10.0 Internal Layout & External Design

The addition of an extended section to the front of the open plan office space will essentially double the capacity of the workforce on site. An internal desk layout of approximately 129 desks comprises the main floor space of the proposed layout and are to be grouped in banks of 8 and 10.

The ground floor space is taken up by both grouped banks of desks and a photo studio area. To the side of the extension where it meets the proposed parking area, a large loading bay door is proposed to allow equipment to be easily transported into and out of the site.

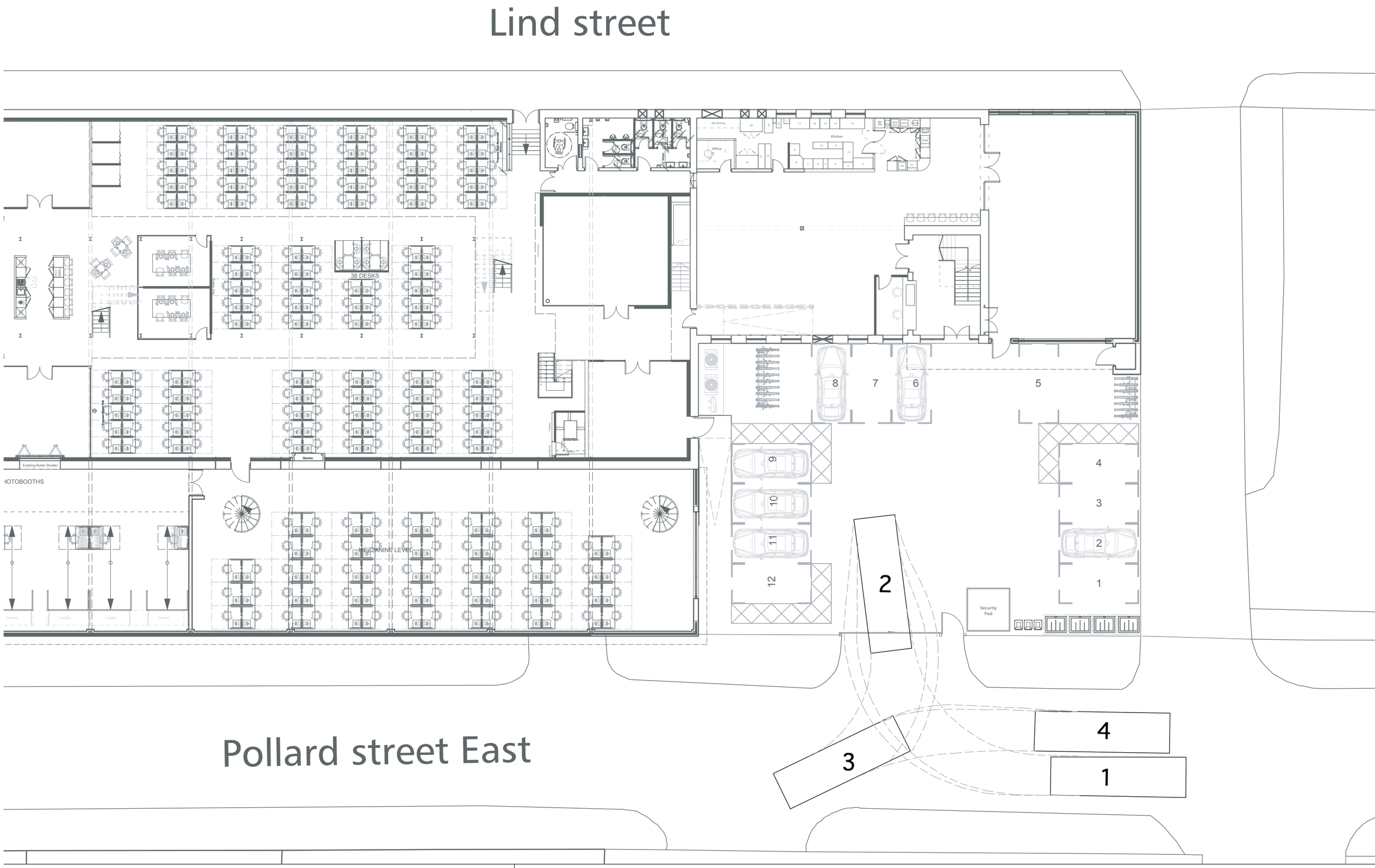
The upper floor is predominantly comprised of ground banks of desks with small breakout areas for staff. The upper floor is accessed via one of three spiral staircases within the extension.

The external design of the open plan office extension is to be constructed from a blue engineering brick at ground floor level and a Kalwall block facade system at first floor level. A flat roof construction is proposed to keep the overall massing of the proposal minimal.

The ground floor space of the extension to the side of the double height office block is to be utilised as communal space to increase the capacity of the employee cafeteria area. The upper floor is to be comprised of large glazed meeting rooms that open out onto a balcony with an external white rendered aesthetic that is in keeping with the modernist design style.

11.0 Waste Management

Waste management is already dealt with on site via a privately contracted waste removal company. There is currently a number of industrial size waste bins which includes a 1200L Dry Mixed Recycling and a 1200L General Waste bin, both of which are collected and emptied daily. Given that the size of the building is to be increased with a greater number of employees on site, refuse capacity is likely to increase to a total of 4 1200L General Waste bins and one additional Dry Mixed Recycling bin.



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20 Pollard Street East	Waste Collection	Planning	1:200	06.04.20	RB	413	250	A
project title	drawing title	status	scale	date	drawn by	job no.	dwg no.	rev

12.0 Public & Private Safety

The industrial area of Ancoats in Manchester is a zone of rapid redevelopment that embraces the historical values of the mills and factories built in the late 1800's. Although efforts have been made to turn Ancoats into a trendy work zone, it still has a reputation for criminal activity as large parts are left untouched by development.

Due to the fact that expensive stock will be stored within, the client aims to retain the current external appearance of the building as to not attract any unwanted attention from criminals. In addition to playing down the external appearance, anti theft fences and gates are located around the perimeter edge of the site and all exterior doors will be inaccessible from outside.

13.0 Transport & Access

Pedestrian Access - The site is located in the industrial area of Ancoats, Manchester and is within several minutes walking distance from the nearest bus and tram stop.

Disabled Access - A small number of disabled parking spaces are to be allocated on site for anybody who requires them. Public transport such as regular trams and buses are also close enough for employees to easily travel who do not have severe disabilities.

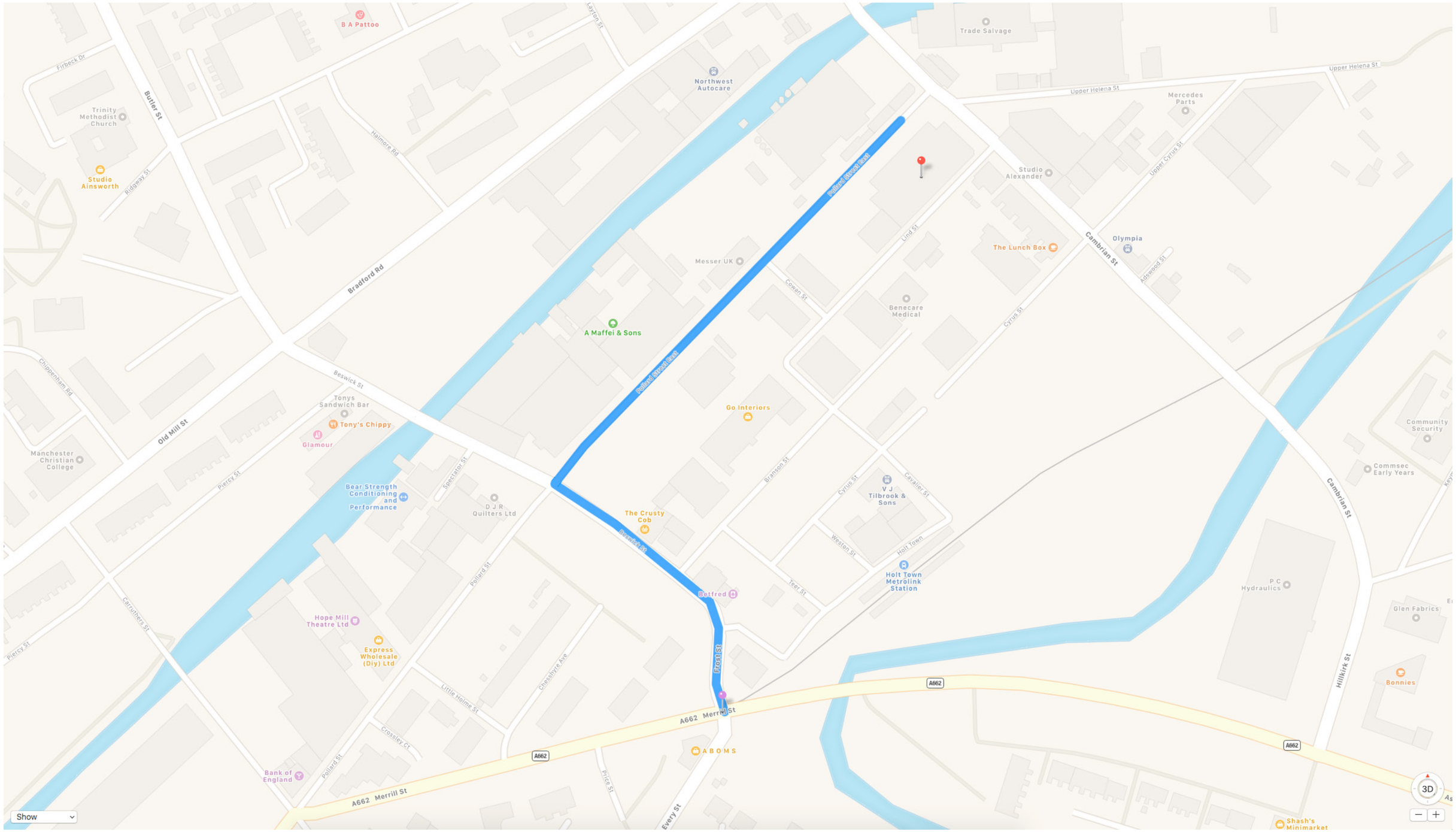
Vehicle Parking - A total of 14 parking spaces are proposed to be situated within the hard standing area to front of the site. Of the 14 spaces, 2 of these spaces are allocated as disabled bays with Which also give clear access . Due to the vast majority of staff that will be using public transport to travel to work, the spaces will likely be used by company directors and visitors.

Bicycle - The sites location within the town centre means a number of cycle routes are easily accessible. Due to its location, the client does not expect many employees to cycle to and from work.

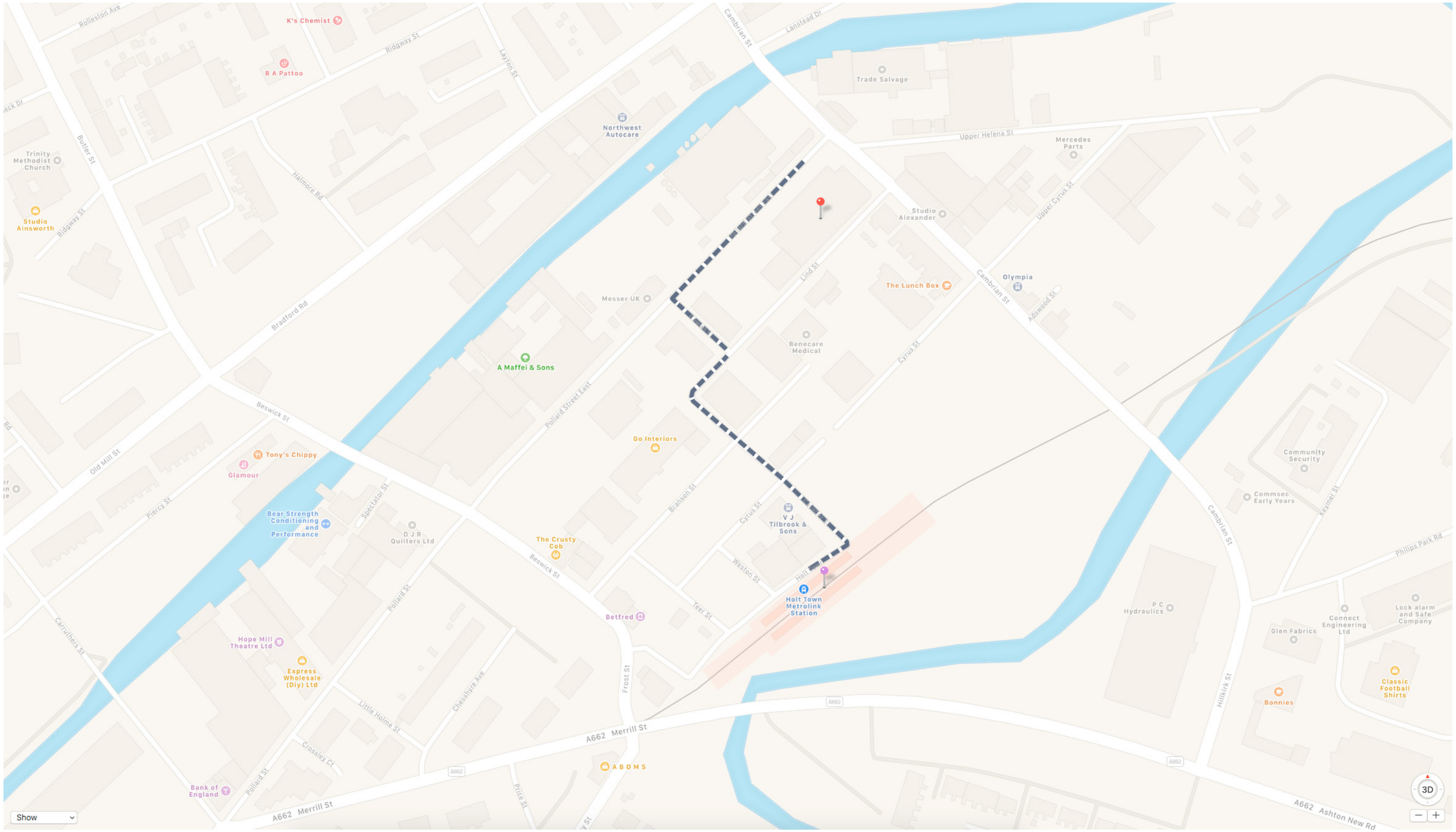
Public Transport - The site has a number of a routes close by both into and out of Manchester city centre. Traffic can be an issue at peak periods of the day.

Emergency Access - Emergency vehicles are able to gain access to the street via the access routes that surround the site.

Travel Plan
Access to Major Road



Travel Plan
Access to Nearest Tram Stop



Travel Plan
Access to Nearest Bus Stop

