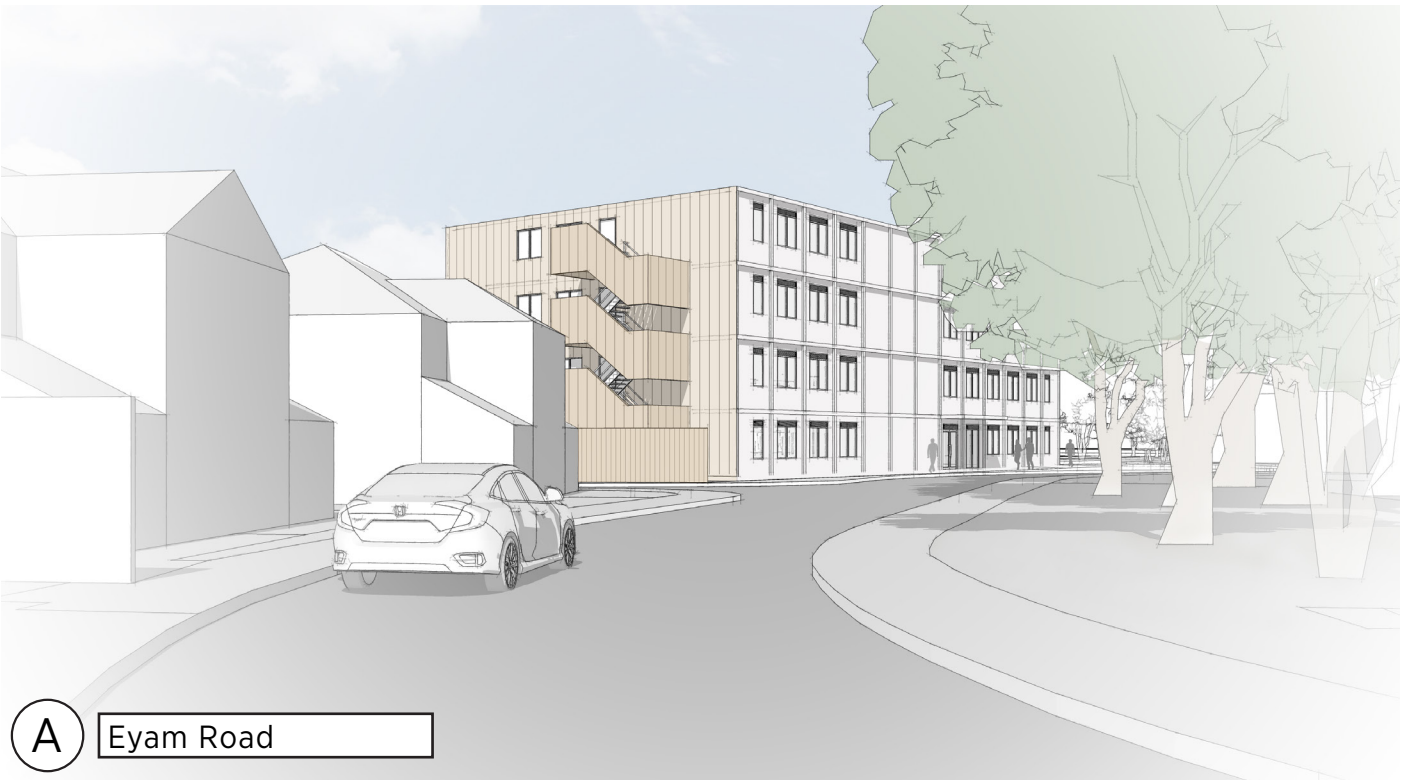
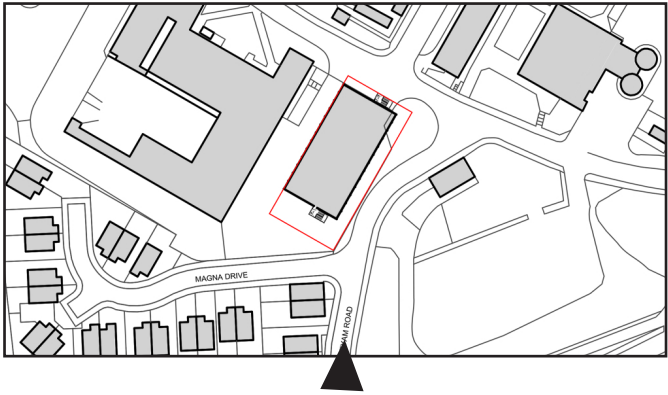
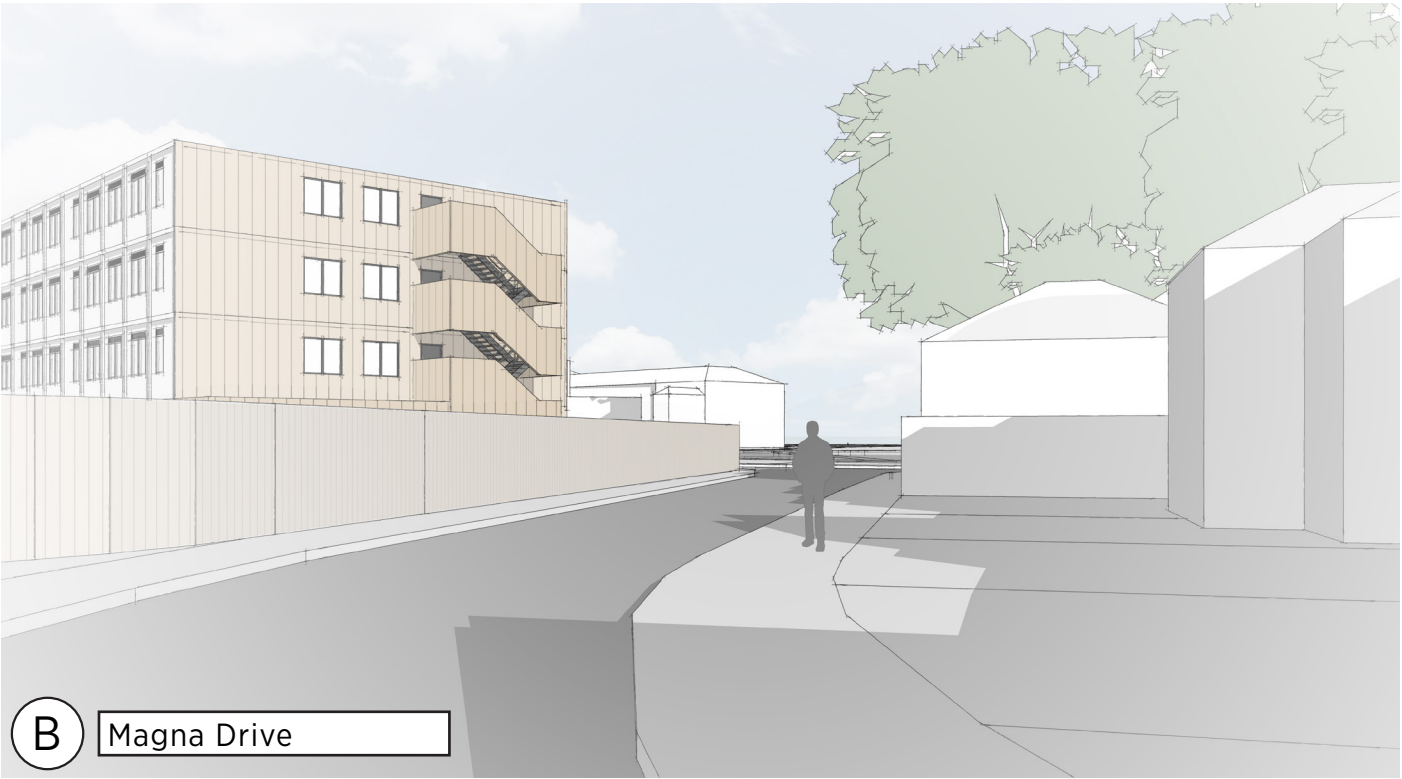
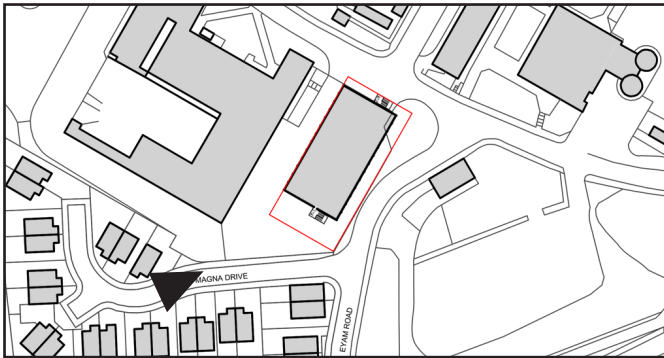


4.10 Visual Impact Assessment

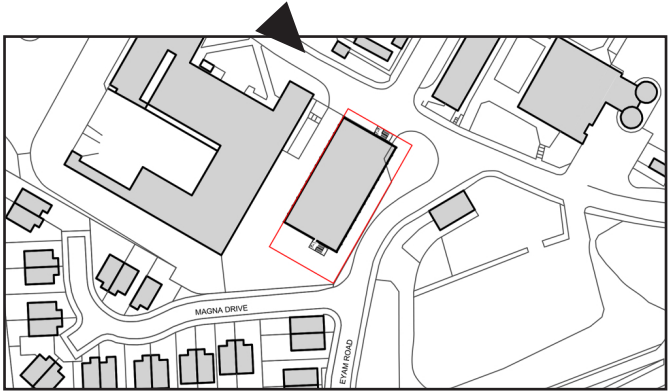
4.10.1 View A: Eyam Road



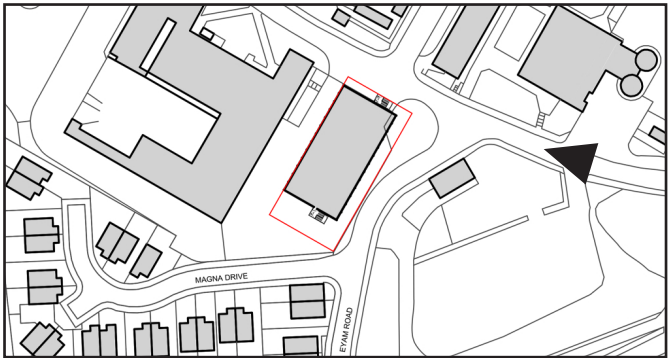
4.10.2 View B: Magna Drive



4.10.3 View C: Ellis Drive West



4.10.4 View D: Ellis Drive East



5.0 SUSTAINABILITY STATEMENT

5.1 Sustainable Features incorporated in the Design

The proposed modular construction method has a number of sustainable benefits:

- Minimises waste on site
- Minimises transport to site
- Standardisation of components
- Build quality
- Easily demountable at the end of its current life and can be used elsewhere on site

The provision of dedicated cycle parking and associated facilities provides an incentive for building users to adopt more sustainable modes of transport.

5.2 Achieving Part L Compliance

The current design solution has been developed in accordance with the guidance of Approved Document Part L2A. All individual building service elements are to be fully compliant with Non-Domestic Building Services Compliance Guide 2013. The design solution has been produced to ensure energy efficient and low carbon operation, and the following features have been incorporated in response to the government’s carbon emission reduction targets:

- Fabric U-values better than limiting values as set by Approved Document L2A.
- High efficiency Variable Refrigerant Flow installation as main heating and cooling system.
- Mechanical ventilation with heat recovery.
- Efficient LED luminaires with PIR and daylight sensing controls.
- Advanced metering and energy use monitoring provisions.

The introduction of all of the above measures ensures the building will achieve full compliance with Part L 2013 targets.

5.3 Building Ventilation Strategy

The ventilation to this building will be provided by a balanced supply and extract mechanical system. Mechanical ventilation heat recovery (MVHR) units will be provided to serve all occupied spaces and wet facilities within the building. The units shall be located in the ceiling void with external louvres on the face of the modular unit to provide fresh air intakes and allow exhaust to be dispelled.

Heat recovery devices within the units will recover up to 90% of heat extracted back into the supply air stream, significantly reducing energy use by the heating system. After passing the heat exchanger the supply air is ducted through the internal VRF cassette units and is heated or cooled based on the space current requirements.

The MVHR units will be controlled via local room controllers that monitor temperatures and CO2 levels in the

room. Fresh air will be supplied as necessary to maintain comfortable internal conditions. Where required, The MVHR units and will be attenuated to reduce noise and exclude to possibility of crosstalk.

5.4 Heating and Cooling Strategy

The heating and cooling to this building will be provided by an integrated Variable Refrigerant Flow (VRF) system. An external Heat pump unit exchanges heat between the external air and a refrigerant medium, which is supplied to local cassette units within the conditioned spaces. The proposed VRF system is multi-split, meaning it connects multiple indoor and outdoor units into a centralized system allowing the supply of both heating and cooling simultaneously. This feature effectively allows extracting heat from one part of the building and distributing it into other parts as required. Space conditioning is provide using ducted cassette units which will heat or cool fresh air supplied by the MVHR system.

All VRF units will be controlled via local room controllers that monitor temperatures and CO2 levels in the room. Fresh air supply will be tempered as necessary to maintain comfortable internal conditions.

Overdoor heaters will be provided above all external doors to mitigate cold air infiltration. Wet rooms, staircases and corridors are heated with electric panel radiators.

5.5 Energy Usage

The energy use of this building will be monitored by an integrated Building Management System (BMS) that links all active system components, displays out-of-range warnings, and provides an interface for data control and analysis.

6.0 ACCESS STRATEGY

To be read in conjunction with Curtins’ Transport and Waste Statement 74638-CUR-00-XX-RP-TP-003

6.1 Access and Inclusion

Attention has been paid to access issues with cognisance to the use of the building and with reference to Part M of the Building Regulation, the Equality Act and other relevant regulations and standards.

6.2 Access to Site

The modular building’s pedestrian entrance will be accessed from Ellis Drive. This route also serves as the access for cyclists to reach the cycle shelter located to the South of the building.

Vehicle access is via Ellis Drive which provides access to nearby car parks and the service road around the perimeter of the Estates Building.

6.3 Parking Provision

As the proposed building users are being relocated from across the wider site, there will be no additional demand on parking.

The proposed modular building will be located on the existing Estates building car park which is currently used for staff, contractors and estate vehicles; a total of 26 spaces will be lost as a result however 36 spaces remain in use to the West of the site along the perimeter of the Estates Central Store. In addition, there will be a loss of c. 2 car parking spaces associated with the improved pedestrian route. The loss of these 28 car park spaces is considered justified as parking surveys undertaken by Curtins concluded that car parks across the wider NMGH site do not currently reach capacity.

6.4 Cycling Provision and Amenities

12 cycle spaces will be provided within an external shelter adjacent to the modular office building and have been calculated using MCC guidance of 1 cycle space per 200m² net internal area.

An accessible shower will be provided at each floor

Space for secure lockers has been allocated within each open plan office.

6.5 Public Transport Amenities

The site is highly accessible by bus and metrolink. It is also considered to be highly accessible by rail when used as part of a multi modal journey by combination of walking and bus, by cycle, or via the yellow metrolink network.

Bus: Multiple bus stops within 300-500m from the site.

Metrolink: Abraham Moss 900m from the site.

Rail: Victoria Station 4km from the site

6.6 Service Vehicles, Refuse Lorries, Fire Engines etc

Service vehicles, refuse lorries and fire engines will use the existing access road around the perimeter of the Estates Building.

6.7 Internal Accessibility

Level access is provided across each floor plate with a platform lift providing level access between floors.

New lobbies from the cores will comply with Part M and BS8300, incorporating vision panels and clear widths for wheelchair users.

6.8 Emergency Escape

Two external escape stairs are provided to the North and South of the office floorplate. An internal accommodation/escape stair is provided within the central circulation core.

Each staircase includes a refuge at all upper floors.

6.9 Horizontal Circulation

The modular office building is designed as an open plan floor plate with clear horizontal circulation zones included within this area.

6.10 Vertical Circulation

The building is served by a central vertical circulation core which includes:

- an accommodation/escape stair
- a platform lift providing level access to all floors.

6.11 WC Accommodation

WC provision has been calculated using BS 6465-1:2006+A1:2009 based on the required occupancy of 75 per typical floor.

Each floor provides:

- 4no. female WCs,
- 2no. male WCS and 2no. urinals,
- 1no. accessible WC,
- 1no. accessible shower.

7.0 CONSULTATION

7.1 Pre Application Consultation

The following pre-planning consultation meetings have taken place with Manchester City Council Planning:

Meeting	Date
Pre-application meeting	02/07/2020

Pre-application discussions focused on the following areas:

- Loss of facilities management car parking on the proposed site
- Scale and massing of the proposed building
- Proximity of the South facade to the neighbouring residents.

Consideration has been given to each point during the project’s subsequent design development and each of these areas have been adressed within this Design and Access Statement.

7.2 Greater Manchester Police Consultation

An application for a Crime Impact Statement has been submitted. The current proposal will be reviewed against the feedback received from Greater Manchester Police.

8.0 SCHEDULE OF TOWN PLANNING APPLICATION DOCUMENTS

Below is the list of information and drawings submitted for Planning Approval and which has been agreed with the planning case officer, Jennifer Atkinson, as required to validate the Planning Application

Document
Cover Letter, Application Form and Notices, prepared by Turley
Architectural drawings. prepared by Sheppard Robson
Design and Access Statement, prepared by Sheppard Robson
Planning Statement, prepared by Turley
Site Tree Report and Appraisal and Tree Constraints Plan, prepared by Rowbottom’s Tree Services Ltd
Phase 1 Ground Investigation, prepared by Curtins
Transport Statement (including Waste Management Strategy), prepared by Curtins
Drainage Strategy, prepared by Curtins
Crime Impact Statement, prepared by GMP (to follow)

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