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16th September 2026

75219 Atlas Business Park – Scheme Amendments

Dear [redacted]

NOVA Fluid Mechanics Limited (NOVA) are appointed by Aviva Investors, the owner of Atlas Business Park, Manchester, to assess the potential impact of the proposed Atlas Business Park development on the wind conditions along the flight path from Runway 05L/23R of Manchester Airport, UK. Full details of the assessment can be found in NOVA Report 75219rep2v1, dated 26th September 2025, and the corresponding Appendix C, dated 2nd March 2026, which conclude that the proposed development will have no practical impact on operations along the flight path for Runway 05L/23R of Manchester Airport.

In March 2026, NOVA provided a review of the change in the roof heights / profile as a consequence of the Glint & Glare studies, which is summarised in NOVA's Letter "75219_AtlasBusinessPark_ AmendedScheme_2026-03-25", dated 25th March 2026. The review concluded that the proposed amendments to the roof of the Atlas Business Park development were unlikely to have any significant impact on the measurements of the wind conditions along the flight path and thus the conclusions of the original report remained valid.

The purpose of this letter is to provide an assessment of the likely impact of the further amendments to the scheme, as detailed in the following drawings (provided by Christopher Smith Associates LLP):

Drawing Name	Received
SK1004G - Proposed Site Plan Overlay-A1.pdf	8th September 2026
20071-HAL-U1-XX-DR-A-PL-012-P01-Unit 1 GA Proposed Elevations-A1.pdf 20071-HAL-U2U3-XX-DR-A-PL-023-P01-Unit 2&3 GA Proposed Elevations-A1.pdf 20071-HAL-U4-XX-DR-A-PL-042-P01-Unit 4 GA Proposed Elevations-A1.pdf 20071-HAL-U5-XX-DR-A-PL-52-P01-Unit 5 GA Proposed Elevations-A1.pdf 20071-HAL-U6-XX-DR-A-PL-062-P01-Unit 6 GA Proposed Elevations-A1.pdf 20071-HAL-U7-XX-DR-A-PL-072-P01-Unit 7 GA Proposed Elevations-A1.pdf	11th September 2026

Based on a review of the drawing information, the key amendments to the proposed scheme, compared to that assessed in March 2026 are summarised as follows:

- Unit 1 has retained the same sawtooth roof profile and nominal height, with a minor reduction in the footprint area, and has been relocated 4.0 m south and 2.6 m west.
- Unit 2+3 has reduced in height by 1.4 m, retaining a similar sawtooth profile with the same roof slope, with a similar footprint, and has been re-orientated 5.6° clockwise and re-located 5.5 m east and 3.2 m south.
- Unit 4 has reduced in height by 4.2 m, retaining a similar sawtooth profile with the same roof slope, with a similar footprint, and has been re-orientated 1.5° clockwise.

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- Unit 5 has reduced in height by 2.5 m, retaining a similar sawtooth profile with the same roof slope, with a similar footprint, and has been relocated 0.7 m east and 0.3 m south.
- Unit 6 has retained the same sawtooth roof profile and nominal height, with a similar footprint and position.
- Unit 7 has retained the same sawtooth roof profile and nominal height, with minor adjustments to the footprint retaining a similar area and position.

In summary, the changes in footprint and position of the various units are not considered significant, and the reduction in height of the three units closest to the flight path should be beneficial. Similarly, the re-orientation of Units 2+3 and 4 are not considered significant, as the wake impacts will still be associated with a similar wind direction.

Figure 1 shows the expected extent of the main wake regions at the runway centre line, based upon the well-established extent of building induced turbulence (the “wake”) in the open literature and the minimum climb / descent of an aircraft. It is evident that the flight path from Runway 05L/23R will remain above the core region of the wake of the proposed development, which has reduced in extent due to the reduction in height of the units closest to the flight path. Whilst the wake dissipation region continues to overlap a couple of extra measurement points when compared to the original wind tunnel scheme, the measurements have demonstrated that the impact in this region is minor, and the extent is similar to the March 2026 assessment.

Consequently, it is NOVA’s professional opinion that the proposed amendments to the Atlas Business Park development are unlikely to have any significant impact on the wind conditions along the flight path and thus the conclusions of the original report remain valid, namely that the proposed development should have no practical impact on operations along the flight path for Runway 05L/23R of Manchester Airport.

Should you have any questions on any of the above, please do not hesitate to get in touch.

Kind regards,



David Hankin **MEng ACGI PhD MRAeS**
Technical Director

Figure 1: Typical wake regions and aircraft position

