Statement of Community Engagement

Aviva Investors – Land adjoining Atlas Business Park, Wythenshawe

September, 2026

Turley

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1. Introduction

1.1 This Statement of Community Engagement (SCE) has been prepared by Turley on behalf of Aviva Life and Pensions UK Limited (the 'Applicant').

1.2 This SCE forms part of the outline planning application for Land Adjoining Atlas Business Park, Simonsway, Wythenshawe.

1.3 The description of the development is as follows:

"Application for full planning permission for the construction of seven units (light industrial (Use Class E(g)(iii), general industrial (Use Class B2) and/or storage or distribution (Use Class B8), together with ancillary offices (Use Class E(g)(i)) providing a total gross external area of 38,430 sqm; and associated service yards, parking, landscaping, amenity space and infrastructure, with vehicular access off Simonsway"

1.4 Further details are provided in the accompanying technical reports submitted as part of the planning application. This SCE should be read alongside these other technical documents.

1.5 The SCE provides a detailed record of the pre-application public consultation activities undertaken to encourage and capture feedback from the local community. The responses are noted in this SCE and were considered by the project team ahead of finalising the planning application.

Overview of pre-application consultation and engagement

1.6 Previous proposals for Atlas Business Park were consulted on in 2022. Following refusal of that scheme, this round of pre-application public consultation focussed on bringing stakeholders and the community up-to-date with the work undertaken by the Applicant to address the previous reasons for refusal and consult on the revised scheme.

1.7 Overall, the pre-application consultation feedback was positive from both elected members and the local community. Most respondents were pleased about a positive use being delivered in a location that has previously supported jobs but had more recently been inactive. Questions and negative feedback was limited to aspects of the scheme such as perceived impacts on traffic, parking and operational management.

1.8 Following the launch of public consultation on Tuesday 7th July, invitations were issued to local elected members for Woodhouse Park ward (Manchester City Council), Sharston ward (Manchester City Council) and Heald Green ward (Stockport Metropolitan Borough Council). These invitations offered briefings to members about the planning proposals.

1.9 Further details about Stakeholder Engagement can be found in Section 3.

1.10 To promote the consultation and encourage the community to view and comment on the proposals, a range of digital and physical engagement methods were deployed, including:

- A printed leaflet was sent to 2,142 residential and commercial site neighbours. The leaflet included information about the proposals, directions to the bespoke consultation website where further details could be found, and a list of active feedback channels.
- A bespoke consultation website was created at www.atlasbusinesspark.co.uk which hosted information about the proposals, details of the live public webinar, and methods of providing feedback on the scheme.
- A press release was issued to local and trade media organisations to align with the launch of the consultation.
- A live public exhibition webinar was held on Tuesday 14th July 2026 from 5:30pm-6:30pm, the session was recorded and subsequently posted to the consultation website.
- The consultation ran for two weeks from Tuesday 7th July – Tuesday 21st July 2026.

Recorded responses

1.11 The consultation generated 32 individual feedback submissions.

1.12 The consultation strategy was designed to maximise accessibility and reach, combining direct mail, digital engagement and an in-person event. Evidence of engagement includes 2.6k visits to the consultation website meaning that a significant number of people accessed the information about the scheme with only a small group choosing to provide further comment.

1.13 This level of digital interaction indicates that a meaningful number of those contacted were aware of and engaged with the proposals, even if they chose not to submit formal feedback.

2. Policy Context

2.1 The Applicant recognises that the National Planning Policy Framework (NPPF) (2026) places an emphasis on community involvement as an important part of the planning application process. To ensure the approach taken in the pre-application stages of this application is consistent with national and local guidelines, relevant policy was reviewed in full.

2.2 The Government's policy on community involvement is set out in a number of statutory and non-statutory documents, including the NPPF and the Planning and Compulsory Purchase Act (2004). Local additional guidance is provided in Manchester City Council's Statement of Community Involvement (SCI) (2025).

2.3 Both have been considered below.

National Planning Policy Framework (2026)

2.4 The Framework (August 2026) states that the purpose of the planning system is "to contribute to the achievement of sustainable development, by managing the use and development of land in the long-term public interest."

2.5 Policy DM1 of Chapter 3 states that proposals for major development should be informed by early engagement "with neighbours and the local community, as well as with the local planning authority, statutory consultees, infrastructure providers, registered providers of social housing and other relevant bodies where appropriate", in order "to identify and seek to resolve key planning matters prior to the submission of a planning application." It further states that this engagement should be proportionate to the type of proposal and its stakeholders.

2.6 As set out in this statement, comprehensive community engagement has taken place, in full accordance with guidance set out within the Framework.

Manchester City Council's Statement of Community Involvement (2025)

2.7 The Planning and Compulsory Purchase Act (2004) requires Local Planning Authorities to produce policy documents, called Statements of Community Involvement. Manchester City Council sets out its expectations for pre-application engagement in their Statement of Community Involvement (SCI) (2025)[1] document.

2.8 MCC' guidance states that "Pre-application consultation is beneficial to both the community and the developer as it allows the developer to design a proposal which takes on board the opinions of the community", it also states that "when the developer

[1] statement_of_community_involvement_2025 (2).pdf

submits a planning application following the consultation, they are expected to accompany it with a record of the consultation that took place."

2.9 The project team has fully reviewed both national and local guidelines on pre-application consultation and engagement before creating a bespoke engagement strategy as detailed in the following sections of this report.

3. Stakeholder Engagement and Community Consultation Approach

3.1 An engagement and consultation strategy was prepared in line with local and national policies on delivering proportionate engagement with the community, as detailed in **Chapter 2**.

3.2 The strategy identified key stakeholders, outlined the engagement methods and proposed pre-application public consultation timelines.

3.3 Details of the pre-application consultation and engagement are included under the sub-headings below.

Pre-application discussions with Manchester City Council Officers

3.4 The Applicant has engaged directly with MCC Planning and Highways Officers, as part of a formal pre-application process, including a meeting with MCC Planning Officers on 23rd July 2026. This meeting covered a broad range of topics, including landscaping, ecology, drainage, parking and design.

3.5 Advice from Officers has informed the Proposed Development and the material submitted with this application.

Stakeholder Engagement

3.6 Local ward councillors from Woodhouse Park ward, Sharston ward, and Heald Green ward were contacted by email on Wednesday 8th July 2026, to introduce the scheme and offer a briefing on the proposals.

3.7 Invitations to a briefing were also issued to the Wythenshawe and Sale East MP.

3.8 Briefings were accepted by all those who were contacted.

3.9 Briefings were held with the respective stakeholders on the following dates:

- Sharston ward members - Monday 20th July
- Woodhouse Park ward members - Tuesday 21st July
- Heald Green (Ratepayers) members – Wednesday 5th August
- Mike Kane MP (Wythenshawe & Sale East) – Monday 10th August

3.10 At the meeting with site ward members for Woodhouse Park, elected members were supportive that the proposals had removed the Green Belt land from the red line boundary and were pleased by the contributions that the scheme would make to

improving the cycleways. The key questions and concerns raised during the meeting were along the following themes:

- Preference for offsite BNG contributions made in as close proximity to the site as possible – suggestions included the plans for a 'green corridor' between Kirkcup Gardens and Painswhick Park in Wythenshawe.
- HGV movements through residential streets rather than larger strategic road network.
- Operational noise impacts on residential properties along Simonsway

3.11 At the meeting with neighbouring ward members for Sharston, elected members were supportive of the principle of the development in this location, recognising that the area is an important employment location for their residents. The questions and concerns raised during the meeting were along the following themes:

- Flooding and drainage issues at the junction between Simonsway and Styal Road and the perception that the flooding comes from the land owned by the Applicant.
- HGV movements and lack of a dedicated turning lane on Simonsway.
- Plans to generate Biodiversity Net Gain
- Proposed building heights
- Parking provision

3.12 At the meeting with Heald Green members of Stockport Council, members were pleased that the red line boundary for the application had been moved away from the Green Belt land at the eastern extent of the land. The primary themes of comments and questions raised are included below:

- Details of how the updated scheme has accounted for airport safeguarding concerns
- Operational management plans and facilities including toilets and rest points
- Opportunities for Green Belt enhancements, and constraints in that location
- Preference for offsite BNG contributions to be made in close proximity to the site – suggestions included nature garden at Bruckshaw Meadow, Heald Green.
- Safety concerns at the junction between Styal Road and Simonway.

3.13 At the meeting with Mike Kane MP, he was satisfied that the revised proposals had proactively sought to address the previous reasons for refusal and was particularly pleased that prior commitments to enhance the cycleway along Simonsway had been retained. The primary themes of comments and questions raised are included below:

- Opportunities for public access to the Green Belt land along Styal Road
- Questions concerned when work would commence on site if a positive planning outcome was secured

3.14 All comments received will be responded to in turn as part of Section 4. Feedback and Applicant Response.

Public Consultation

3.15 The public consultation launched on Tuesday 7th July 2026 and ran for two weeks, closing on Tuesday 21st July 2026.

3.16 The proposals seek to develop c. 40,000 sqm of new floorspace for light industrial, general industrial and/or storage or distribution uses, together with ancillary offices, associated parking at a location identified for employment development within the Manchester Local Plan.

3.17 The targeted nature of the consultation reflects best practice in proportional engagement, ensuring that those most likely to be affected by the proposals were directly informed, while avoiding unnecessary or overly broad consultation beyond the site's functional catchment area. This approach aligns with national guidance which advocates for engagement strategies to be tailored to the scale, nature and potential impacts of development proposals.

Website

3.18 A bespoke consultation website was developed at www.atlasbusinesspark.co.uk which hosted information about the proposals, details of the planned public webinar event on Tuesday 14th July 2026, and contact methods to allow visitors to the website to provide feedback on the proposals.

3.19 The dedicated feedback channels available for this project included:

- Online feedback form
- Project email address: contact@atlasbusinesspark.co.uk
- Freephone number: 0808 1688 296 - respondents could leave a voicemail and a member of the team would return their call
- Freepost address: Freepost RUGS-SJCY-TZAA, Atlas Business Park Consultation, c/o Turley, Level 5, Transmission, 6 Atherton Street, Manchester, M3 3GS – this address allowed people to post their comments back to the team directly.

3.20 During the consultation period, the project website recorded 2.6k unique visits.

3.21 Notably, 1,801 of these visits were recorded from Facebook and Instagram. This demonstrates that the social media adverts were effective in driving awareness and encouraging recipients to seek further information.

3.22 Screenshots of the website are included in **Appendix 1.**

Leaflet

3.23 A leaflet was posted to 2,142 immediate site neighbours, encouraging them to visit the website to learn more about the proposals and join the team at the public webinar.

3.24 The distribution area can be seen below. A copy of the leaflet is included in **Appendix 2.**



- ***Leaflet distribution area in red. ©2026 Google***

Public Webinar

3.25 On Tuesday 14th July 2026 a public webinar was held between 5:30pm and 6:30pm to allow the community to see the plans and provide their feedback. The session was

recorded and then uploaded to the project website to allow those unable to attend to view the session.

3.26 The presentation slides produced to support the live public webinar are included in **Appendix 3.**

3.27 The webinar was attended live by 10 members of the public who provided 20 individual submissions of feedback/questions throughout the course of the presentation. Each question was answered live by the project team.

3.28 The key themes raised by those present at the live webinar were in relation to the following:

- **Parking** –respondents were concerned about the impact of development on residential street parking and questions about parking charges for the new spaces
- **Local character** – there was a perception that the current proposals are not sensitive to the surrounding local context
- **Traffic movements** – attendees were concerned about the negative impact on traffic particularly towards the Heald Green junction
- **Ecology** – questions were received about how the ecological impact of development be mitigated
- **Build quality** – insistence from attendees that the scheme must ensure high-quality design and development to make it an attractive place of work
- **Impact on Simonsway residents** – questions were asked about how the impact on close residential neighbours would be assessed and whether will they be compensated
- **Market demand** – concern was raised about how market demand for these office/logistics space could be proven if occupiers have not yet been identified
- **24/7 operations** – respondents were concerned that if the park is in use 24/7 once operational, then the noise and light impacts on neighbours would be unacceptable

3.29 A recording of the live public webinar was subsequently uploaded to the consultation website.

Social Media

3.30 To boost awareness of the public consultation, adverts detailing the proposals, the website and the public webinar were directed to local Meta (Facebook/Instagram) users.

3.31 Across both platforms the adverts generated 62,308 views, 35,534 reach and 1,662 click-throughs to the website and webinar registration links.

3.32 A copy of the social media adverts is included at **Appendix 4**.

3.33 Organic social media posts were shared by elected members to active community Facebook groups, raising awareness of the consultation and highlighting councillor's roles in meeting with the project team.

3.34 Posts were shared by Cllr Rob Nunney (Woodhouse Park – Green) into the group 'A Greener Wythenshawe' sharing onward links to the consultation website.

3.35 Separately, following a meeting with independent members for Heald Green – Stockport, a summary of the meeting was shared to the 'Heald Green Councillors' group with onward links to their member newsletter highlighting the points they raised during the conversation.

3.36 Screenshots of those social media posts are included in **Appendix 5.**

4. Feedback and Applicant's Response

4.1 The consultation received 32 pieces of individual feedback:

- 6 online completed online feedback forms
- 20 questions at the webinar
- 3 emails to the project inbox
- 3 phone calls to the Freephone voicemail

Qualitative Feedback

4.2 In the online feedback form respondents were asked to leave their thoughts on the proposals in an open text box.

4.3 The comments received, combined with the feedback received through the other consultation channels has been recorded and responded to as part of this feedback table below.

Theme	Sub-theme	Applicant response
Principle of development	Development of this nature and scale is at odds with the local residential context.	The site is an established employment location within and adjacent to Atlas Business Park, and is identified as suitable for employment uses. 4.4 Whilst the feedback is acknowledged, the Applicant believes the proposals would make effective use of vacant, previously developed land, including the demolition of the existing vacant Vodafone office building, to deliver modern employment floorspace for light industrial, general industrial and/or storage and distribution uses.
	Suggestions were made that other brownfield locations would be more suitable for this type of development that are better connected to the strategic road network.	

		The site's location close to the Manchester Airport Relief Road, Junction 5 of the M56, Manchester Airport and Manchester city centre means it is well placed to support economic growth and meet the identified shortfall in modern employment space in South Manchester.
Scale and design	Concerns were raised that the development was too large for the surrounding context, some comments specifically referenced the Astley Warehouse scheme in Wigan as an example of unsuitable scale close to residential properties that these proposals should learn from.	The revised scheme has been amended following consultation with local authorities and key stakeholders, including changes to the red line boundary, layout, orientation and massing. The planning application will be supported by a Design and Access Statement and relevant technical reports, which will set out how the proposals have been designed to integrate with the surrounding area and address potential impacts on nearby properties. Scale of the units have been designed to respect the surrounding context of the site, to take into account the varying levels of the site and to ensure the maximum efficiency of the units such that they are usable to future occupiers. In addition to surrounding context, the building heights proposed across the site have been developed through pre-application discussions with MAG and are informed by technical assessments relating to aviation operations, airport safeguarding of Manchester Airport and the constraints imposed by obstacle limitation surfaces.
Parking	Questions were asked about whether sufficient car parking was being provided on site for workers and operators to ensure they are not forced to park on residential streets.	The proposed development includes 418 parking spaces, which the Applicant considers to be sufficient for employees of the units, particularly given that many roles are expected to involve shift-working.

		The site is also accessible by sustainable transport modes, with bus stops along Simonsway, Metrolink stations at Peel Hall and Shadowmoss Road, and Heald Green railway station within walking distance. Further detail will be set out in the Transport Assessment and Design and Access Statement submitted with the planning application.
	There was a perception that the previously operated units on the site charged workers to park there causing people to park on residential streets. Reassurance was sought that car parking would not be subject to charges.	The proposed levels of car and cycle parking accord with the relevant development plan standards and additionally include EV charging infrastructure.
Highways	Questions raised about how the scheme will increase traffic volumes particularly on Simonsway, worsening the congestion already experienced there.	An assessment of highway impact has been undertaken based on a robust approach to vehicle trip-rate derivation, with design year modelling showing that the impact of additional development traffic is negligible.
	Concern has been raised about the safety of the Styal Road – Simonsway junction, with driving often felt to be dangerous in this location. Questions were raised about what could be done to improve this as part of the proposals.	The Applicant notes concerns raised regarding the safety of the junction between Styal Road and Simonsway. The planning application will include a Transport Assessment, which will review local highway conditions and the effect of the proposed development on surrounding junctions and routes. Any required mitigation or improvements will be considered through the planning process in consultation with the relevant highway authorities.
	Residents and elected members wanted reassurances that HGV routing would be kept away from residential roads that do not have the capacity for articulated vehicles.	The site is located close to the Manchester Airport Relief Road and Junction 5 of the M56, giving it access to the strategic road network.

		Transport matters, including access arrangements and vehicle movements, will be assessed through the Transport Assessment submitted with the planning application.
Noise and disturbances	Concern was expressed that residents living in properties along Simonsway would be adversely affected by the 24/7 operations and noise associated with the site	An indicative operational noise assessment has been completed, and noise limits have been specified for any new plant associated with the proposed development. The assessment indicates that the predicted rated noise levels from the proposed plant would remain below the existing daytime and night-time background sound levels at the nearest receptors and, as such, no additional mitigation measures are considered necessary. Noise limits for fixed plant have been established at the nearest receptor locations and, provided these limits are not exceeded, the resulting operational noise impacts are expected to be negligible. Furthermore, the assessment of maximum noise levels (LAFmax) demonstrates that the highest predicted noise levels at all assessed receptors would not exceed the relevant internal night-time criteria, assuming a partially open window provides 13 dB of attenuation. A suite of technical reports is being prepared to accompany the planning application and will assess how the proposals interact with surrounding properties. Local residents will have a further opportunity to review the technical information and provide comments through Manchester City Council's statutory consultation process.

	Questions were asked about how construction disruption and impacts would be mitigated.	A Construction and Environmental Management Plan will be conditioned as part of any planning approval. This will require the submission of a CEMP which sets out how the proposed development will come forward and how it will limit the impact at construction stage. This will be formally agreed with the Council and will cover topics such as traffic and noise.
Ecology, biodiversity and Green Belt	Questions were raised about how the ecological impact of the scheme would be mitigated on and offsite.	The proposals include soft landscaping within the development, alongside measures such as bird and bat boxes to help mitigate the loss of existing habitats. The Proposed Development is submitted with a Landscape Strategy and several planting plans. Each area of landscaping and plants have been carefully selected to ensure they are suitable for this environment. A key factor is choosing plants which are unlikely to attract a significant amount of birds, in order to decrease the risk of birdstrike so close to the Airport. The Applicant is committed to demonstrating a 15% Biodiversity Net Gain, which is higher than the national requirement of 10% required in planning policy.
	It was questioned whether enhancements could be made to the Green Belt land east of the red line boundary because it is currently seen as an eyesore.	The revised scheme removes Green Belt land from the red line boundary and is now wholly confined to previously developed land. The Green Belt land east of the site is not considered under this application. This approach responds directly to one of the previous reasons for refusal and helps protect Green Belt openness while focusing development on land already suited to employment use. Opportunities to enhance the Green Belt land are constrained by its location underneath the flight path for

		Manchester Airport, making typical ecological enhancements unsuitable because of the increased risk of bird strike. Opportunities for biodiversity enhancement will be considered as part of the scheme's Biodiversity Net Gain strategy.
	Questioned whether public access could be given to the Green Belt land adjacent to the red line boundary.	The current planning application relates to the revised red line boundary, which excludes Green Belt land and focuses the proposals on previously developed employment land. Any opportunities or constraints relating to land outside the application boundary would need to be considered separately from the current development proposals.
Flooding and drainage	Repeated concerns that there have been historic flood incidents at the junction between Styal Road and Simonsway and perceptions that the source of those incidents is within the land owned by the Applicant.	Following a period of significant flooding during the winter of 2024/25, Cushman & Wakefield, the site's managing agents, appointed specialist drainage contractors in January 2025 to investigate the cause of the issue. Through a programme of investigative works, the contractors identified a previously concealed manhole and a partially collapsed section of drain at the junction between Simonsway and Styal Road (not within the red line boundary of these proposals), as well as blocked and defective assets located beyond Aviva Investors' ownership boundary. These defects had previously restricted the drainage network, causing water to escape into the surrounding area and resulting in the flooding that had been experienced. The contractors subsequently carried out specialist remedial works to clear the blockages, repair the damaged infrastructure and restore the drainage system to full capacity. Once these works were completed, water levels reduced significantly.

		Since the remedial works were completed, we are not aware of any further incidents of significant flooding, particularly during the winter of 2025/26. To provide ongoing oversight, CCTV cameras have also been installed overlooking the area where flooding had previously occurred, enabling Cushman & Wakefield to continue monitoring the location.
Market demand	There was concern that market demand cannot be proven unless prospective occupiers are in place. This is formed by the perception that similar schemes have been unoccupied in other local/regional locations.	South Manchester and Greater Manchester more widely have a shortage of modern warehouse and industrial space, with demand for this type of floorspace exceeding available supply. The proposals would help meet this need in a sustainable, well-connected employment location. Occupiers have not yet been confirmed, but the development is intended to provide flexible modern employment floorspace suitable for a range of occupiers.
Build quality and desirability	It was insisted that the development proposed must be of a high-quality to encourage high-quality occupiers to take up the spaces and ensure that the scheme contributes well to the local economy.	A Market Report has been produced by JLL and B8 Real Estate to undertake market analysis locally, the Report confirms the South Manchester industrial market continues to attract interest from a wide range of local, regional and national occupiers, due to its location being strategically attractive by benefiting from its excellent accessibility with direct links to the national motorway network via the M60. The industrial/warehouse sector in South Manchester, in particular around Manchester Airport, and the wider North-West has strong demand for Grade A quality warehouse space, particularly below 100,000 sq ft. The Design and Access Statement concludes that the Proposed Development represents good design, which will result in the creation of a high-quality employment scheme which is

		integrated within the existing industrial landscape. The scale and massing of the proposed units, the materials to be used and the way in which the development will be laid out is consistent with the site's surroundings and provides a high-quality finish, which attract occupiers.
Consultation	A number of local residents contacted us to say that they received their information leaflet late and subsequently after the close date of the consultation.	It is regrettable that members of the community received their leaflets late. In each case raised with us directly, addresses were taken and a complaint raised with the Royal Mail via a distribution contractor. The leaflets were printed and posted on Friday 3rd of July. All comments and feedback provided after the close of the consultation window have been logged and included as part of this summary report. Leaflet distribution is only one of the methods deployed during this consultation to generate awareness of the scheme, others included geo-targeted social media adverts and press releases. These methods resulted in engagement with the consultation throughout including 2.6k views of the website and a reach of 35,534 via social media.
Construction and next steps	Residents and stakeholders asked when work would commence should planning permission be granted, and when the anticipated completion date would be.	The Applicant anticipates that the planning application will be submitted in September 2026 and then determined by Manchester City Council. If planning permission is granted, the Applicant would progress detailed design and contractor selection. Construction works are anticipated to start within 12 months of planning permission being granted, with the construction phase

		expected to take approximately 15–21 months depending on phasing.

5. Conclusion

5.1 The Applicant has undertaken a comprehensive programme of pre-application engagement and consultation with key stakeholders, elected representatives and those in close proximity to the site.

5.2 A multi-channel approach was adopted to maximise awareness and accessibility, including direct mail, a dedicated consultation website, multiple feedback mechanisms and an in-person event. This ensured that consultees were provided with clear, convenient and varied opportunities to review the proposals and respond.

5.3 While the level of formal feedback received was limited, there is clear evidence that the consultation successfully raised awareness of the proposals, as demonstrated by the levels of direct website engagement and participation from local elected representatives. In this context, the level of response is considered proportionate to the scale, nature and location of the development.

5.4 Importantly, no substantive concerns were raised in relation to the principle of the development, and feedback received was constructive and focused on operational matters, which have been considered by the project team.

5.5 The Applicant therefore considers that the pre-application consultation and engagement undertaken has been timely, transparent and robust, and fully aligned with the expectations of national and local planning policy.

5.6 The Applicant remains committed to ongoing dialogue with stakeholders as the planning application progresses.

Appendix 1: Consultation website

AVIVA INVESTORS

Home FAQs Have your say

Land at Atlas Business Park
Wythenshawe



Aviva Investors are bringing forward updated plans to develop land adjoining the Atlas Business Park site in Wythenshawe.

The proposals will provide approximately c. 40,000 sqm of employment floorspace for light industrial/warehouse/logistics space with supporting office space, suitable for a range of occupiers.

The site currently comprises previously developed land and an existing vacant office building which lies adjacent to Atlas Business Park, near Junction 5 of the M56 and Manchester Airport. Its proximity to the airport, Manchester City Centre, and the strategic road network makes it an ideal location for a industrial / logistics development, and means it is well placed to support Greater Manchester's economic growth and will deliver much needed high-quality modern employment space.

Illustrative aerial CGI of the site **Click to enlarge**

How have the proposals changed?

The proposals for Atlas Business Park were originally consulted on in October 2022. The subsequent planning application was refused by Manchester City Council in November 2023 for reasons relating to Green Belt and concerns regarding Manchester Airport Safeguarding. Since then, Aviva Investors have undertaken a comprehensive review of the scheme and revised aspects which were previously deemed reasons for refusal and have sought to address the previous refusal for refusal. Through doing so, the revised proposal now comprises:

- **Removal of land within the green belt from the application red line boundary** - the application boundary has been revised and land allocated within the green belt is no longer included. The boundary has instead been extended to include the vacant Vodafone office building and the previously developed land to the west adjacent to Atlas Business Park.
- **Optimisation of the site layout as a result of the amendment to the application boundary** - the revised layout, building orientation and massing have been development in the context the existing buildings at Atlas Business Park and through engagement with Manchester Airport.

The proposed development utilises this established but underutilised employment location to deliver high-quality modern employment space to support local economic growth in this sustainable location.

Benefits

The proposals will create new, high-quality jobs across a range of skill levels, supporting local people into employment, as well as delivering significant investment and economic growth to Manchester.

In addition to creating local employment opportunities, supporting jobs on-site once operational, the development will make a c. £44m Gross Value Added (GVA) contribution to the Greater Manchester economy each year. The redevelopment of this existing employment location will assist in anchoring long-term investment and support ongoing economic growth across the region.

Roles will be created during construction, which is expected to take 18 months upon receipt of planning permission. Additionally, more jobs will be supported in the wider construction supply chain in Greater Manchester.

About Aviva Investors:

Aviva Investors are the investment arm of, Aviva Group, one of the UK's largest insurance and pensions companies.

They are committed to high-quality social and environmental practises in order to create attractive and environmentally friendly workplaces.

You can find out more about Aviva Investors on their website www.avivainvestors.com

AVIVA INVESTORS

If you have any questions, please contact the team at:

Email us at: contact@atlasbusinesspark.co.uk

Freephone number: 0808 1688 296 (leave a message and one of the team will call you back)

Freepost address (no stamp required): Freepost RUGS-SJCY-TZAA Atlas Business Park Consultation, c/o Turley, Level 5, Transmission, 6 Atherton Street, Manchester, M3 3GS


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Wythenshawe
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What has changed since the last submission?
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What makes the site suitable for employment development?
Do we need more logistics space in Manchester?
How have you considered impact to the nearby residential properties?
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How will workers get to the site?
How many parking spaces will the site provide?
Consultation and next steps
How will local people be consulted?
What will happen with the feedback provided?
When is the planning application due to be submitted?
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The Applicant
Who is the Applicant?
If you have any questions, please contact the team at:
Email us at: contact@atlasbusinesspark.co.uk
Freephone number: 0808 1688 296 (leave a message and one of the team will call you back)
Freepost address (no stamp required): Freepost RUGS-SJCY-TZAA Atlas Business Park Consultation, c/o Turley, Level 5, Transmission, 6 Atherton Street, Manchester, M3 3GS

AVIVA INVESTORS

Home FAQs Have your say

Land at Atlas Business Park
Wythenshawe

Join us and have your say on the proposals.

On Tuesday 14th July 2026 we hosted a live public webinar, you can watch a recording of the session below.



The consultation window has now closed, we are reviewing your feedback ahead of submission of the planning application to Manchester City Council. For further information please email: **contact@atlasbusinesspark.co.uk**

If you have any questions, please contact the team at:

Email us at: contact@atlasbusinesspark.co.uk

Freephone number: 0808 1688 296 (leave a message and one of the team will call you back)

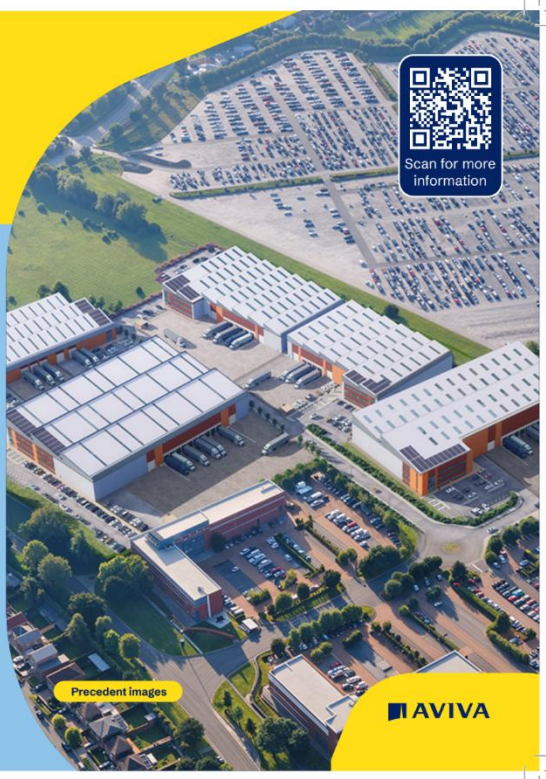
Freepost address (no stamp required): Freepost RUGS-SJCY-TZAA Atlas Business Park Consultation, c/o Turley, Level 5, Transmission, 6 Atherton Street, Manchester, M3 3GS

Appendix 2: Consultation leaflet

Atlas Business Park Have your say

Aviva Investors are bringing forward updated plans for the previously developed land adjoining Atlas Business Park, Wythenshawe. The plans will deliver approximately 40,000 sqm of employment floorspace and create a range of benefits including:

- Contribution of c. £44m GVA to the Greater Manchester economy each year once operational
- Creation jobs and opportunities for local people
- The previously developed land lies adjacent to Atlas Business Park, near Junction 5 of the M56 and Manchester Airport.



AVIVA

How can I give my feedback?

Find out more by:

Visiting our bespoke project website **www.atlasbusinesspark.co.uk**

Signing up for our live public webinar at **5:30pm** on **Tuesday 14th July** to hear more about the plans

Have your say:
We are preparing a full planning application, which will be submitted to Manchester CityCouncil for its consideration.
Before we finalise our application, we are inviting you to share your feedback with us by:

Completing our online feedback form at **www.atlasbusinesspark.co.uk**

Emailing us at **contact@atlasbusinesspark.co.uk**

Calling our Freephone number on **0808 1688 296**. Please leave a message and a member of the project team will ring you back.

Please make sure your feedback reaches us by **Tuesday 21st July 2026**.

AVIVA

Appendix 3: Webinar slides

Land at Atlas Business Park, Wythenshawe
Live Public Webinar Presentation

AVIVA INVESTORS

14th July 2026



Agenda

- **Introductions**
- **About Aviva Investors**
- **Site context**
- **Planning history**
- **The proposals**
- **Benefits**
- **Materiality**
- **Consultation and next steps**
- **Q&A**

Atlas Business Park

Introductions

Colin Hall: Bell Hammer

Lee Sherrington: CSA

Adam Buxton: Turley Planning

Roland Lee: Hale Architecture

Brendan Lovatt (Chair): Turley Strategic Communications

Atlas Business Park

About Aviva Investors

- Aviva Investors is the global asset management business of Aviva plc
- Aviva Investors place sustainability and responsible investment at the heart of its approach, supported by dedicated sustainability policies.
- A shared vision to help build a more sustainable and inclusive future — “better and brighter together”.
- Aviva Investors have a track record of delivering transformative developments across Greater Manchester including the landmark cultural venue Aviva Studios as part of Enterprise City.



Atlas Business Park

The Site and opportunity

- The site comprises of previously developed / undeveloped land adjacent to and within Atlas Business Park.
- It is situated to the south of Simonsway close to the A555, Manchester Airport and Junction 5 of the M56.
- The site is recognised as an established employment area that is allocated for a range of commercial uses including offices, industrial, and ancillary warehousing within the Manchester Local Plan intended to support the local economic growth and jobs.
- Redevelopment of the site would have a positive contribution towards economic growth and employment opportunities to this part of Manchester.



Atlas Business Park

Previous Proposal (2022/2023)

- Alternative proposals were consulted on in October 2022 and refused in November 2023.
    - The previous scheme included land located in the Greater Manchester Green Belt to the east of the site.
    - Manchester Airport Group raised concerns regarding impacts on airport safeguarding as a result of the layout of the previous proposal.
- Despite those reasons, it was accepted that the land outside of the Green Belt comprising previously developed / undeveloped land was suitable for employment development and supported given its status as an established and allocated employment area.



Red line boundary of the refused 2023 scheme

Broad location of land within the Green Belt.



Site layout plan of the refused 2023 scheme

Atlas Business Park

What has changed?

- Aviva has since reviewed the previous reasons for refusal and revised the scheme. This has included:
    - Removal of Green Belt land from the proposal; with the revised proposal solely focusing on previously developed / undeveloped land adjacent to and within Atlas Business Park consistent with the Local Plan allocation for the site.
    - Extensive pre-application engagement with Manchester Airport to ensure that the revised proposal addresses their previous concerns regarding the effect on the operational integrity or safety of Manchester Airport.



Updated red line boundary – removing the land in the Green Belt at the eastern edge

Atlas Business Park

Our proposals

- Utilises previously developed / undeveloped land at Atlas Business Park which is allocated for and recognised as suitable for employment development.
- c. 40,000 sqm of new floorspace for light industrial, general industrial and/or storage or distribution uses, together with ancillary offices, associated parking, vehicular access, landscaping.
- Access to be taken from Simonsway via upgrades to the existing junction as well as upgrades and improvements to the shared pedestrian and cycleway along Simonsway.



Illustrative aerial CGI

Atlas Business Park

Benefits



Creation of high-quality local jobs in a range of roles once operational, split between logistics and manufacturing.



Jobs created for local people during the construction period, anticipated to take between 15-18 months. Further roles could be supported through the supply chain in Greater Manchester.



Contribution of c. £44m GVA to the Greater Manchester economy each year once operational.



Responds to an identified shortfall of modern industrial floorspace in south Manchester.

Atlas Business Park

Materiality







Illustrative examples of design character and materiality

Atlas Business Park

Consultation approach

Consultation closes at 6pm 21st July

- Visit our consultation website at: www.atlasbusinesspark.co.uk

- For more information you can -
  - Email us: contact@atlasbusinesspark.co.uk
  - Call us: 0808 1688 296 (leave a message and one of the team will call you back)
  - Freepost address (no stamp required): Freepost RUGS-SJCY-TZAA Atlas Business Park Consultation, c/o Turley, Level 5, Transmission, 6 Atherton Street, Manchester, M3 3GS



Atlas Business Park

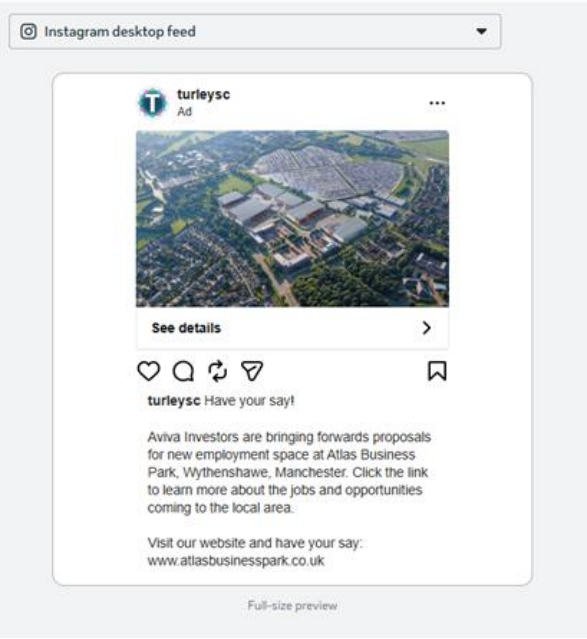
Next steps

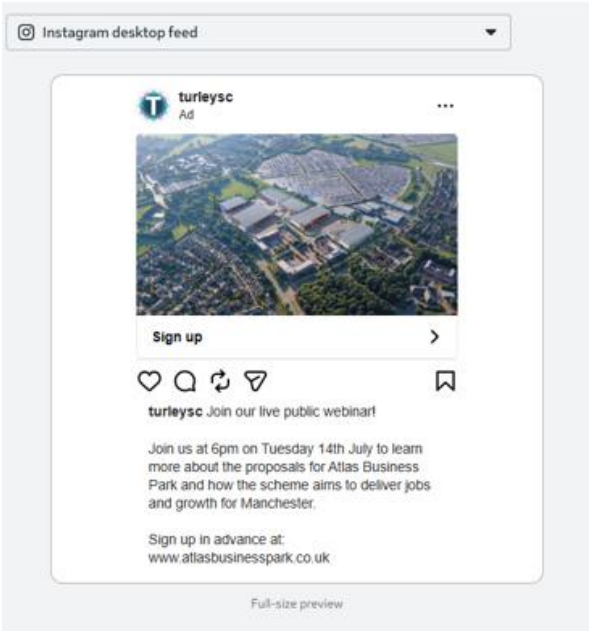


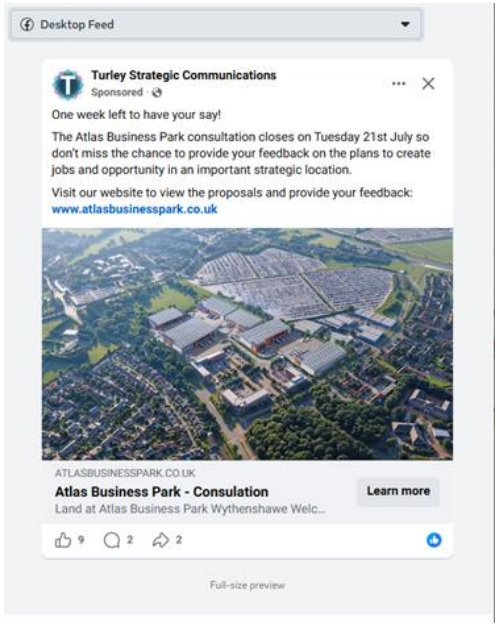
Atlas Business Park

Questions and Feedback

Appendix 4: Social media adverts







Appendix 5: Organic social media posts

