MAG
Plot H5 Airport City

January 2025
Design and Access Statement

5plus

PLOT H5
PREMIER INN

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Client(s)
Mix Manchester

Project Team
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Couch Perry Wilkes — **MEP**
ROC — **Civil / Strcutural Engineer**
Tetratech — **Infrastructure Engineer**
Atkins Realis — **Cost Consultant**
Sandy Brown — **Acoustic Consultant**
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Section 1.0

1
INTRODUCTION AND BRIEF

1.1 Introduction
Executive Summary

Building on the recent completion of plot H5 and associated public realm at Mix Manchester, proposals for a new 276 room hotel building under the Premier Inn brand to compliment the emerging masterplan are presented in this application.

Occupying the plot to the south of H3, the Premier Inn hotel will create positive frontage to a new urban square activating routes between the M56 spur bridge between Wythenshawe and the Airport Interchange in the next phase of development.



Section 2.0

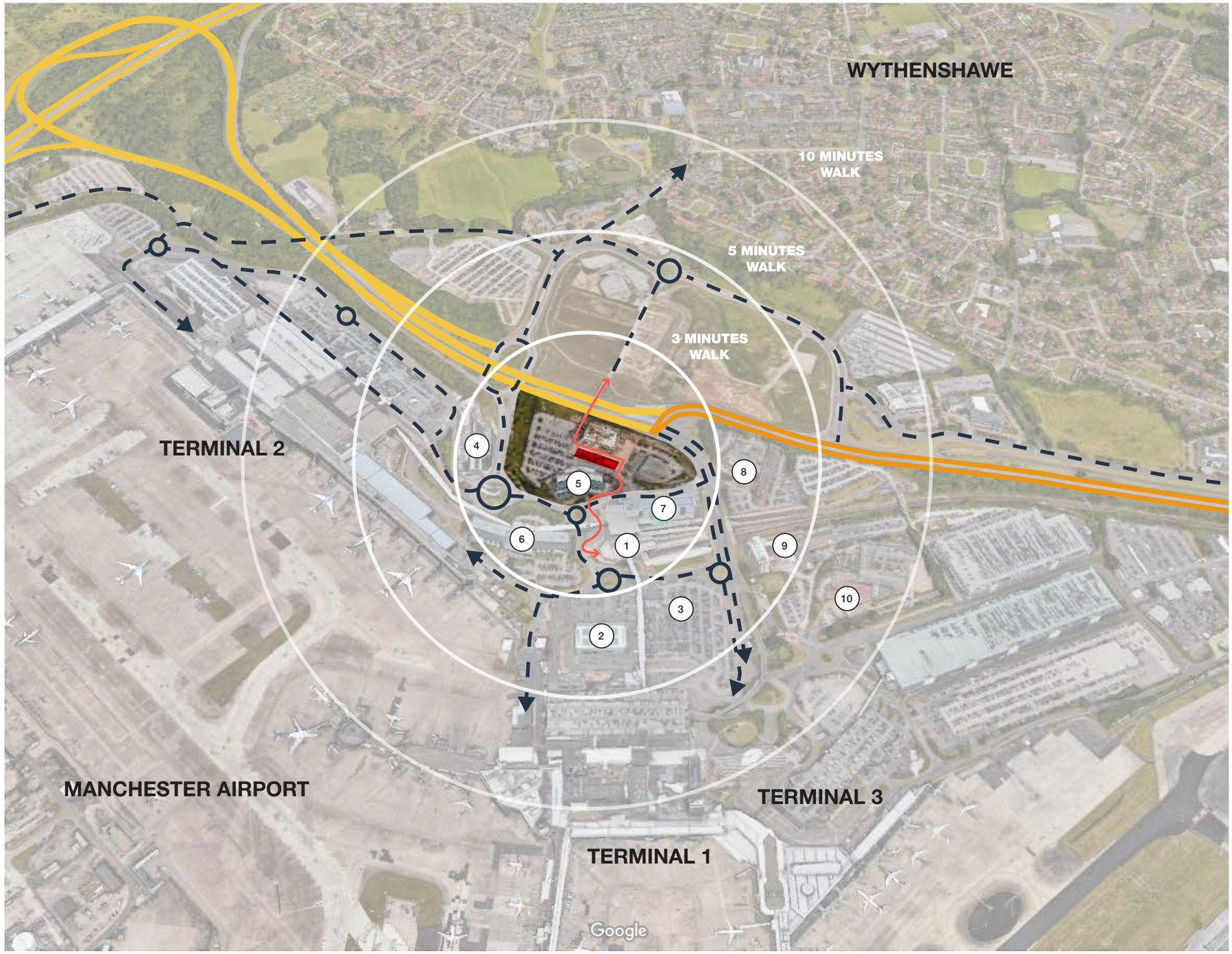
2
THE SITE

2.1 Site Location
Manchester Airport

Plot H5 is located to the south of the Mix Manchester masterplan on the southern side of the M56 spur, positioned between the new H3 (Tribe) hotel and existing Voyager House offices.

The site has good access to rail, metrolink, bus routes and the wider airport infastructure and terminals via the GTI (Ground Transport Interchange).

The M56 spur and servicing route established from Outwood Lane and World Way provides ease of access for building servicing.



Key

- The Site
- 1 Ground Transport Interchange (GTI)
- 2 Manchester Airport Short Stay T1
- 3 Manchester Airport Meet & Greet T1
- 4 Ibis Budget Manchester Airport
- 5 Voyager House Manchester Airport
- 6 Radisson Blu Hotel Manchester Airport
- 7 4M Office Building
- 8 Doubletree by Hilton Manchester Airport
- 9 Clayton Hotel Manchester Airport
- 10 Crowne Plaza Manchester Airport
- Pedestrian Route
- Vehicular Routes
- Ringway Road
- M56 Motorway

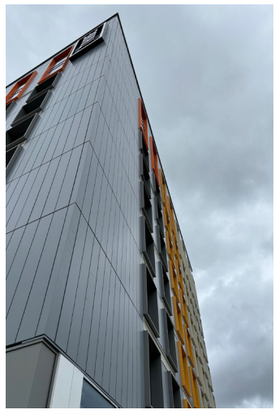
2.2 Existing Context

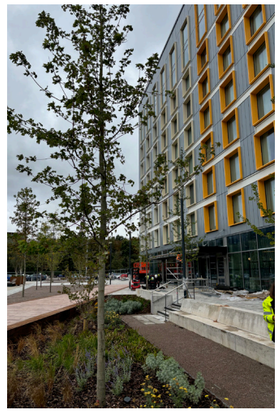
The site replaces existing car parking and coach drop off accessible from the rear of Voyager via the route adjacent the GTI.

Plot H3 and associated public realm and landscaping have been implemented and are due to completion shortly complimenting the M56 spur bridge and connection to Wythenshawe.



Site Photos - H3 Tribe Hotel







2.3 Masterplan Context

New hotel uses will underpin the proposed science, innovation and manufacturing campus proposed for Mix Manchester as well as the airport terminal connectivity, creating desirable and high quality public realm connections between the masterplan and the wider airport estate.

Plot H5 marks a bookend site on the approach from the M56 spur bridge from the new Mix Manchester masterplan, creating a legible route between the airport and the wider masterplan connection to Wythenshawe.

Servicing is pushed to the perimeter with active public realm routes between the masterplan either side of the bridge proposed as car free pedestrian spaces with the new hotels providing amenity and active frontage providing the opportunity for enlivened and passively surveilled spaces.









2.4 Future Masterplan



3 PROPOSED LAYOUT

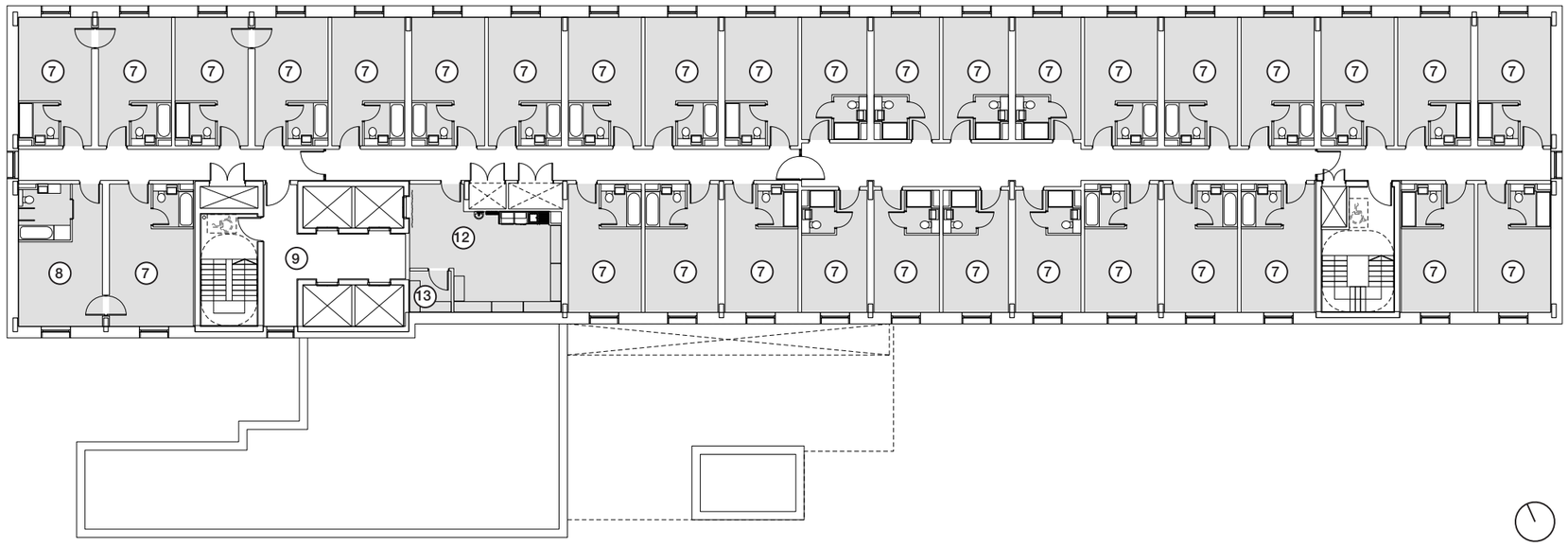
3.1 Site Layout

The building is orientation on an east west axis with the principal elevation facing the new public realm creating activity.

Servicing is provided by a one way access road around the building with a loading point located on the southern side for refuse collection and deliveries.



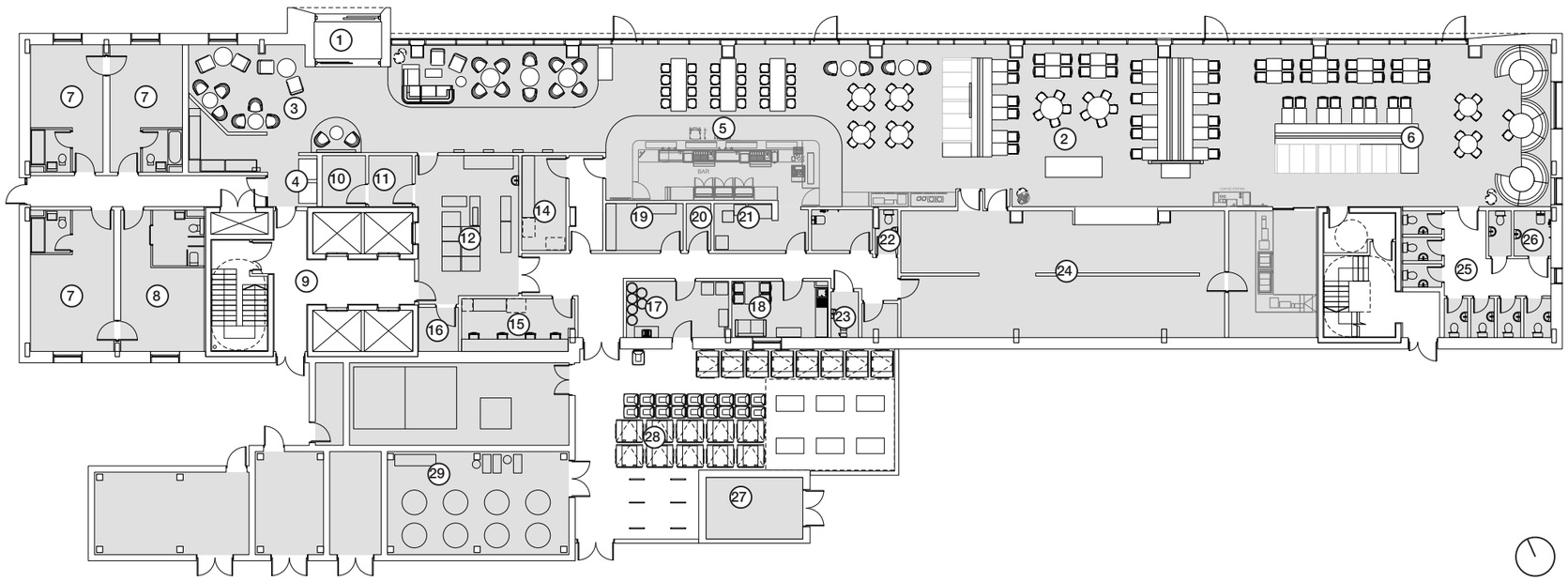
3.2.1 Ground Floor and First Floor
General Arrangement Plan



First Floor GA Plan

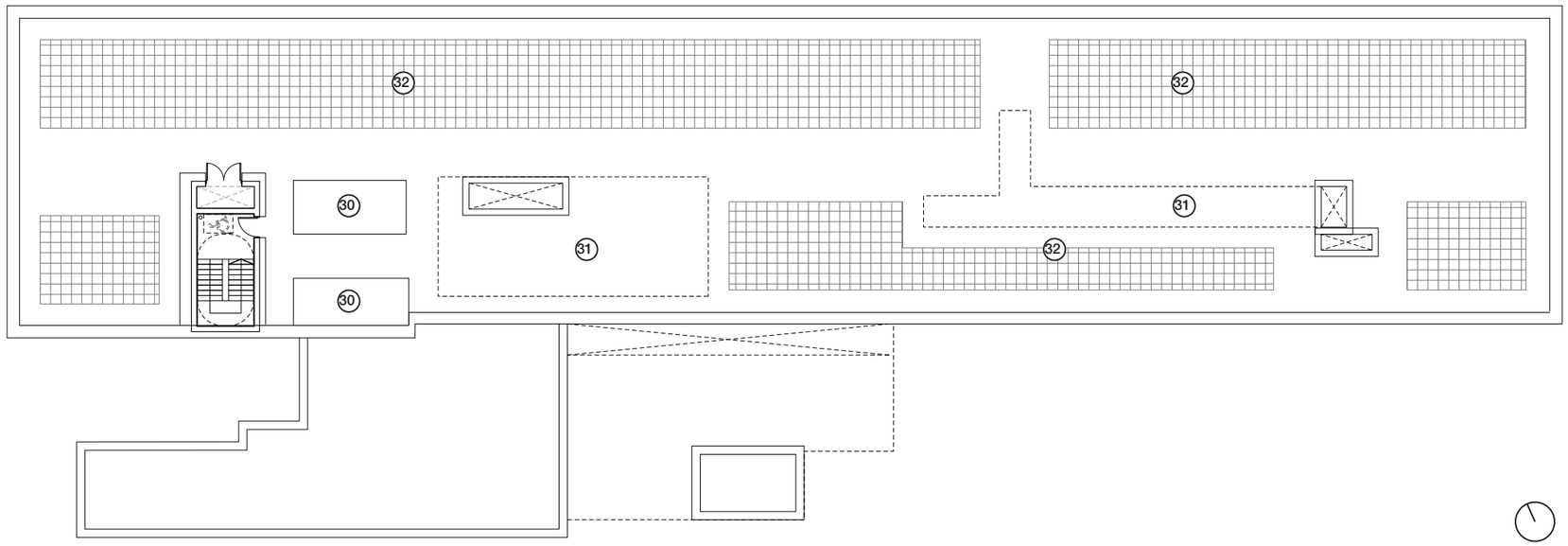
Key

1. Entrance
2. Front of House
3. Waiting Area
4. Vending
5. Bar
6. Restaurant
7. Standard Room
8. Accessible Room
9. Lift Lobby
10. Comms
11. COSHH
12. Linen
13. Consumables
14. Luggage
15. Office
16. Archive Store
17. Cellar
18. Team Room
19. Bottle Storage
20. Cleaner Room
21. Glass Wash
22. Staff WC
23. Staff Accessible WC
24. Kitchen
25. WC
26. Accessible WC
27. Generator
28. Refuse
29. Ancillary Plant Spaces
30. Lift Overrun
31. Potential Arrangement for ASHP
32. Potential PV Location



Ground Floor GA Plan

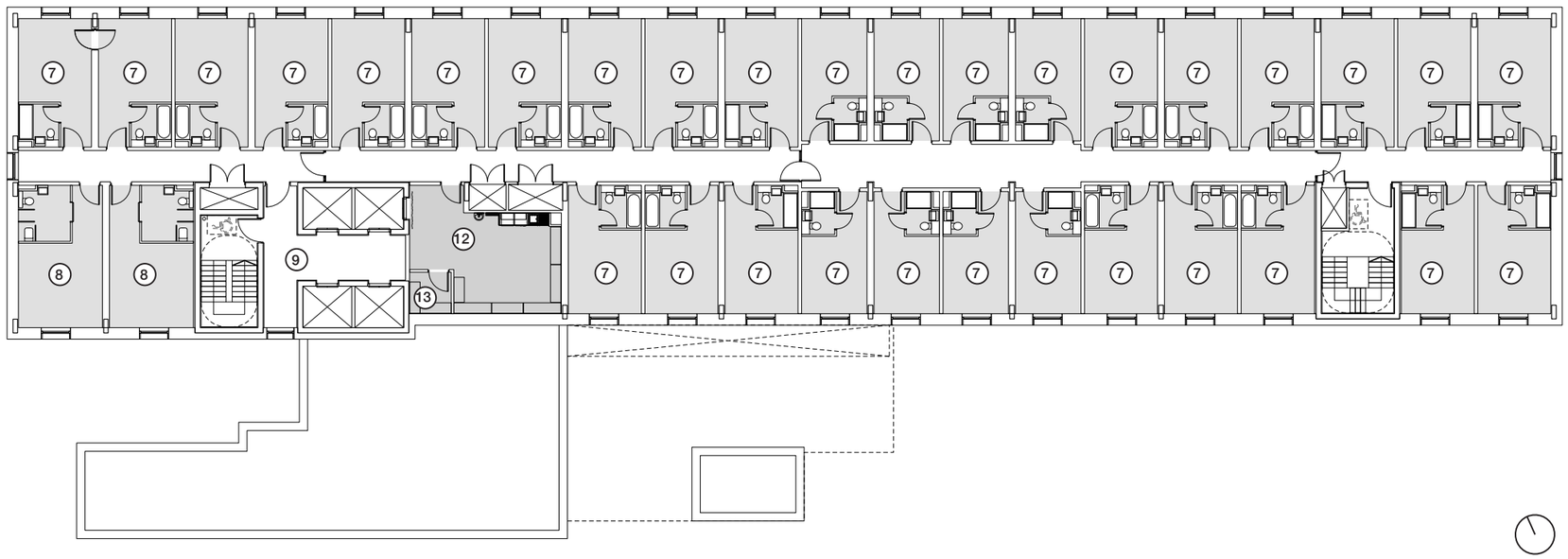
3.2.2 Typical Upper Floor and Roof
General Arrangement Plan



Roof Plan

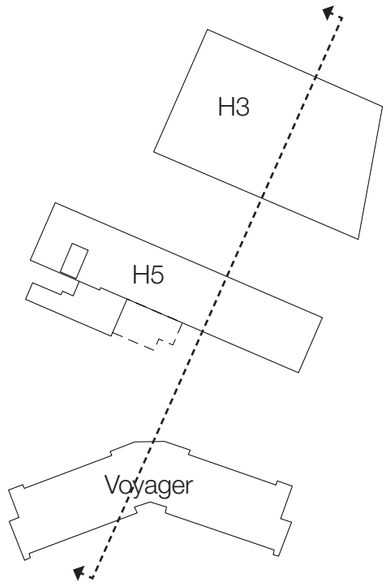
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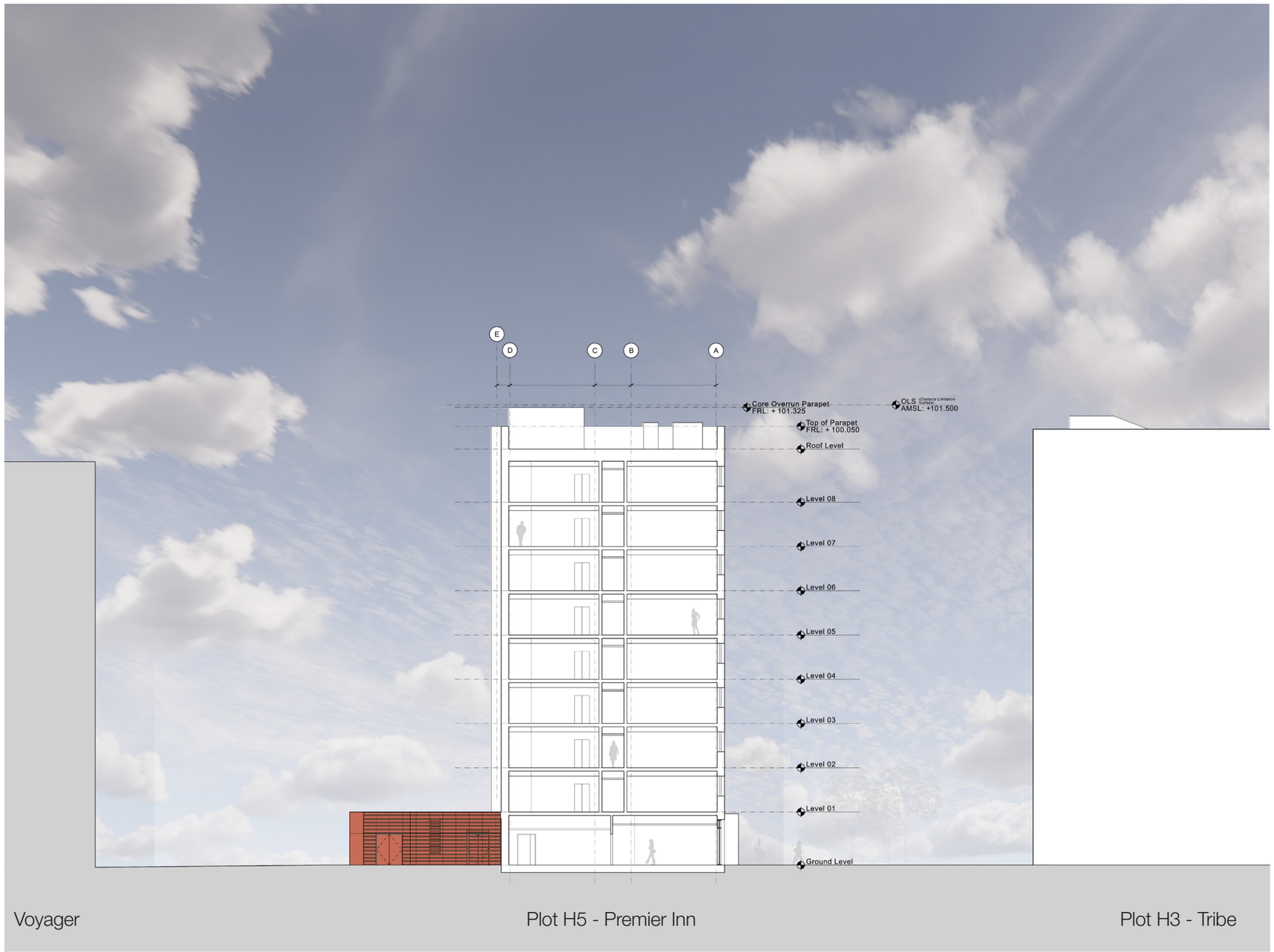
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24. Kitchen
25. WC
26. Accessible WC
27. Generator
28. Refuse
29. Ancillary Plant Spaces
30. Lift Overrun
31. Potential Arrangement for ASHPs / AHUs
32. Potential PV Location



Typical Floor GA Plan (Second Floor)

3.3 Section
General Arrangement Section





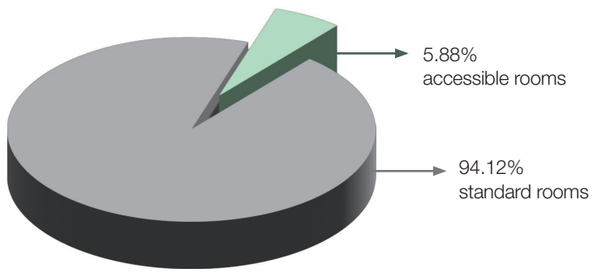
3.4 Amount

The total scheme comprises of 276 guestrooms across eight floors. The reception, restaurant and bar facilities are located at ground level offering approximately 454sqm of front of house space.

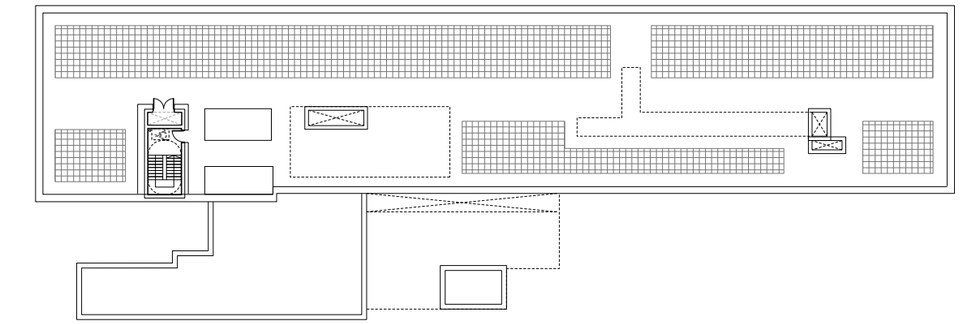
Each upper floor level comprises of 1039sqm with 34 guestrooms in standard premium and accessible types. Accessible rooms are available on each floor, some of which are all interconnecting.

Typical Upper Floors have 34 guest rooms:

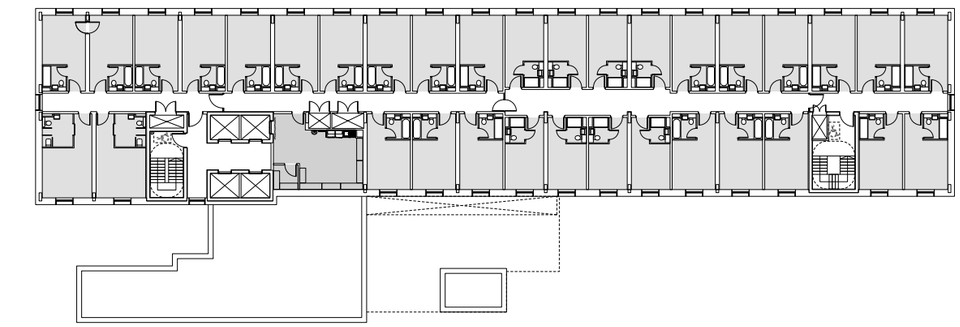
- 2 accessible rooms/ floor
- 32 standard rooms/ floor



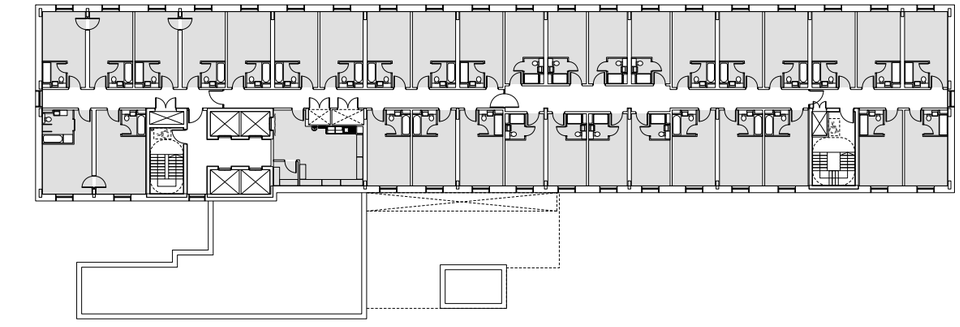
LEVEL	AREA (GIA) SQM	AREA (GIA) SQFT	AREA (NIA GUESTROOMS) SQM	AREA (NIA GUESTROOMS) SQFT	STANDARD ROOMS	ACCESSIBLE ROOMS	TOTALS
GROUND FLOOR	1,251.0	13,465.8	98.9	1,064.6	3	1	4
FIRST FLOOR	1,059.8	11,407.7	725.1	7,805.0	33	1	34
SECOND FLOOR	1,059.8	11,407.7	725.1	7,805.0	32	2	34
THIRD FLOOR	1,059.8	11,407.7	725.1	7,805.0	32	2	34
FOURTH FLOOR	1,059.8	11,407.7	725.1	7,805.0	32	2	34
FIFTH FLOOR	1,059.8	11,407.7	725.1	7,805.0	32	2	34
SIXTH FLOOR	1,059.8	11,407.7	725.1	7,805.0	32	2	34
SEVENTH FLOOR	1,059.8	11,407.7	725.1	7,805.0	33	1	34
EIGHTH FLOOR	1,059.8	11,407.7	725.1	7,805.0	33	1	34
ROOF LEVEL	18.1	194.8					
TOTALS	9,747.5	104,922.1	5,899.7	63,504.4	262	14	276



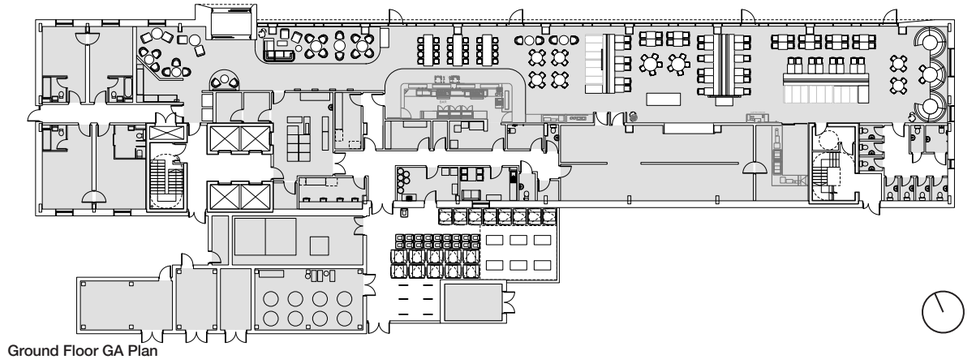
Roof Plan



Typical Floor GA Plan (Second Floor)



First Floor GA Plan



Ground Floor GA Plan

4
APPEARANCE

4.1.1 Design Evolution - Site Response
Form, Colour and Arrangement

The building builds on the contextual forms of the new plot H3 hotel and the pedestrian bridges strong geometric lines and repeating patterns. The proposal provides a strong edge to frame the public realm and reflects the shapes on site as a simple grid façade contrasted with a coloured pattern around the windows.

The colours on the building reflect the browns of the pedestrian bridge and the oranges of plot H3 adjacent and work to provide a cohesive colour palette across the area.



Precedent - Bundestag Offices, Berlin by Sauerbruch Hutton

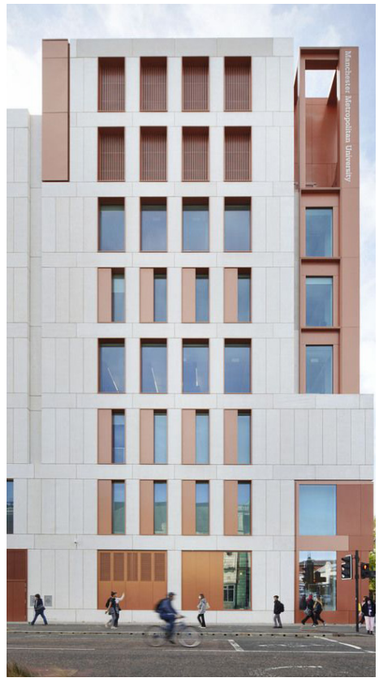


Site Context - Tribe Hotel (Plot H3), Manchester Airport by Studio Moren

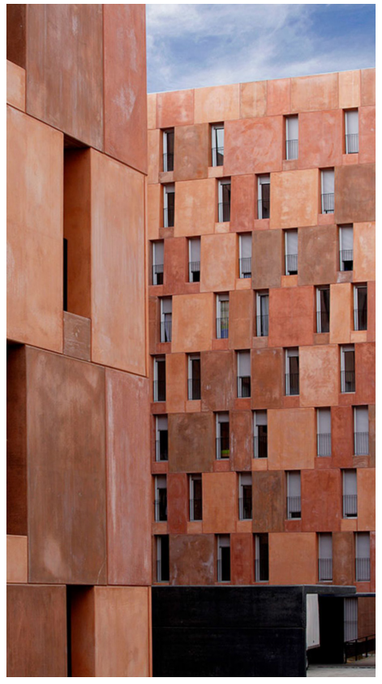




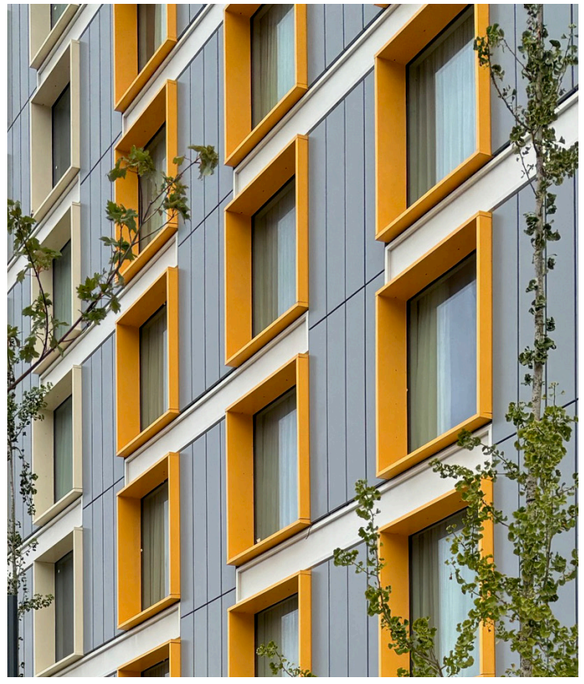
Site Context - Airport City Bridge



Precedent - Grosvenor East, MMU by Allies and Morrison

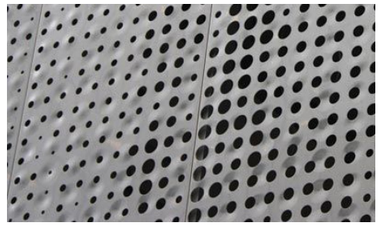


Precedent - Villaverde Housing, Madrid by David Chipperfield Architects



Site Context - Tribe Hotel (Plot H3), Manchester Airport by Studio Moren





Window reveals & perforated vent detail

4.1.2 Design Evolution - Initial Ideas

Form, Colour and Arrangement



1. Random Arrangement of Various Window Types and Colouring Patterns



2. 2-Storey Checkerboard Arrangement - 1-Storey Colouring Pattern





Precedent - Villaverde Housing, Madrid by David Chipperfield Architects



Precedent - Grosvenor East, MMU by Allies and Morrison



3. 2-Storey Checkerboard Arrangement - 2-Storey Colouring Pattern



4. Alternation of 1&2-Storey Checkerboard Arrangement - 1&2-Storey Colouring Pattern

4.1.3 Design Evolution - Materiality and Rythm

Pre-Application Meeting 1 - 06/09/2024

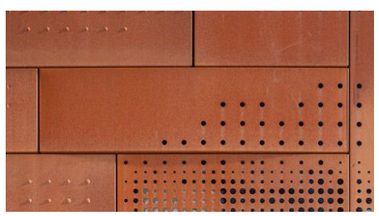








Precedent - Window Reveals



Precedent - Metal Perforations





4.1.4 Design Evolution - Facade Expression and Colour

Pre-Application Meeting 2 - 19/09/2024

Following the second pre-application meeting a review was made on the window and hoizontal appearance of the facade.

In the following iteration the windows have been increased in height and to provide more vertical proportions.

The width of the colour panels has been reduced so that to give a more vertical appearance.

Along the top floor windows, the coloured panels has been extended to provide some height and a different finish to the top of the building.



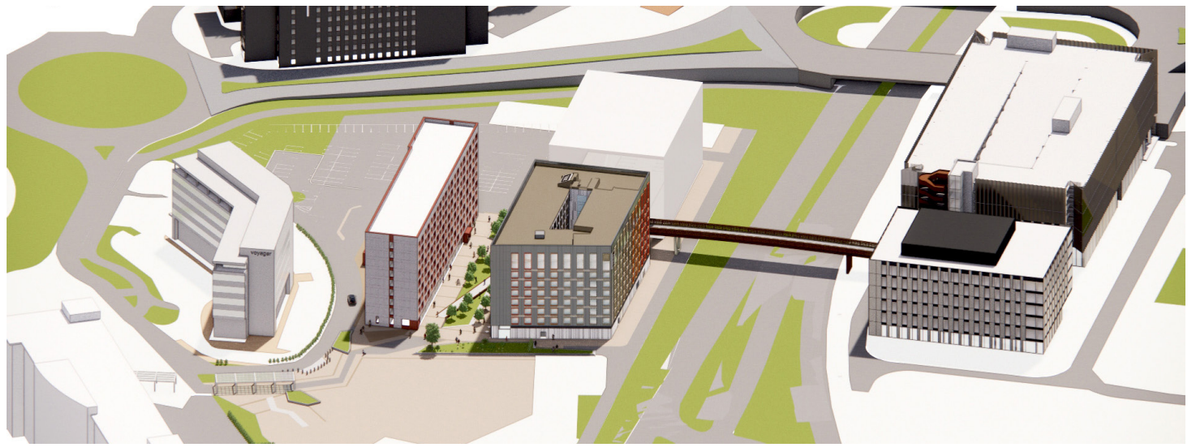








Site Context - Tribe Hotel (Plot H3), Manchester Airport by Studio Moren





4.1.5 Design Evolution - Panel Rationalisation and Horizontality

Response to Pre-Application Meeting 2 - 20/09/2024





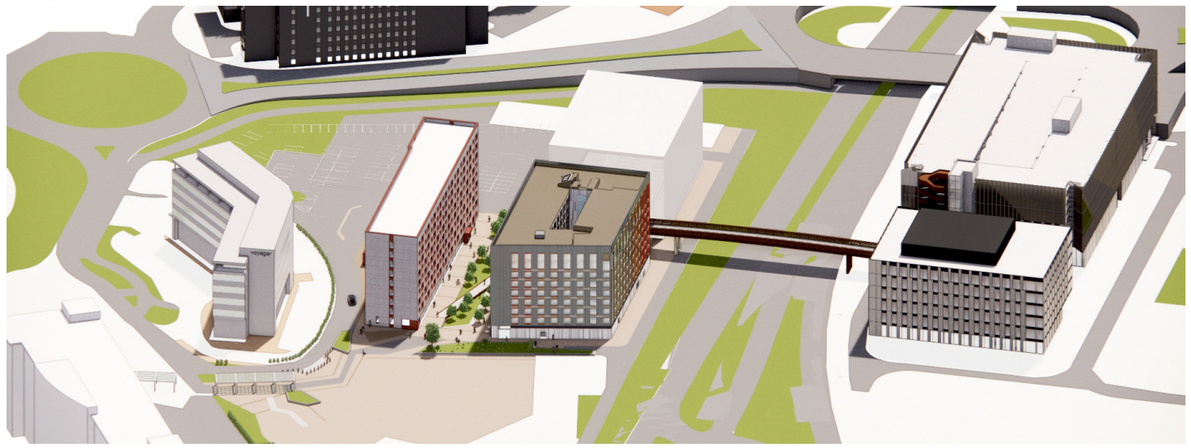




Precedent - Grosvenor East, MMU by Allies and Morrison



Precedent - Berlin government offices, Berlin by Sauerbruch Hutton

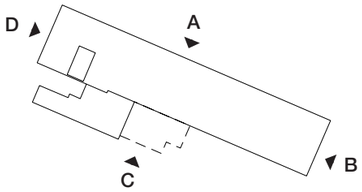





TRIBE
Premier Inn

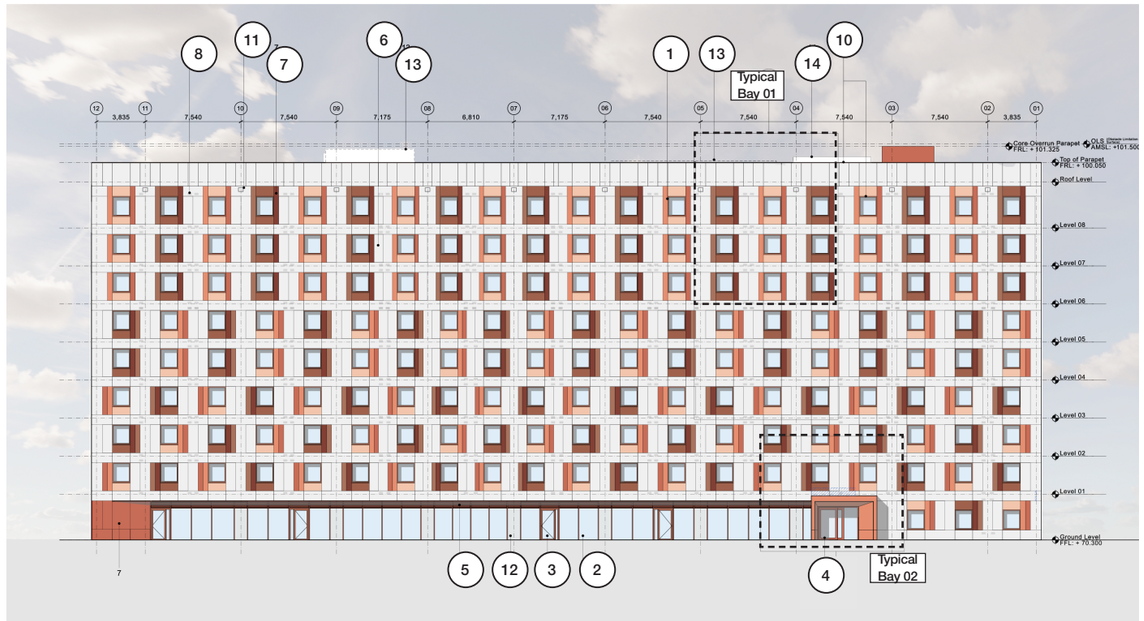

Premier Inn
voyager
voyager

4.2 Appearance
General Arrangement Elevations

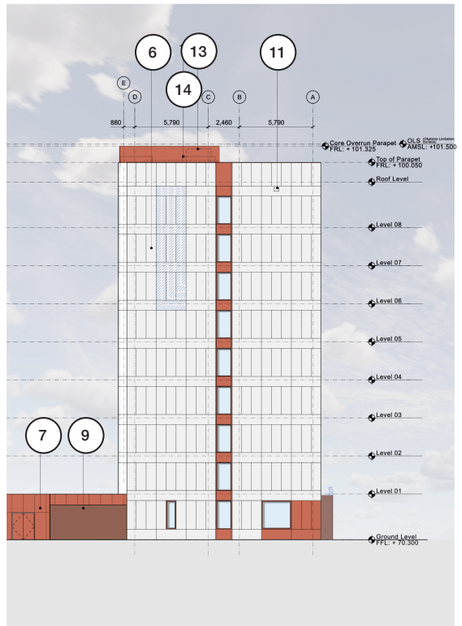


Materiality Key

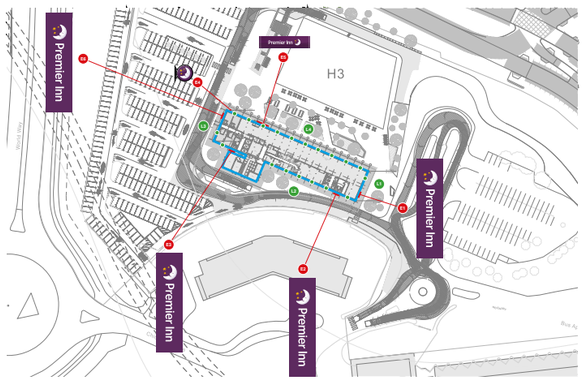
1. Aluminium window framed glazing with PPC finish to match window surround flashings & cill
2. Capped aluminium curtain wall glazing with PPC finish to match windows above
3. Full height glazed aluminium curtain wall doors integrated into surrounding curtain walling system. PPC finish to match surrounding curtain walling system.
4. Powered sliding doors with PPC finish to match adjacent curtain walling system.
5. Louvres integrated into head of curtain walling system with PPC finish to match surrounding curtain walling
6. Aluminium rainscreen cladding panels with PPC finish (Light silver/grey. Colours shown indicatively in elevations and typical bay drawings. Exact colour to be confirmed through sampling)
7. Aluminium rainscreen cladding panels with PPC finish (Terracotta, red & rust colours. Colours shown indicatively in elevations and typical bay drawings. Exact colour to be confirmed through sampling)
8. Perforations to rainscreen cladding panels for intake & extract ventilation concealed behind facade system.
9. Expanded mesh screening in PPC finish colour to match BOH rainscreen cladding adjacent (material 07)
10. Folded aluminium copings and flashings in PPC finish to match window frames and surrounding cladding panels
11. Indicative downlighting fixed to the facade system
12. Back-painted glass spandrel panel with light grey glazed appearance
13. Indicative plant zone
14. Lift overrun



North Elevation (Elevation A)



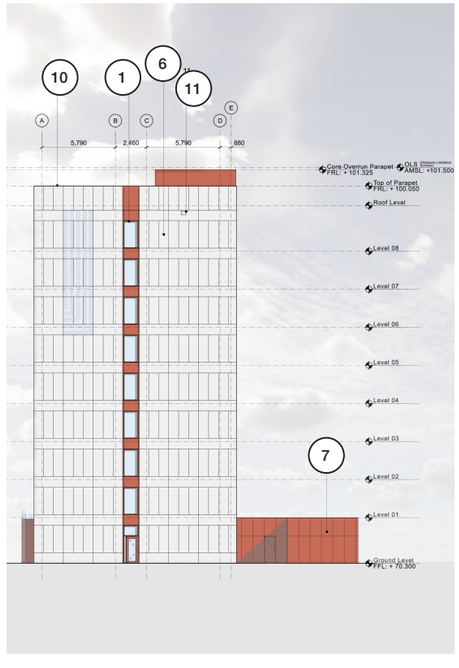
East Elevation (Elevation B)



Indicative Signage Locations



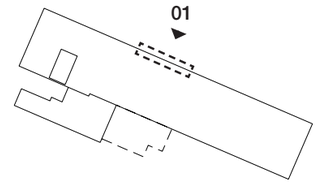
South Elevation (Elevation C)



West Elevation (Elevation D)



4.3.1 Appearance
Typical Bay 01

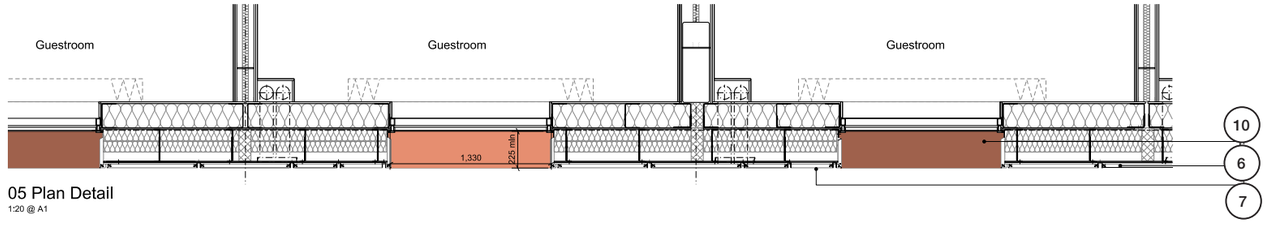


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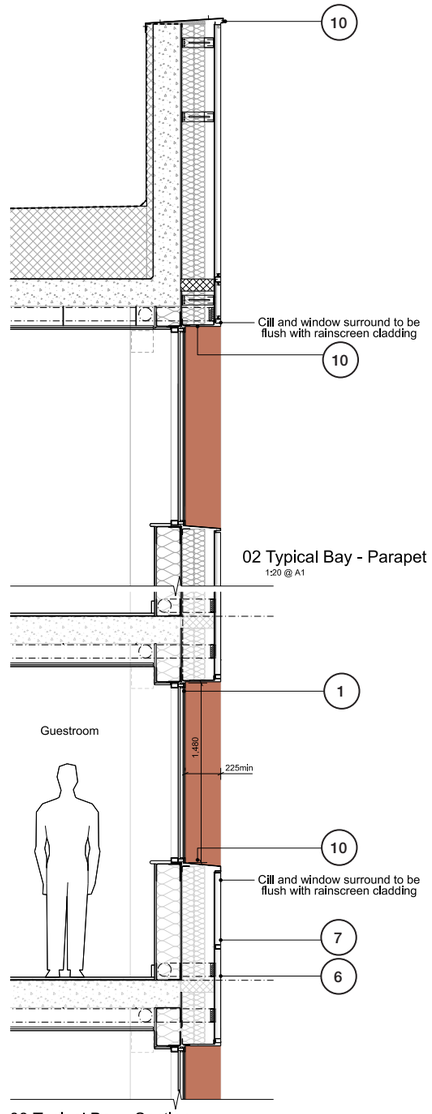
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11. Indicative downlighting fixed to the facade system
12. Back-painted glass spandrel panel with light grey glazed appearance
13. Indicative plant zone
14. Lift overrun



01 Typical Bay - Body
1:20 @ A1

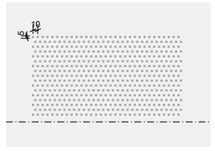


05 Plan Detail
1:20 @ A1



02 Typical Bay - Parapet
1:20 @ A1

03 Typical Bay - Section
1:20 @ A1

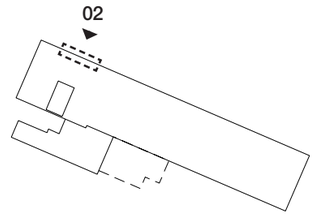


Perforated zone to rainscreen cladding for termination of vent to the back of facade.

Exact perforation pattern and free area to be confirmed

04 Typical Ventilation grill
1:5 @ A1

4.3.2 Appearance
Typical Bay 02

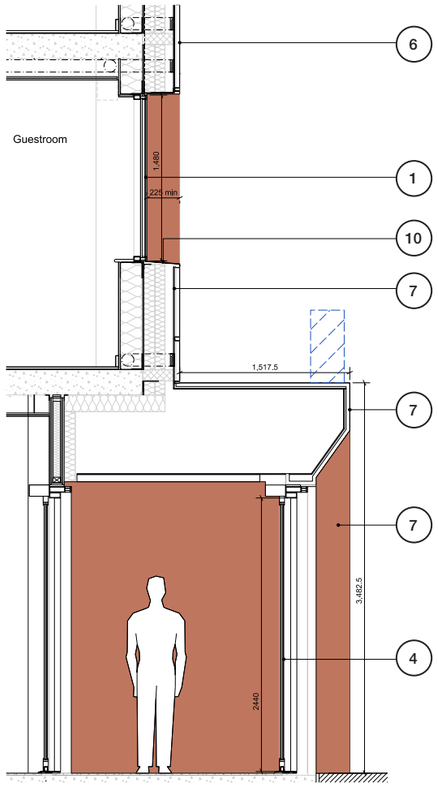


Materiality Key

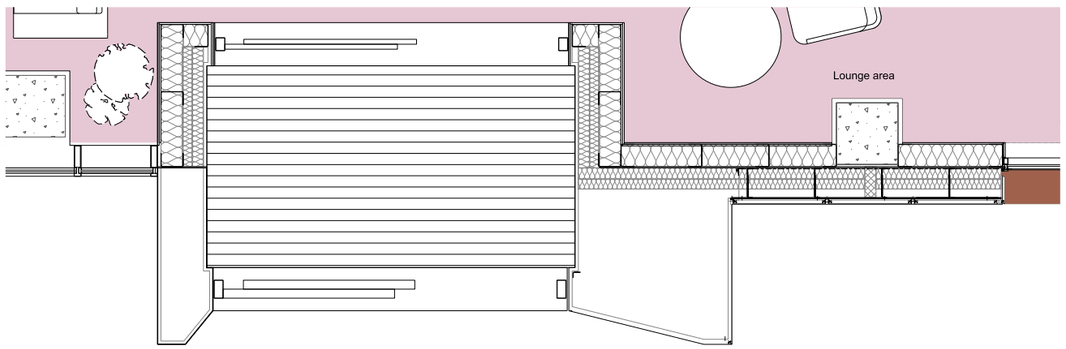
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7. Aluminium rainscreen cladding panels with PPC finish (Terracotta, red & rust colours. Colours shown indicatively in elevations and typical bay drawings. Exact colour to be confirmed through sampling)
8. Perforations to rainscreen cladding panels for intake & extract ventilation concealed behind facade system.
9. Expanded mesh screening in PPC finish colour to match BOH rainscreen cladding adjacent (material 07)
10. Folded aluminium copings and flashings in PPC finish to match window frames and surrounding cladding panels
11. Indicative downlighting fixed to the facade system
12. Back-painted glass spandrel panel with light grey glazed appearance
13. Indicative plant zone
14. Lift overrun



01 Typical Bay
Entrance detail

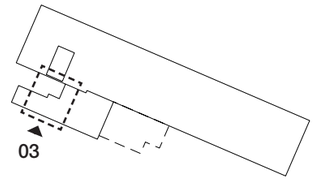


02 Section Detail
Entrance lobby



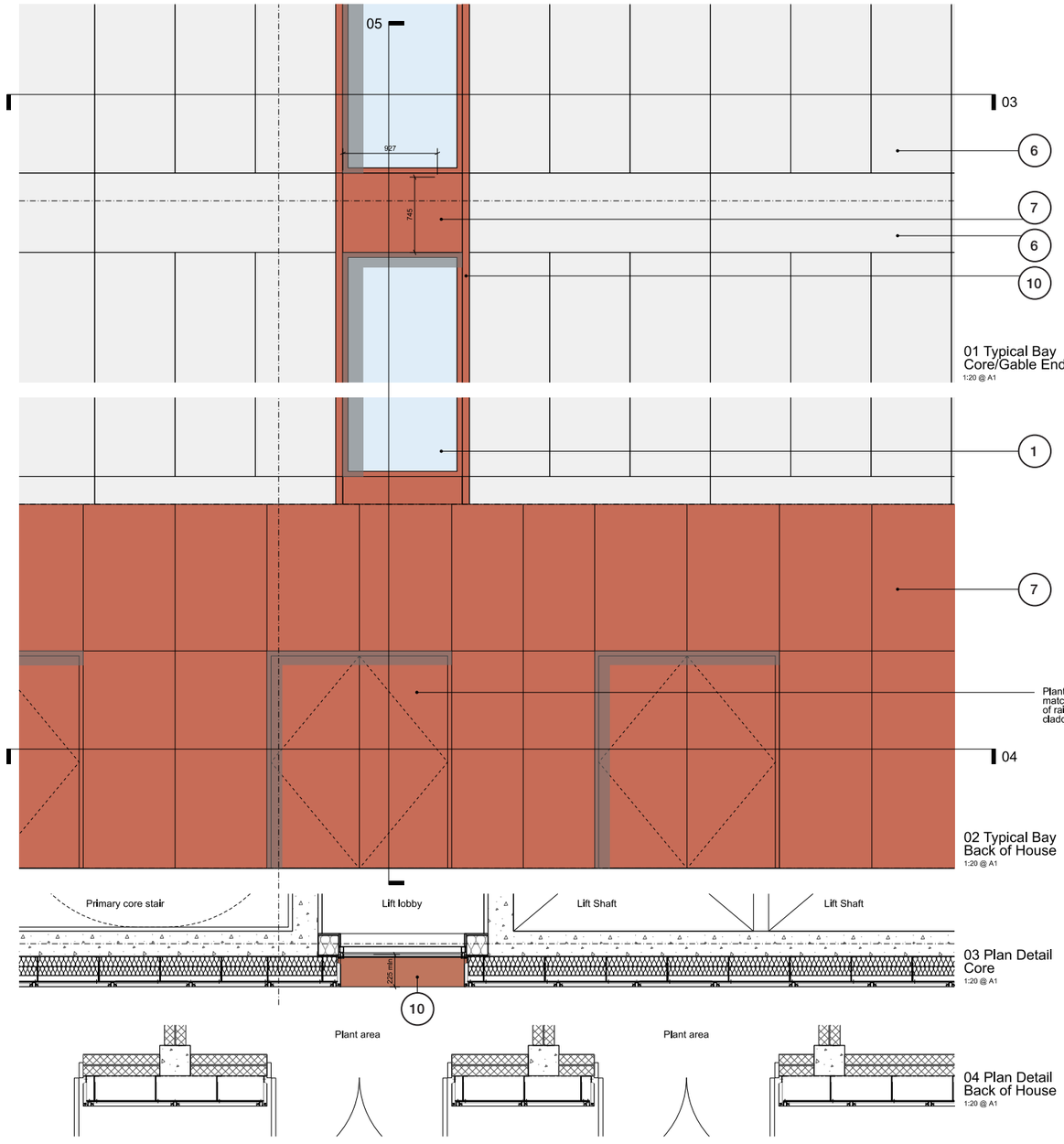
03 Plan Detail
Entrance lobby

4.3.3 Appearance
Typical Bay 03



Materiality Key

1. Aluminium window framed glazing with PPC finish to match window surround flashings & cill
2. Capped aluminium curtain wall glazing with PPC finish to match windows above
3. Full height glazed aluminium curtain wall doors integrated into surrounding curtain walling system. PPC finish to match surrounding curtain walling system.
4. Powered sliding doors with PPC finish to match adjacent curtain walling system.
5. Louvres integrated into head of curtain walling system with PPC finish to match surrounding curtain walling
6. Aluminium rainscreen cladding panels with PPC finish (Light silver/grey. Colours shown indicatively in elevations and typical bay drawings. Exact colour to be confirmed through sampling)
7. Aluminium rainscreen cladding panels with PPC finish (Terracotta, red & rust colours. Colours shown indicatively in elevations and typical bay drawings. Exact colour to be confirmed through sampling)
8. Perforations to rainscreen cladding panels for intake & extract ventilation concealed behind facade system.
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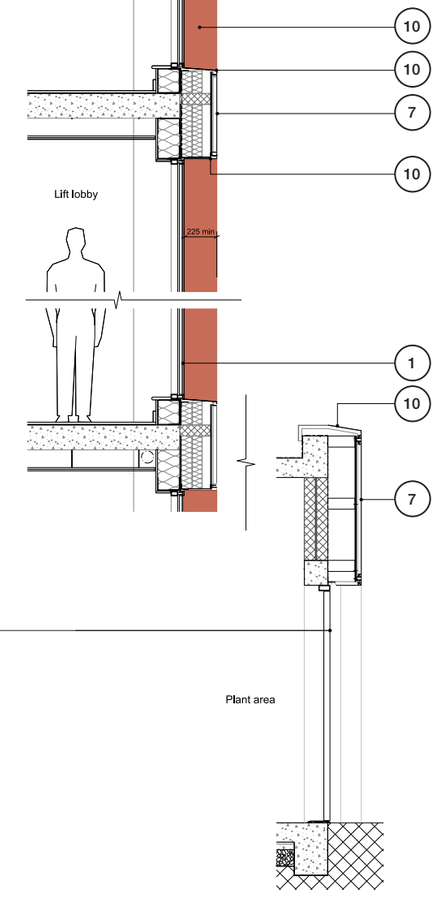


01 Typical Bay
Core/Gable End
1:20 @ A1

02 Typical Bay
Back of House
1:20 @ A1

03 Plan Detail
Core
1:20 @ A1

04 Plan Detail
Back of House
1:20 @ A1



05 Section Detail
Lift Lobby / Back of House
1:20 @ A1


Premier Inn

5 LANDSCAPE

5.1 Landscape and Public Realm Proposals

Masterplan Development - Public Realm Proposals

Plot H5, Premier Inn site will be the second building to be delivered as part of the MIX Manchester masterplan (formerly Airport City North) .
The design of the landscape within the masterplan is a key component that will create a place mat for the future buildings and seamlessly tie the different plots together.

The new pedestrian and cycle bridge over the M56 spur built in 2020 was the first piece of infrastructure and enhances connectivity between the Airport , GTI and the wider network of paths. On the south the bridge lands between plots onto a plaza between the recently delivered plot H3 and The Site, Plot H5.

The landscape proposals as part of H5 will align with the newly delivered plaza, maintaining the key pedestrian route between the GTI, Bridge and future MIX Masterplan .

The proposed hard materials and plant and tree species will be coherent with those implemented in the Plaza Space.

There is also a good opportunity for retail offers on the ground floor that will face onto the Plaza space with potential for outdoor dining that will activate and draw people through the space as part of the wider connecting route.



Wider Landscape Concept As Part Of The Future Masterplan

3

5.2 Landscape and Public Realm Proposals
Public Realm Proposals

The Public Realm proposals around Plot H5, Premier Inn, aim to create a pedestrian friendly environment, these are principles have been initiated in the delivery of H3 and the plaza space.

This arrival zone is designed to create an active space with the movement of pedestrians traversing from the Airport and train Hub to destinations in the future masterplan. Pockets of dwell spaces are created amongst planting within the public realm and outside the ground floor restaurant.

The plants have been chosen for their contrasting forms and all year round interest with maroon and red flowers in the spring/summer and burnt orange and yellow leaves in the Autumn months. These colours will complement the weathered steel of the pedestrian Bridge and existing features within the plaza space.

Lighting and seating elements will be integral to the space and encourage activity and animation both day and night. The majority of lights has been implemented as part of the h5 works, the landscape will retain these elements.

The hard materials will mirror those implemented as part of the H3 works. Space for access, maintenance and cleaning adjacent to the building has been allowed for. The service area to the rear of the building is linked to the wider vehicle route, implemented as part of the wider improvement and enabling works as shown on the next page.

4no. Accessible bays included in the MAG Car park to the east of the building will service the Premier Inn Hotel (located oustide of the planning boundary).









Precedent Images

1. Pockets of planting and trees
2. Spill out from the F&B unit facing onto the square
3. Seating set amongst planting

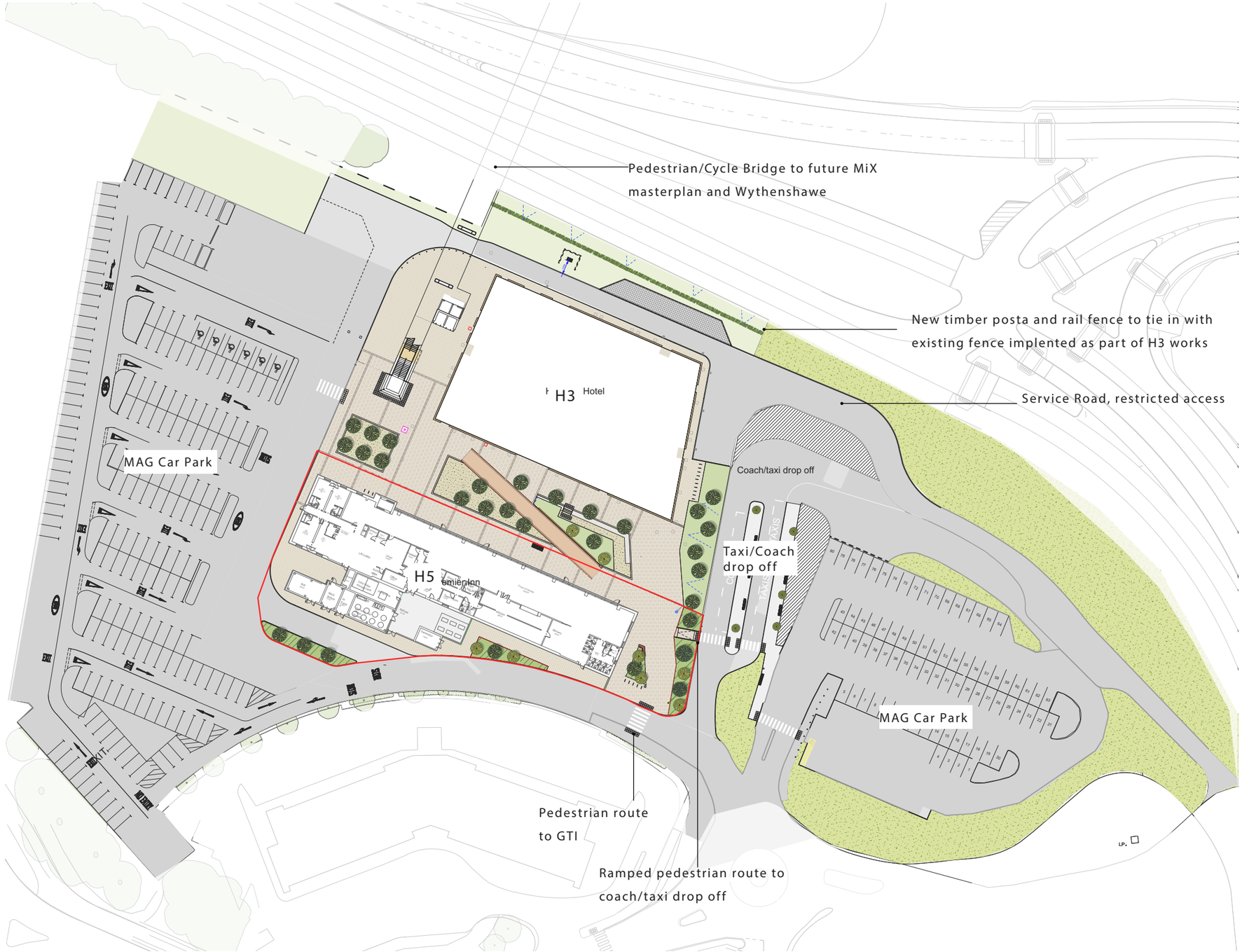
5.3 Landscape and Public Realm Proposals
Wider Landscape Works

The wider enabling works outside of the planning red line boundary include:

- Implementation of new Taxi and coach drop off. Currently the taxi/coach drop off site on the H5 site and will be relocated as part for the wider enabling works. A new pedestrian link will be created through the shrub planting.
- The Service access road implemented as part of H3 will be continued to create a one way loop.
- Maintenance of existing shrubs within the MAG Car parks. Implementation of new wildflower planting
- Timber and post and rail fence to be installed to wider site boundary.
- Route to the 4no. Accessible bays along with resting places on the route to the entrance to the Premier Inn

Key

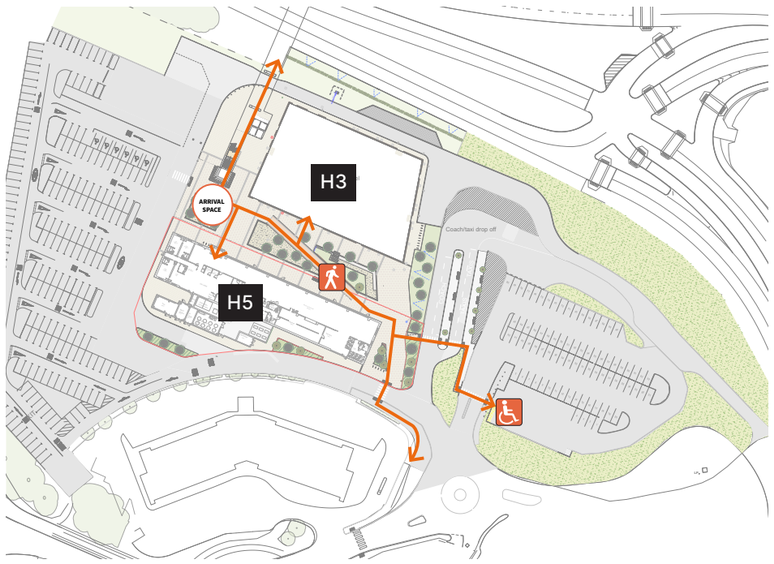
Planning Application Boundary



Wider Site General arrangement

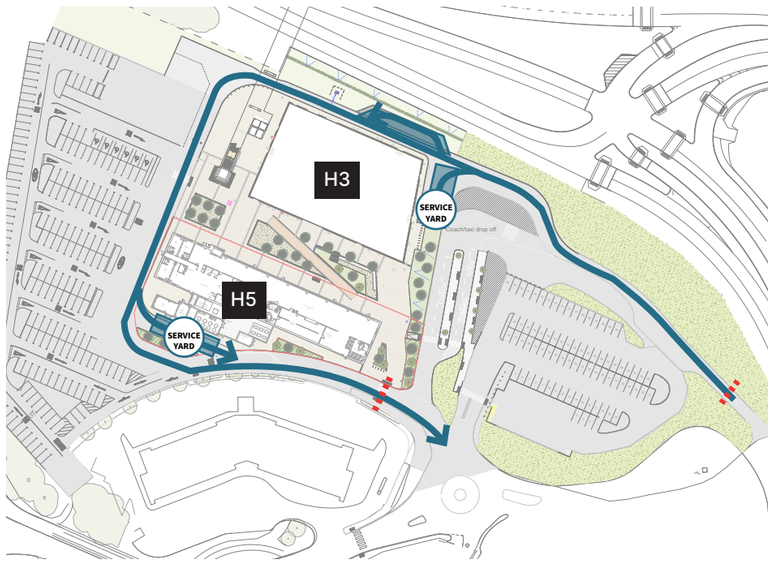
5.4 Landscape and Public Realm Proposals
Access & Movement

Pedestrian Movement



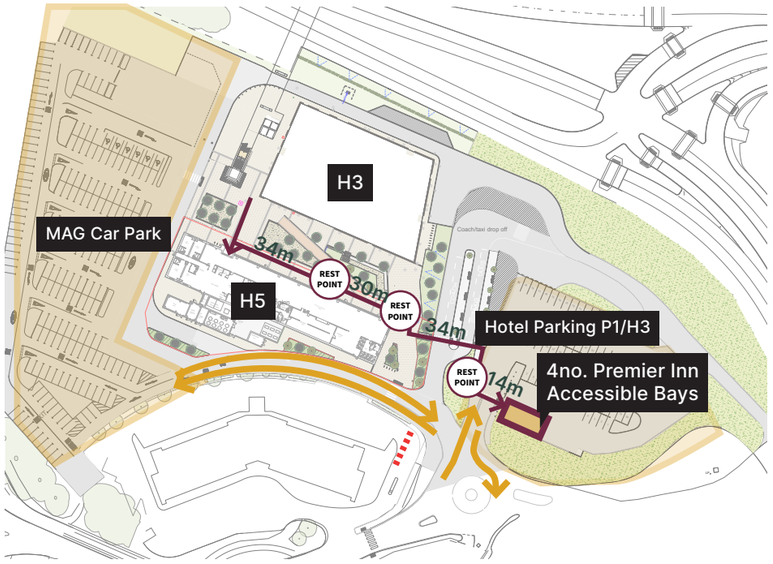
- The primary pedestrian route links the GTI and Airport Hub through the plaza space and to wider MIX masterplan and further on to Wythenshawe.
- A route to the accessible bays and coach/taxi drop off is provided though the planting.

Service Access/Deliveries



- Plots H5 and H3 are serviced from the rear of the buildings via a one way service road.
- Access will be managed via ANP cameras and signage.
- A service pull in bay is provided at the rear of H5.

Parking



- Two MAG owned car parks are located to the east and west of the site.
- Access to these will be maintained during construction .
- The arrangement swill be slightly re-arranged to allow for a segregated construction access route.
- 4no. Dedicated accessible bays for H5 are located within the eastern car park .

5.5 Landscape and Public Realm Proposals
Hard & Soft Materials Palette



1



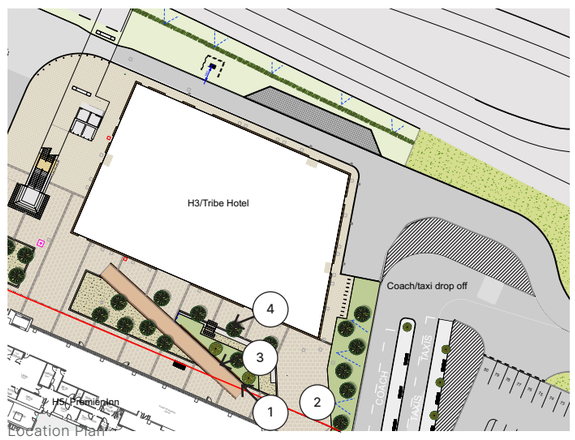
2



5



4



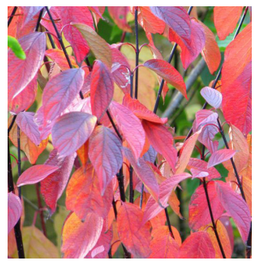
Location Plan

















The planting palette and hard materials will mirror those implemented part of the H3 works, as shown in the site photographs opposite.

An area of temporary landscape was included in the H3 design to allow for this future phase. This will now be removed to allow for the permanent public realm. The street furniture within this area will be re-used within the taxi and coach drop off zone.

The planting palette has been selected to reflect the warm reds and oranges of the weathering steel bridge and features within the H3 Plaza.

5.6 Landscape and Public Realm Proposals
Furniture Strategy

Furniture will play a number of important roles in the scheme, including:

- Ensuring a safe environment;
- Aiding with wayfinding;
- And providing resting opportunities.

STREET FURNITURE AND WAYFINDING

Existing to be Retained/Relocated

F3- LITTER BIN
Existing to be relocated.
- **Product**: Derby Eros Litter Bin or equal and approved.
- **Material**:Galvanised and powder coated Zintec steel.
- **Finish**:Powder coated
- **Colour**: RAL 7016 Anthracite grey. Matte finish
- **Size**: Dia: 450-500 x H: 1100-1200 mm
- **Capacity:** 115 litres liner
- **Supplier**: Broxap or equal and approved.
- **Description**: Round or oval 450 - 550 mm diameter, closed domed top. With perforated slats in the elevation as indicted.
0.7mm galvanized steel liner with safety top edge and 2 handles.
Heavy duty 4mm solid steel base. Heavy duty stainless steel pivot hinge.
Stainless steel slam lock mechanism. Stainless steel key hole protector supplied as standard. Hexagonal key operated heavy duty lock.
Stainless steel escutcheons. With cigarette stubber and ashtray.
Submit proposals and sample. Submit shop drawings and sample bin prior to construction.

F8 - FINGER POST SIGNAGE
Existing to be retained.
Product: Bespoke
Supplier: Ashleigh Signs or similar approved.
Base section: Galvanised steel powder coated Anthracite grey RAL 7016
Fingers: Aluminium with powder coated finish, Anthracite grey RAL 7016
Lettering: Engraved and paint in filled.
Mounting type: Buried base.
Pointers: 250(D)mm - allowance of 4no. pointers per finger post.
Content to be agreed with the client prior to manufacture.
Finger post LED illumination: Not required.

F6 - FEATURE SEAT
- **Product**: Bespoke - refer to details sheet.
- **Material**: Timber cladding, steel frame construct
- **Supplier**: Logic or similar approved
-**Spec reference**: Q50 220A
Refer to detail to be designed at next stage - to m
long bench

F7 - BALUSTRADE/HANDRAIL
- **Product**: Bespoke
- **Material**: Steel
- **Finish**: Powder coated and brushed sta
steel
- **Upright**: 10mm flat bar steel, galvanised and
coated. RAL 7016 - Anthracite grey
-**Handrail**: 45mm diameter tubular grade 316 sta
steel. Brushed stainless steel finish.
- **Other**: Cast in ground.
To ramp, to be compliant with Part M guidance

F9 - DOOR BARRIER
Product: Door Barrier
Supplier: Broxap or similar approved.
Material: Brushed stainless steel
Mounting type: Root Fixed

F19- BUG HOTEL
- **Material:** Timber
- **Supplier:** Green Earth habitats
- **Product:** Eco Tower
- **Quantity-** 3no.

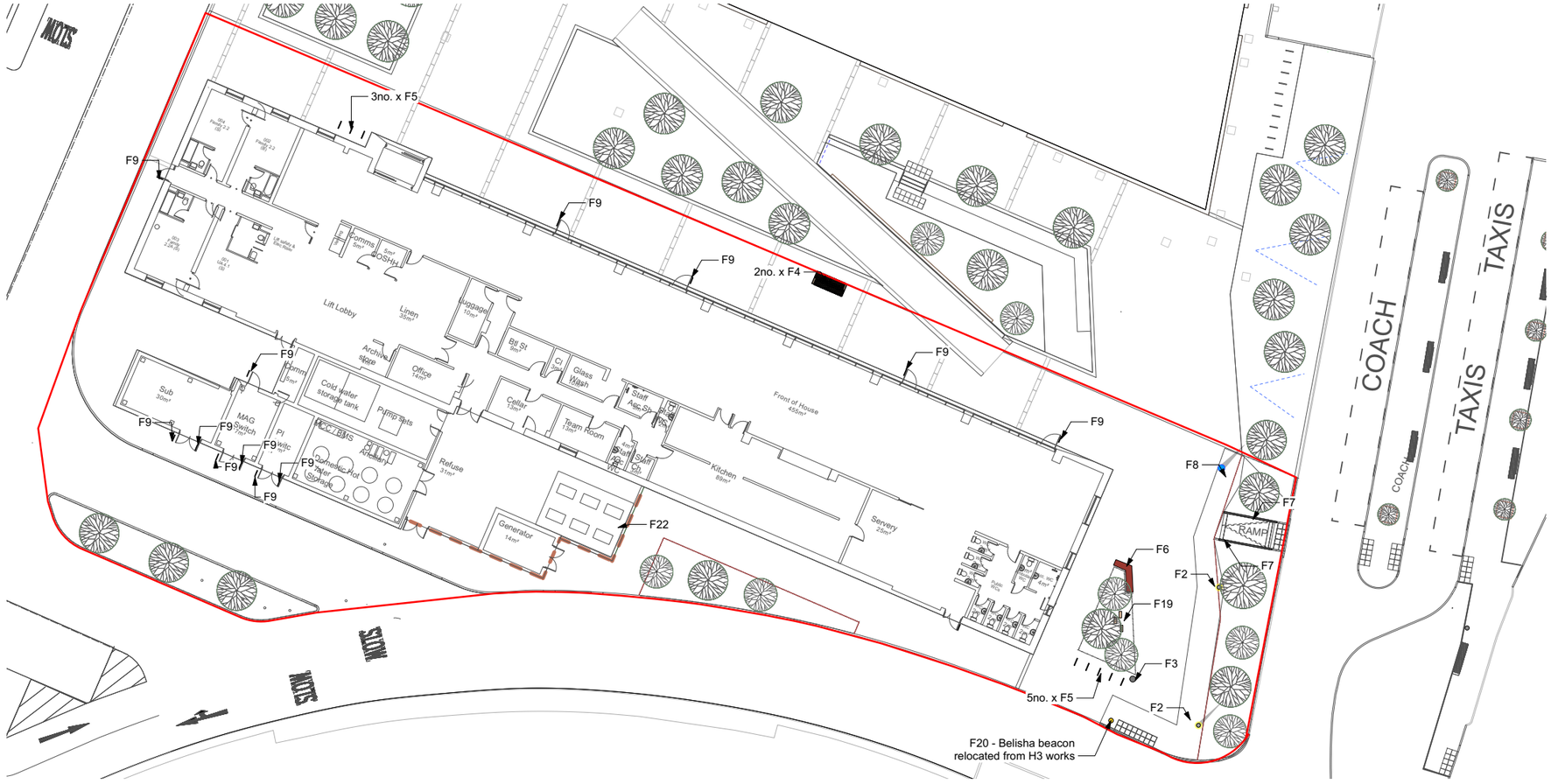
F20- BELISHA BEACON
- Specified by engineer

F22 - SERVICE AREA BOUNDARY
- To architects detail : Expanded mesh screening
finish

Proposed

F4- BENCH WITH ARM AND BACK RESTS
- **Product**: Florence Seat with armrest and backrest
- **Material**: Hardwood FSC certified Timber, Powder coated steel, RAL 7016
- **Size**: L: 2340x D: 500 mm. Seat height 450
- **Supplier**: Broxap or similar approved
- **Description**: To include high timber backrest and steel armrest

F5- CYCLE STAND -
- **Product**: Sheffield Cycle Stand
- **Material**: Bushed Stainless Steel
- **Size**: W: 715mm x H: 800mm(above ground)
- **Other**: Root fixed, installation to manufacturers details
- **Supplier**: Broxap or similar approved

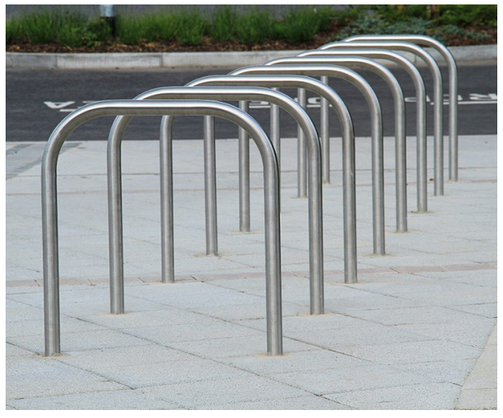








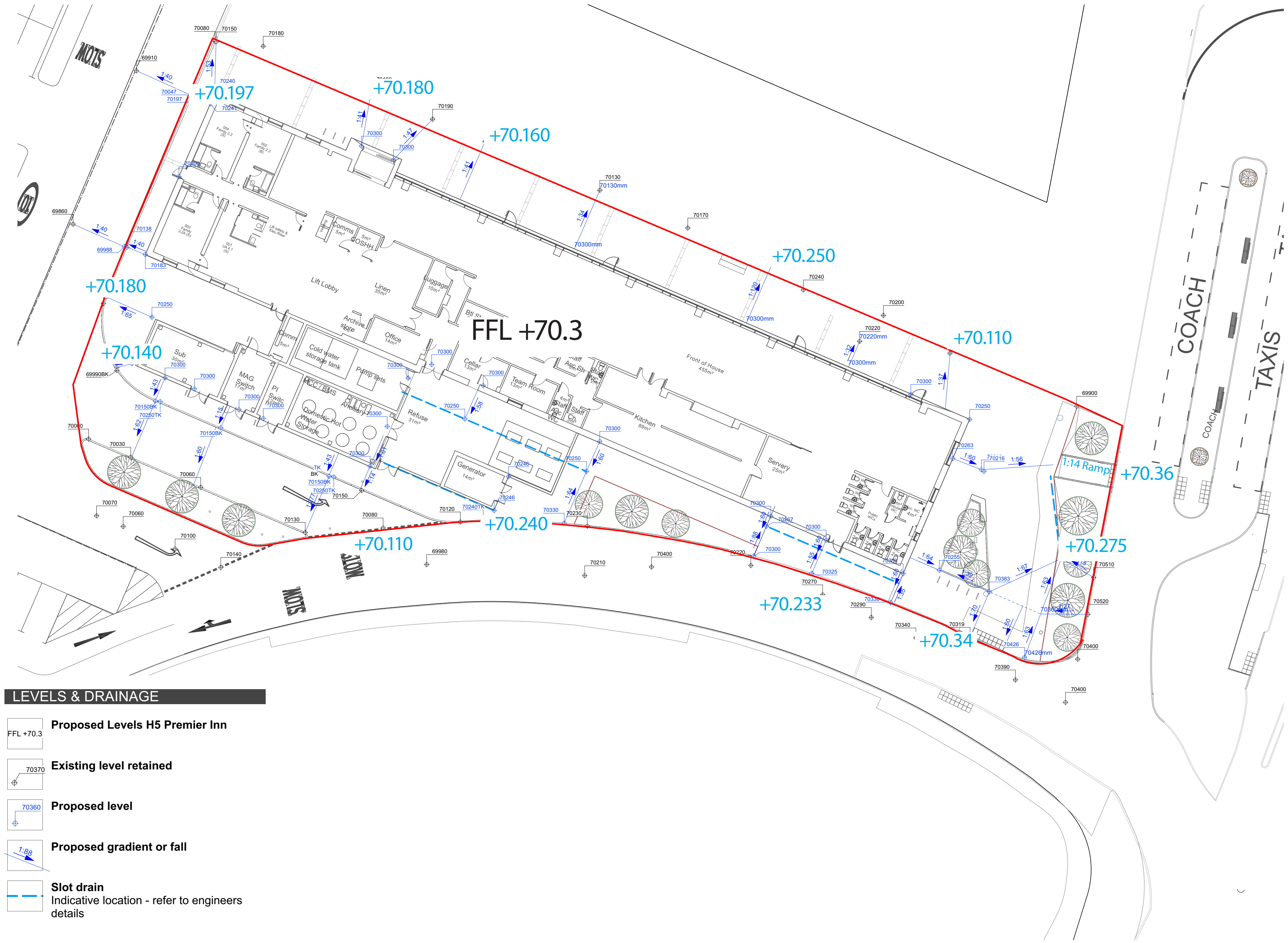






5.7 Landscape and Public Realm Proposals
Levels Strategy

The Levels strategy continues on with the approach developed in the adjacent development. A 1:40-1:60 fall away from the building ensures sufficient drainage into the surrounding landscape. Additional levels then fall into the planting to make best use of soft permeable draingage. Where required an additional slot drain has been included.



5.8 Landscape and Public Realm Proposals
Access For All Strategy

Security considerations have been a key design driver as the scheme has developed. The finished public realm is designed to create an environment that makes users feel safe which will in turn encourage active use of the space and adjoining areas.

Key principles of the security strategy are as follows:

Linear route and passive surveillance

The proposed primary routes through the site will be well used throughout the day and night by pedestrians and cyclists, and will allow the whole site to be well observed by members of the public. This passive surveillance will contribute to a environment.

Lighting and CCTV

A lighting scheme is proposed to keep the public realm well illuminated in non-daylight hours. Columns are proposed within the public realm, lighting heads will allow a wide distribution of light. The lighting scheme will be combined with CCTV cameras that will provide a high level of coverage across the site.

Trees

Proposed trees will be installed that have a minimum clear stem of 2.2m to allow clear lines of sight beneath the canopy.

Planting height

Proposals for planting will include species that either do not grow above 1m in height, or are easily maintainable to beneath this level to ensure that clear sight lines are maintained.

INCLUSIVE DESIGN

In order to make the public realm as usable as possible the following considerations have been incorporated into the design;

- Width and surfacing of access routes
- Steps and ramps minimised and designed to comply with best practice guidance and Part M building regulations.
- Street furniture located off main access routes
- Seating provided at regular intervals
- A range of seating designs, some including back and armrests
- Inclusion of well designed signage and wayfinding features
- Inclusion of lighting to allow ease of navigation after dark

ACCESSIBILITY

Cycle Access

Cyclists will be asked to dismount

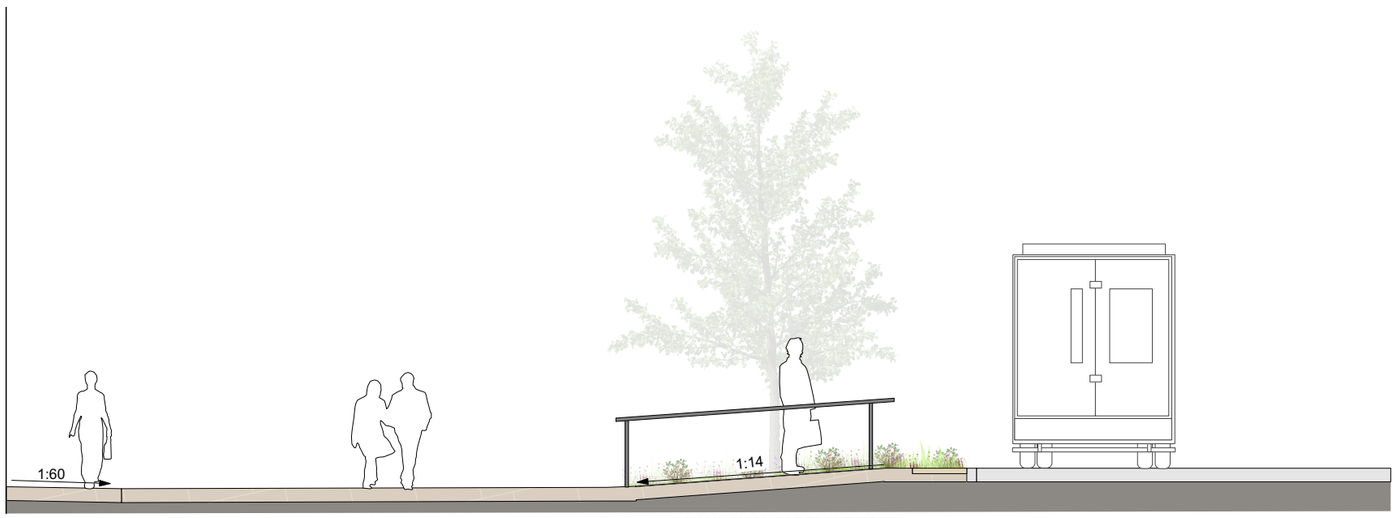
Access and materiality

All hard materials will be suitable for disabled pedestrians. All surfaces will be level. Paving finishes will be textured and comply with BS standards.

Furniture

All street furniture will meet inclusive design standards. Seating to have backrests and armrests. External seating areas will need to be contained with barriers to BS 8300-1:2018.

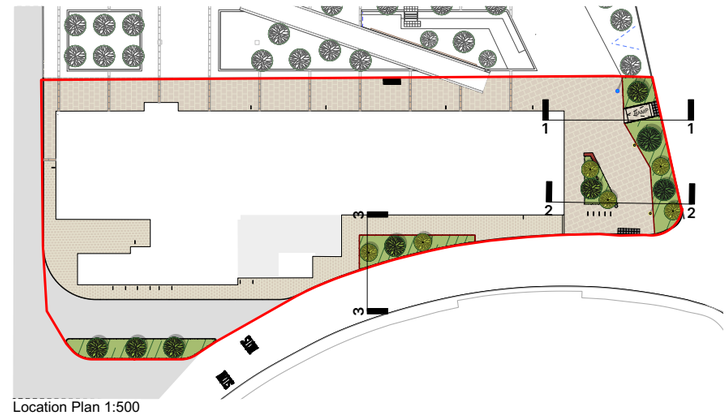
5.9 Landscape and Public Realm Proposals
Illustrative Sections



1 Illustrative Section 1
Scale: 1:50



2 Illustrative Section 1
Scale: 1:50



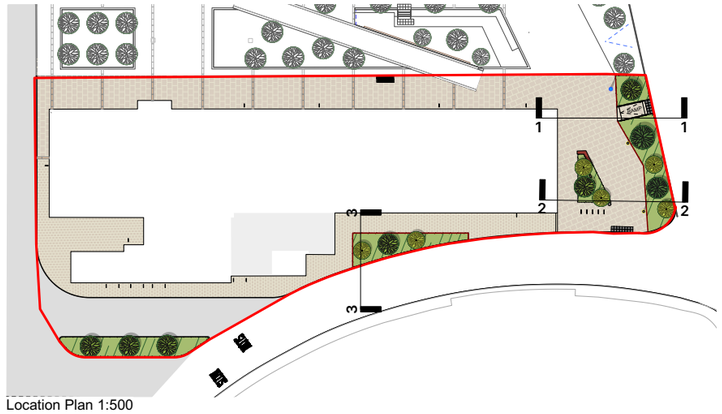
Location Plan 1:500

The illustrative sections show the relationship between the H5 building and the road. The planting provides a soft separation that defines clear pedestrian walkways set amongst tree planting. The levels provide a simple strategy and the addition on a 1:16 ramp ensures access to the wider scheme.

5.9 Landscape and Public Realm Proposals
Illustrative Sections Continued



3 Illustrative Section 3
Scale: 1:50



Location Plan 1:500

6
ACCESS

6.1 Accessibility Statement
Accessibility

Design for Access 2

To meet the operator's stringent accessibility requirements, at least 5% of the hotel guest rooms are fully accessible. Of this percentage, an equal mix of left- and right- handed room orientations are to be provided to cater for different accessibility needs, and all comply with the DFA2 space standards.

The accessible rooms are in close proximity to the primary core lifts for ease of access. A further pair of inter-connected rooms are provided on typical floors to allow for residents who may need care with access through the night. The demand for bathroom hoists is low; however, the modular construction of the building and the concrete structure allows for maximum flexibility in terms of future adaptability, including installation of hoists within the accessible rooms. This can be done reactively should the need arise with minimal delay.

All main entrances within the development comply fully with DFA2. The entry sequence from the entrance lobby through to the lifts fully complies with Part M and DFA2. Main entrance doors are provided in the form of an entrance lobby with two large sliding doors. A unisex accessible toilet is provided at the ground floor for public access as well as ambulant disabled WCs. A separate accessible staff shower & changing facility is also provided. All passenger lifts are to be specified to meet BS 833 and BS EN 81-70. Access to all common areas has sought to minimise barriers and doors, unless required by the Fire Strategy and/or for security reasons.

The arrangement and design of circulation spaces, including lift lobbies and common corridors, have been designed through an iterative process with a focus on viability and buildability. This has meant that common corridors will have a minimum width to meet Part M of the Building Regulations driven by necessary building efficiencies, allowing for wider 1800mm minimum width passing places in lift lobbies and corridors.

The hotel operator is committed to delivering a building that is accessible to all - the layouts & design will be required to meet all Building Regulations including Building Regulations Part M and wherever feasible would meet DFA2, where these standards exceed the regulations. Giving a comparable approach to other hotel schemes given planning permission and under construction across Greater Manchester.
Fixtures and fittings within the development including ironmongery and controls are to visually contrast with their surrounds, be usable by people with limited dexterity, and reachable by those who are seated or standing. Visually contrasting stair nosings are to be included on all stepped routes to meet the recommendations of BS 8300.

Safety & Security

The safety and security of guests and staff is a priority in the way the building has been designed and is to be operated. A generous open plan entrance lobby, reception and restaurant area has been designed along the entire north elevation of the building's ground floor. Providing passive surveillance across each of these spaces and the landscaped area in front of the building. All areas can be overlooked by staff from reception or bar/restaurant areas. This space also provides good natural surveillance of the lift lobby and any area providing access to guest rooms.

Ground floor guest rooms and stair/lift access to upper floors will all be accessed with the use of keycards, ensuring only guests and staff can gain access to these areas.

Access to the luggage room (located behind the reception area) by guests will be controlled by staff, and entry to any other back of house area will be prohibited. The guest WCs (behind the restaurant seating area) are the only part of the ground floor which may be used by the wider public and restaurant guests. Passive surveillance to this entrance is provided from the restaurant/bar areas.

Building managements and CCTV will also be provided to these front of house/back of house spaces in addition to the designed passive surveillance. Externally, gated access to the rear refuse area ensures the service area is secure.

Transport, Vehicular & Pedestrian Access

It is envisaged that most guests will be arriving at the hotel on foot from Manchester Airport and the Ground Transport Interchange – rather than by private vehicle. This approach means that there is no dedicated parking provision adjacent to the hotel. Except for the accessible parking spaces which are to be provided within close proximity of the building (please refer to the landscape section of this report and associated diagrams).

A service layby is proposed to the rear of the building, accessed via a one-way service road which loops around the development from the north. This is located as close as possible to the rear entrance of the building, separating service traffic from the public pedestrian area to the north.

The site location will be very well served by the nearby Ground Transport Interchange (providing access by bus, train and metrolink), as well as by customers from further afield via Manchester Airport. The GTI is located within a couple of minutes walk of the hotel's main entrance. Pedestrian access from the north of site towards Wythenshawe is also granted via the pedestrian footbridge over the M56 spur road. The main entrance to the building will be clearly marked with hotel signage and projecting entrance lobby. Two sets of double sliding doors provide a level access entrance to the hotel reception. These doors can be locked at night, limiting access to guests with keycards.

Access for Cyclists

Guests & staff will have access to several external cycle stands to lock up their bikes. These are located to the east of the building as indicated in the landscape section of this report. CCTV coverage will be provided to this area of the landscape, to be monitored by building management. These spaces will also benefit from passive surveillance from pedestrians travelling from the GTI/airport. Associated facilities including staff changing, accessible shower and WC to meet BREEAM requirements are proposed to be provided.

Fire Strategy

The building has been designed to include two stair cores; the primary core also functions as a firefighting core. Both cores give direct egress to the south side of the building and provide external access for the Fire Service. One of the lifts in the primary core also doubles as a fire-fighting lift.

Service Access - Refuse & Recycling

The forecast for waste generated by the hotel use was based on the operator's standards & requirements. The hotel bin store is a fenced external area along the south of the building, accessed via the back of house service corridor. This area has space for 18 x 1100 litre Eurobins and 19 x 240 litre bins. The waste and recycling allocation will be in line with the operator's stringent policy.

Guest waste produced will initially be stored in small waste bins in the rooms before being removed into waste bags by housekeeping staff. Housekeeping staff will segregate waste as far as reasonably possible but will not be requested to root through waste to segregate. Once removed from the guest rooms the waste will be taken by lift to the ground floor bin store ready for collection.

Refuse will be collected from the designated service yard layby to the rear of the building, directly adjacent to the refuse area gates. Once collected, the bins will be immediately returned to the external refuse area to minimise the amount of time they are situated outside the building.

Service Access - Deliveries & Maintenance

Service access will be from the rear of the building via the gated external refuse area. The adjacent service layby will provide easy access for deliveries, collections and servicing. A level access is provided from the internal back of house spaces right the way to the service layby at the rear. Ancillary service areas such as the substation and switchroom will also be accessible directly from the rear of the building.

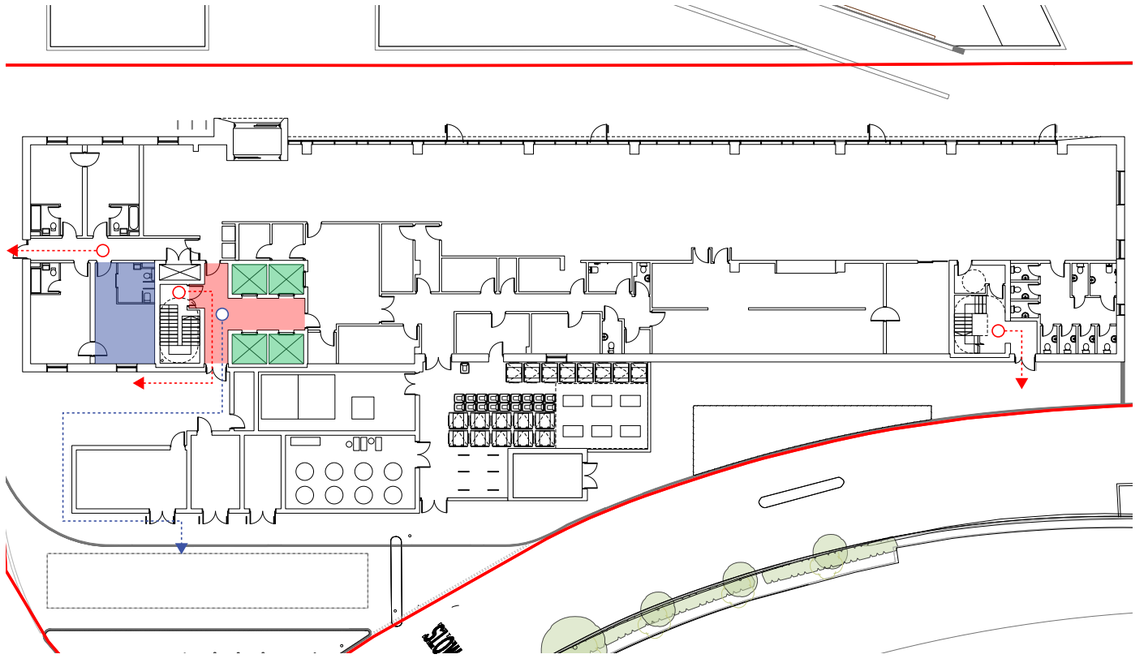
Further plant equipment is located at the roof level with access provided via the primary stair from level 08 to roof and lifts to the uppermost hotel level. Access for maintenance personnel will be granted and monitored by hotel staff.

Service Access - Laundry

The main linen intake room is located to the rear at ground floor level. Linen deliveries will be brought in from the service layby to the south of the building, accessed via the gated external refuse area and through the back of house corridor. Further linen rooms are located at each upper floor of the hotel served directly by the dual-access lift. Access to the linen rooms from the lifts & common corridors will be secure.

6.1 Accessibility Statement

Accessibility



Ground Floor GA Plan

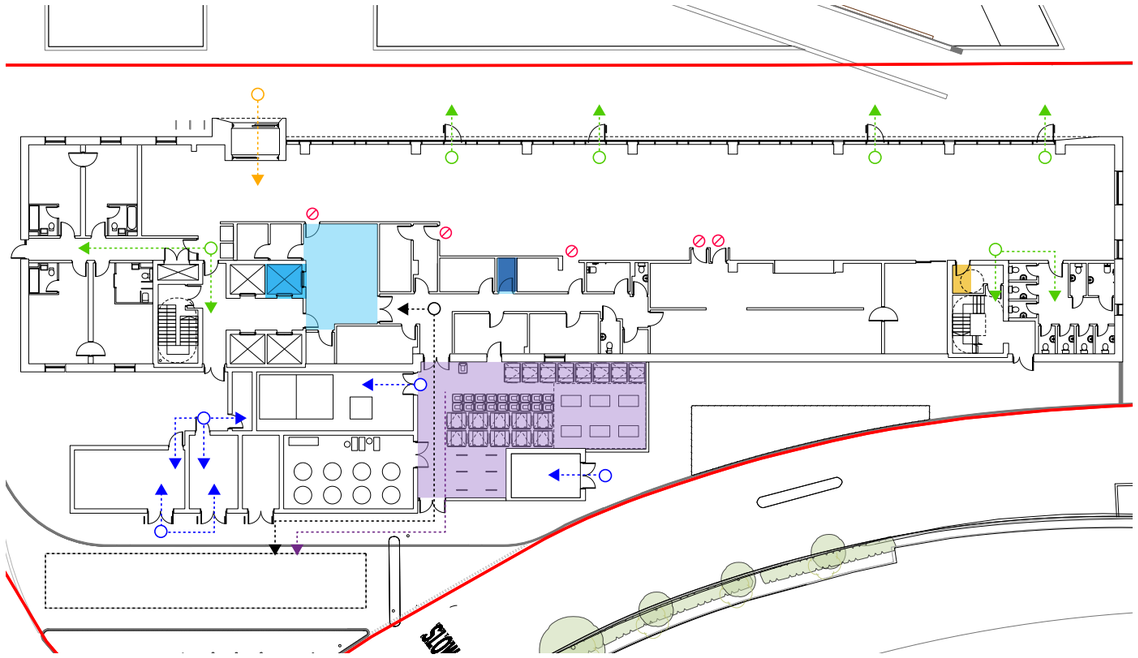


Typical Upper Floor GA Plan

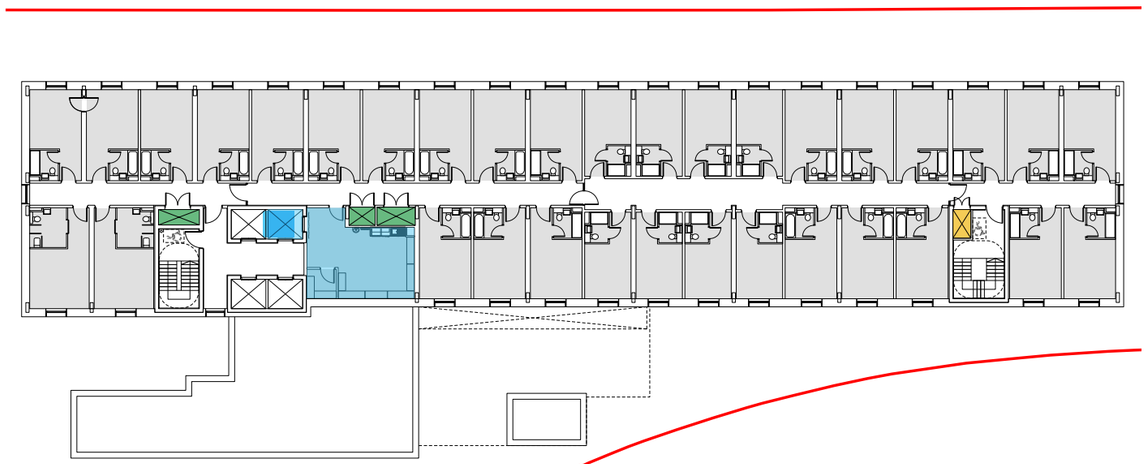
Key

- Accessible Rooms
- Firefighting Core
- Lifts
- Refuge Location
- Fire Escape
- Fire Tender
- Layby used by Fire Tender

6.2 Accessibility Statement
Access Strategy



Ground Floor GA Plan



Typical Upper Floor GA Plan

Key

- Linen Room
- Service Lift
- Cleaner Room
- Refuse Store
- Kitchen Extract
- Service Riser
- Loading Bay
- Linen Route
- Refuse Route
- Servicing Route
- Main Entrance
- Public Route
- No Entry

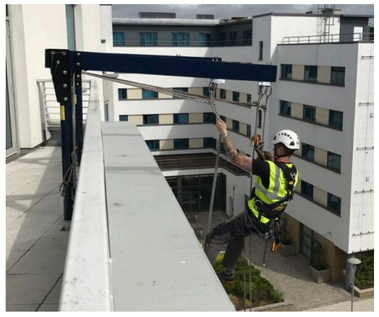
6.3 Accessibility Statement
Cleaning and Maintenance Strategy

Cleaning, Access & Maintenance - Window Cleaning

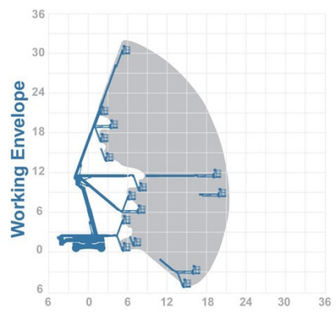
The proposed window cleaning strategy is primarily via abseiling from the roof but good access to the perimeter also allows lower glazed elements to be cleaned via reach and wash

The roof will coordinate a davit arm system around the perimeter of the roof to allow cleaning and maintenance to all parts of the facade at upper levels.

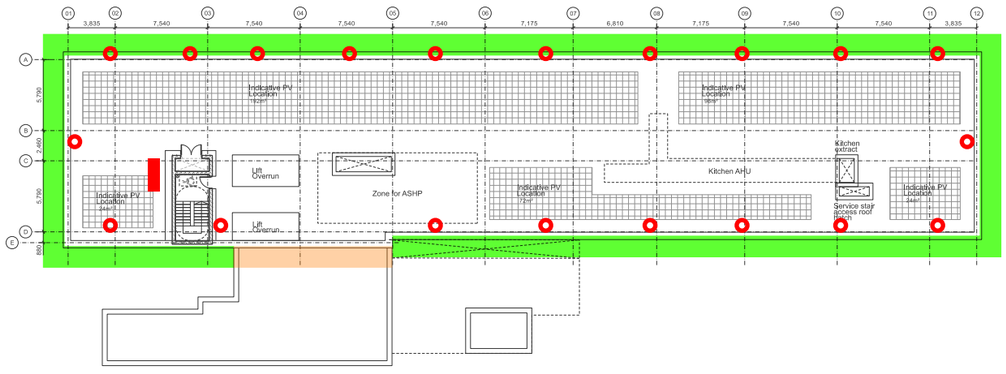
A perimeter strip around the building allows operatives to land safely and will allow MEWP access to all facades apart from the rear where the back of house service area and plant rooms are located.



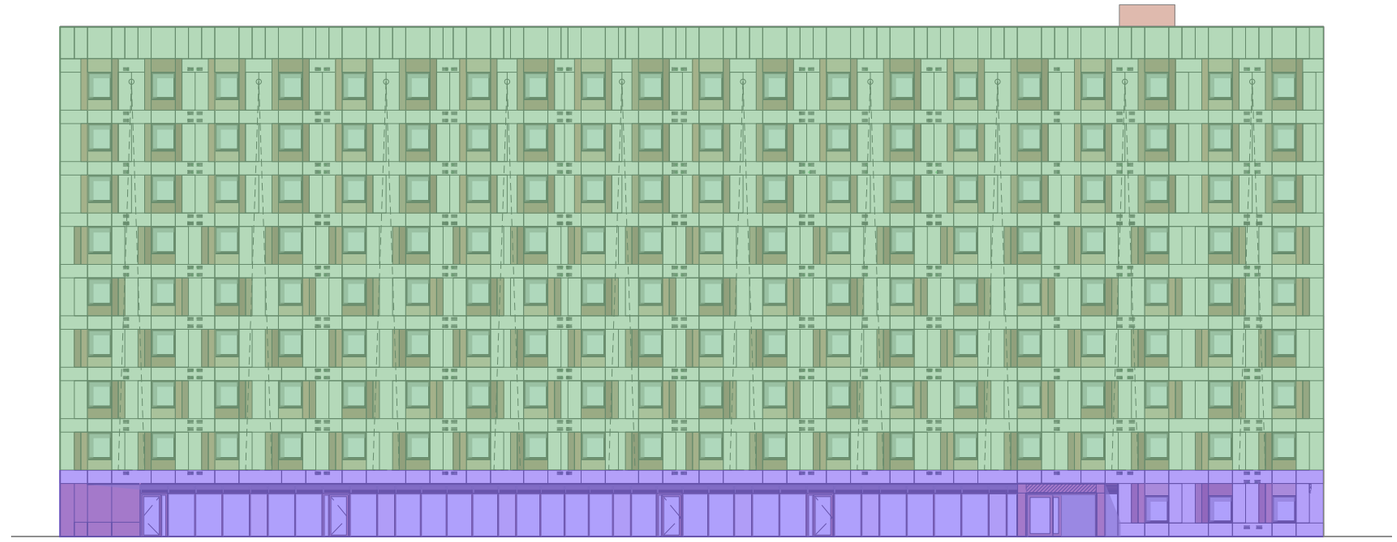




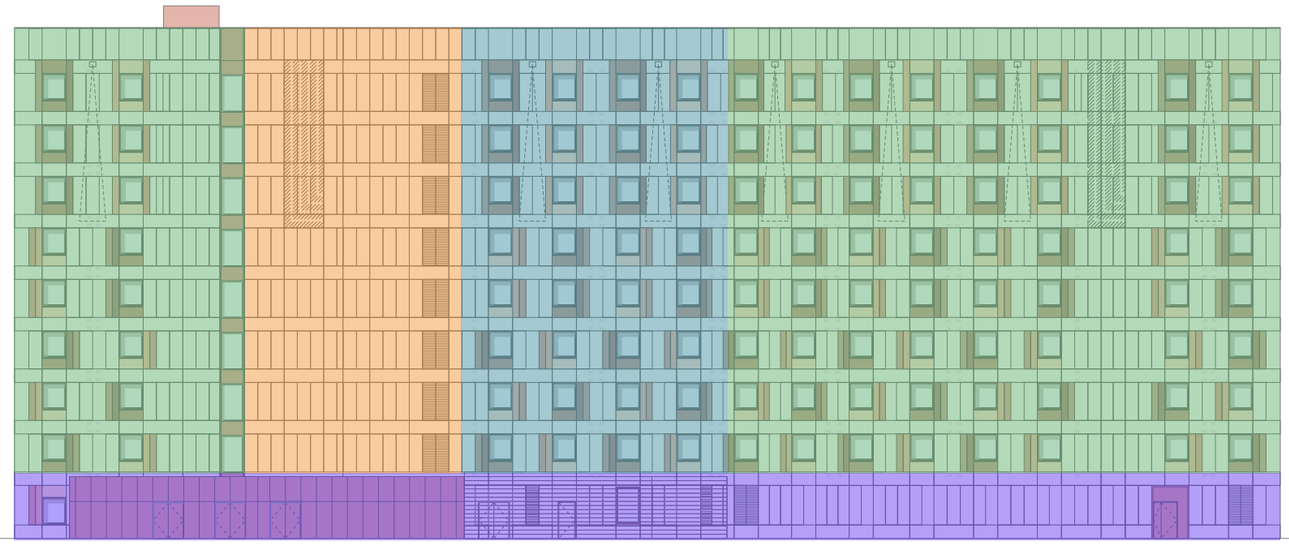
Example roof davit arms and MEWP access to facades



Roof Plan



North Elevation



South Elevation

3m strip at grade

Flat Roof - single storey

Notional location of davit arm socket

Davit arm storage

Reach and Wash

Abseil - land at grade level

Abseil - land on single storey plant room roof

Abseil - land at grade within Back of House external space

7
APPENDIX

7.1 Appendix A
5plus Architects Drawing List

Drawing Number	Drawing Title	Scale	Revision
H5PI-5PA-00-00-DR-A-021000	Existing Site Location Plan Red Line Boundary	1:1250 @ A1	P08
H5PI-5PA-00-00-DR-A-021100	Existing Site Plan Demolition Information	1:500 @ A1	P07
H5PI-5PA-00-00-DR-A-021200	Proposed Site Plan Ground Floor	1:500 @ A1	P09
H5PI-5PA-00-00-DR-A-021210	Proposed Site Plan Metrolink LoD	1:500 @ A1	P00
H5PI-5PA-PI-00-DR-A-022200	Ground Level Proposed General Arrangement Plan	1:125 @ A1	P09
H5PI-5PA-PI-01-DR-A-022201	Level 01 Proposed General Arrangement Plan	1:125 @ A1	P06
H5PI-5PA-PI-02-DR-A-022202	Level 02 Proposed General Arrangement Plan	1:125 @ A1	P04
H5PI-5PA-PI-03-DR-A-022203	Level 03 Proposed General Arrangement Plan	1:125 @ A1	P04
H5PI-5PA-PI-04-DR-A-022204	Level 04 Proposed General Arrangement Plan	1:125 @ A1	P04
H5PI-5PA-PI-05-DR-A-022205	Level 05 Proposed General Arrangement Plan	1:125 @ A1	P04
H5PI-5PA-PI-06-DR-A-022206	Level 06 Proposed General Arrangement Plan	1:125 @ A1	P04
H5PI-5PA-PI-07-DR-A-022207	Level 07 Proposed General Arrangement Plan	1:125 @ A1	P04
H5PI-5PA-PI-08-DR-A-022208	Level 08 Proposed General Arrangement Plan	1:125 @ A1	P04
H5PI-5PA-PI-RF-DR-A-022209	Roof Level (Level 09) Proposed General Arrangement Plan	1:125 @ A1	P05
H5PI-5PA-PI-ZZ-DR-A-042200	Section AA General Arrangement Short Section	1:200 @ A3	P06
H5PI-5PA-PI-ZZ-DR-A-052201	North Elevation Proposed General Arrangement Elevations	1:125 @ A1	P06
H5PI-5PA-PI-ZZ-DR-A-052202	South Elevation Proposed General Arrangement Elevations	1:125 @ A1	P06
H5PI-5PA-PI-ZZ-DR-A-052203	East & West Elevations Proposed General Arrangement Elevations	1:125 @ A1	P06
H5PI-5PA-PI-ZZ-DR-A-054200	Proposed Typical Bay Typical Window and Parapet Detail	1:20/ 1:5 @ A1	P03
H5PI-5PA-PI-ZZ-DR-A-054201	Proposed Typical Bay Base Detail	1:20 @ A1	P03
H5PI-5PA-PI-ZZ-DR-A-054202	Proposed Typical Bay Core/ Gable End & Back of House Areas	1:20 @ A1	P04

7.2 Appendix B
Planit Drawing List

Drawing Number	Drawing Title	Scale	Revision
H5PI-PLA-EX-XX-DR-L-000004	Landscape General Arrangement Plan	1:200 @ A1	P06
H5PI-PLA-EX-XX-DR-L-001000	Hardworks General Arrangement Plan	1:200 @ A1	P05
H5PI-PLA-EX-XX-DR-L-002000	Softworks General Arrangement Plan	1:200 @ A1	P05
H5PI-PLA-EX-XX-DR-L-002001	Planting Pallette	1:500 @ A1	P02
H5PI-PLA-EX-XX-DR-L-003000	Site Levels General Arrangement	1:200 @ A1	P05
H5PI-PLA-EX-XX-DR-L-003001	Illustrative Sections	1:50 @ A1	P03
H5PI-PLA-EX-XX-DR-L-004000	External Works Furniture Plan	1:200 @ A1	P05

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GOING BEYOND THE EXPECTED