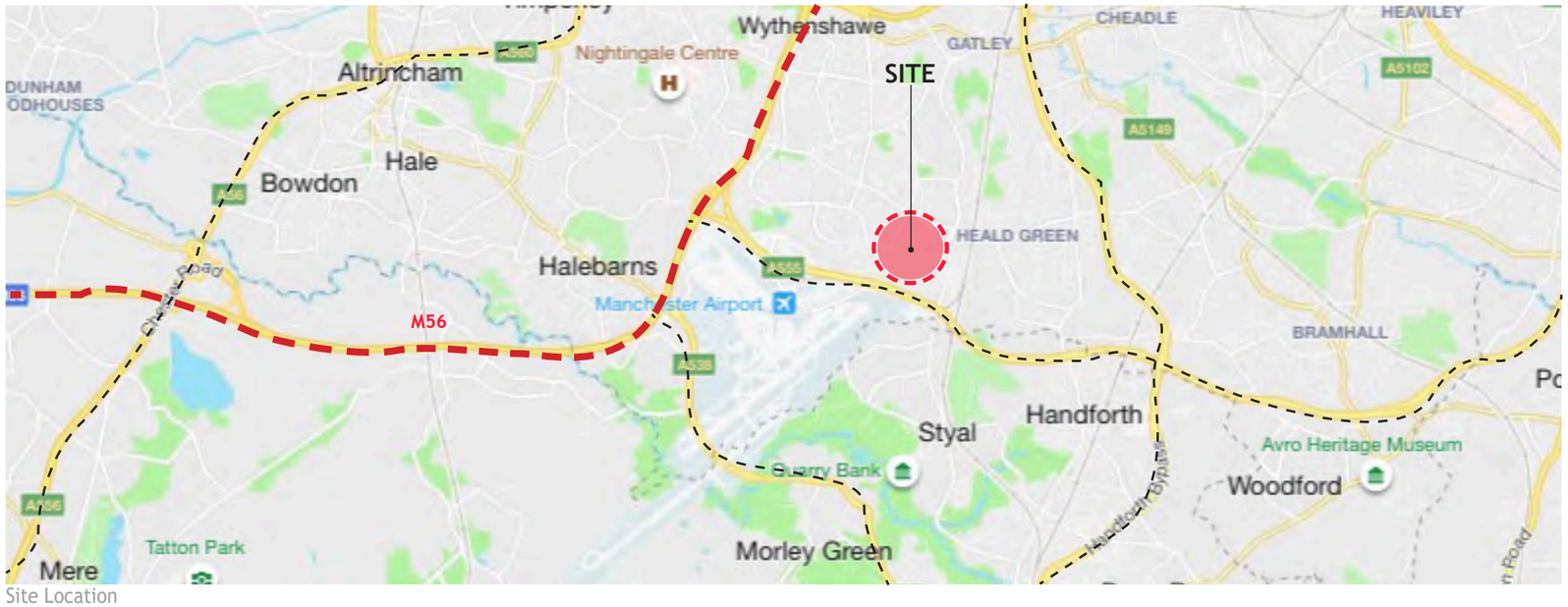
The proposed scheme comprises the development of 7 light industrial warehouse units with E(g)(iii) (previously B1c), B2 and B8.

This Design and Access Statement elaborates on the design considerations and processes involved in arriving at the scheme layout and design.



Site Location - Wider context

M56 Motorway ------ Major road routes



Site Location

The application site is located approximately 13 miles South of Manchester city centre, 3 miles East of junction 5 of the M56 and less than 2 miles North East of Manchester airport.



Site Context

Site

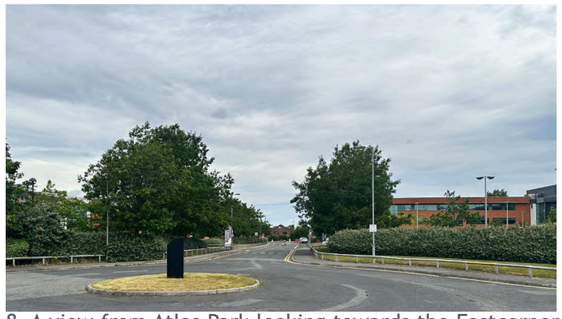
Employment / Industrial

Existing Residential

Green Spaces

Airport & Parking

The area directly surrounding the application site is predominantly industrial/employment land. Two areas adjacent to the site provide car parking for the nearby Manchester Airport. An area of residential dwelling houses is located on land to the north of Simonsway. Further afield, the prevailing land use is residential.



8 A view from Atlas Park looking towards the Eastcorner of the site.



7 A view from Shadowmoss Road looking towards the North West corner of the site.





6 View from Simonsway near to the north east site boundary - with the existing Atlas Business Park development visible on the RH side.



5 View looking towards the site from the access road on Simonsway



1 A view from Styal Road looking towards the south east corner of the site.



2 Looking west into site from Styal Road into the greenbelt area of the site.



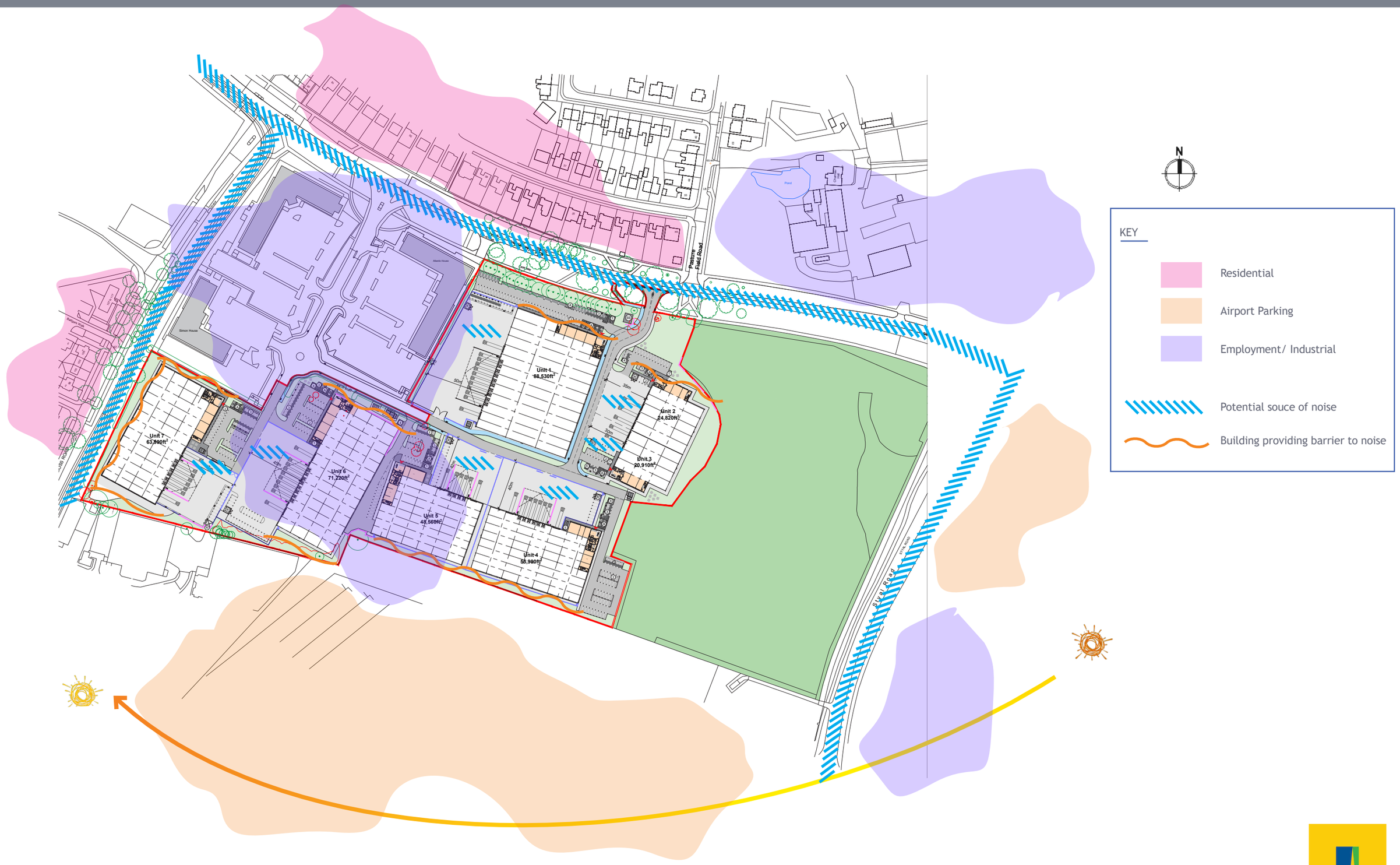
3 Looking south west into the site from the junction with Simonsway and Styal Road.



4 Looking west along Simonsway towards the existing site entrance

5.0 OPPORTUNITIES & CONSTRAINTS PLAN

ATLAS BUSINESS PARK





Proposed Site Plan

Proposal

The proposal is to develop the site with the construction of 7 high quality speculative light industrial buildings for Use Classes B2/ B8.

Proposal Layout

The proposed layout has evolved from a broad analysis of the existing site constraints, such as site access for HGVs & cars and the context of the surrounding existing environment as well as the site topography and boundary conditions in order to provide the optimum solution for a building of this size, alongside having in mind the demands of the current industrial market.

= UNIT ENTRANCE

N

The Layout of the Site

The proposed site layout has evolved through a comprehensive assessment of the existing site constraints and opportunities, including access arrangements for HGVs and cars, the context of the surrounding environment, site topography and boundary conditions. This assessment has informed the overall development strategy and the arrangement of the proposed units, including their number, size and established building heights. The layout has also been developed in response to the requirements of the current industrial market, whilst seeking to ensure an appropriate and well-integrated form of development that responds positively to the character and constraints of the site.

Access

The existing access road will be retained and widenned at the intersection with Simonsway through a S278 arrangment to provide appropriate HGV access. A public footpath and a cycle track will be provided adjacent to the road.

With the exception of unit 1, building frontages face towards a central "spine" parellel to Simonsway.

Each individual unit will be serviced via the yard area and accessed directly off the service road. Dedicated loading doors are provided to enable loading for HGVs and vans. The larger units (1, 4, 5, 6 and 7) are provided with loading docks. Bin storage facilities are allocated within the yard of each unit.

Sheltered storage for cycles are included within the scheme. There are 90 proposed cycle parking spaces shown on the proposed site plan and is compliant with Manchester City Council's adopted parking standards.

The proposals feature car parking spaces in accordance with Manchester City Council's adopted parking standards. Provision is to be made for active EV charging to be provided to 10% of parking spaces, with an additional 90% of the spaces to provided with passive charging capabilities.

Screening

The opportunities and constraints plan (OCP) shows the relative proximity of the unit warehouse yards to adjacent land uses. The OCP also identifies the yard areas as a potential source of noise during the normal operation of the warehouse units.

The proposed scheme incorporates measures to minimise the outward transmission of noise generated within the warehouse units, including appropriately specified and insulated building fabric and the enclosure of operational activities within the buildings. The layout and positioning of the units will also assist in limiting noise propagation towards neighbouring properties and surrounding areas, in accordance with the relevant acoustic assessment and statutory requirements.

Where practicable, the buildings have been arranged to ensure that the service yards are oriented away from neighbouring areas. Although unit 1 departs from this principle, it benefits from a being a significant distance, 74 metres, from the nearest dwelling.

The proposals place a strong emphasis on the retention and protection of the existing mature tree cover along the site boundaries, recognising its contribution to the landscape character and visual containment of the site. In particular, the distinctive line of Poplar trees will be retained wherever practicable, maintaining an established landscape feature and providing valuable visual screening to the proposed development.

In general, the existing perimeter fences are to be refurbished with new fencing installed as required.

Aviation

The site's proximity to Manchester Airport is a key consideration in establishing the proposed layout. The applicant has undertaken a Landscape and Visual Impact Appraisal to inform the design and ensure the development responds appropriately to its wider setting. The layout has also been carefully developed to respect the Manchester Airport Public Safety Zone, with no buildings proposed within the designated zone. These considerations have therefore been fundamental in defining the developable area and the siting of the proposed buildings.

Sustainability

The development will acheive a BREEAM rating of "excellent" and an EPC rating of A.

Soft Landscaping

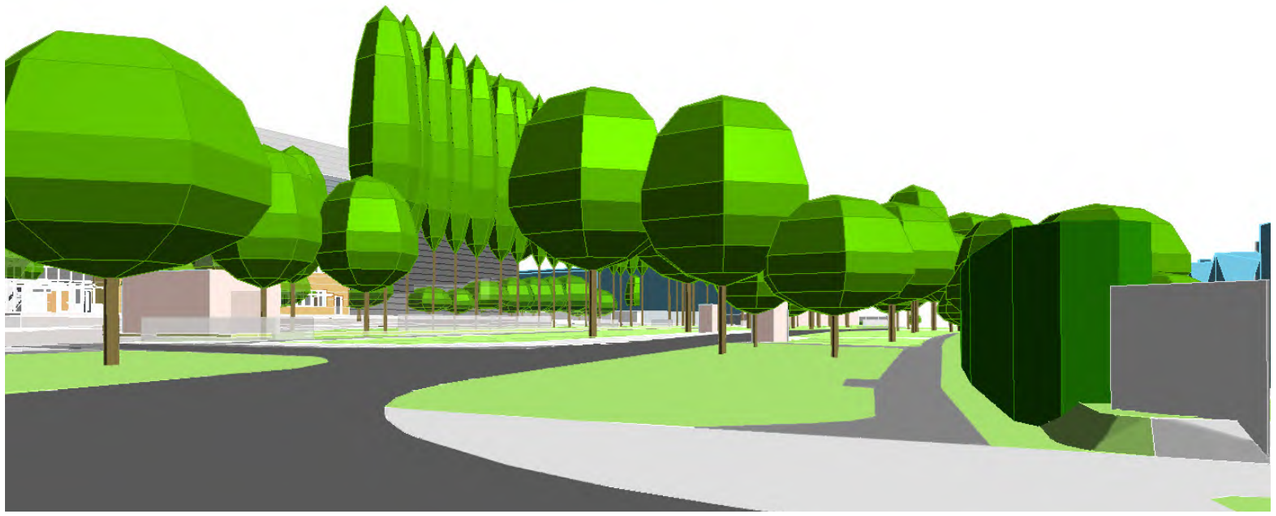
The development of the site provides a unique opportunity to promote the biodiversity of the area. A landscaping scheme is proposed which aims to enhance the open spaces of the site whilst providing an important habitat for species of wildlife within an urban setting.

The scheme features outdoor amenity areas for the benefit of the unit occupiers. New planting is proposed in specific locations to increase biodiversity and to add to the visual appeal of the development.

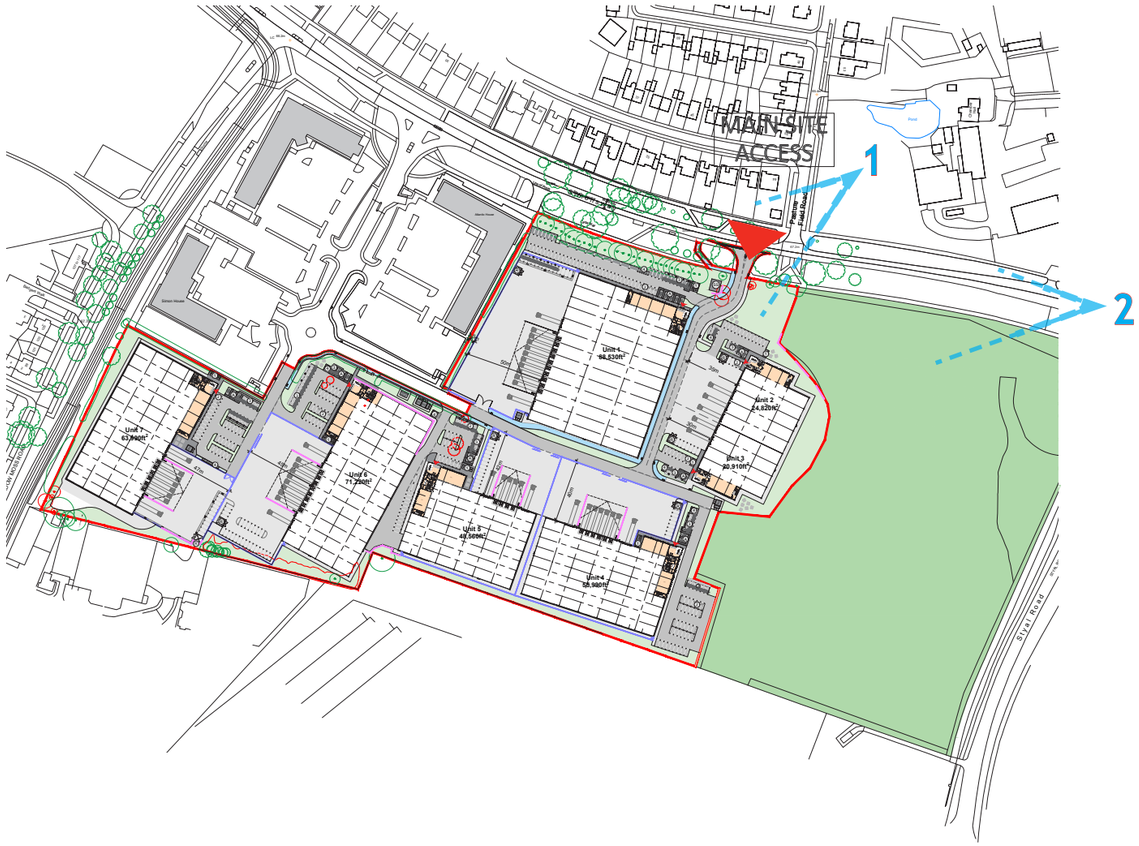
Owing to the proximity of Manchester airport, the soft landscaping scheme has been informed by a need to avoid attracting birdlife to the site for the safety of aircraft.

Amongst the benefits of the soft landscaping scheme are:

- Providing a habitat for wildlife;
- Improving the urban air quality;
- Enhancing the development's visual appeal;
- Providing visual screening between the site and Shadowmoss Road;
- Contributing to reducing noise pollution;
- Providing an element of cooling to the urban environment.
- Improving storm water management during periods of heavy rainfall.



View 01: From Pasture Field Road looking along Simonsway with the entrance to Atlas Business Park on the left of the view.

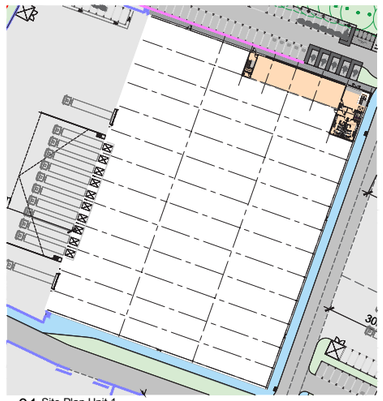




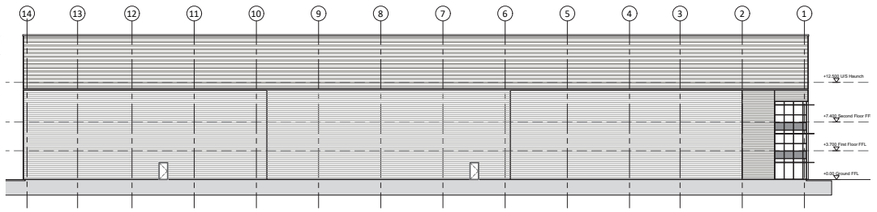
View 02: From Finney Lane at the junction with Simonsway and Styal Road.

The townscape studies shown here are generated from digital Zmap data of the site and its surroundings.

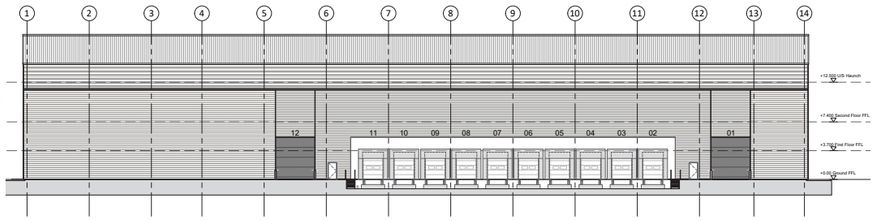
The proposed buildings are constructed as 3d Revit CAD models and are inserted into the Zmap model at the correct A.O.D. height and position in relation to actual defined coordinates.



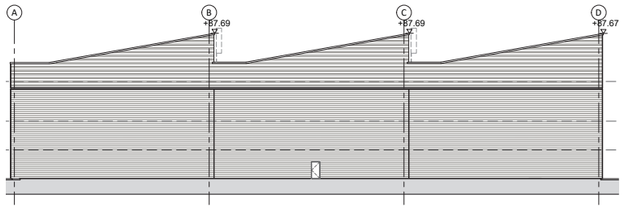
01 Site Plan Unit 1



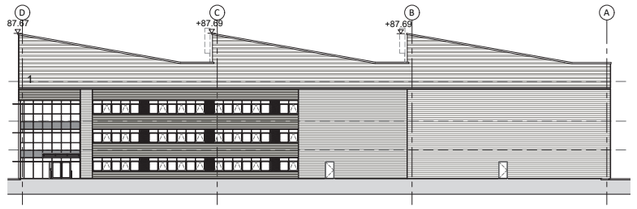
02 East Elevation



03 West Elevation



04 South Elevation



05 North Elevation

Typical Elevations: Unit 1

The elevation drawings illustrate the general appearance of the building. The form and mass of each unit is simple and well-proportioned in keeping with buildings of this type where clear internal heights and internal volumes are required.

The elevational treatment has been developed with clarity in both the design approach and the proposed materials to give the development a simple, well-proportioned and elegant aesthetic.

The elevations feature the use of contemporary materials using metal cladding with crisp, modern and simple detailing. A limited selection of cladding colours with a complementary palette of light grey, mid grey, dark grey and orang/brown combine to create a strong, clear and high-quality appearance.

Low maintenance timber cladding is specified for parts of the office areas where the aim is to create a visual contrast with metal surfaces whilst also utilising a sustainable material in a prominent part of the building.

The elevations will feature the use of metal cladding with double glazed dark grey aluminium windows to the offices as well as the loading doors.

On specific elevations transluscent feature panels have been proposed to articulate the facade as well as to allow natural light into the warehouse.

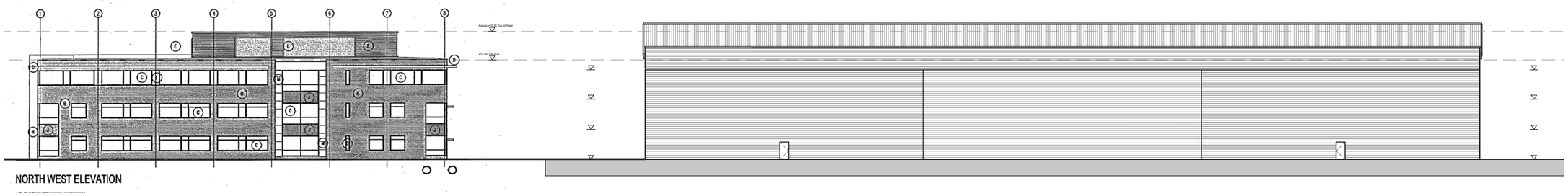
The colour of the cladding will comprise of 3 graduated shades of grey and seren copper (from ground to eaves): RAL 7016, 7000 and 7038. This combination of cladding tones is intended to diminish the apparent scale of the building when compared to the standard silver metallic finish used extensively in industrial buildings in recent times.



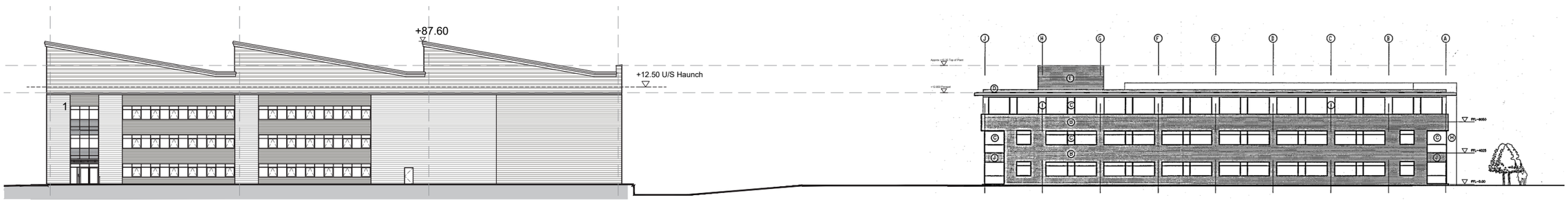
01 Proposed Site Plan
1:200 @ A1 / 1:4000 @ A3



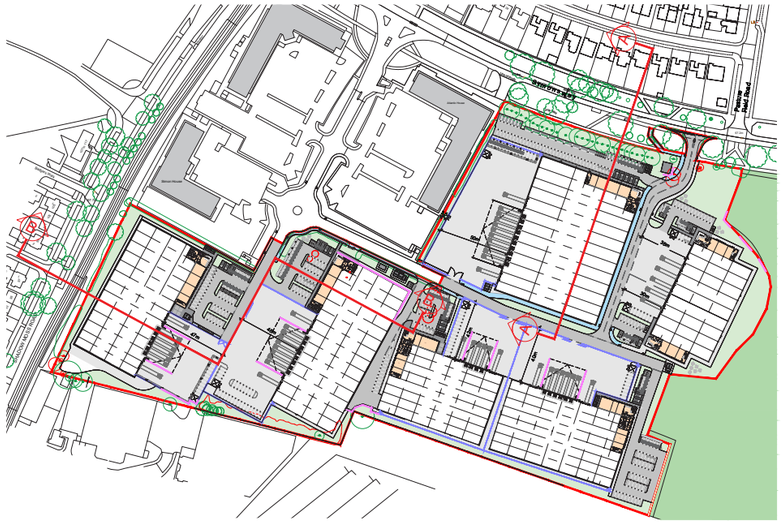




02 Shadowmoss Road Elevation
1:250 @ A1 / 1:500 @ A3



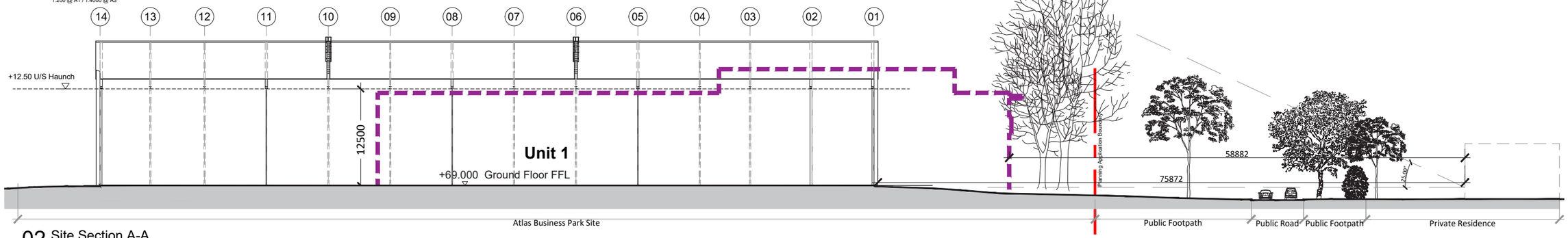
03 Simonsway Elevation
1:250 @ A1 / 1:500 @ A3



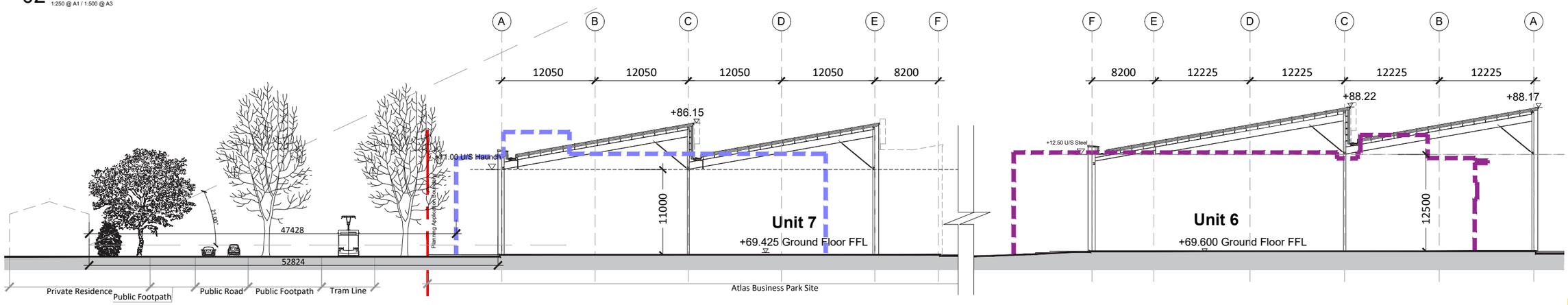




01 Proposed Site Plan
1:200 @ A1 / 1:4000 @ A3



02 Site Section A-A
1:250 @ A1 / 1:500 @ A3



03 Site Section B-B
1:250 @ A1 / 1:500 @ A3

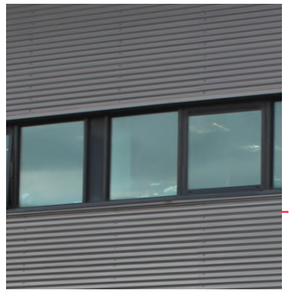
9.0 PERSPECTIVE VIEW 1 | ATLAS BUSINESS PARK



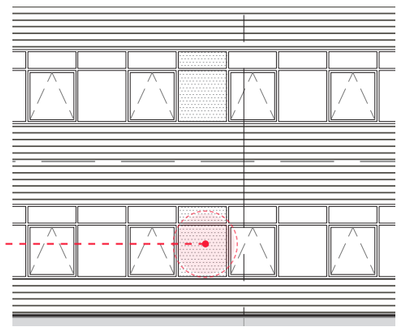
Artist's impression (aerial view) of the proposed development.

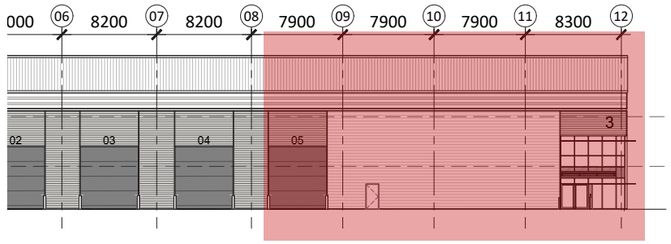


Artist’s impression of the proposed development from the access road on Simonsway.

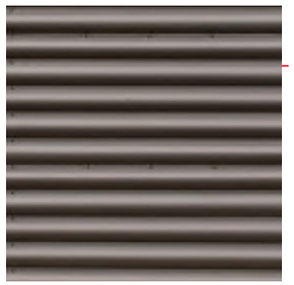


Double glazed window in polyester powder-coated aluminium frames



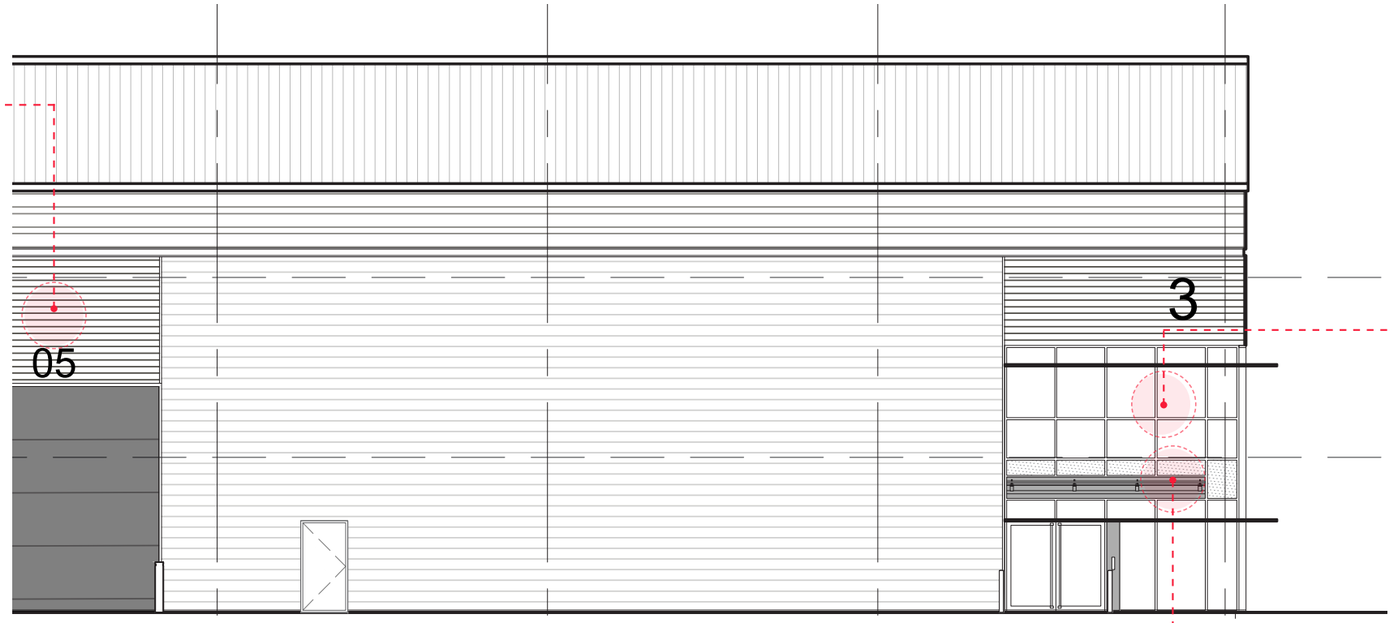


Proposed Unit 3 north elevation



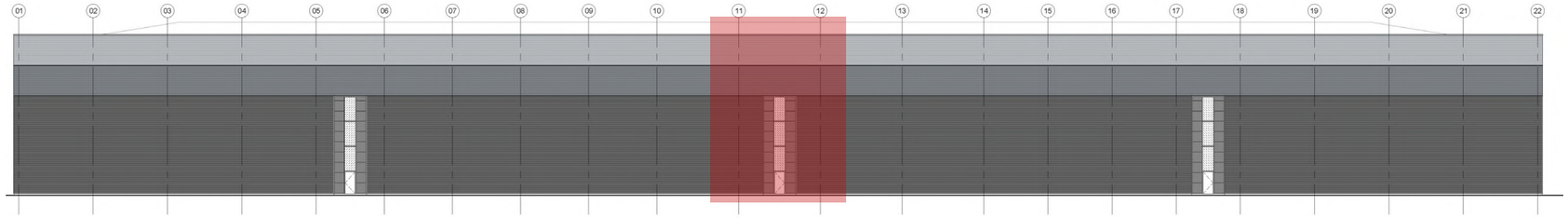
Cladding type 1

Office Canopy





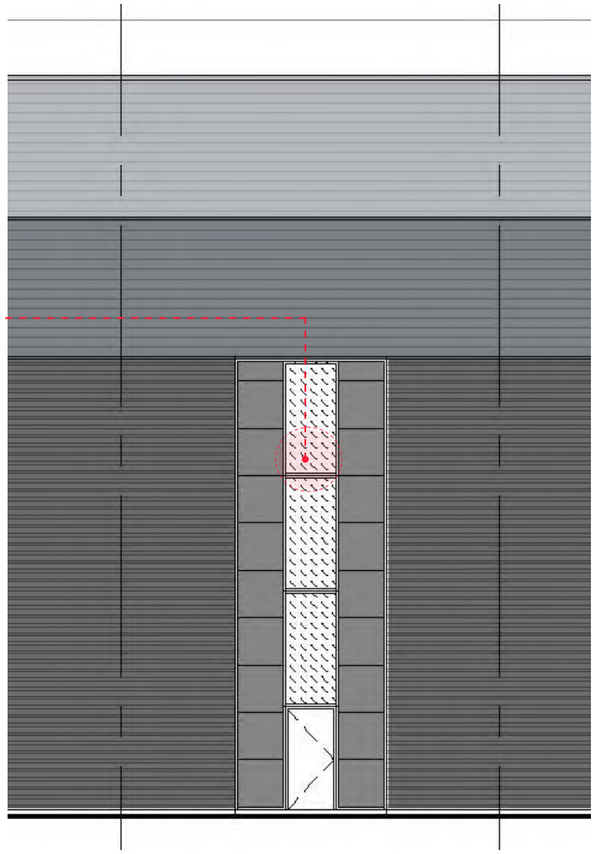
Thermally broken Curtain Wall System with polyester powder-coated aluminium frames

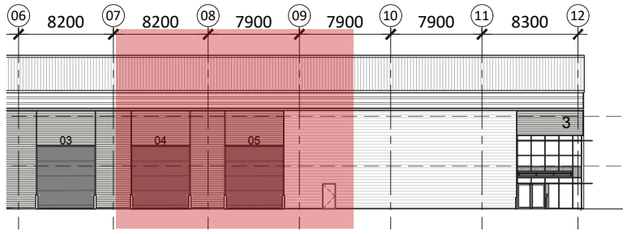


Typical Proposed Elevation

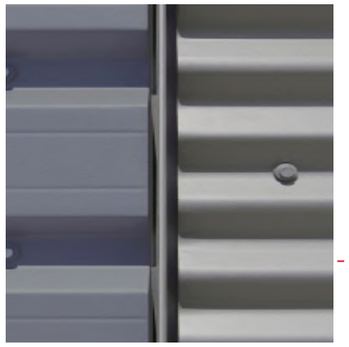


External view of transluscent Feature Panel (Kingspan “Day-Lite” or similar)





Proposed Unit 3 elevation



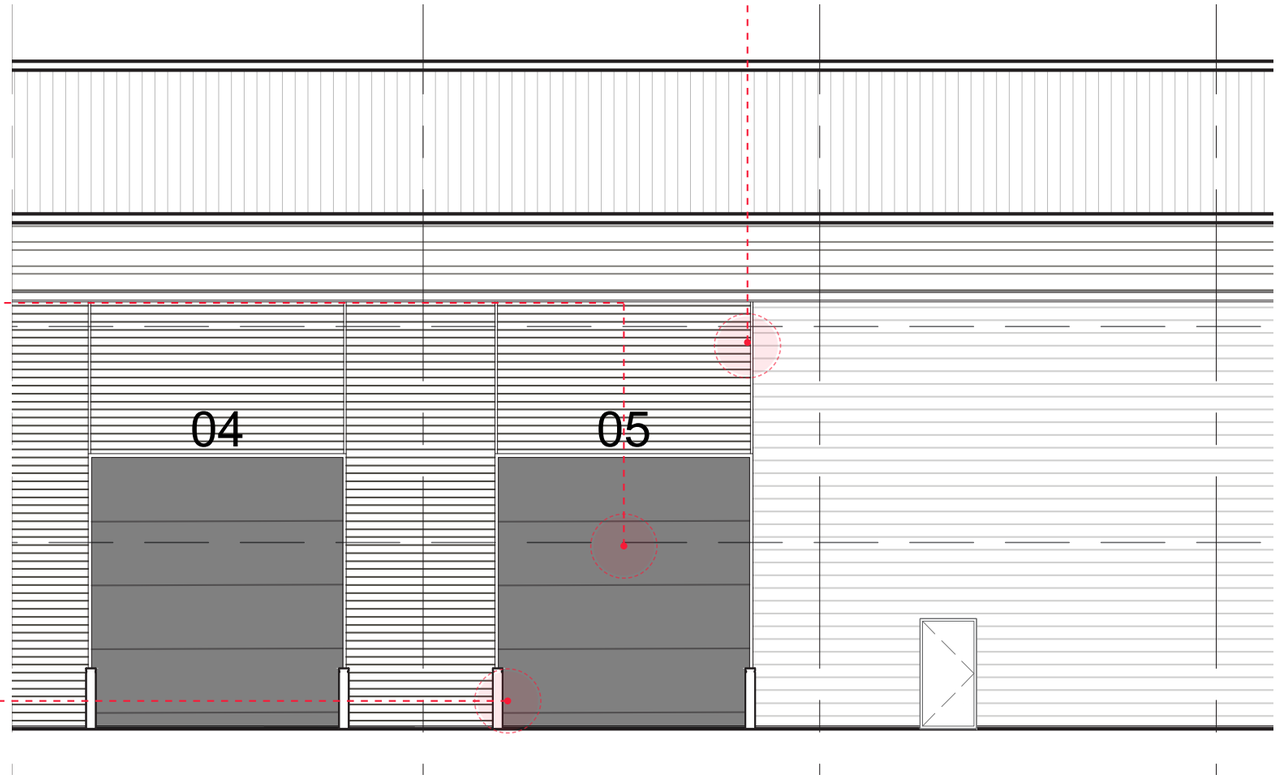
Cladding type 3



Loading Door



Bollards





Design intent image of metal and seren copper to external walls



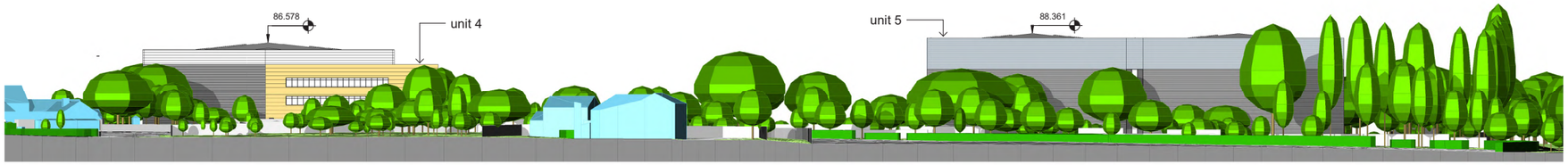
View of typical office interior



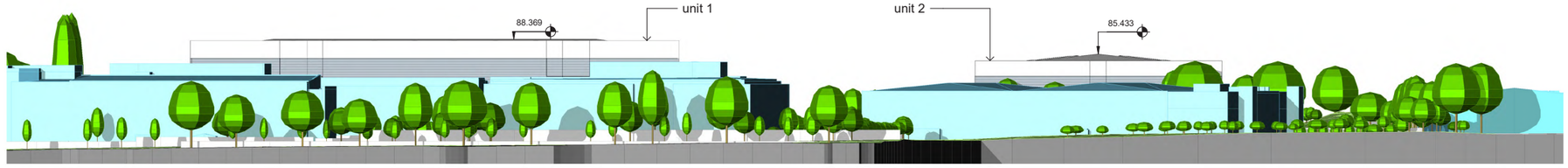
Typical office undercroft area within warehouse



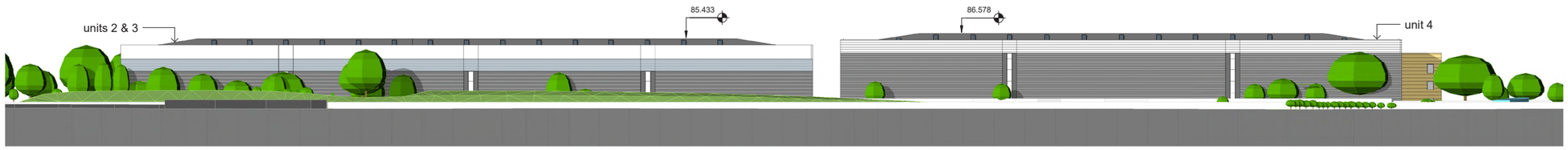
View of typical office interior



1 **Section 1**
1 : 500



2 **Section 2**
1 : 500



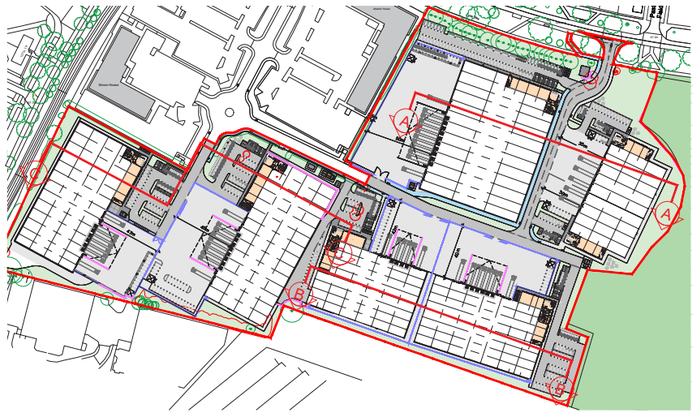
3 **Section 3**
1 : 500



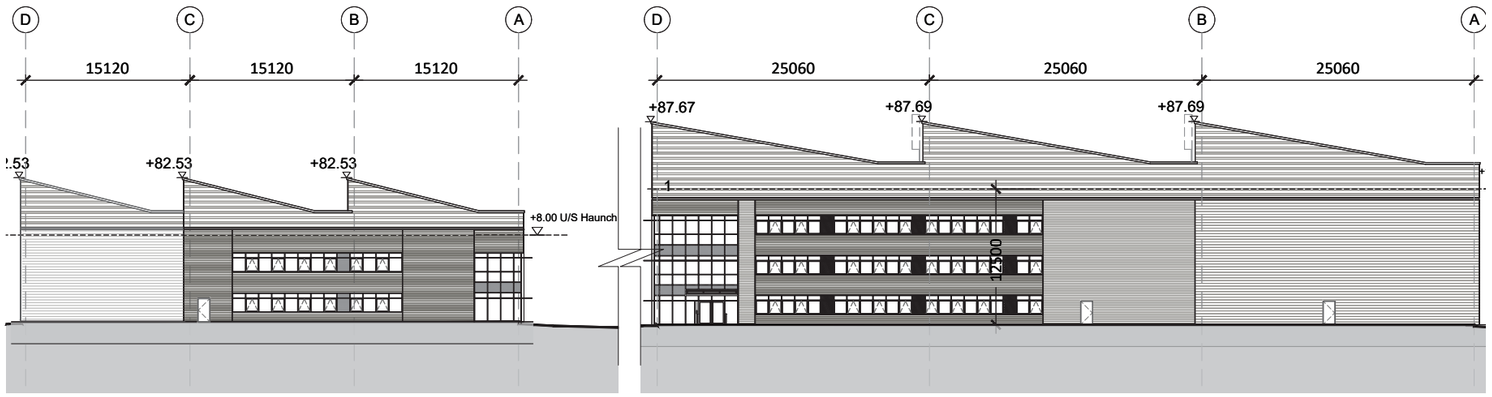
4 **Section 4**
1 : 500

14.0 SITE ELEVATIONS | ATLAS BUSINESS PARK

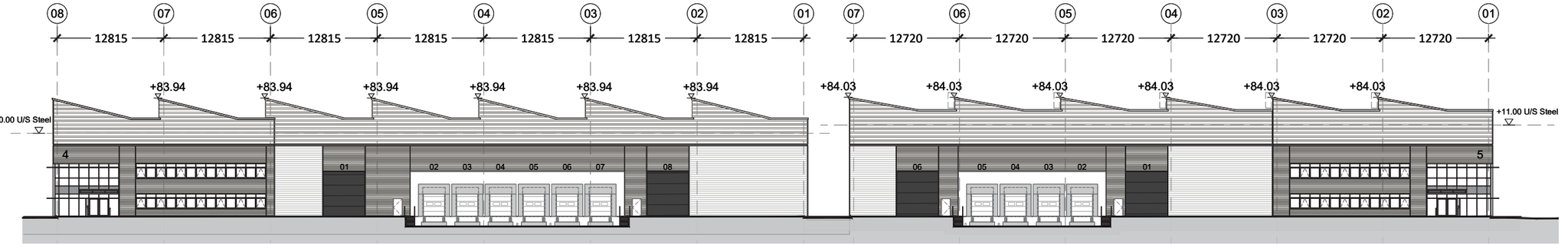
Following aviation safeguarding assessments due to the site's proximity to Manchester Airport, the roof design was revised to respond to airport height restrictions. The assessment identified that parts of the proposed development extended above the Type-A surface, a protected height envelope associated with aircraft take-off routes that limits the height of buildings and other potential obstructions. A sawtooth roof profile was therefore introduced to respond to the varying permissible heights across the site. This resulted in roof pitches of approximately 10° and 14° across the units, allowing the development to remain within the required height restrictions while maintaining the necessary internal building volume.



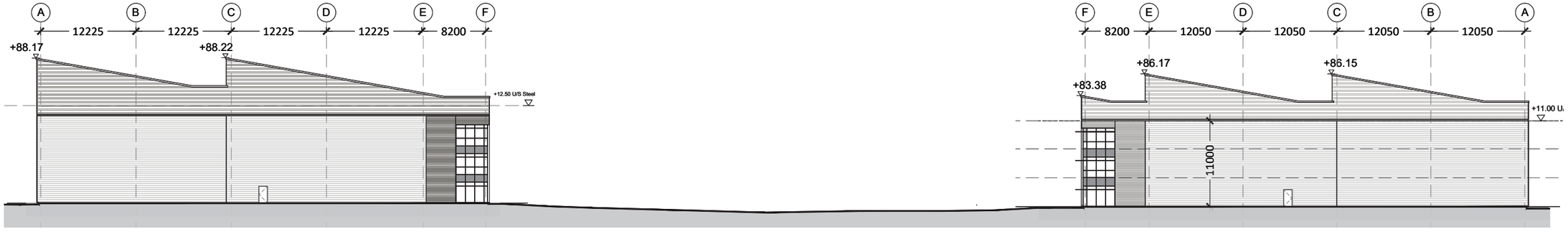
01 Proposed Site Plan
1:200 @ A1 / 1:4000 @ A3



02 Site Section A-A
1:250 @ A1 / 1:500 @ A3



03 Site Section B-B
1:250 @ A1 / 1:500 @ A3



03 Site Section C-C
1:250 @ A1 / 1:500 @ A3

AREA SCHEDULE

UNIT 1	88,530 ft²
Warehouse	80,920 ft²
Office (FF)	3,860 ft²
Office (SF)	3,750 ft²
Car Parking spaces	82
Accessible Bays	*6*
EV Charging spaces	*17*
Shared spaces	*5*
Cycle spaces	*20*
Motorcycle spaces	*5*

UNIT 2	24,820 ft²
Warehouse	22,130 ft²
Office (FF only)	2,690 ft²
Car Parking spaces	25
Accessible Bays	*2*
EV Charging spaces	*5*
Shared spaces	*2*
Cycle spaces	*6*
Motorcycle spaces	*2*

UNIT 3	20,910 ft²
Warehouse	18,220 ft²
Office (FF only)	2,690 ft²
Car Parking spaces	20
Accessible Bays	*2*
EV Charging spaces	*4*
Shared spaces	*2*
Cycle spaces	*6*
Motorcycle spaces	*2*

UNIT 4	55,990 ft²
Warehouse	51,890 ft²
Office (FF)	4,100 ft²
Car Parking spaces	54
Accessible Bays	*3*
EV Charging spaces	*11*
Shared spaces	*3*
Cycle spaces	*14*
Motorcycle spaces	*3*

UNIT 5	48,560 ft²
Warehouse	44,490 ft²
Office (FF)	4,070 ft²
Car Parking spaces	55
Accessible Bays	*3*
EV Charging spaces	*11*
Shared spaces	*3*
Cycle spaces	*12*
Motorcycle spaces	*3*

UNIT 6	71,220 ft²
Warehouse	63,600 ft²
Office (FF)	3,880 ft²
Office (SF)	3,740 ft²
Car Parking spaces	66
Accessible Bays	*4*
EV Charging spaces	*14*
Shared spaces	*4*
Cycle spaces	*16*
Motorcycle spaces	*3*

UNIT 7	62,990 ft²
Warehouse	55,400 ft²
Office (FF)	3,860 ft²
Office (SF)	3,730 ft²
Car Parking spaces	58
Accessible Bays	*3*
EV Charging spaces	*12*
Shared spaces	*3*
Cycle spaces	*16*
Motorcycle spaces	*3*

Total GIA	**373,020 ft²**
Total Parking Spaces	**360**

16.0 CONCLUSION | ATLAS BUSINESS PARK

The proposed development has been carefully designed in response to the site's physical, environmental and contextual constraints, including access, topography, neighbouring uses, landscape, noise and its proximity to Manchester Airport. These considerations have been fundamental in establishing the layout, positioning and form of the seven proposed units.

The scheme provides a coherent and functional employment development with appropriate access, servicing, parking and cycle provision, whilst the building arrangement, retained boundary vegetation and proposed landscaping help to minimise visual and environmental impacts on surrounding areas.

The contemporary architectural approach, restrained material palette and considered use of colour provide a high-quality and well-proportioned development, complemented by sustainable design measures targeting BREEAM Excellent and EPC A.

Overall, the proposals represent a carefully considered, site-specific design solution that balances the operational requirements of a modern employment development with the constraints and opportunities of the site, providing high-quality industrial accommodation that responds positively to its surroundings.

17.0 DRAWING LIST | ATLAS BUSINESS PARK

20071 HAL-ZZ-ZZ-DR-A-PL001 Site Location Plan
20071 HAL-ZZ-ZZ-DR-A-PL002 Existing Site Plan
20071 HAL-ZZ-ZZ-DR-A-PL003 Proposed Site Plan
20071 HAL-ZZ-ZZ-DR-A-PL004 Existing Constraints Plan
20070 HAL-ZZ-ZZ-DR-A-PL005 Proposed Constraints Plan

20071 HAL-XX-XX-DR-A-PL-006 Proposed Site Sections 1 of 2
20071 HAL-XX-XX-DR-A-PL-007 Proposed Site Sections 2 of 2
20071 HAL-XX-XX-DR-A-PL-008 Proposed Site Elevations

20071 HAL-U1-00-DR-A-PL-010 Unit 1-GA-Unit Plan
20071 HAL-U1-ZZ-DR-A-PL-011 Unit 1-GA-Proposed GF Main Entrance, FF & SF Office Plan
20071 HAL-U1-XX-DR-A-PL-012 Unit 1-GA-Proposed Elevations
20071 HAL-U1-XX-DR-A-PL-013 Unit 1-GA-Proposed Sections
20071 HAL-U1-RF-DR-A-PL-014 Unit 1-GA-Proposed Roof Plan

20071 HAL-U2-00-DR-A-PL-020 Unit 2 & 3-GA-Unit Plan
20071 HAL-U2-ZZ-DR-A-PL-021 Unit 2- GA-Proposed GF Main Entrance & FF Office Plan
20071 HAL-U3-ZZ-DR-A-PL-022 Unit 3- GA-Proposed GF Main Entrance & FF Office Plan
20071 HAL-U2U3-XX-DR-A-PL-023 Unit 2 & 3-GA-Proposed Elevations
20071 HAL-U2U3-XX-DR-A-PL-024 Unit 2 & 3-GA-Proposed Sections
20071 HAL-U2U3-RF-DR-A-PL-025 Unit 2 & 3-GA-Proposed Roof Plan

20071 HAL-U4-00-DR-A-PL-040 Unit 4-GA-Unit Plan
20071 HAL-U4-ZZ-DR-A-PL-041 Unit 4-GA-Proposed GF Main Entrance, FF & SF Office Plan
20071 HAL-U4-XX-DR-A-PL-042 Unit 4-GA-Proposed Elevations
20071 HAL-U4-XX-DR-A-PL-043 Unit 4-GA-Proposed Sections
20071 HAL-U4-RF-DR-A-PL-044 Unit 4-GA-Proposed Roof Plan

20071 HAL-U5-00-DR-A-PL-050 Unit 5-GA-Unit Plan
20071 HAL-U5-ZZ-DR-A-PL-051 Unit 5-GA-Proposed GF Main Entrance, FF & SF Office Plan
20071 HAL-U5-XX-DR-A-PL-052 Unit 5-GA-Proposed Elevations
20071 HAL-U5-XX-DR-A-PL-053 Unit 5-GA-Proposed Sections
20071 HAL-U5-RF-DR-A-PL-054 Unit 5-GA-Proposed Roof Plan

20071 HAL-U6-00-DR-A-PL-060 Unit 6-GA-Unit Plan
20071 HAL-U6-ZZ-DR-A-PL-061 Unit 6-GA-Proposed GF Main Entrance, FF & SF Office Plan
20071 HAL-U6-XX-DR-A-PL-062 Unit 6-GA-Proposed Elevations
20071 HAL-U6-XX-DR-A-PL-063 Unit 6-GA-Proposed Sections
20071 HAL-U6-RF-DR-A-PL-064 Unit 6-GA-Proposed Roof Plan

20071 HAL-U7-00-DR-A-PL-070 Unit 7-GA-Unit Plan
20071 HAL-U7-ZZ-DR-A-PL-071 Unit 7-GA-Proposed GF Main Entrance, FF & SF Office Plan
20071 HAL-U7-XX-DR-A-PL-072 Unit 7-GA-Proposed Elevations
20071 HAL-U7-XX-DR-A-PL-073 Unit 7-GA-Proposed Sections
20071 HAL-U7-RF-DR-A-PL-074 Unit 7-GA-Proposed Roof Plan

20071 Design and Access Statement