

5949 DIDSBURY TECHNOLOGY PARK

Planning Document – Design and Access Statement

OCTOBER 2022

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SHEPPARD ROBSON

with



bruntwood
Works



Deloitte.

LAYER



Revision History

P01 Issue For Planning 12/10/2022

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01

INTRODUCTION

1.0 INTRODUCTION

This Design and Access Statement has been prepared by Sheppard Robson on behalf of Bruntwood Works. Additional input has been provided by Ramboll Structures, Civils and M&E Engineering, OFR Fire Engineers, Curtains Transport, Layer Landscape Architects and Deloitte. It accompanies and supports the planning application for EvO Building at Didsbury Technology Park for Bruntwood Works. The statement explains how the proposed development is a suitable response to the site, setting and demonstrates that it can be adequately accessed by prospective users.

It is intended to supplement the information required by Manchester City Council by summarising the functional requirements of the brief, together with the architect's interpretation of the site context and the response to it.

Section 42 of 2004 Town and Country Planning Act substituted the Section 62 of the 1990 Act in order to provide a statement covering design concepts, principle and access issues submitted with an application for planning permission. It states that one statement should cover both design and access, allowing applicants to demonstrate an integrated design approach that would deliver exclusive design and address a full range of access requirements throughout the design process.

A key purpose of the Design and Access Statement is to achieve good design, supporting the role in the delivery of sustainable development through the planning system. This is a fundamental objective of the Planning Policy and as such is reflected in the National Planning Policy Framework.

This document should be read in conjunction with all reports submitted as part of the application.

1.1 The Vision

The scheme is proposed by Bruntwood Works, who aim to deliver one of the most carbon efficient Grade A office building in the UK and to drive forward the City Council's established vision for Didsbury Technology Park.

Bruntwood Works has been part of the on-going delivery of the masterplan for Didsbury Technology Park for the past five years, having secured permission and delivered the commercial building to the north of Spire Hospital, known as The Ohm Building.

Since this time, Bruntwood Works has become a leading developer of low carbon developments and these proposals represent their most ambitious plans to date.

The aim for EvO is to act as a blueprint for future low carbon workspaces. It will also feature smart technology, innovative architectural and interior design, greenery throughout and wellness facilities, all aimed at creating a building for the future.

Bruntwood Works are committed to offering outstanding office, co-working and retail spaces. Their vision is to provide buildings for vibrant communities, whilst also providing businesses with the support and expertise they need to grow. From exclusive events and networking opportunities, to state-of-the-art facilities designed to put employee well-being first, they aim to help every business thrive.

1.2 The Proposals

The proposals seek to redevelop the site to deliver a six storey office building (referred to as 'The EvO Building' or 'EvO'), car parking, landscaping, as well as highway junction and pedestrian crossing improvements. The EvO Building will be one of the lowest carbon buildings in the UK and will also be one of the largest timber framed office buildings, which is an essential component of achieving net zero carbon development.

Alongside the office building, the proposals will provide enhancements to the external environment that improve pedestrian and cycle connections, as well as create valuable outdoor space. The soft landscape will be arranged in a linear fashion to establish a habitat corridor beneficial to wildlife and create a lattice of green features to support biodiversity and amenity. Planting will be layered so that low level shrubs and perennials will be complemented by a higher level tree canopy that will mature over time.

1.3 Bruntwood Works

The building will be delivered by Bruntwood Works (a subsidiary of the Bruntwood Group), which has previously delivered and manages The Ohm Building in Didsbury Technology Park, and will be delivering the remaining phases of the masterplan.

Bruntwood is an extremely experienced Manchester based developer with the overarching objective of creating thriving cities. It has a strong track record of delivering and operating high quality commercial office schemes across the city and beyond, including Citylabs, Bloc, Circle Square and Alderley Park.

1.4 Key Objectives

- Deliver one of the UK's most carbon efficient buildings, both in construction and operation
- Deliver one of the UK's largest mass timber framed office buildings
- Create a sustainable technology and research and development commercial cluster
- Attract the best employers and maximise job creation
- Deliver enhanced biodiversity and a net increase in tree provision, making a positive contribution to on-site ecology
- Ensure the development responds positively to the local area and city
- Deliver sustainable urban drainage
- Improve pedestrian and cycle safety and permeability

1.5 Sustainability Aspirations

The overarching vision for the site is to create a world-class facility as part of a wider masterplan. The development will act as a magnet for complementary occupiers in sustainable technology and other industry sectors.

Bruntwood Work’s sustainable ambition and commitment to target a Net Zero Whole Life Carbon building has been a key driver enabling the innovative scheme. The developer’s commitment to exploring the Zero-Carbon agenda is helping pave the way for the property industry in the UK, pledging to the World Green Building Council’s Net Zero Carbon Commitment, which aims for new buildings to be net zero carbon by 2030 and older buildings the same by 2050.

The EvO Building is the developer’s flagship exploratory project, that asks—and seeks to answer—the key questions that must be addressed to make zero carbon a reality. The project team has holistically and patiently engaged with the challenges and opportunities presented by the increasing push to reach zero-carbon, including responding to the lack of substantial research, and the critical need for more innovation and development on the subject.

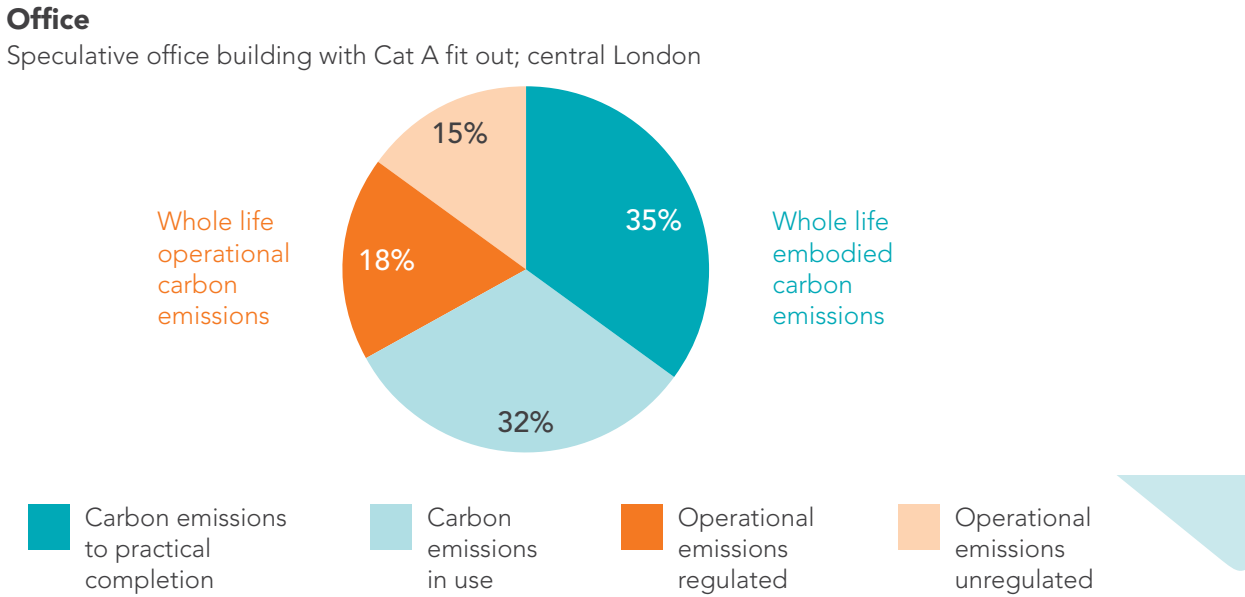
The project targets net zero carbon—not only in terms of carbon associated with operational energy, but embodied carbon in the building fabric and construction. To satisfy the residual operational carbon requirements, the holistic sustainable approach taken for the project includes provision to maximise on-site energy generation, helping to deliver an exceptional office environment.

1.6 Manchester City Council

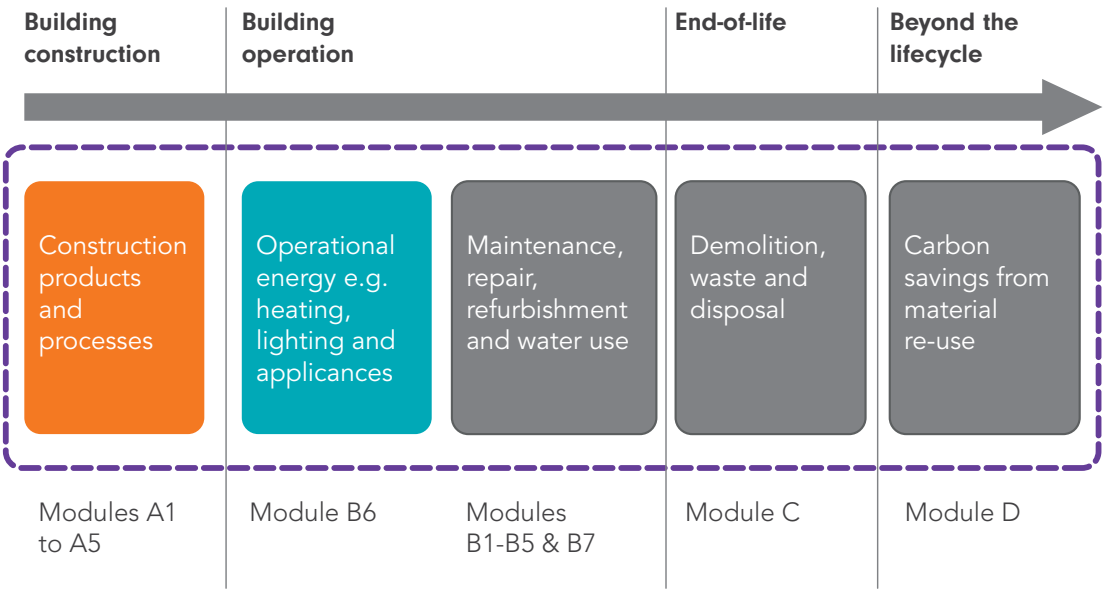
Manchester City Council have released the Draft Manchester Zero Carbon Framework 2020-2038 which targets all new buildings in the city to be Net Zero Carbon by 2028 with the city achieving Net Zero by 2038. As a board member for Manchester Climate Change Board (MCCB), Bruntwood have committed to act and help achieve the city’s targets and EvO is leading this drive.



Examples of total whole life carbon emissions breakdown for new buildings
© RICS; Sturgis Carbon Profiling



Breakdown of three net zero carbon scopes (GBC Framework)

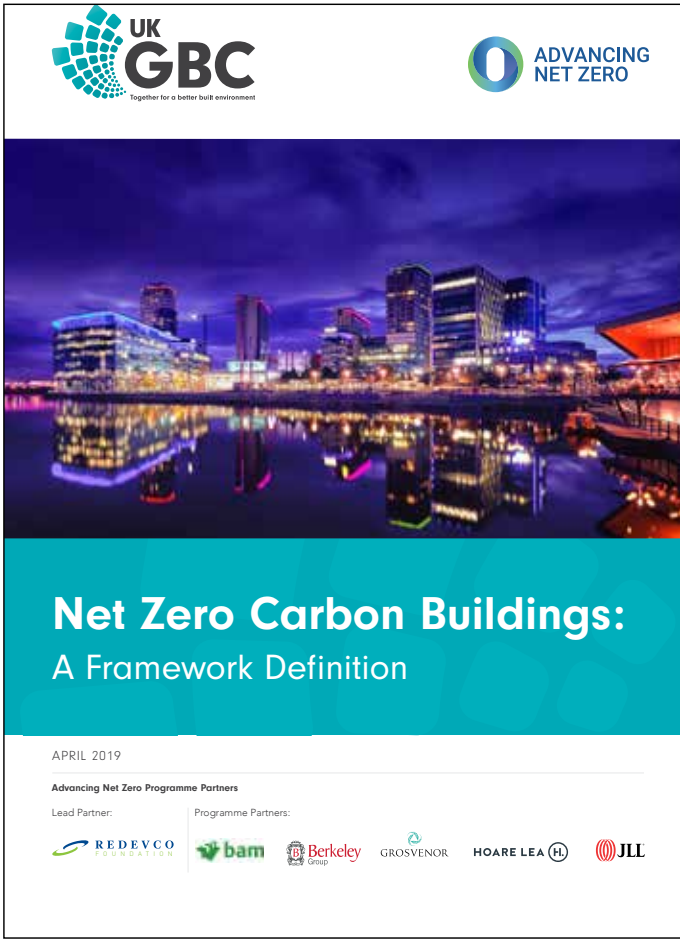


All Modules referred to are from EN15978 Sustainability of construction works – Assessment of environmental performance of buildings – Calculation method

- Net Zero Carbon – Construction (1.1)
- Net Zero Carbon – Operational Energy (1.2)
- Net Zero Carbon – Whole Life (future development) (1.3)

The Documents shown on this page illustrate Net Zero Carbon best practice and guidance which have been informed and helped in developing the design

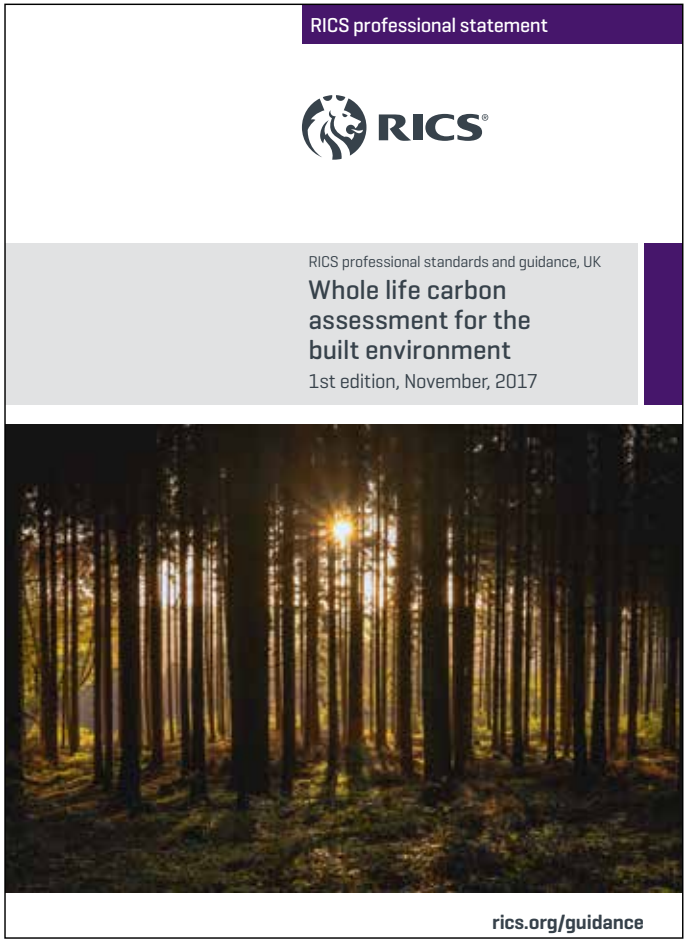
The Green Building Council released Net Zero Carbon Buildings - A Framework Definition in April 2019.



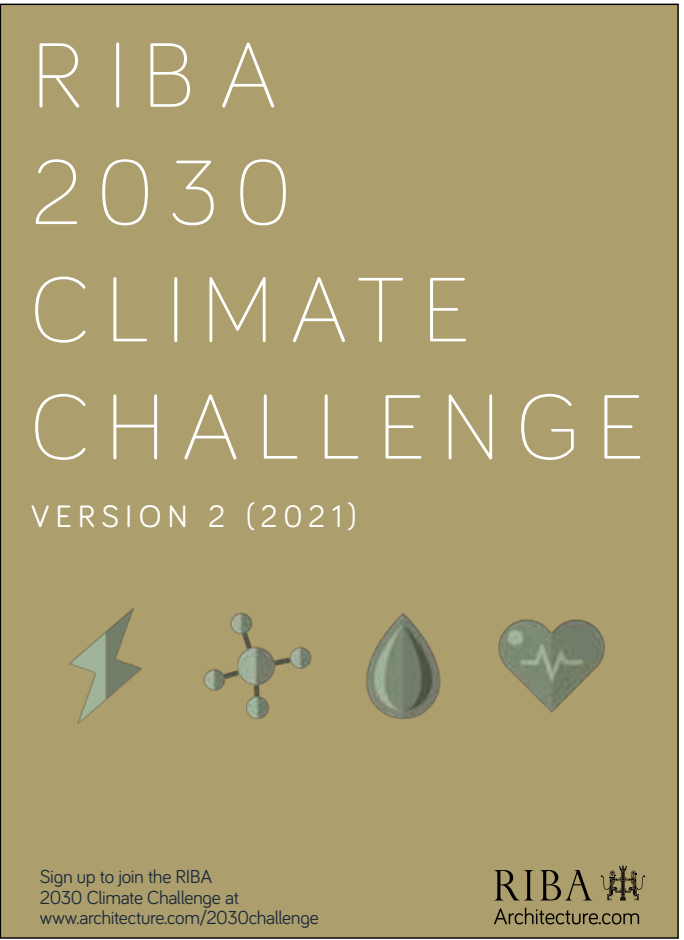
LETI Climate Emergency Design Guide, published January 2020



RICS Whole Life Carbon Assessment for the built environment, published November 2017



RIBA 2030 Climate Challenge, version 2 published 2021



02

DEVELOPMENT BRIEF

2.0 DEVELOPMENT BRIEF

2.1 Location and Project Origin

Didsbury Technology Park is located 4 miles south of Manchester city centre, adjacent to Princess Road, one of the main arterial routes for the city. At only 5.5 miles north of the airport, it is at a key strategic location within the City.

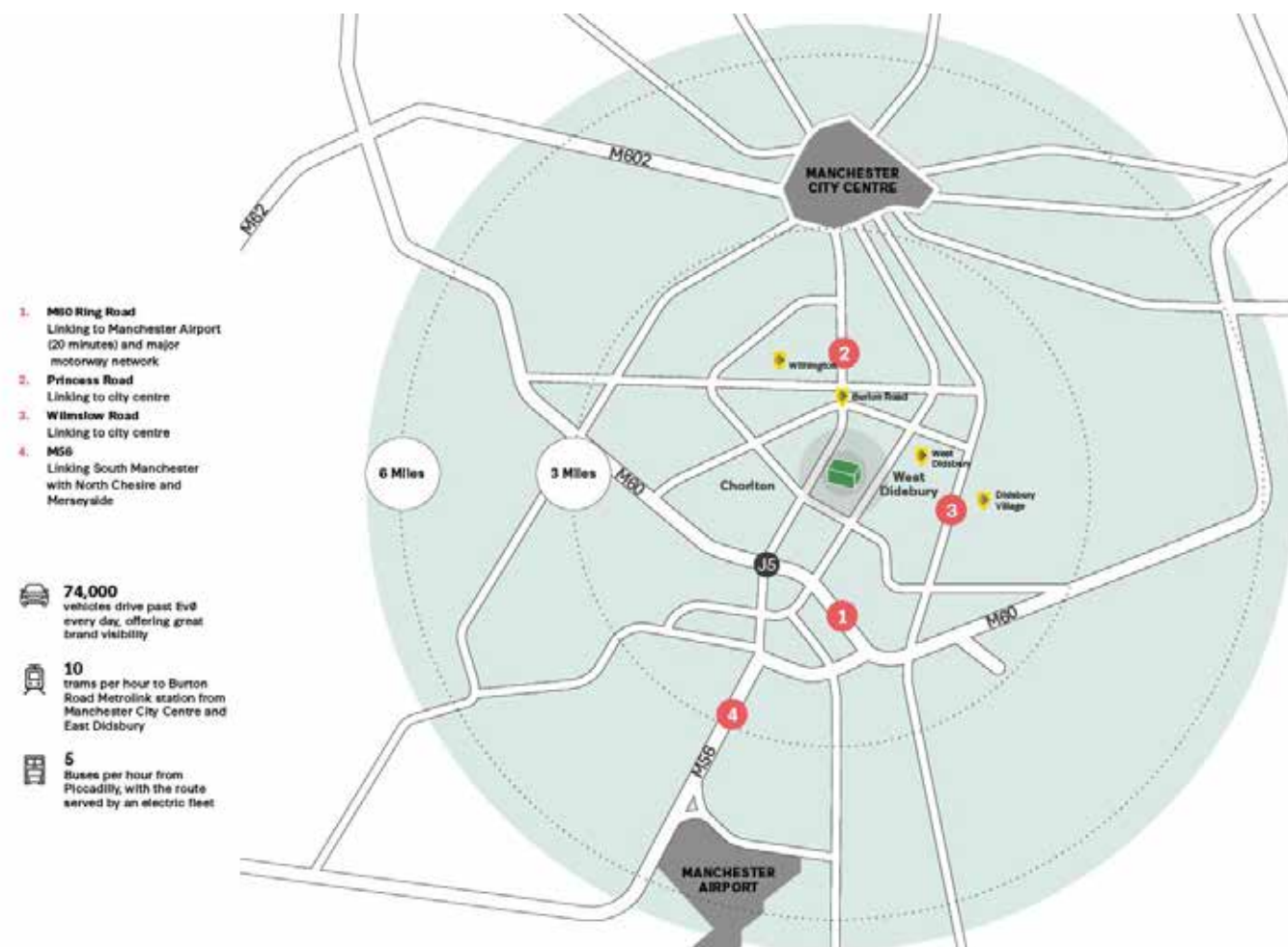
The wider site occupies over 3.4 acres of land in a highly desirable location for high quality office accommodation. Siemens appointed Bruntwood as preferred developer for the masterplan.

Already home to global engineering company Siemens (Sir William Siemens House, SWSH) and the Spire Manchester Hospital, Didsbury Technology Park will have significant development and expansion which will see the creation of 155,000 sq ft of brand new Grade A office space and a decked car park.

The OHM Building, the first of three buildings, is now complete and has brought circa 20,000 sq ft of brand new, purpose-built commercial workspace to the site.

Sheppard Robson were appointed as Architects for the commercial office building, The Ohm Building which was developed in Phase 1 of the masterplan and completed in early 2019.

This phase will see the creation of another building offering an additional 80,000 sq ft of commercial office space, plus significant landscape proposals and the creation of both surface and decked car parking.



Centenary Square Aerial View

Site Boundary

03

SITE ANALYSIS - CONTEXT & APPRAISAL

3.0 SITE ANALYSIS AND CONTEXT APPRAISAL

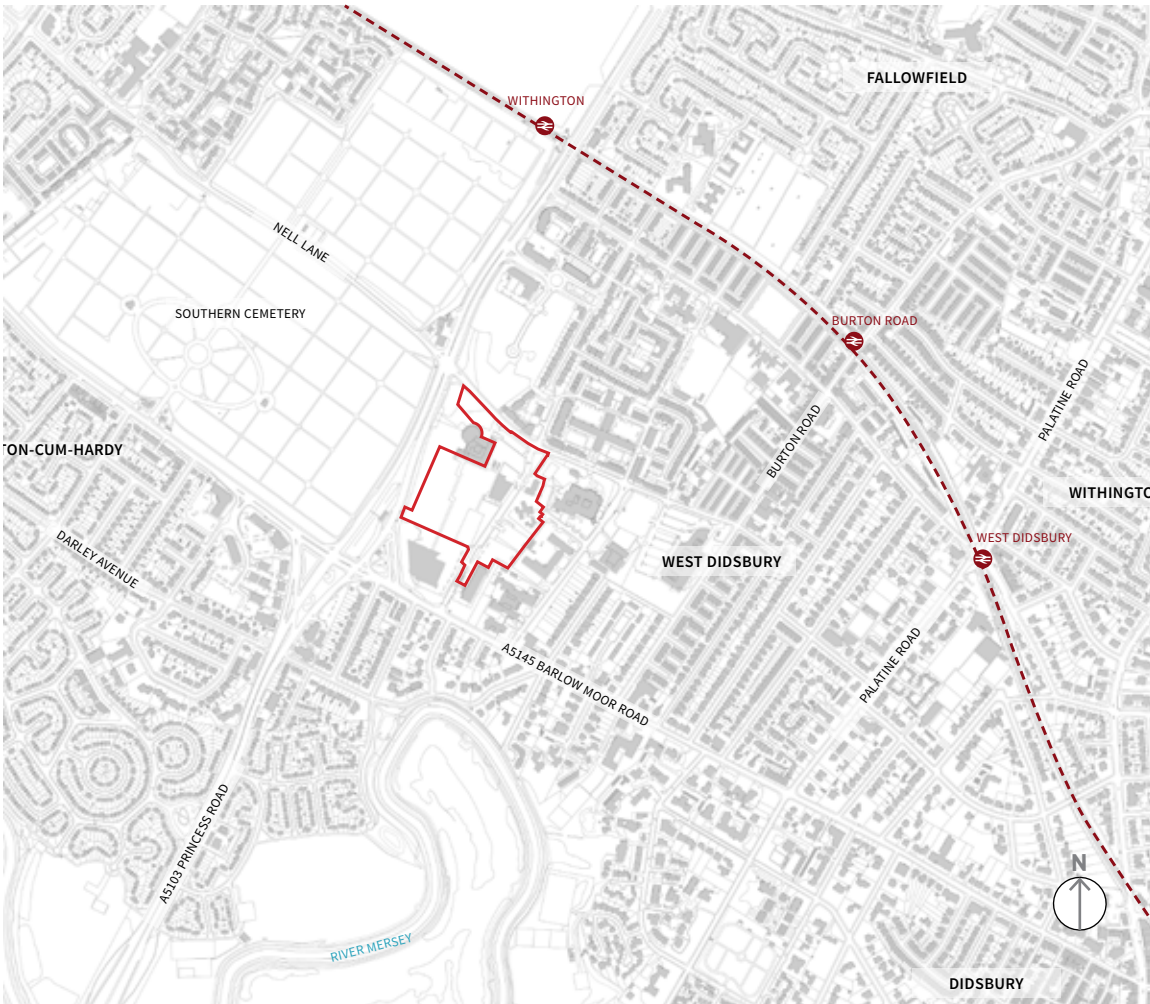
3.1 Site and Immediate Surroundings

The Ev0 Building is located at the West side of the site, adjacent Sir William Siemens House (SWSH). Also located on the wider site of Didsbury Technology park are the Spire Healthcare building and associated REEC building.

To the east of the site, sits the new housing development Green Walk and Quantum House which were constructed as Phase 2 of the Masterplan, including an apartment building comprising 50 apartments and 45 new homes with associated car parking and landscaping.

There are additional housing developments to the North, East of the site within the recently converted Grade 2 Listed Withington Hospital building. Further North and East are a number of local school education buildings and the West Didsbury Police Station.

The North West of the site is bound by Princess Road / A5103 which also borders the Southern Cemetery.



Didsbury Technology Park Location Plan



- Key
- 01 Sir William Siemens House
 - 02 Spire Manchester Hospital
 - 03 REEC
 - 04 Quantum House Flatted Development
 - 05 Kensal Drive Housing Development
 - 06 Lancasterian School
 - 07 West Didsbury Police Station
 - 08 The Birches Specialist Support School
 - 09 Didsbury Gate Housing Development
 - 10 The Wood School

- CIVIC BUILDINGS
- RESIDENTIAL
- EDUCATION
- OFFICE BUILDINGS
- HEALTHCARE
- SITE



01 Sir William Siemens House



02 Spire Manchester Hospital



04 Quantum House Flatted Development



06 Lancasterian School



07 West Didsbury Police Station



09 Didsbury Gate Housing Development

3.2 Site Constraints & Opportunities

Key constraints:

- Highways
- Adjacency to major highway (A5103) Princess Road

We understand that the surrounding highways network is busy during peak periods and our technical team have undertaken surveys of local roads to understand highways capacity, which has directly informed our proposals. Vehicles relating to the proposals will enter and exit the site at the Barlow Moor Road entrance and will be unable to enter or exist the site from Nell Lane.

- Flood risk and drainage strategy

Whilst we are aware of flooding in the wider area, Didsbury Technology Park is located in an area identified by the Environment Agency as Flood Zone 1 ‘Low Risk’. Nevertheless, a Flood Risk Assessment is being prepared as part of the planning application.

We are also aware of localised surface level ponding along Nell Lane. A detailed drainage strategy is therefore being designed, which will include on-site sustainable urban drainage systems.

- Parking

We are aware of existing issues with on-street parking in the surrounding area and we are undertaking parking surveys on surrounding streets to understand the current situation.

The proposals will provide sufficient parking to meet the needs of the development on-site. Furthermore, the parking strategy includes additional capacity to potentially flex according to any changes in demand. 20% electric vehicle charging will be provided on-site and there will be potential to increase the provision to meet future demand.

A robust Sustainable Travel Plan will also seek to shift travel choices towards public transport, as well as walking and cycling. Bruntwood Works will also seek to use smart parking technology to manage and monitor parking.

- Biodiversity

We understand the importance of maintaining biodiversity in the local area. We are assessing the biodiversity of the current site and will seek to introduce a range of biodiversity enhancements through the proposed landscaping scheme through delivering a larger range of plant species and wildlife habitats than what is on-site today.

This will be achieved through planting of a variety of trees, shrubs and perennial species, much of which will be located within shallow rain gardens.



3.3 Transport Assessment and Travel Plan

Curtins have produced a Transport Assessment (TA) has been prepared to inform Highways Officers at Manchester City Council (MCC) and Transport for Greater Manchester (TfGM) with regards to all traffic and transportation matters associated with the development proposals.

The TA should be read in conjunction with the Travel Plan (TP) that has been prepared to support the planning application (Report Reference: 076910-CUR-00-XX-RP-TP-002). The TP aims to minimise the number of car trips generated by the development and encourage staff and visitors to use sustainable modes of transport.

The information presented in the TA has been prepared following a scoping exercise with Highways Officers at MCC and TfGM. The pre-application discussions focussed on baseline surveys, traffic forecasting and the Application Site access proposals.

3.4 Site Movement Patterns

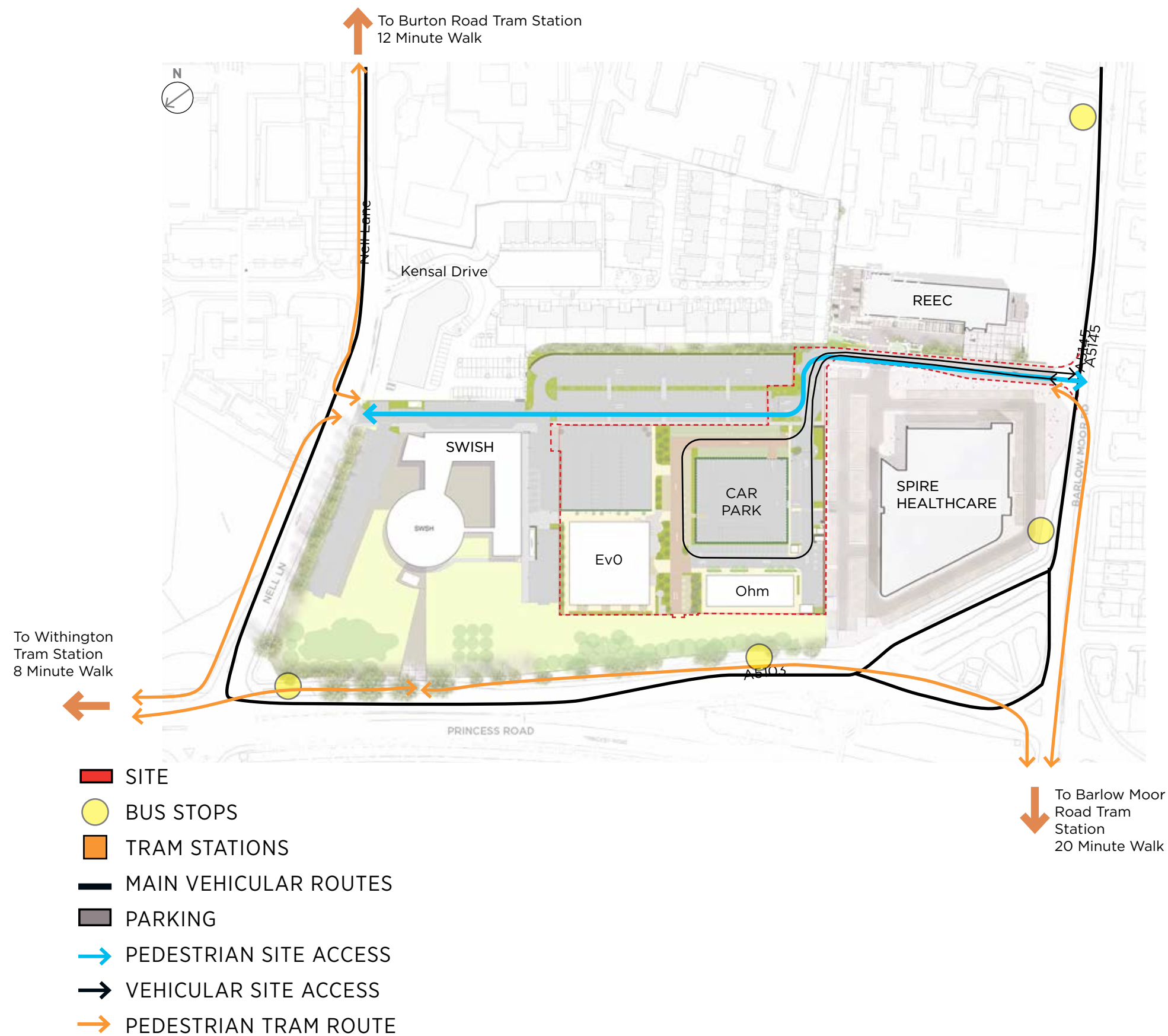
There are a number of access routes to the site for various modes of transportation.

The site is arranged with a central urban path that will provide the main pedestrian route. This connects to a secondary pedestrian route in the opposite direction which connects to Nell Lane at the North East and Barlow Moor Road to the South West.

Public transport is available to occupants via the local Tram line with Withington Station an 8 minute walk from the site and Burton Road 12 minutes. Additionally, there are bus routes which run along Princess Road and Barlow Moor Road. Pedestrians travelling by bus can access the site via the pedestrian entrance by the main entrance off Barlow Moor Road.

Part of the development is to include a decked car park whilst temporary car parking is currently on the site. All vehicles would access from Barlow Moor Road, with most coming via the A5103. The landscaping strip to the centre of the site will include a drop off lay-by for taxis and small deliveries.

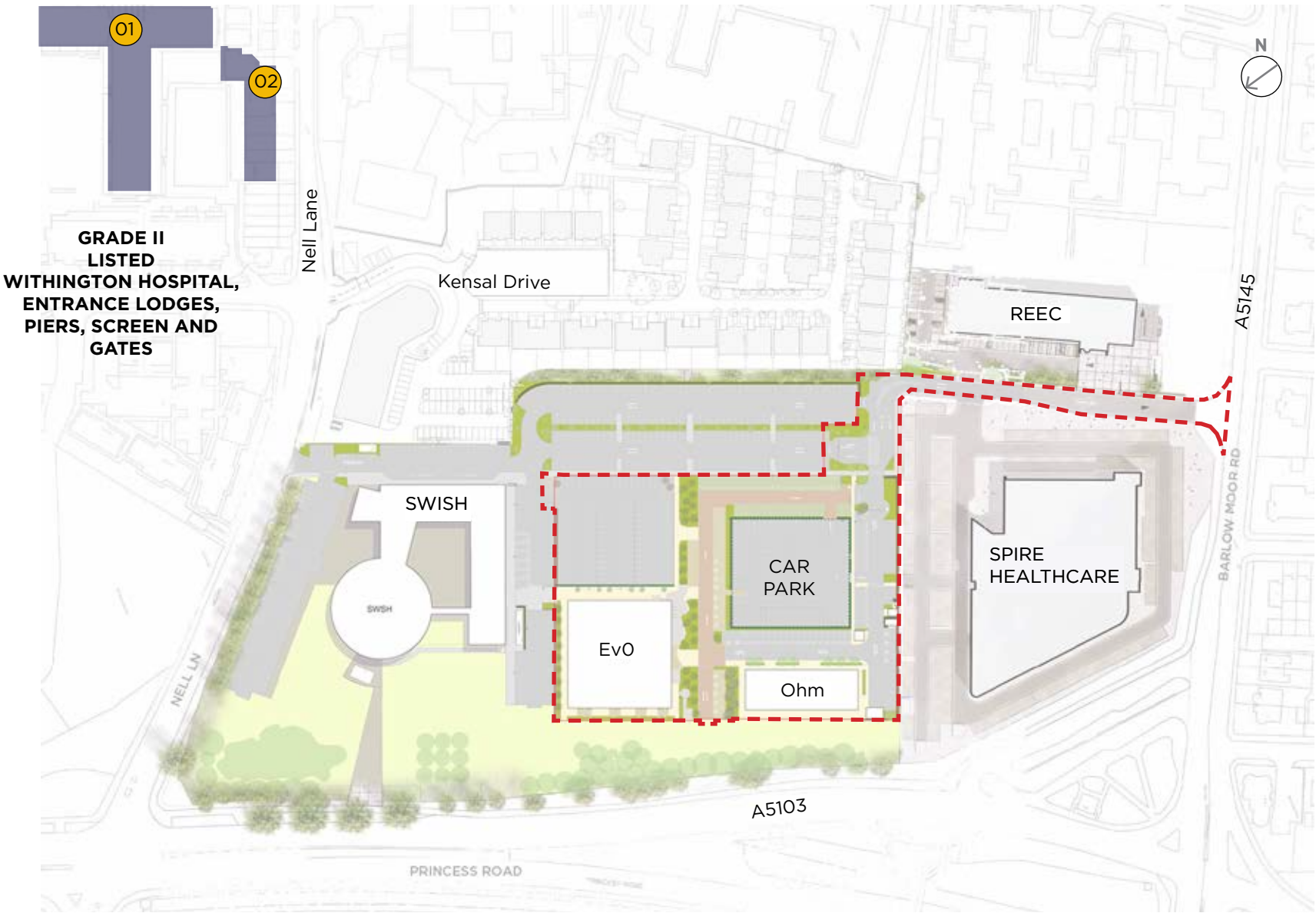
The surrounding context is largely residential, however there are local amenities and shops located on Burton Road, approximately 10 minutes walking distance from the site.



3.5 Site History and Listed Structures

To the North East of the site, a housing development has occupied the former Withington Hospital. The hospital building, entrance lodges, piers, screen and gates are all Grade 2 listed. Whilst the building is not directly connected to the proposed site, the development of the building highlights the regeneration of the wider site and residential interest in the area.

Additionally, there are a number of listed structures within the Southern Cemetery to the northeast of the site and Princess Road.



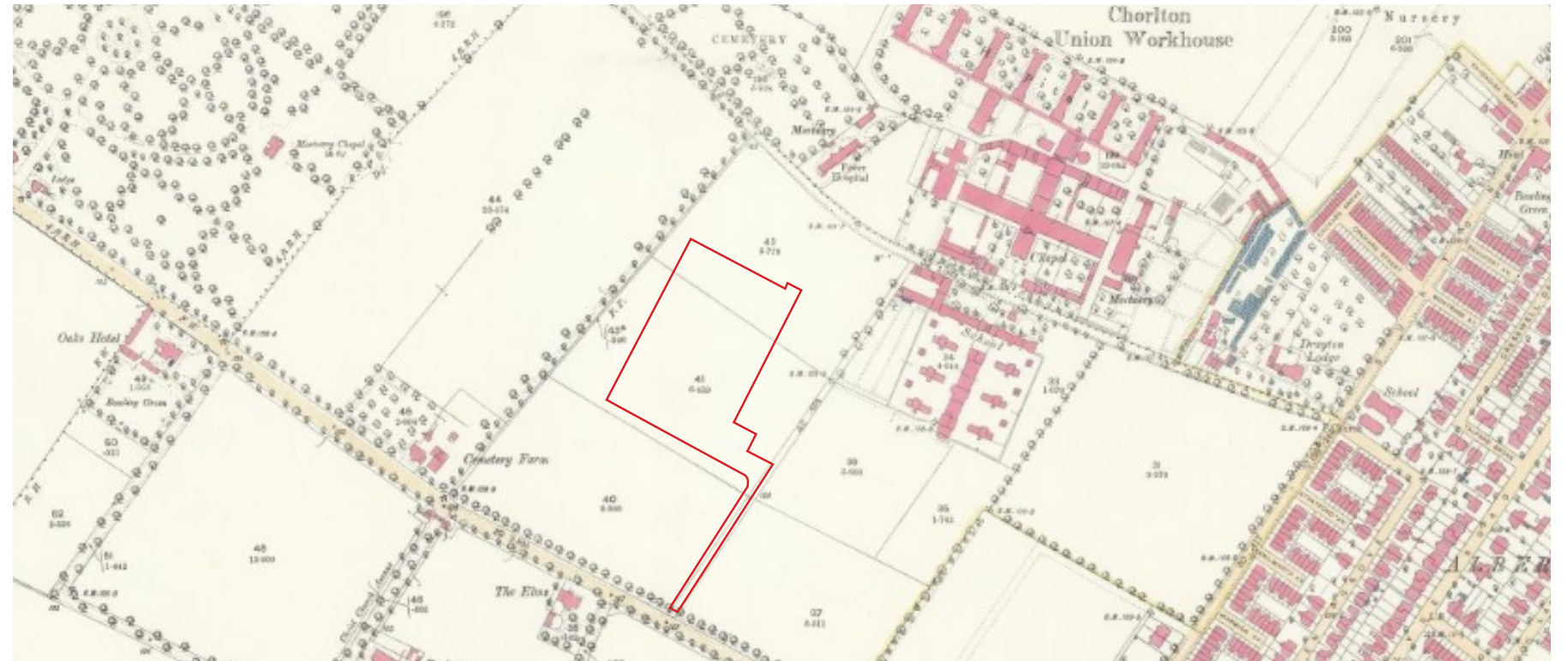
- Key
- 01 Withington Hospital Building
 - 02 Withington Hospital Entrance Lodges, Gates, Piers, Screen
 - Site
 - Listed Buildings



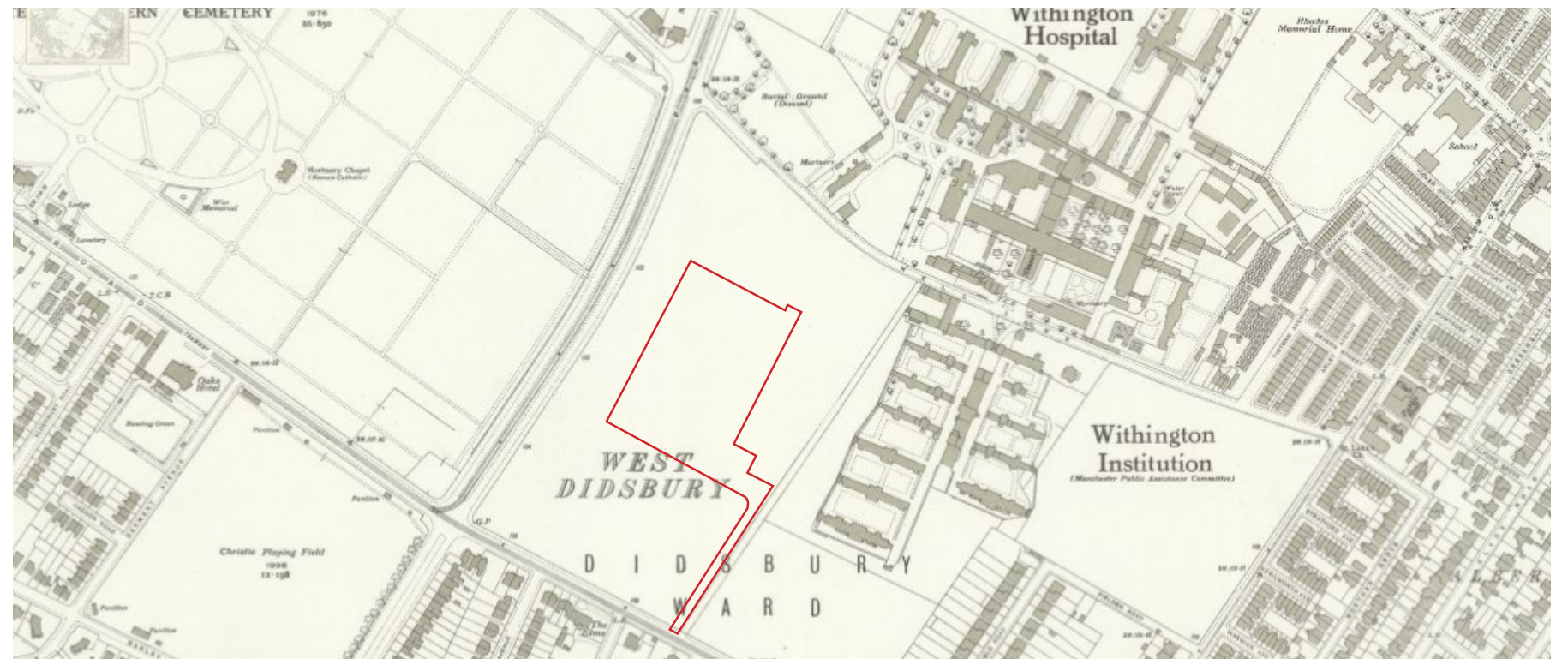
3.6 Historic Site Development

Historically, the site was used for agriculture until Sir William Siemens House was completed approximately 30 years ago.

The plan from 1935 shows the expansion of Southern Cemetery and the increase in residential properties and the road network. The Withington Institution has also been extended.



1894



1935

3.7 Recent Site Development

Didsbury Technology Park (formerly known as the Siemens' Campus) is one of Manchester's planning policy site allocations and the site is identified for commercial development.

Planning permission for the current Sir William Siemens House (SWSH) was granted in February 1989 and included planning permission for a phased development which was never completed. This phased development covers the application site.

The construction of the Renewable Energy Engineering Centre (REEC) at the south west corner of the site was completed in April 2012.

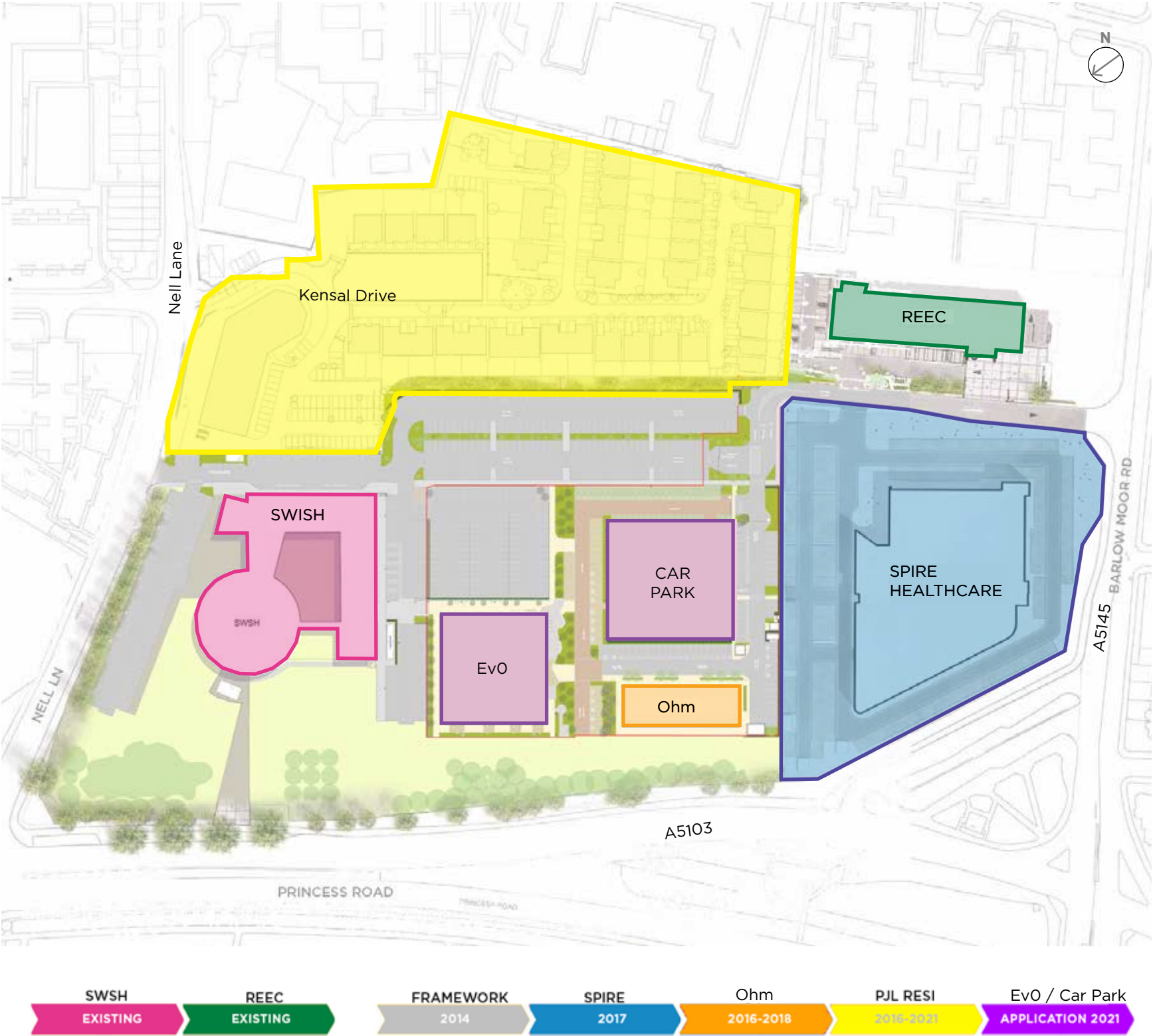
In 2014, the Council endorsed a Development Framework for the emerging masterplan. This document provided guidelines for future development and seeks to create a new commercial campus for sustainable technology and research & development, through the delivery of new commercial buildings, landscaping and parking.

Since 2014, three phases of development have been delivered, including the Spire Hospital, the Ohm office building and the Green Walk residential development. As part of the 2016 proposals for Ohm and Green Walk, the future masterplan was envisaged in the form shown on the page opposite.

The Spire hospital completed in 2017 replaced the previous Spire Manchester hospital in Whalley Range, with a £65million state-of-the-art facility with 76 patient beds (inpatient and day-case) and 23 outpatient consulting and treatment rooms.

The OHM Building was completed in early 2019 and provides a specialist facility for a healthcare occupier and additional commercial office space arranged over three floors of accommodation.

The latest proposals represent a further evolution of the masterplan and seek to deliver a truly low carbon building that is consistent with the vision and guiding principles of the 2014 Framework.



3.8 Previous Masterplan

The wider Masterplan Site is bound by Princess Road and the Southern Cemetery to the west, Barlow Moor Road and residential properties to the south and Nell Lane and the former Withington Hospital residential development to the north. The Birches and Lancasterian schools and a police station adjoin the site to the east.

The masterplan area extends to approximately nine hectares and comprises a mixture of buildings from residential, commercial and healthcare uses. In February 2015, planning permission was granted for the redevelopment of the southern part of the masterplan to deliver the Spire Manchester Private Hospital.

The current proposals sit at the centre of the masterplan for Didsbury Technology Park and tie together the existing Sir William Siemens House, The Ohm Building and Spire Hospital.

The image on the right shows the illustrative Masterplan in 2016 when the application for D3 (now called the Ohm Building) was made.



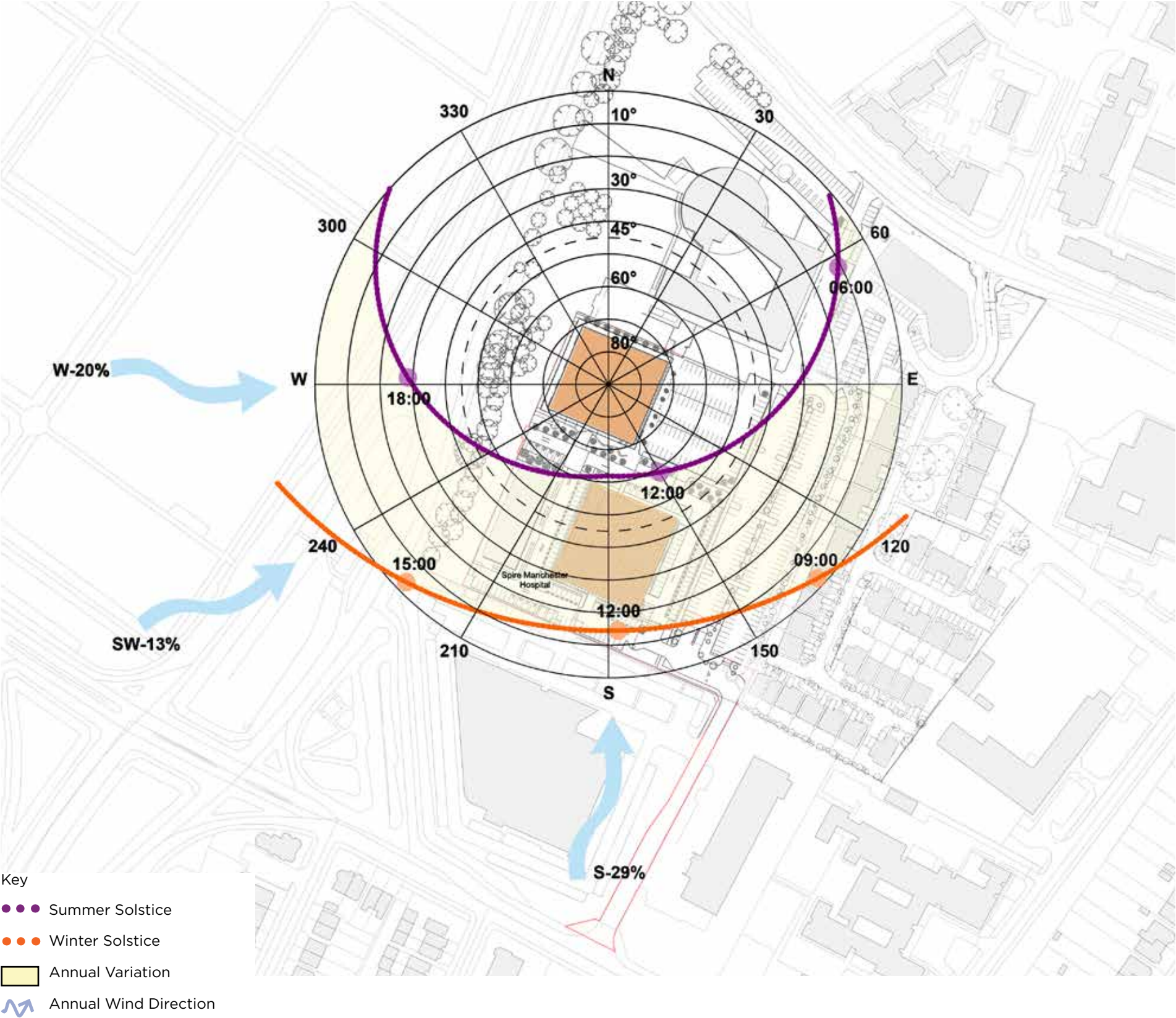
3.9 Environmental Context

Key Opportunities

- View point across Princess Road over the Southern Cemetery.
- Large open site generally unshaded by adjacent buildings means the site is subject to but can benefit from solar gain.
- Close pedestrian links to tram stations connecting to Manchester city. (Withington Station - 8 minute walk).

Key Constraints

- Residential proximity to the eastern boundary
- Easement for water main that runs across site close to the western boundary of the site
- Existing occupiers present in the DTP site need to be considered to minimise distribution



04

DESIGN STATEMENT - MASTERPLAN

4.0 DESIGN STATEMENT - MASTERPLAN

4.1 Site Plan and Options Appraisal

A new proposal at Didsbury Technology Park presents an opportunity to create a great place for people to work and spend time. As the site evolves the public realm will act as a key component that unifies the masterplan.

A main principle of the masterplan design is to improve safe permeability through the site for pedestrians and cyclists. A series of clearly defined and accessible areas are therefore proposed to ensure the site promotes active travel and knits the proposals into the surrounding area.

Vehicular movements have been an integral consideration to the masterplan and those wishing to access the EvO building or The Ohm Building will only be able to access or exist the site via the entrance on Barlow Moor Road.

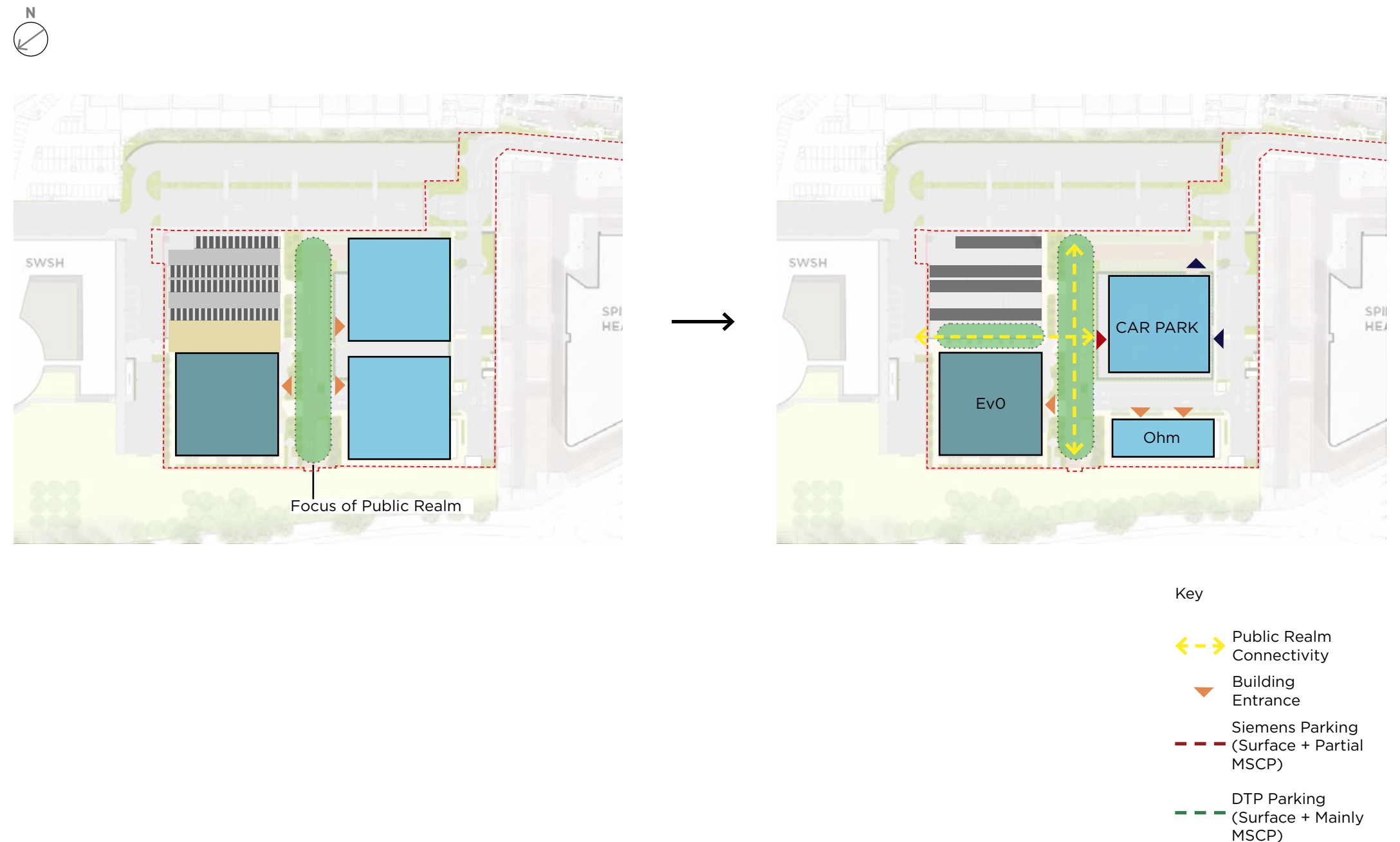
The creation of a welcoming external environment to provide amenity for users of the new buildings and the established campus community including the Sir William Siemens House and Ohm buildings, as well as users of the adjacent Spire Hospital

The development of the site aims to create a central landscaped space which connects EvO, D2 and Ohm and the decked car park.

The entrance to EvO is located on the South facade of the building providing an important connection to the landscaped heart of the site. This will create a sheltered entrance area with a connection to the entrance to the Car Park.

The building interior has been designed to provide an active frontage which further enhances this connection between the space and landscape.

Master Plan Development





4.2 Analysis of Adjacent Buildings

A series of surveys were commissioned to enable massing studies to be carried out and helped inform discussions regarding the elevations. Moreover, a series of site visits enabled a visual analysis of the surrounding built environment.

The surrounding context uses a range of materials including:

- Metal Cladding - Spire Manchester Hospital, OHM Building (D3), REEC
- Curtain Wall Glazing: Spire Manchester Hospital, OHM Building (D3), REEC

The surrounding site also features a presence of repetitive vertical lines picked up in both external cladding and curtain walling fins. Spire Manchester Hospital, OHM Building (D3) and REEC all feature façades which demonstrate this vertical pattern in their cladding with the OHM Building featuring prominent vertical fins creating depth on the facade.



Spire Manchester Hospital



The OHM Building



05

DESIGN STATEMENT - OFFICE BUILDING

5.0 DESIGN STATEMENT - OFFICE BUILDING

5.1 Design Principles and Concept

As a key aim to develop a net carbon building, the proposal considered various building forms to determine which would be the most effective to minimise the external envelope and therefore heat loss whilst maximising the building volume.

Various locations for the circulation core were also considered in order to maximise natural day light to the work space. This process concluded on a central circulation core with a top level roof light allowing the open plan office space access to the external envelope.

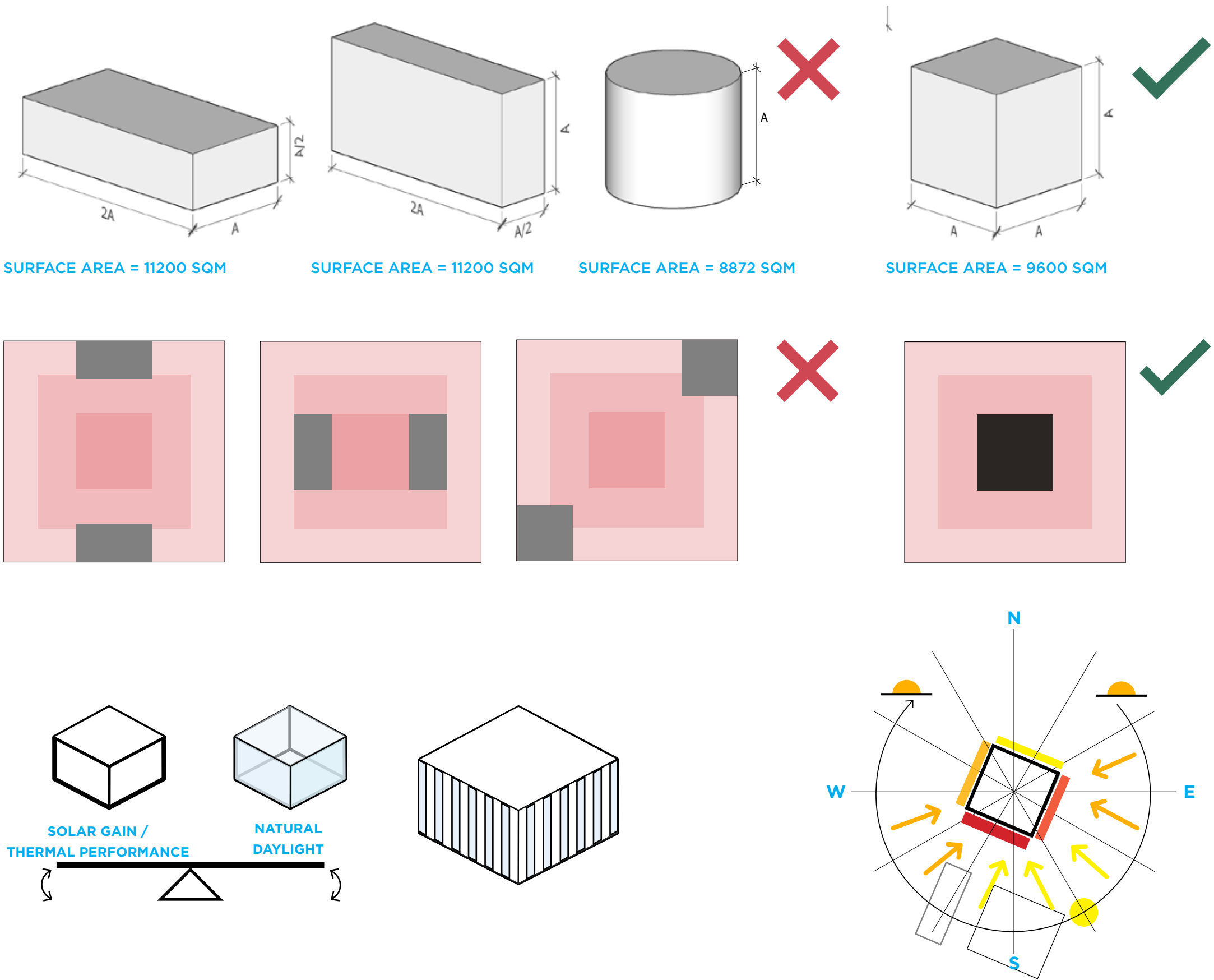
To maximise natural day light and minimise over heating, a varying elevation on each facade was adopted responding to the natural environment.

Whilst reducing window sizes can limit the heat gain, this also reduces daylighting and limits occupant's visual connection to the outside world. We are therefore proposing to externally shade the windows.

To create shade from direct solar glare, interior blinds can be used, however once the solar heat gain has passed through the glass the majority will remain within the space and not be reflected back through the glass. External shading is more efficient in reducing heat gain, stopping the solar heat before it gets to the glass.

The external cladding will aim to create a balance between maximising shading whilst also maximising daylighting and views out

The form of the decked car park has been developed to look in-sync with EvO Building. (see Section 6)



The arrangement of the building with the square floor plate means, 57% of the typical upper floorplate falls under 'Primary Space'. Primary space is the most appropriate for workstations and areas where employees are likely to spend most of their day.

This space is also suited to group collaboration areas which will provide a vibrant activity element to the facade of the building.

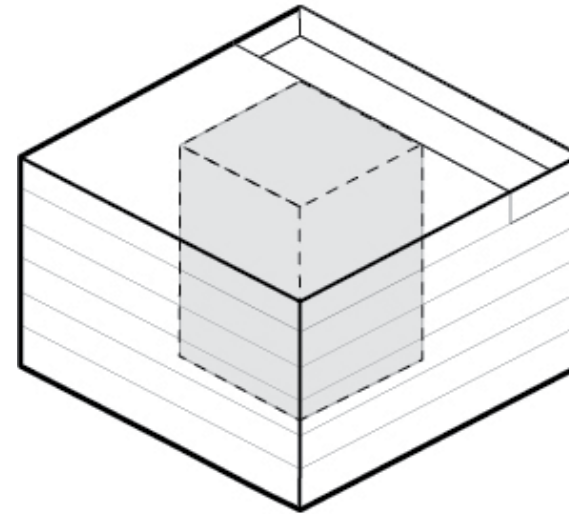
Secondary space located to the centre of the floor plate provides a good quality space for shared facilities or meeting rooms, with good amount of daylight, whilst not compromising quality of other spaces.

The central core also provides good access provision to the office floorplate which can be easily divided for separate tenancies.

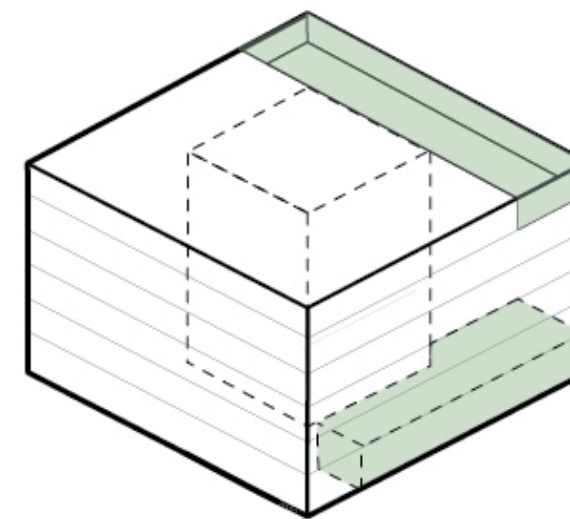
The ground floor of the building has a public side which addresses the landscaped public realm at the heart of the masterplan. This accommodates the main entrance and also the cafe and amenity space towards the south east corner.

The office space on the ground floor faces the existing green landscape and trees to the west of the site. With the plant space on the North East side to provide easy access for plant replacement, the gym space slots in on the north side of the building where the possibility of unwanted noise transfer is reduced.

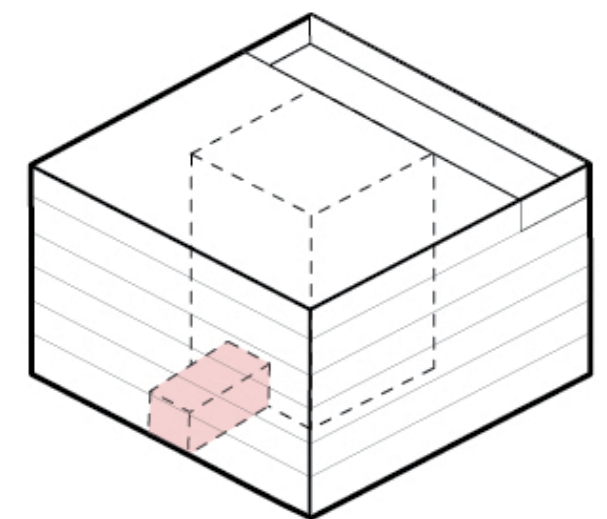
Central core reduces tertiary space that requires more artificial lighting and cooling.



Sunken roof top plant area to maximise roof available for PVs.



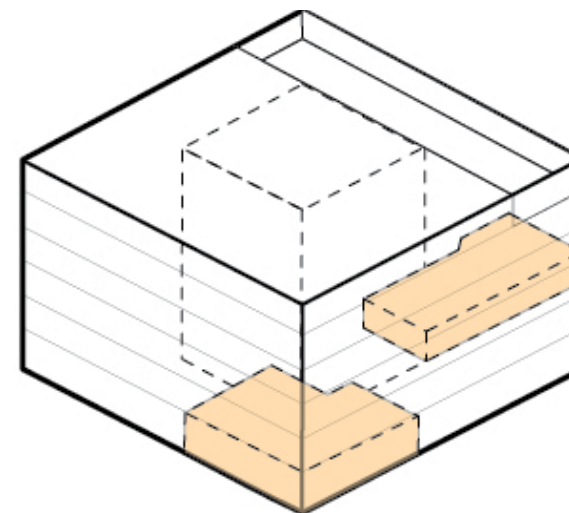
Central building entrance addressing public realm.



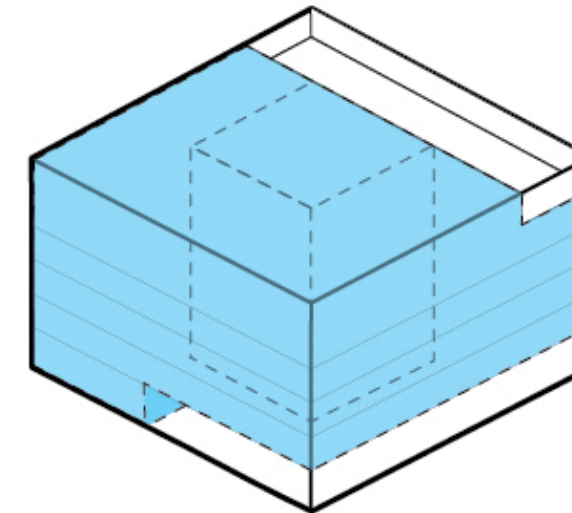
Key

- 1. Core
- 2. Plant
- 3. Reception
- 4. Shared Amenity
- 5. Office Space

Proposed Building Functional Arrangement



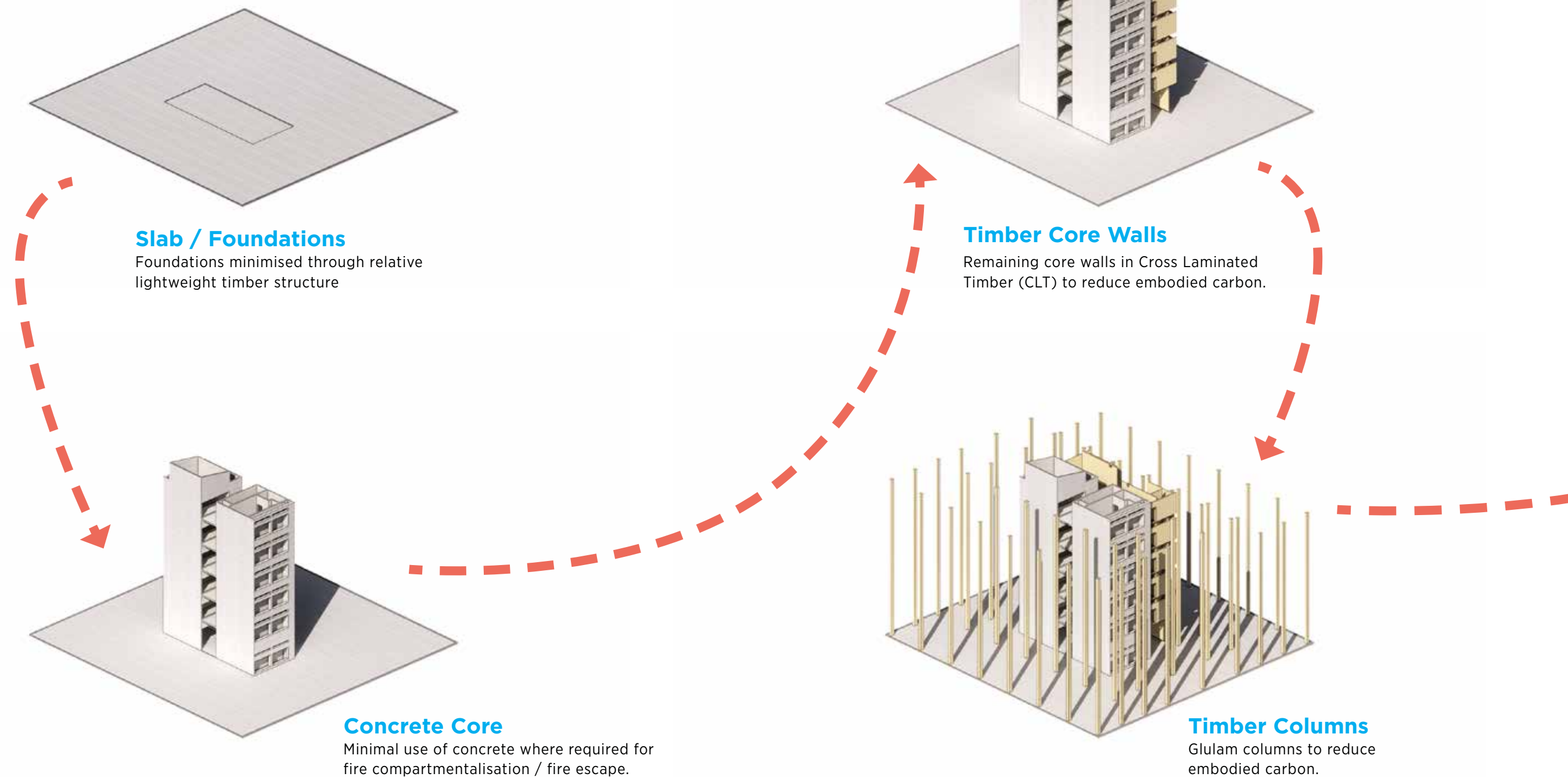
Cafe amenity addressing public realm at the centre of the masterplan. Gym to rear is separated from other spaces to reduce unwanted sound transfer.

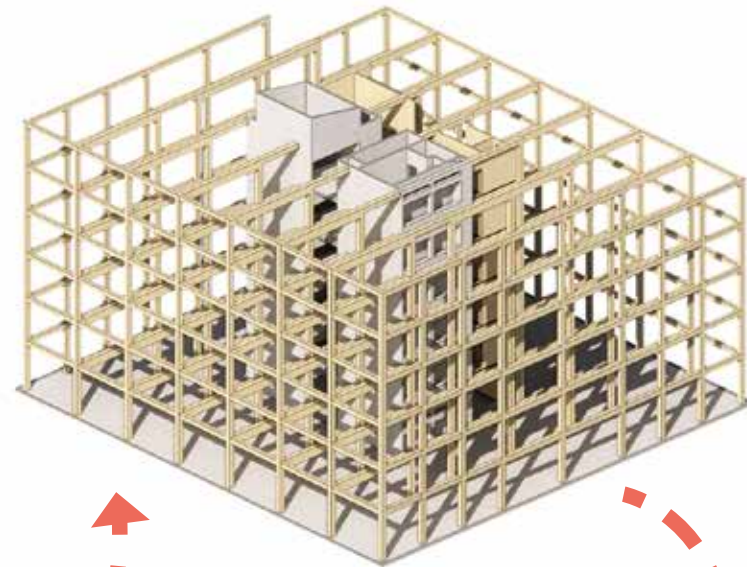


Office spaces on ground floor and upper floors have easy access from the core and good proximity to the facade for daylight and views out.

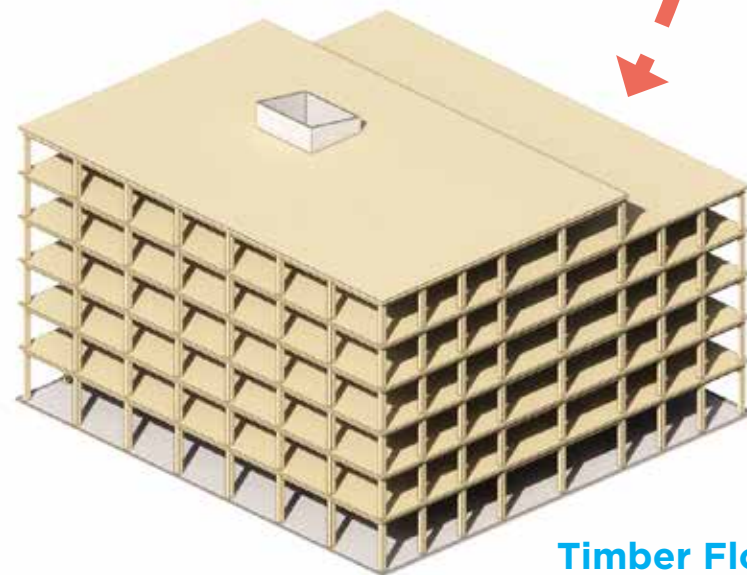
5.1.1 Structural Materials:

To achieve the goal of zero carbon sustainable construction, the structure is designed to be as lean as possible without compromising on its safety. The structural design aims to minimise material use and use low embodied carbon and renewable materials where possible. This is achieved through minimising design loads and working to realistic serviceability requirements. The structure has been designed in conjunction with Ramboll Structural Engineers, with the approach a combination of Glulam and CLT with a concrete core and ground slab. The use of timber and cement replacement in the concrete are helping to target a low embodied carbon structural solution.

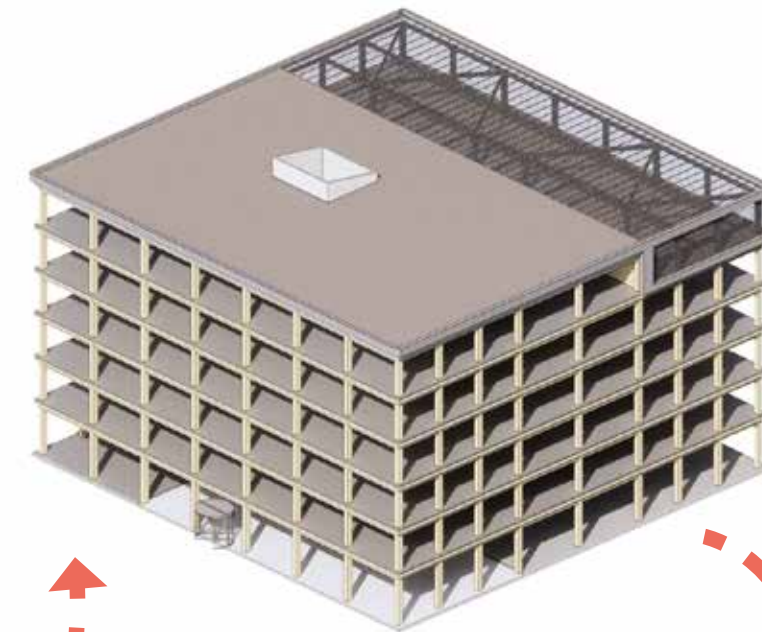




Timber Beams
Glulam beams to reduce embodied carbon.



Timber Floor Slab
Cross laminated timber (CLT) floor slabs to reduce embodied carbon.



**Raised Access Flooring
Roof / Plant Screen**



Envelope
Air tight envelope to reduce unwanted heat-loss.

5.1.2 Facade Approach

Multiple cladding approaches were tested in conjunction with the M&E Engineer before concluding that a built out facade providing self shading was the chosen solution. Drawing on experience from previous Sheppard Robson designed projects at Hounslow House and 245 Hammersmith Road where deep reveals and angled façades have been utilised to articulate the elevations whilst also providing solar shading and ultimately reduced cooling requirements and energy use

Hounslow House



245 Hammersmith Road



5.1.3 Material Approach

The material for the facade has been rigorously considered, one was needed that would fulfil the aspiration for a high quality facade with robust detailing but also materiality to achieve a strong design language which would aid the building's thermal and shading performance.

One of main requirements was for the solution to be lightweight to reduce load on the timber structure but it also needed to be durable, low maintenance and easily recycled. However due to the timber structure the facade material was also required to be non-combustible which eliminated several materials including timber.

It was important that the product and facade solution contributed to the net zero embodied carbon that the scheme has targeted. Whilst some materials claim to offer low embodied carbon solutions, it is important to consider the life cycle of the facade across the life of the building.

The choice of aluminium has a facade material ticks many of the above requirements. It is easily recycled, light weight and low maintenance. The embodied carbon of aluminium has also reduced in recent years with developments in the industry, including the increased use of more recycled material and factories running on green energy, which have helped to bring this value down.

Whilst some other materials also ticked many of the requirements, none of those considered could also offer the flexibility in the panel design that would facilitate the design approach taken.

Hounslow House



5.1.4 Facade development

The diagrams on the right show the conceptual facade development principles.

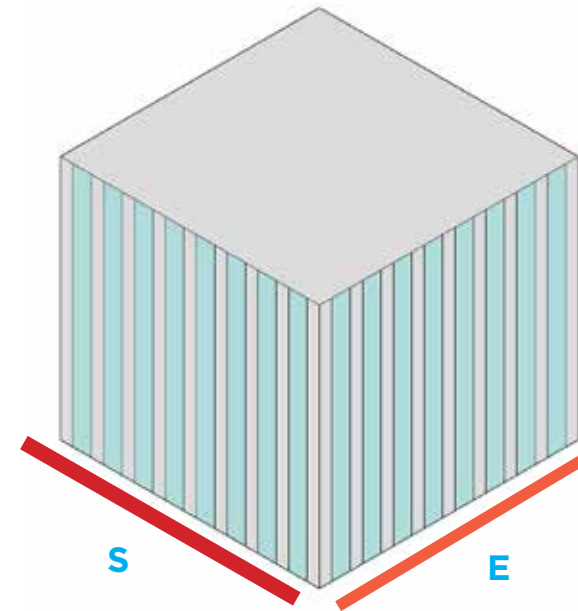
- Solid to glass ratio established to maximise daylight but minimise heat loss and internal solar gains.

The Glazing Principles Diagram on the opposite page shows how this has been adapted on the various facades to suit the orientation of the building and sun path

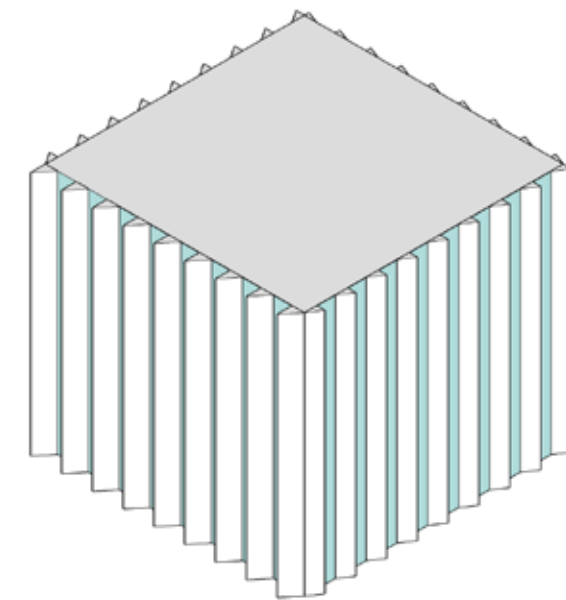
- Vertical shading used to minimise low sun angle solar gain and optimised to increase views out and natural daylight.

The Shading Principles Diagram on the opposite page shows how this has been adapted on the various facades to suit the orientation of the building and sun path

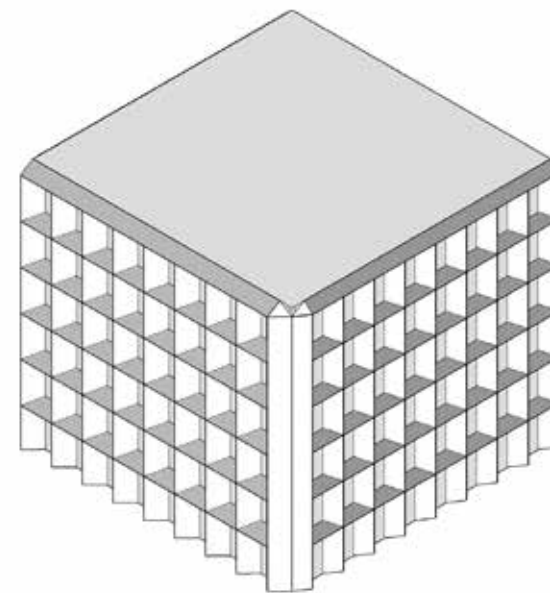
- Horizontal shading used to minimise high sun angle solar gain, underside of shading optimised to increase views of the sky and natural daylight.
- PV generation optimised with roof top PV array.



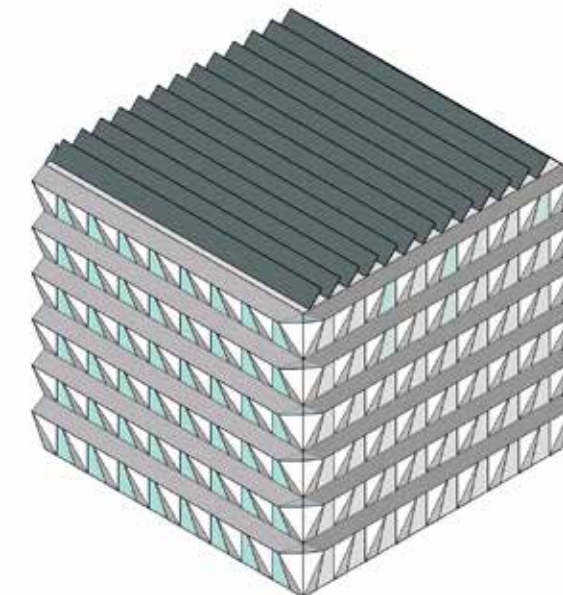
OPTIMISE PERFORMANCE -
MAXIMISE DAYLIGHT & MINIMISE
HEAT LOSS / SOLAR GAIN



MINIMISE SOLAR GAIN - VERTICAL SHADING

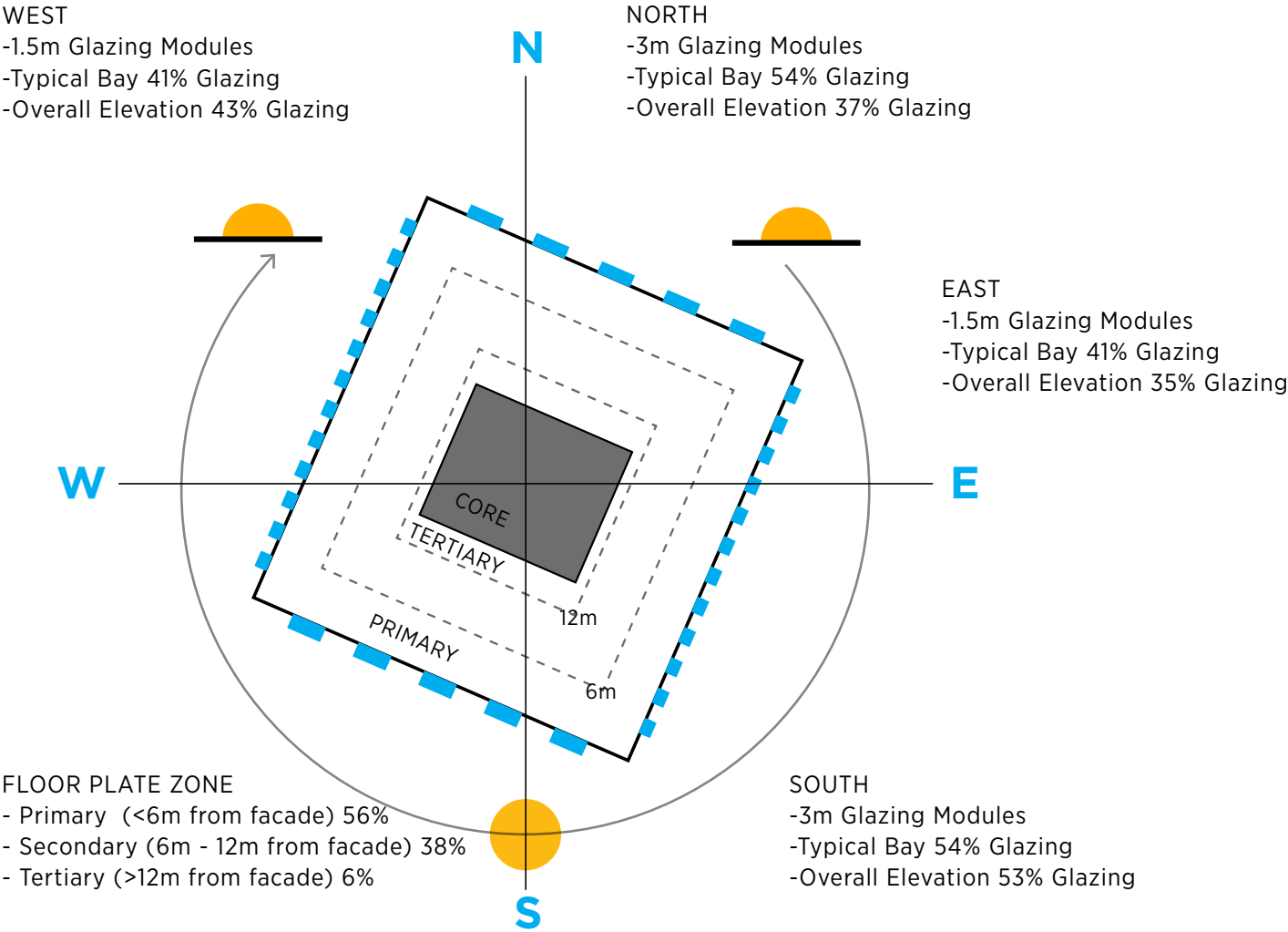


MINIMISE SOLAR GAIN - HORIZONTAL SHADING

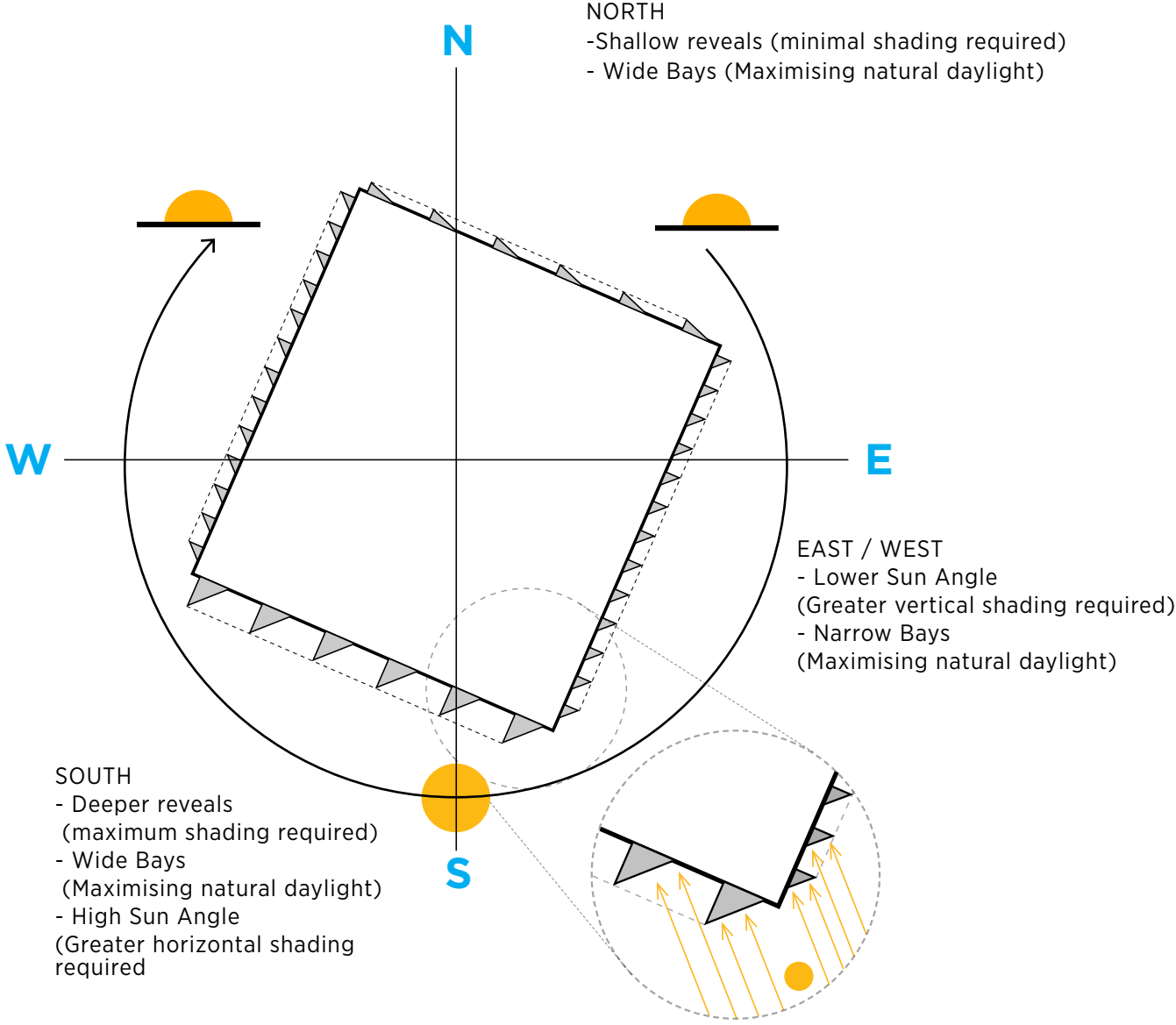


OPTIMISE VIEWS / PERFORMANCE WITH
SOLAR GENERATION (PV / PVT)

GLAZING PRINCIPLES



SHADING PRINCIPLES

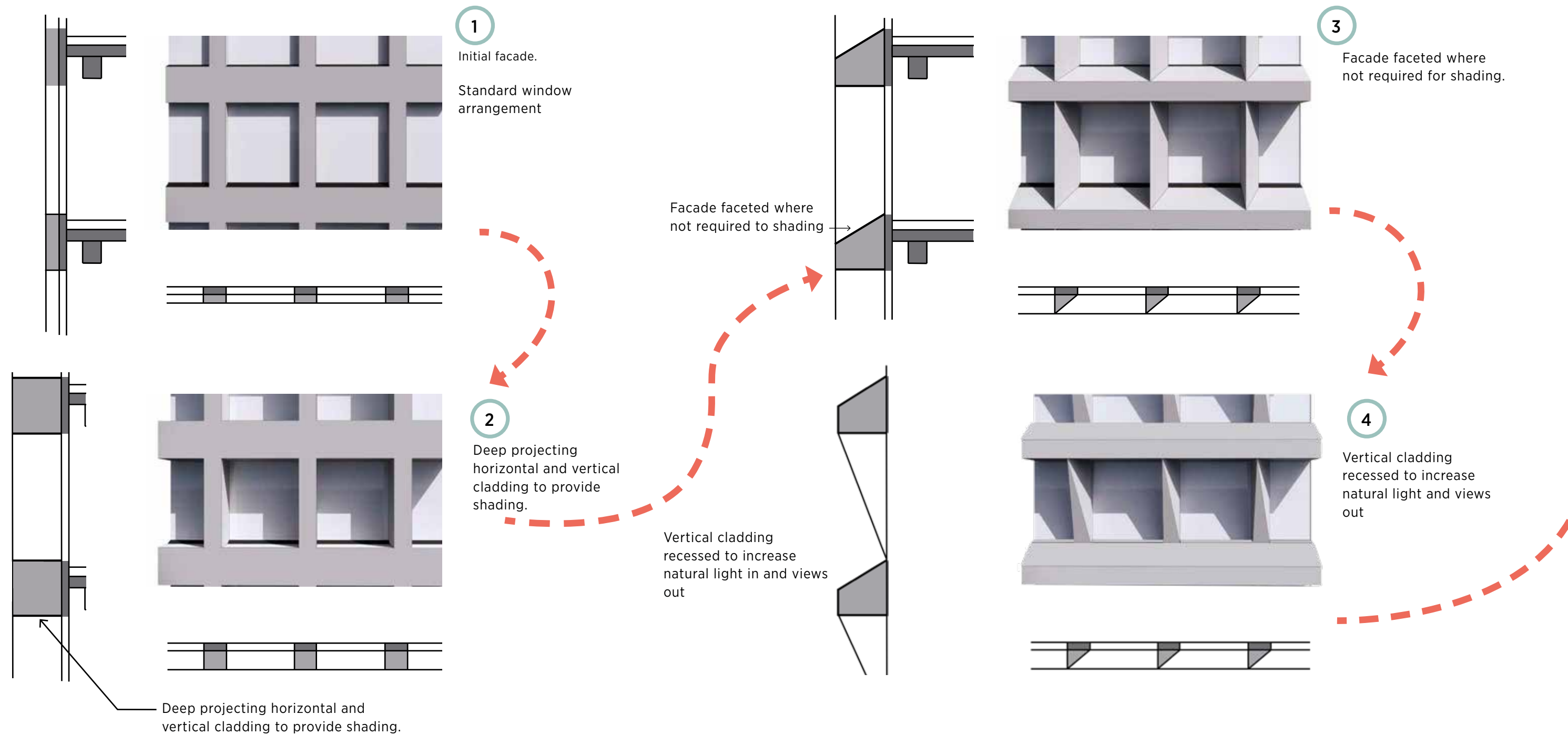


5.2 Elevation Development and Optimisation

All four elevations of the buildings are visible, with no explicit ‘front and back’, therefore it was important to develop a facade approach that enabled the creation of flexible façades that could deal with the differing solar requirements but without significantly changing the appearance

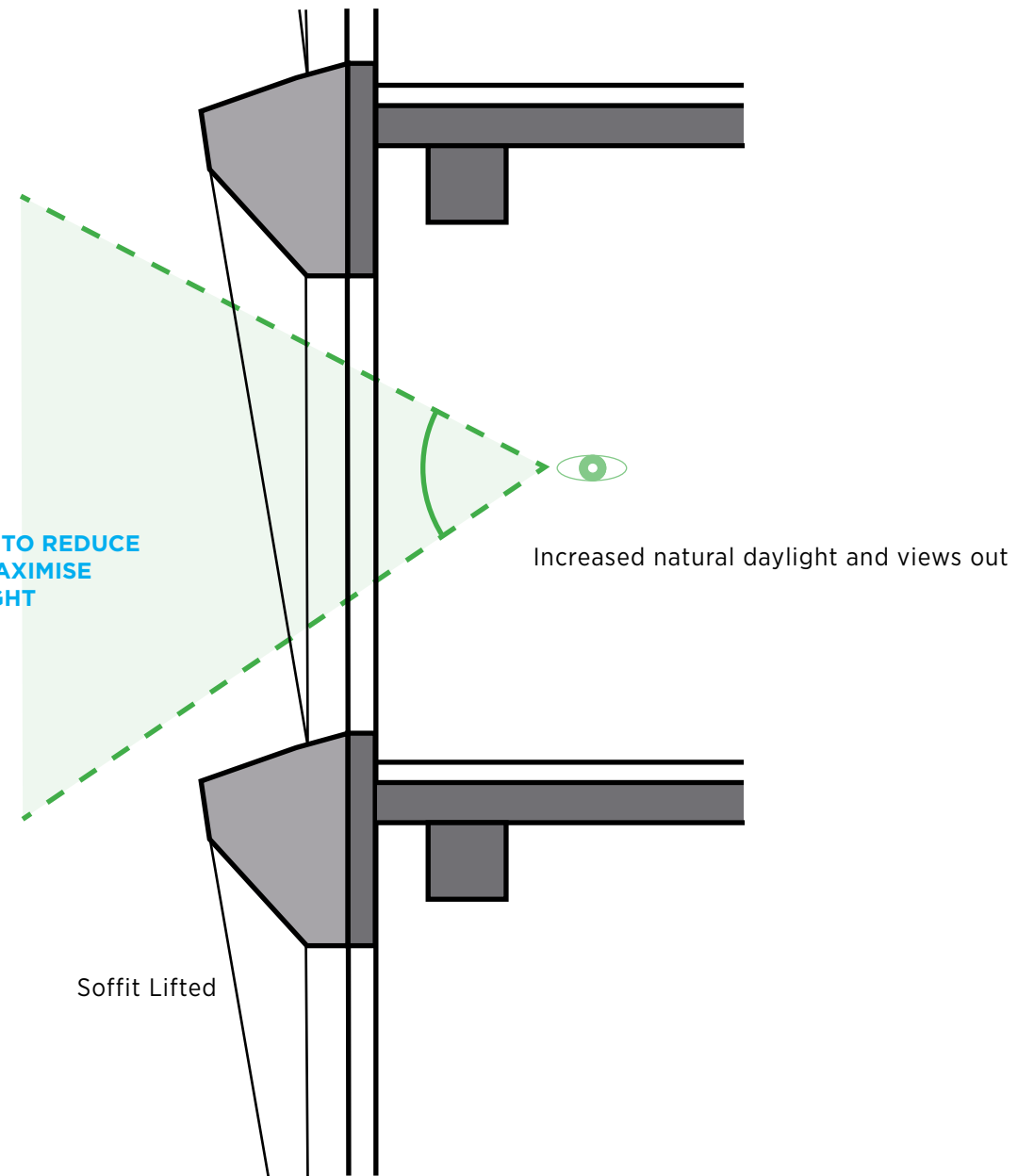
We analysed the solar path with the implications for the different façades and have proposed a designs in response to these results, however we have tried to maintain a consistency in cladding approach to ensure a more holistic aesthetic to the external façades.

South Facade

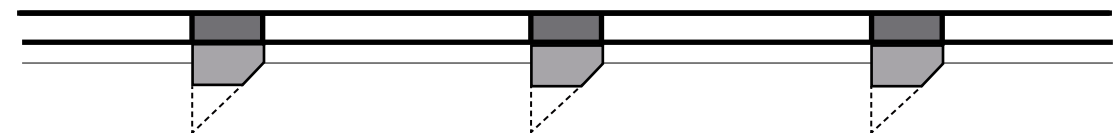
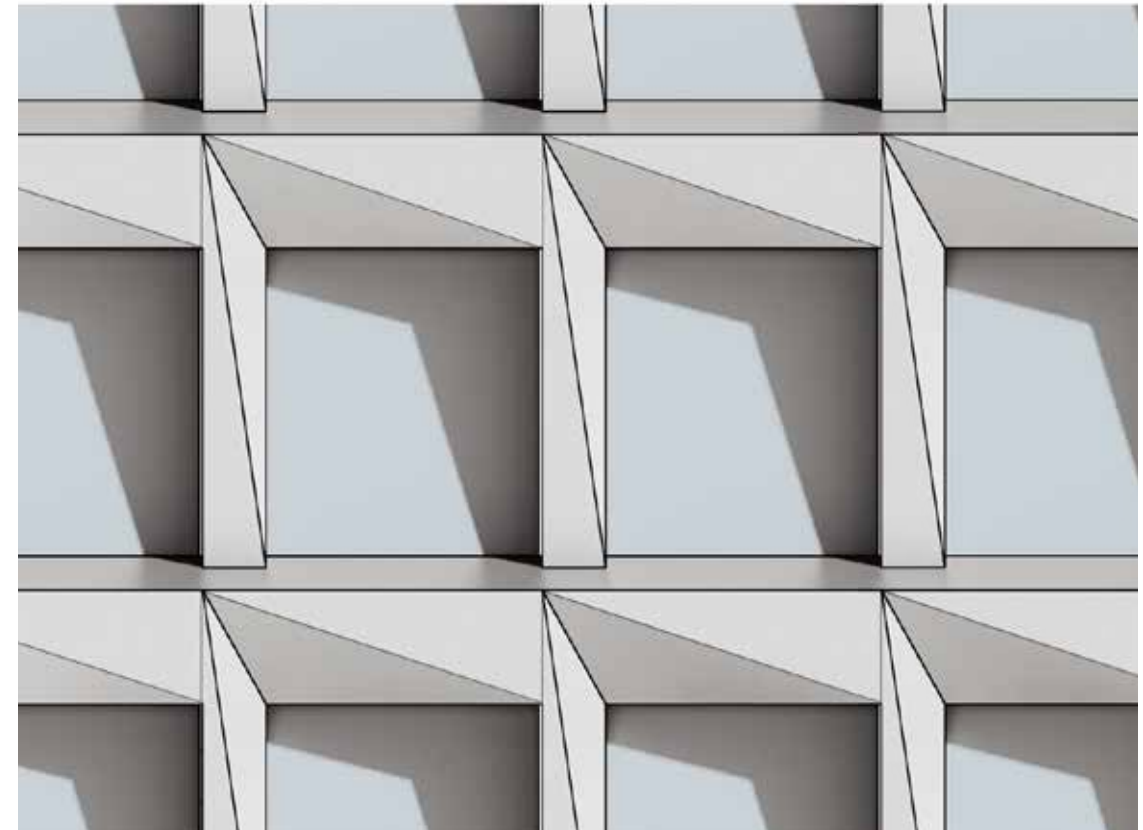
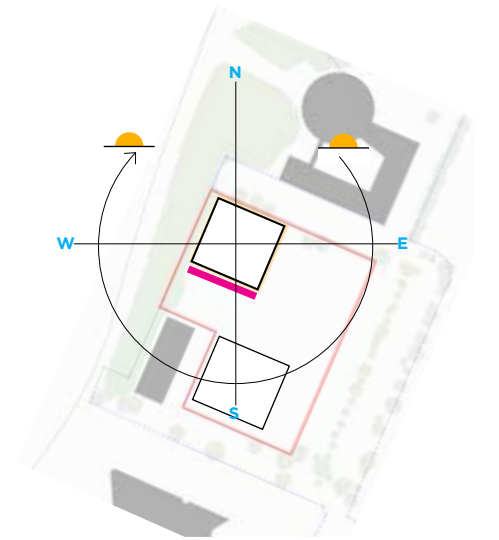


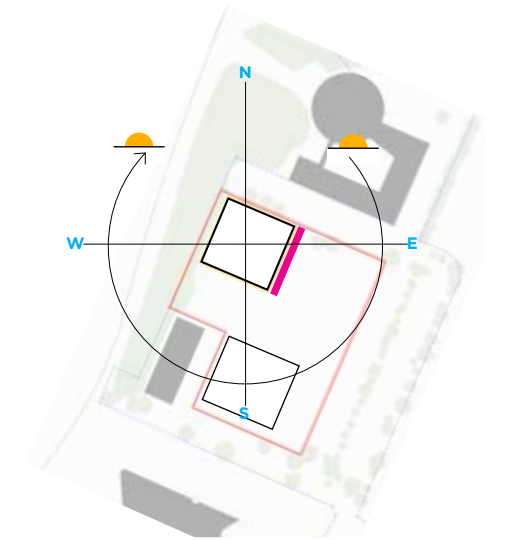
SOFFIT HAS STEEP PITCH
TO INCREASE NATURAL
DAYLIGHT.

LESS VERTICALS TO REDUCE
SHADING AND MAXIMISE
NATURAL DAYLIGHT



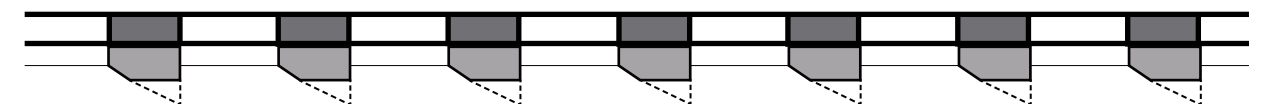
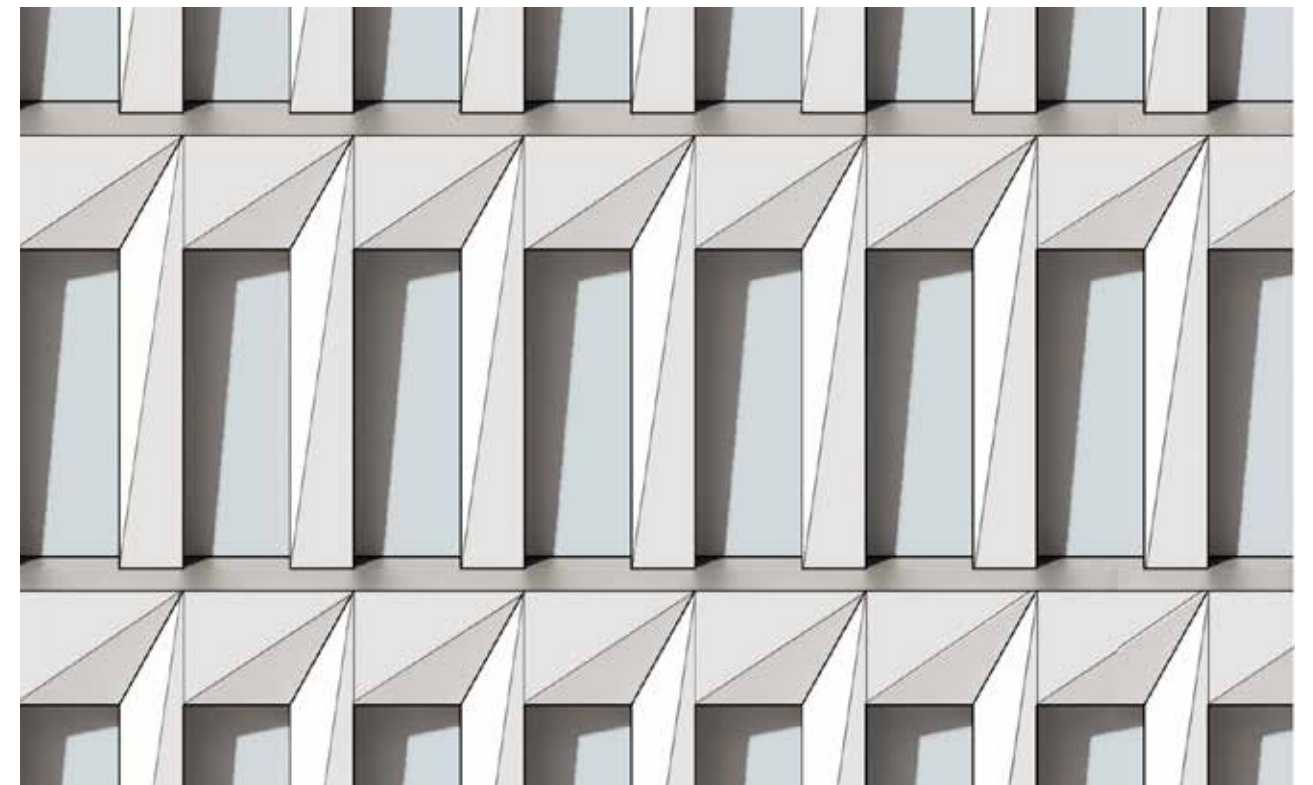
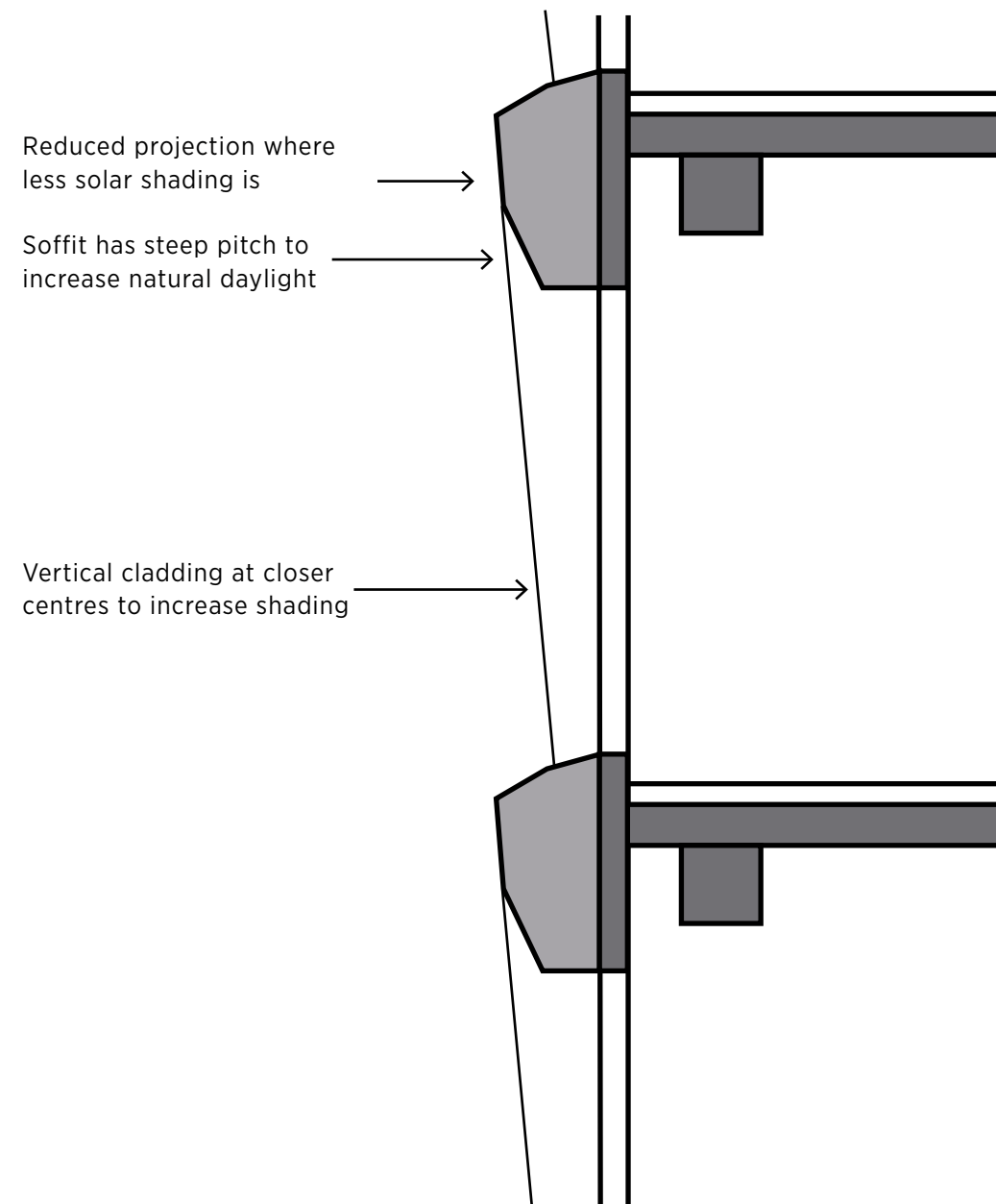
The underside of soffit face away from the high sun position is lifted up to increase the visible sky and thereby increase natural daylight into the space





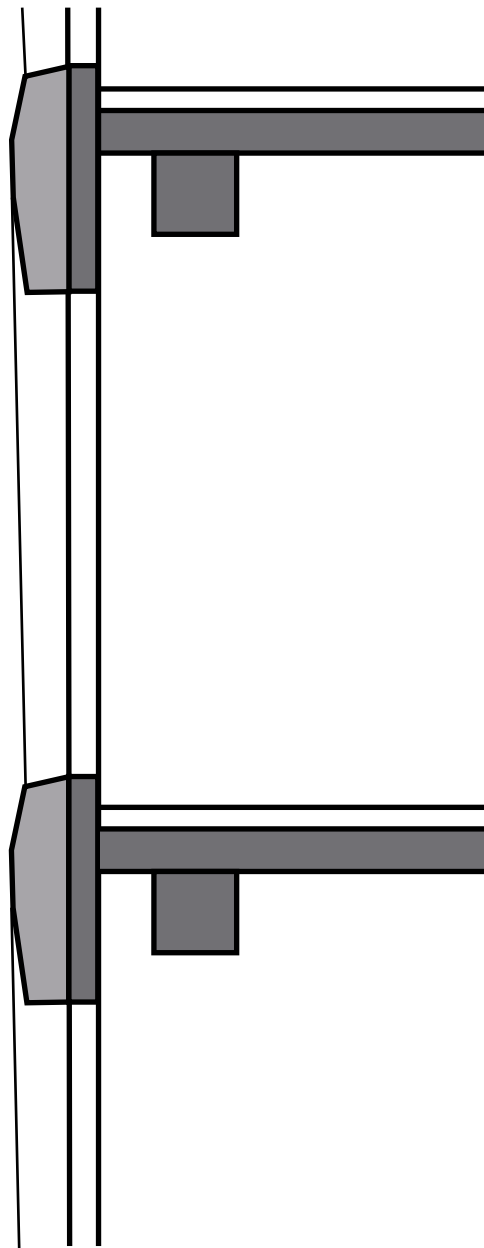
East Facade

Projection is reduced at soffit and vertical cladding panels at closer centres to increase shading



Shallow projection where less solar shading is necessary, reducing material use.

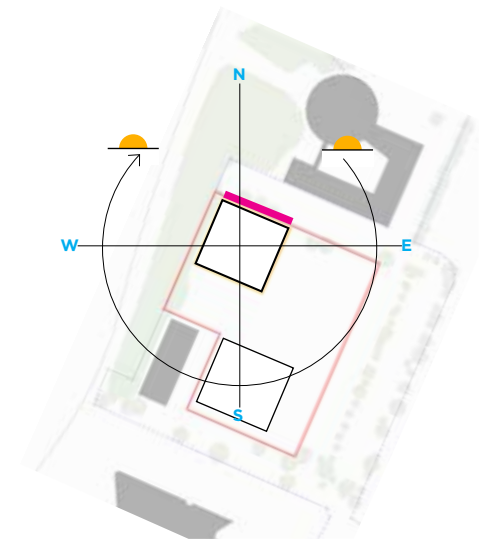
Less verticals to reduce shading and maximise natural daylight

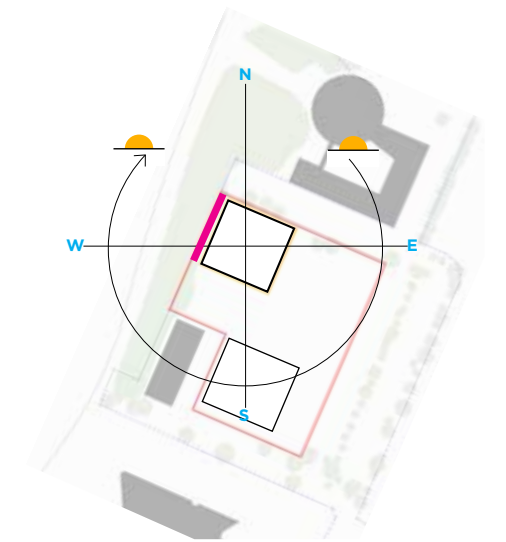


North Facade

Shallow projection where less solar shading is necessary, reducing material use.

Less verticals to reduce shading and maximise natural daylight

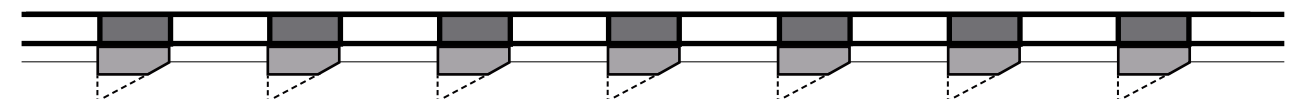
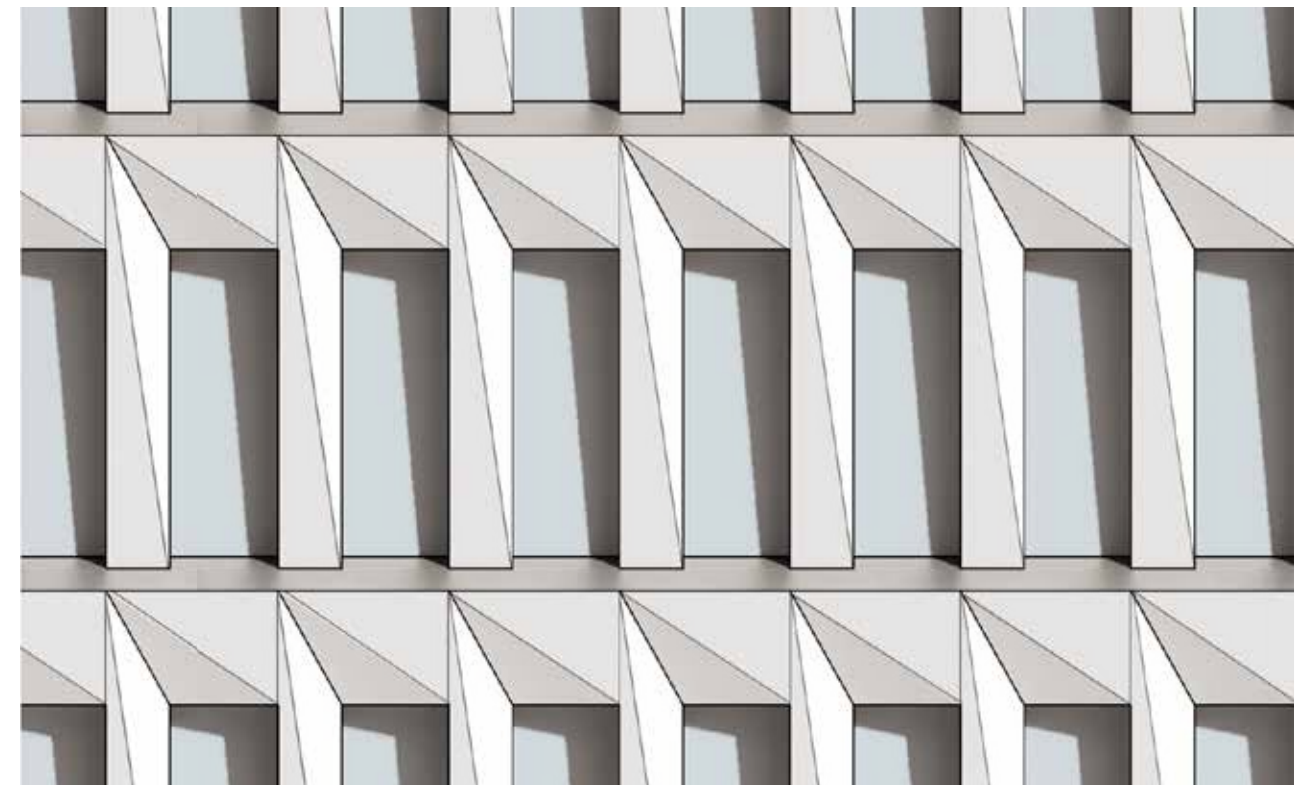
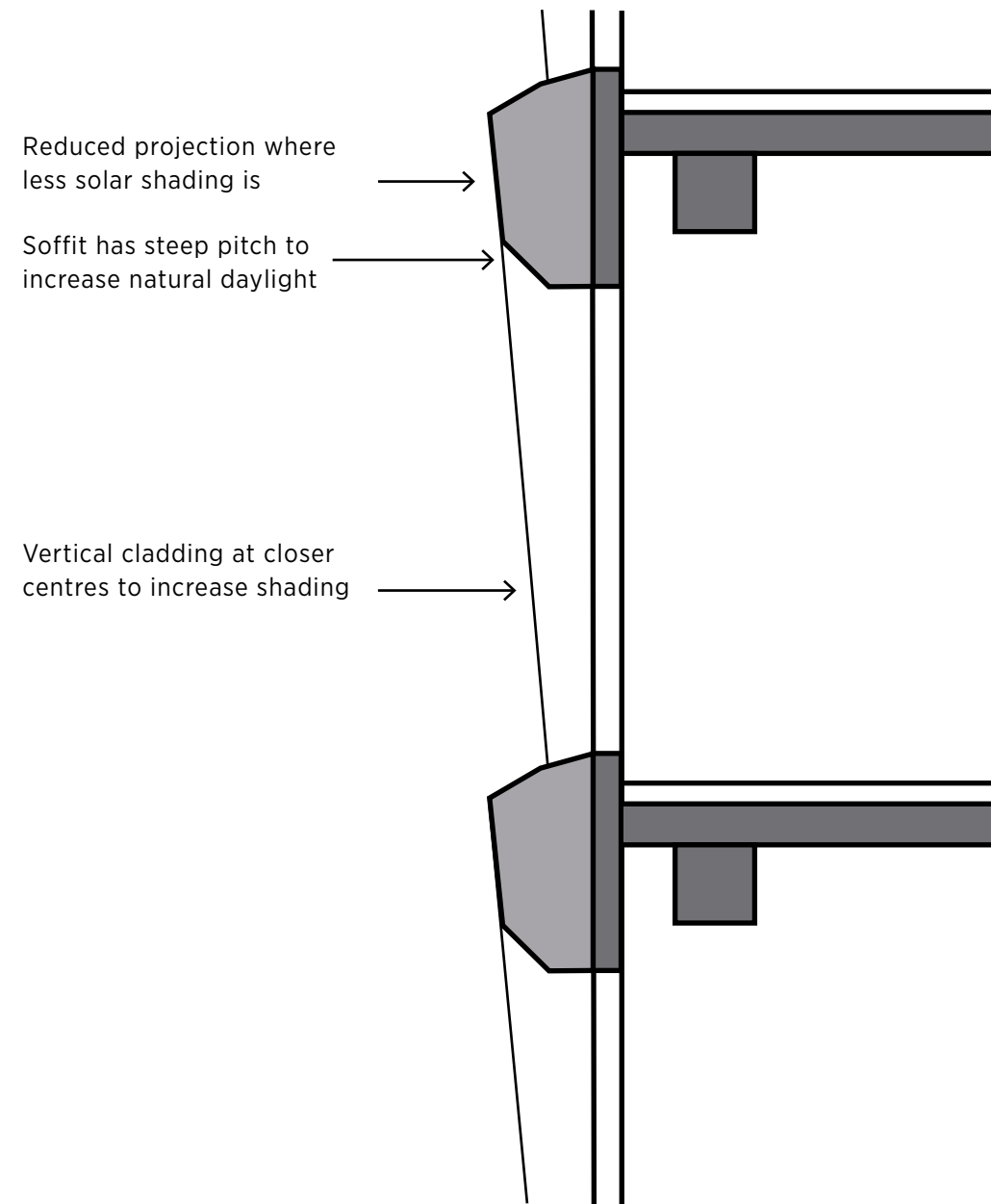




West Facade

Soffit has steep pitch to increase natural daylight.

Verticals match east facade to increase shading



5.3 Proposed Facade

The diagram on the right summarises the conceptual facade approach and the way in which it responds to the climatic environment.

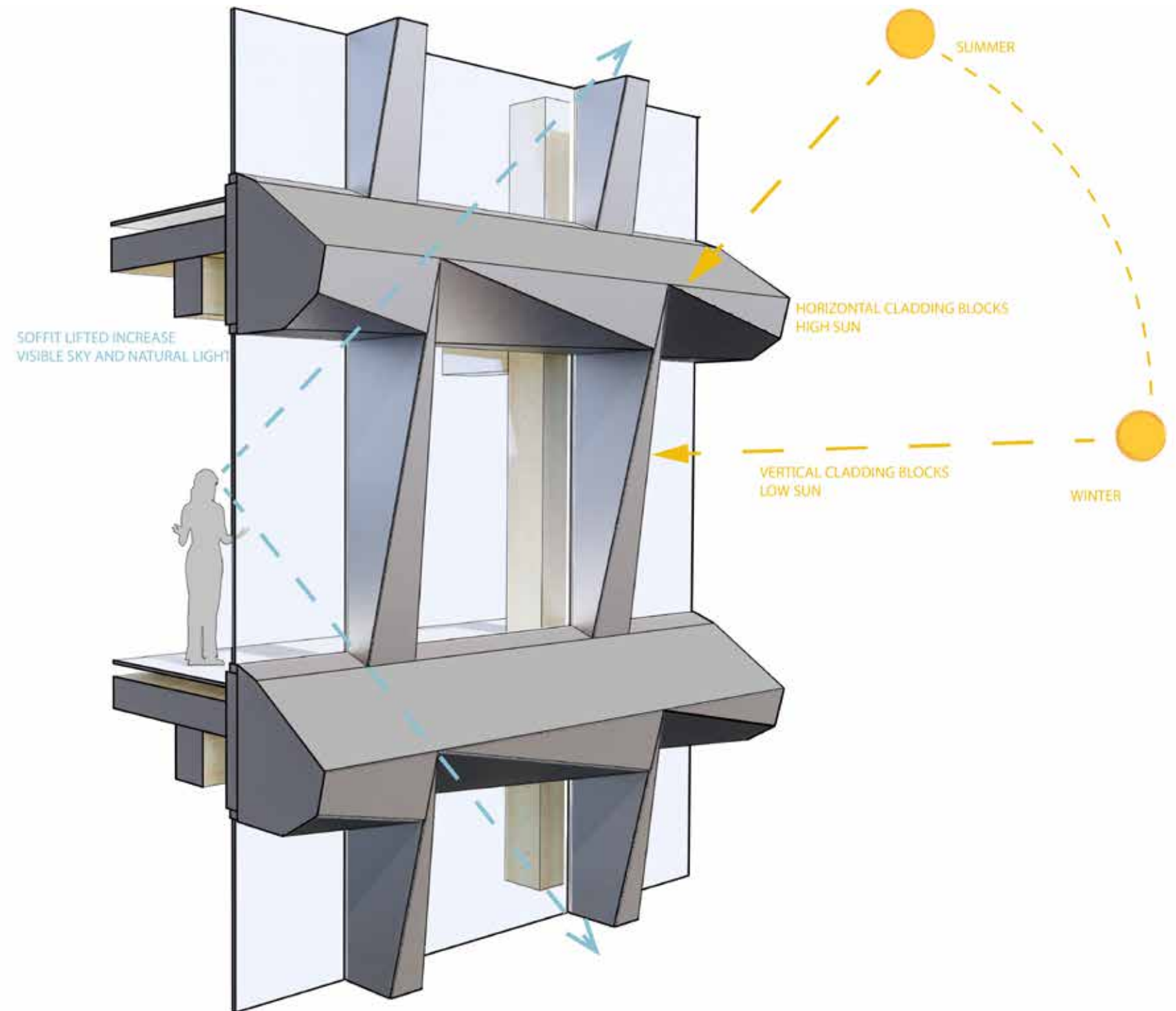
The angle of the facade elements plays an important role in both providing sufficient shading and directing views both in and out of the building. The differing angles on different façades creates the required flexibility to achieve an appropriate balance between user experience and comfort, whilst still addressing the building performance requirements.

On the outside the resultant angled facade produced creates a dynamic aesthetic with a strong design language that communicates with the viewer.

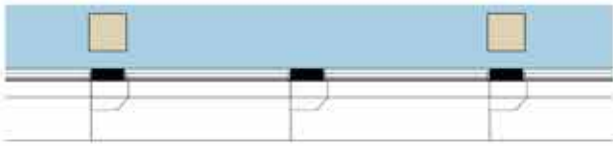
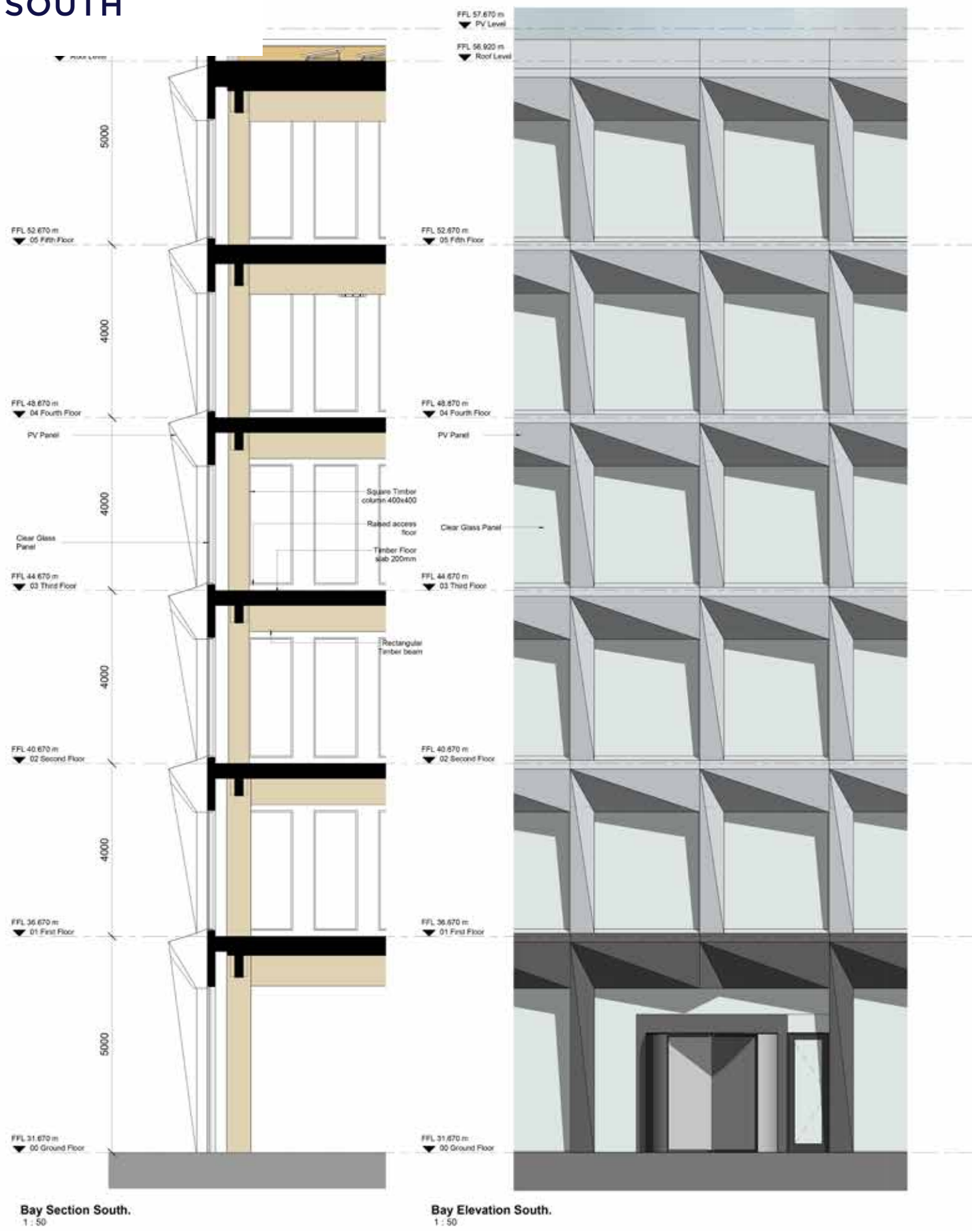
The articulation to the facade at ground floor creates an active and human scale frontage, which will positively contribute to the continuity and vibrancy of Didsbury Technology Park.

The use of a different colour for the facade at ground floor helps create a podium for the building that lifts and separates the upper office floors into a distinct element.

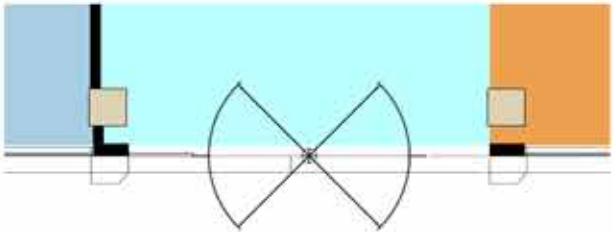
The roof top plant area on the North side will be screened by a continuation of the facade approach with horizontal louvres replacing the glazing around the plant area and providing the necessary visual and acoustic screening for the equipment.



ELEVATION STUDY - SOUTH

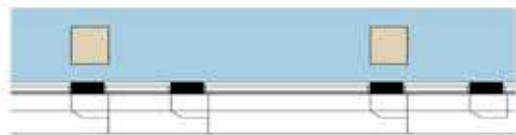
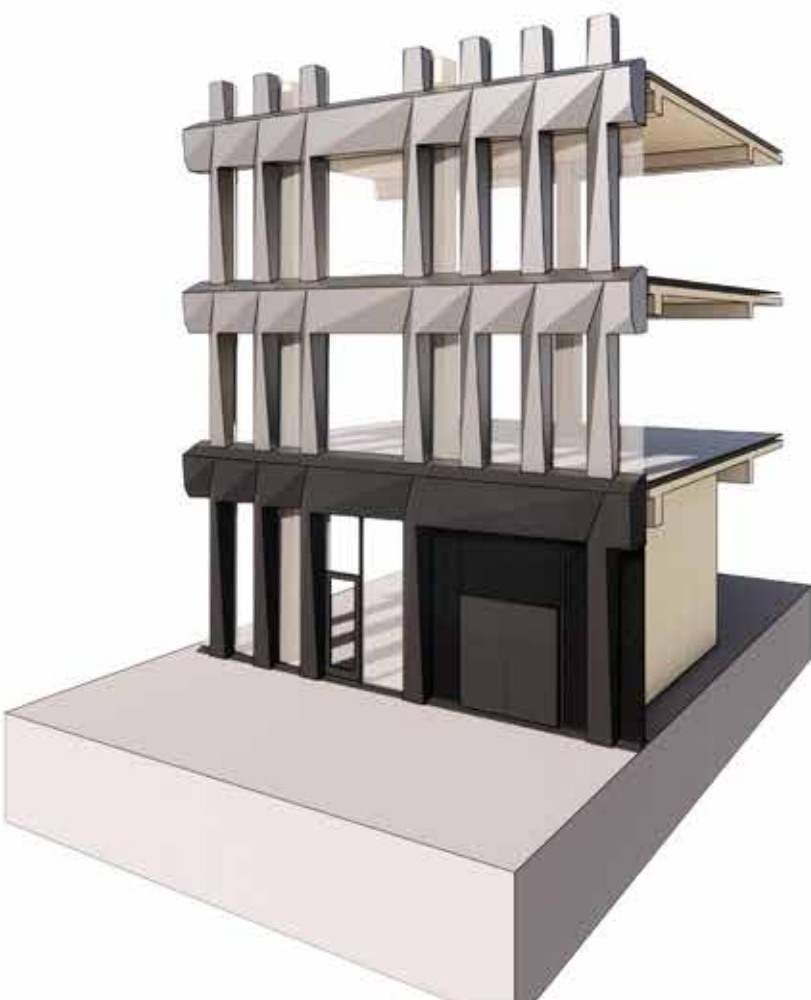
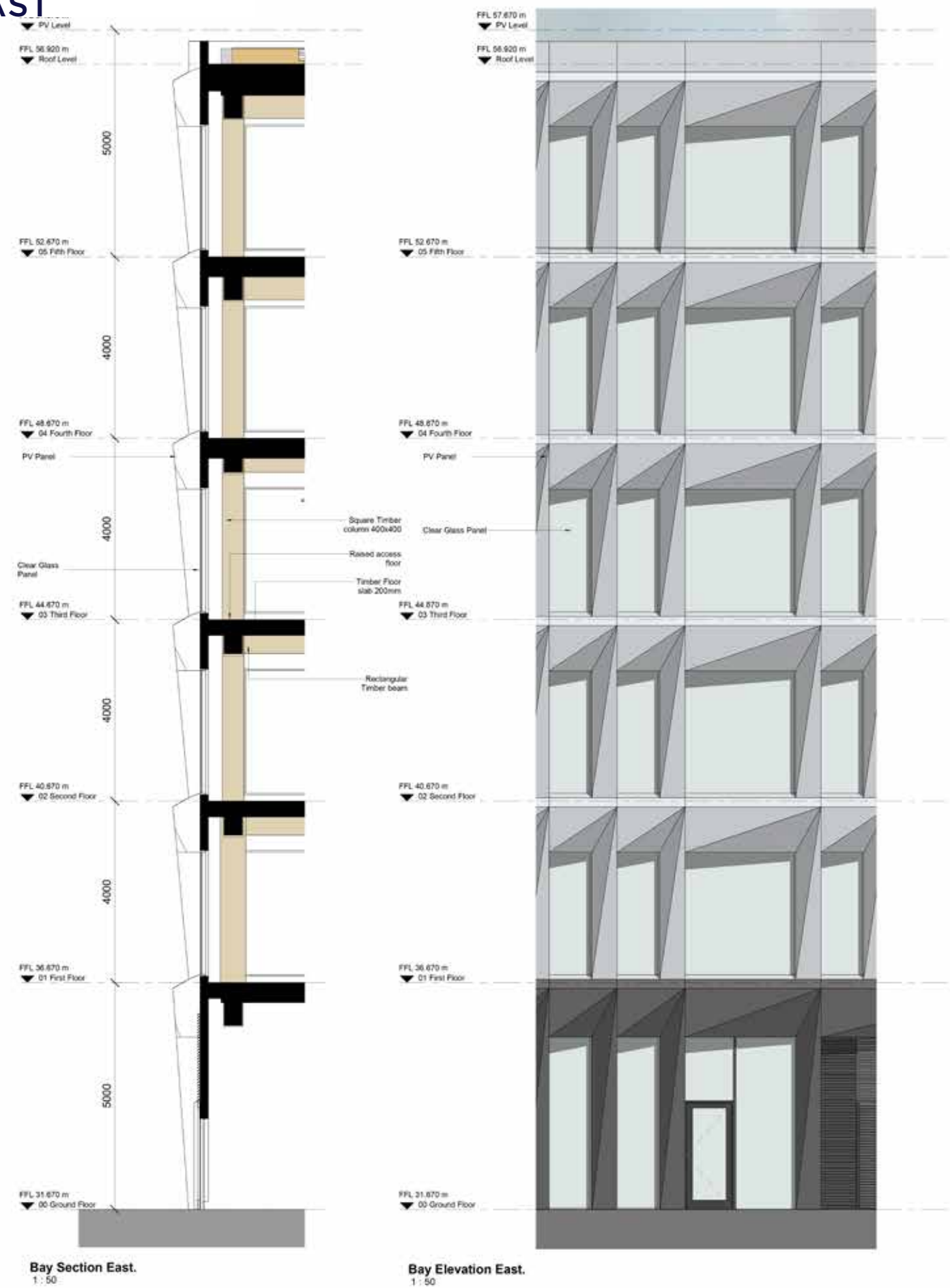


Bay First Floor South.
1:50

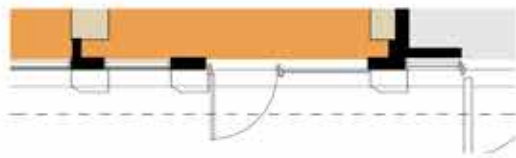


Bay Ground Floor South.
1:50

ELEVATION STUDY - EAST

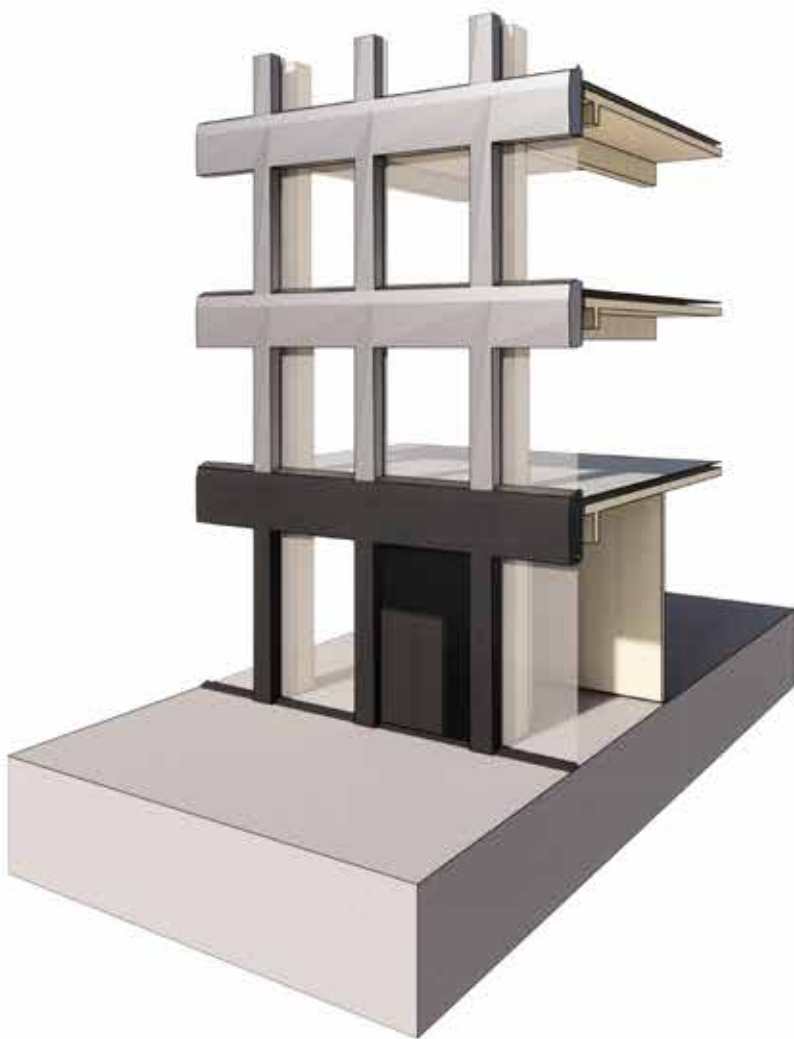
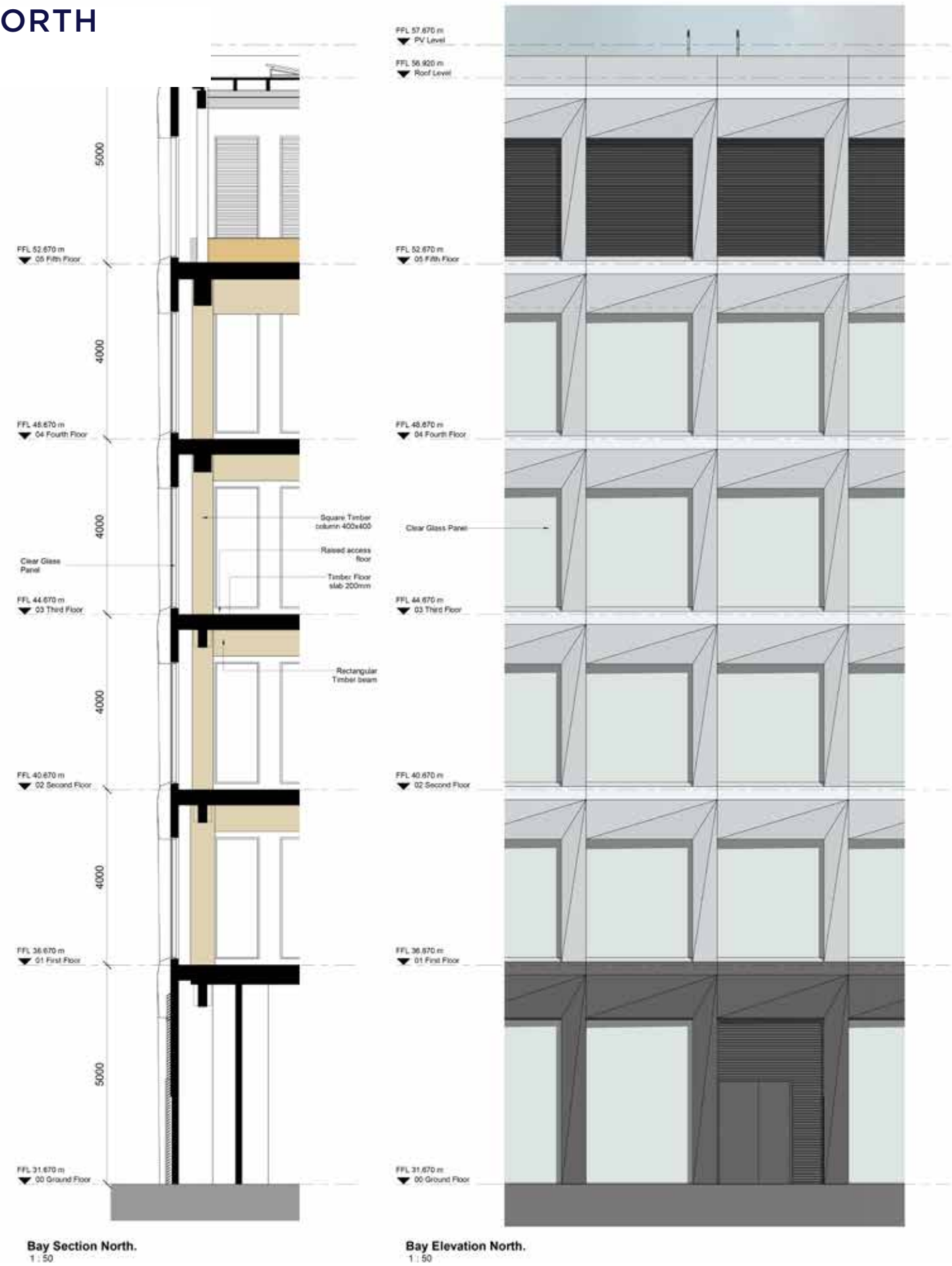


Bay First Floor East.
1:50

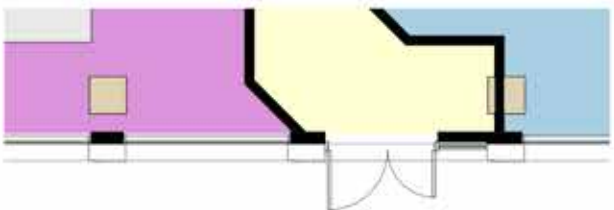


Bay Ground Floor East.
1:50

ELEVATION STUDY - NORTH

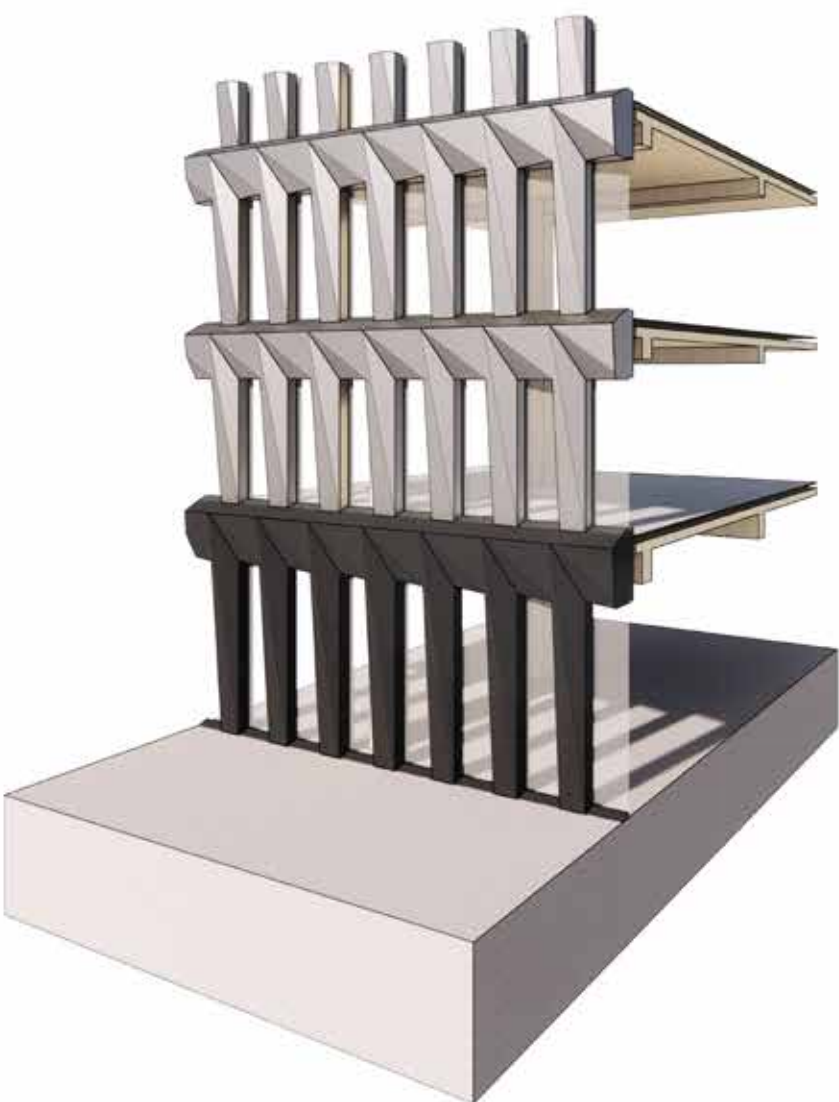
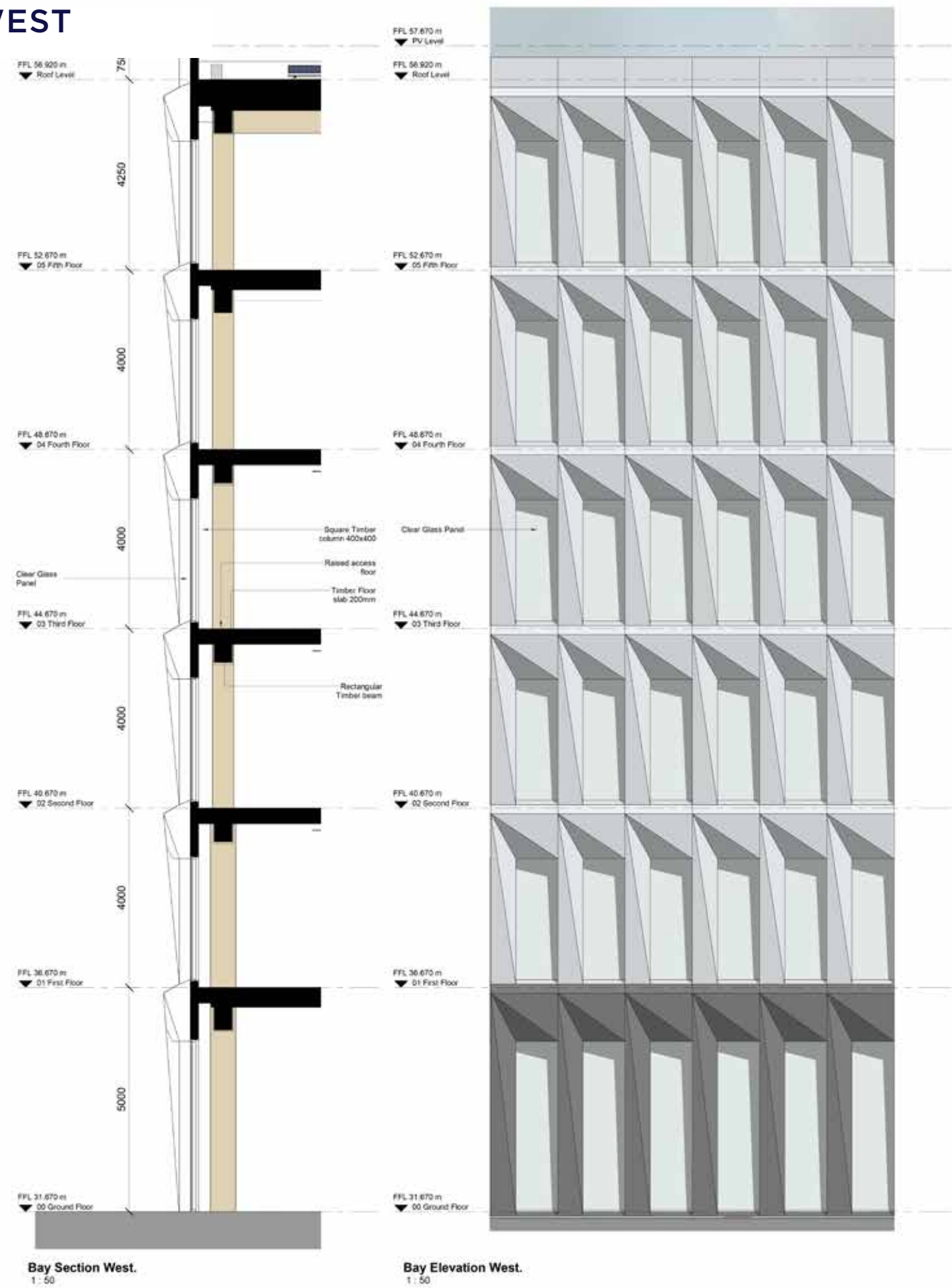


Bay First Floor North.
1 : 50

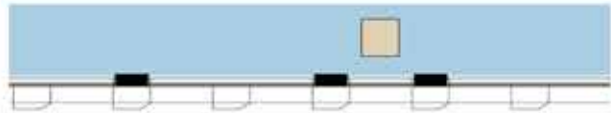


Bay Ground Floor North.
1 : 50

ELEVATION STUDY - WEST



Bay First Floor West.
1:50



Bay Ground Floor West.
1:50

EAST ELEVATION

1. Aluminium Corner Trim Cladding

2. Horizontal Louvres to Plant

3. Black / Dark Grey Aluminium Cladding

4. Aluminium Cladding
5. Aluminium Parapet Trim Cladding

6. Timber / Aluminium Composite Windows

7. Inverted Louvre to Plant

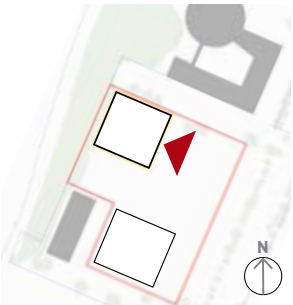
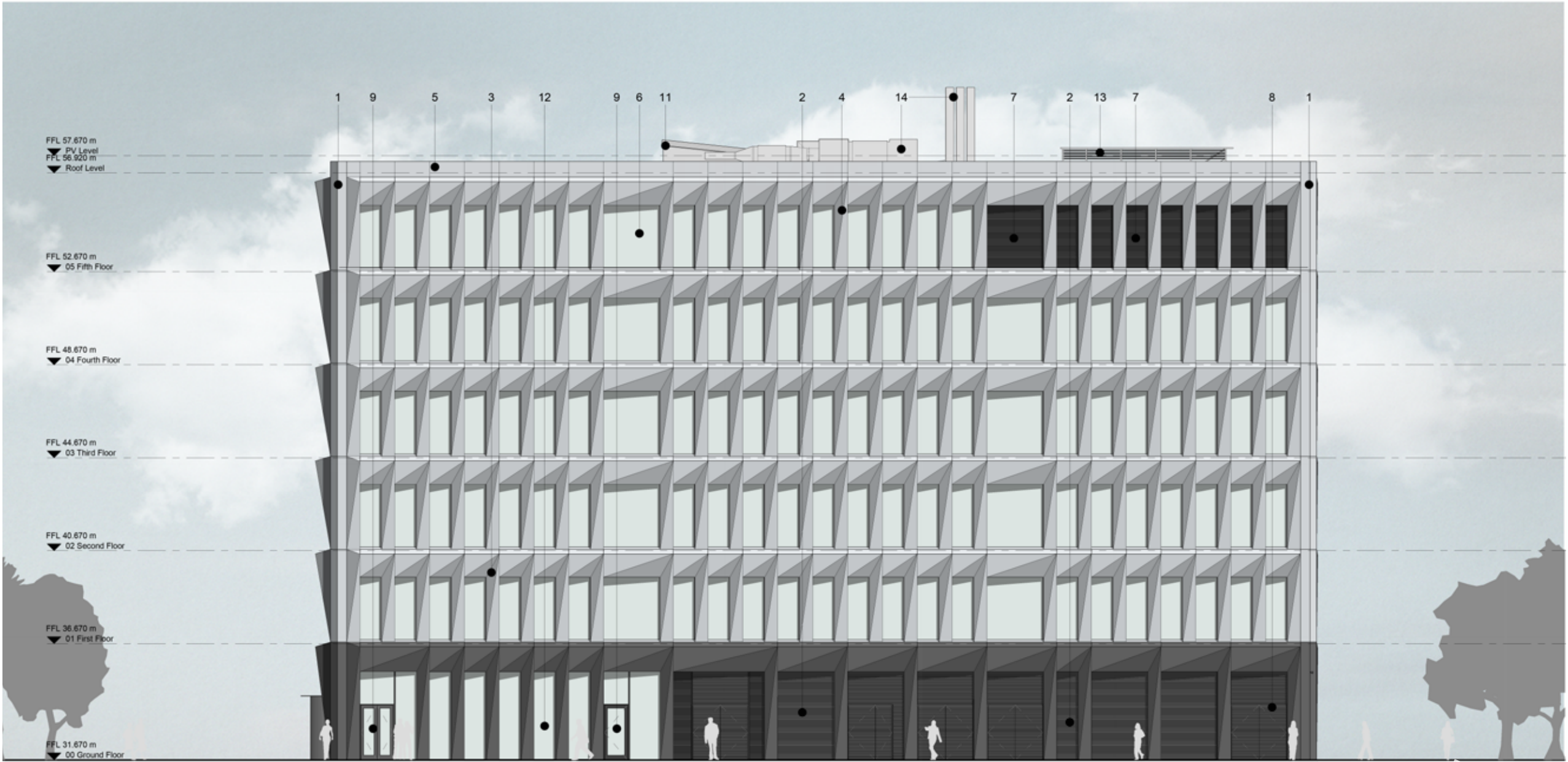
8. Louvred External Door
9. Glazed External Door

10. Revolving Door (Main Entrance)

11. Roof Light to Stair 1

12. Glazed Curtain Walling
13. Roof Access Stair Balustrade

14. Smoke Extract / Vents



WEST ELEVATION

1. Aluminium Corner Trim Cladding

2. Horizontal Louvres to Plant

3. Black / Dark Grey Aluminium Cladding

4. Aluminium Cladding
5. Aluminium Parapet Trim Cladding

6. Timber / Aluminium Composite Windows

7. Inverted Louvre to Plant

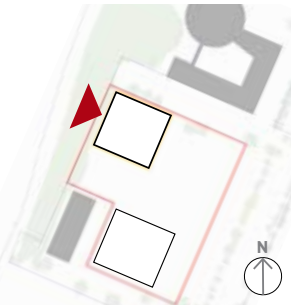
8. Louvred External Door
9. Glazed External Door

10. Revolving Door (Main Entrance)

11. Roof Light to Stair 1

12. Glazed Curtain Walling
13. Roof Access Stair Balustrade

14. Smoke Extract / Vents



SOUTH ELEVATION

1. Aluminium Corner Trim Cladding

2. Horizontal Louvres to Plant

3. Black / Dark Grey Aluminium Cladding

4. Aluminium Cladding

5. Aluminium Parapet Trim Cladding

6. Timber / Aluminium Composite Windows

7. Inverted Louvre to Plant

8. Louvred External Door

9. Glazed External Door

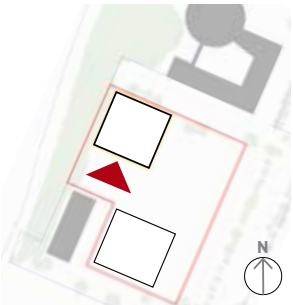
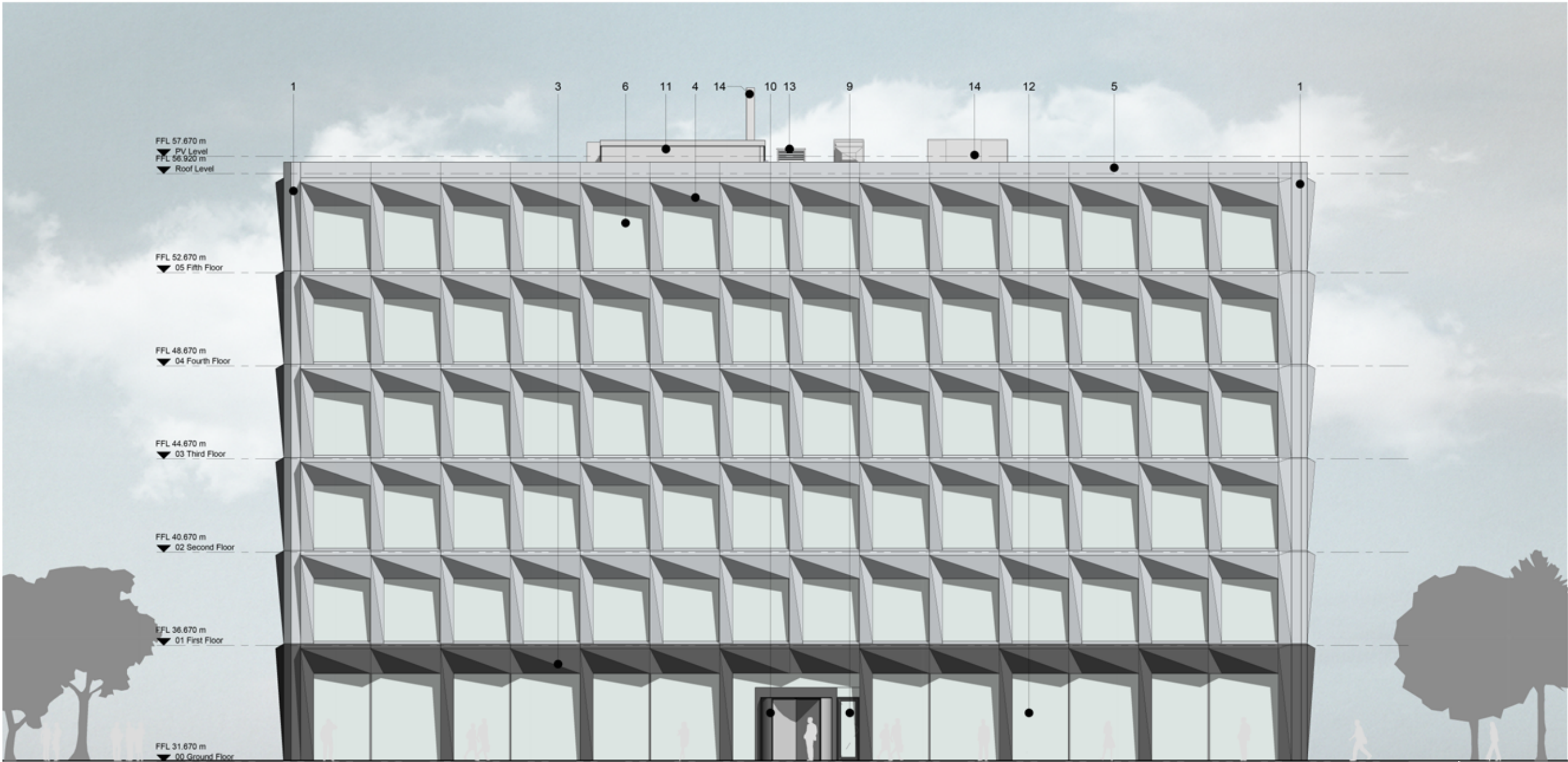
10. Revolving Door (Main Entrance)

11. Roof Light to Stair 1

12. Glazed Curtain Walling

13. Roof Access Stair Balustrade

14. Smoke Extract / Vents



NORTH ELEVATION

1. Aluminium Corner Trim Cladding

2. Horizontal Louvres to Plant

3. Black / Dark Grey Aluminium Cladding

4. Aluminium Cladding
5. Aluminium Parapet Trim Cladding

6. Timber / Aluminium Composite Windows

7. Inverted Louvre to Plant

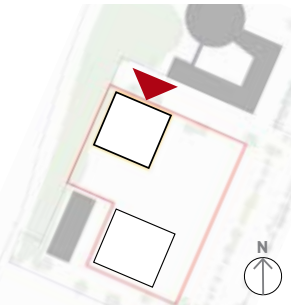
8. Louvred External Door
9. Glazed External Door

10. Revolving Door (Main Entrance)

11. Roof Light to Stair 1

12. Glazed Curtain Walling
13. Roof Access Stair Balustrade

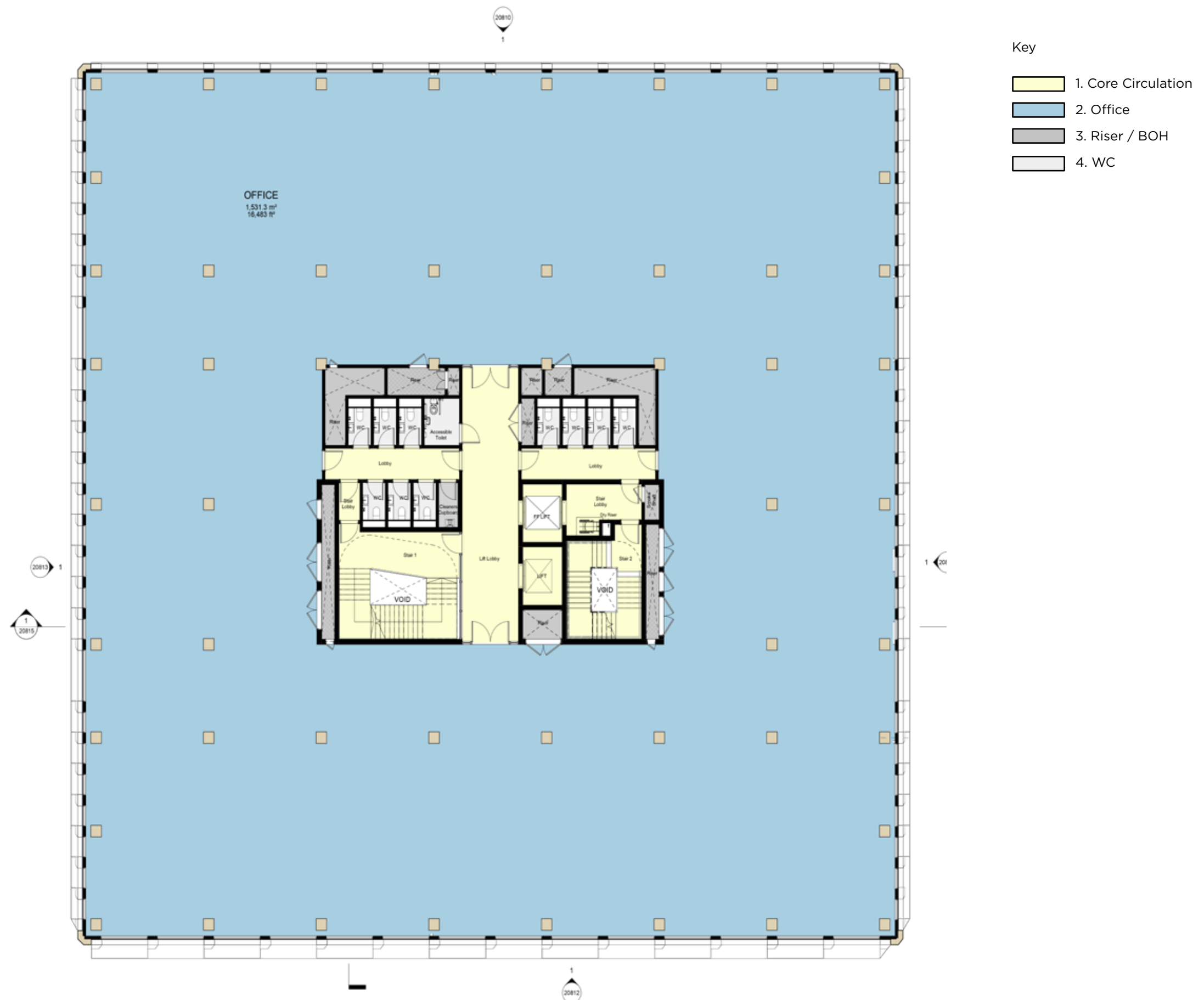
14. Smoke Extract / Vents



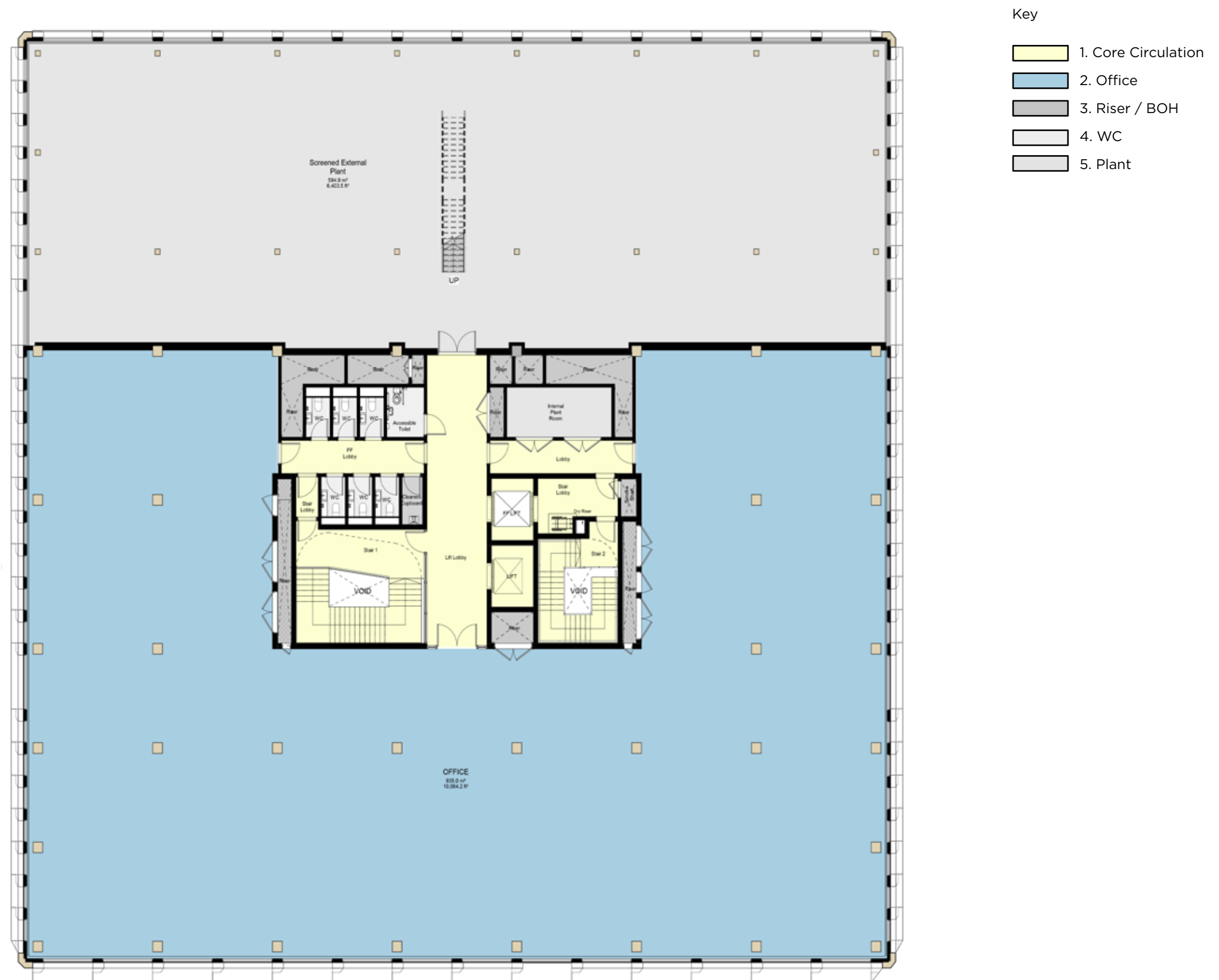
GROUND FLOOR PLAN 1:200



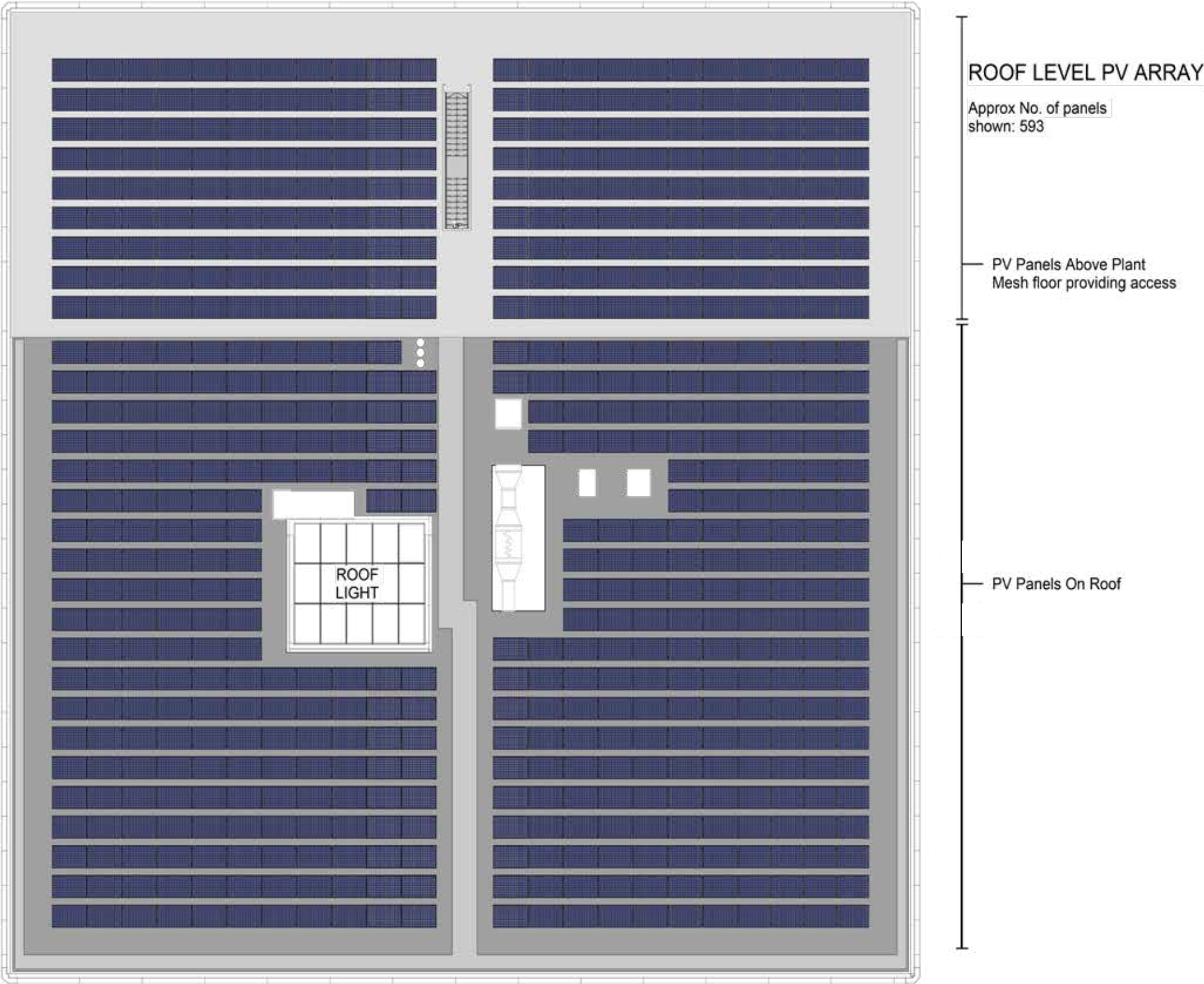
FIRST - FOURTH FLOOR PLAN 1:200



FIFTH FLOOR PLAN 1:200



ROOF LEVEL 1:200



PROPOSED LONGITUDINAL SECTION



Key

1. Core Circulation

2. Office

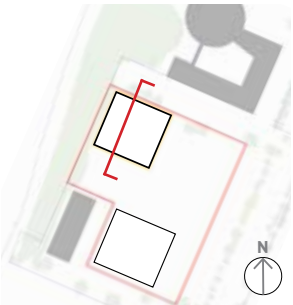
3. Riser / BOH

4. WC

5. Plant

6. Reception. Shower /

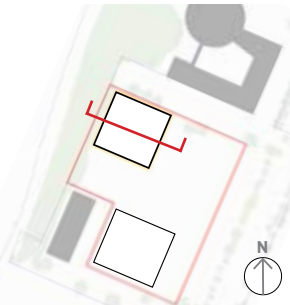
Changing Facilities



PROPOSED CROSS SECTION



- Key
- | | | | |
|---|---------------------|---|----------|
|  | 1. Core Circulation |  | 5. Plant |
|  | 2. Office | | |
|  | 3. Riser / BOH | | |
|  | 4. WC | | |





5.4 Interior Design

An interior design strategy has been undertaken during stage 3 in conjunction with ID:SR for the communal areas within the building, including the reception, Cafe, lift lobbies, main circulation stair, changing facilities and toilets.

The design looks to express the timber structure and add to the sustainability of the project through the selection of materials.

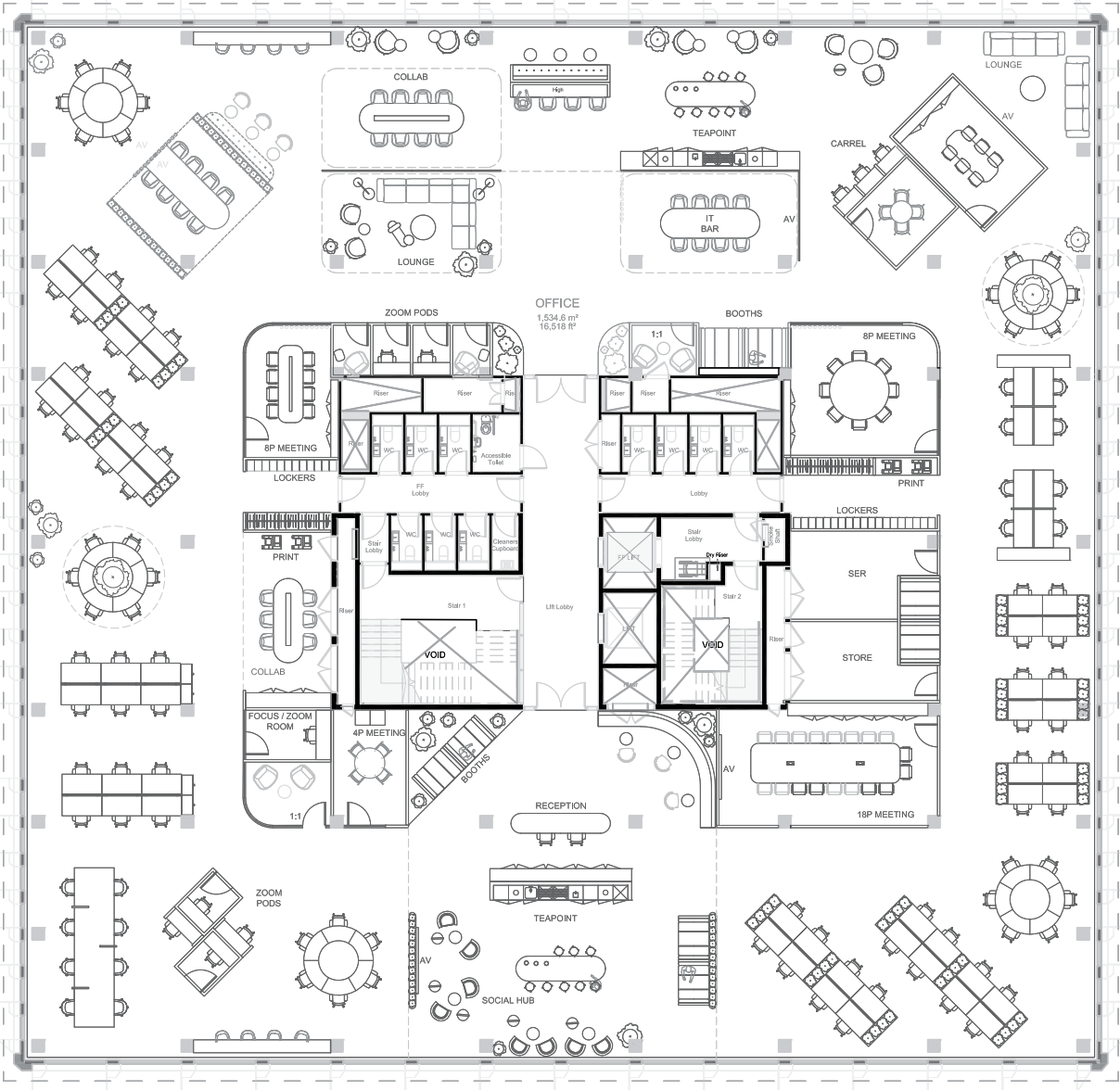


TYPICAL OFFICE LAYOUT - SINGLE TENANCY

5.4.1 Typical Office Floor Layouts

Although the office floors are CAT A fit-out, we have undertaken some typical fit-out configurations to indicate what can be achieved in the layout in terms of appearance, flexibility and density.

Typical office layouts for single and split tenancy configurations are shown on the following pages.

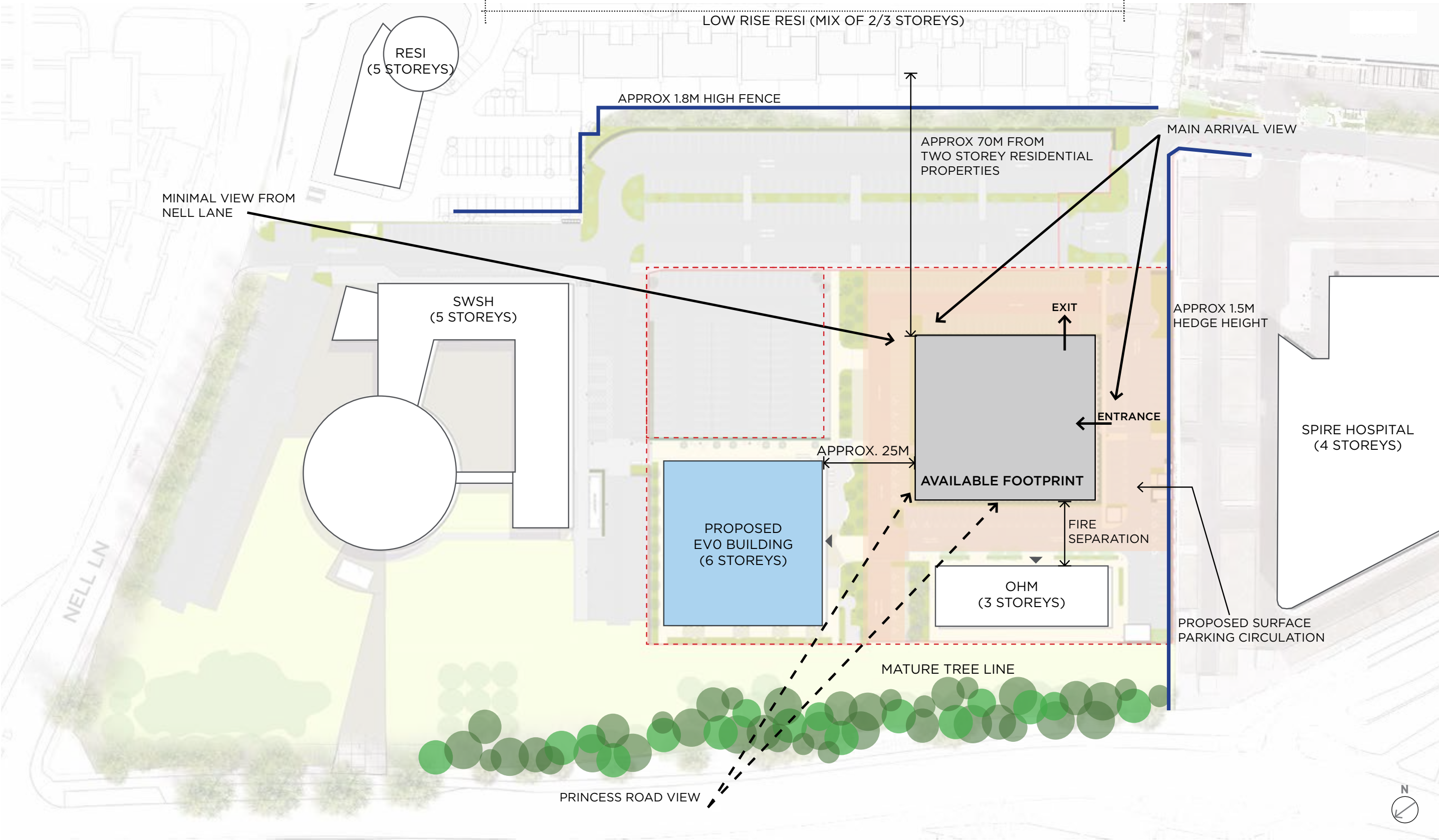


06

DESIGN STATEMENT - CAR PARK STRUCTURE

6.0 DESIGN STATEMENT - CAR PARK STRUCTURE

- Site Plan, Car Park Constraints & opportunities



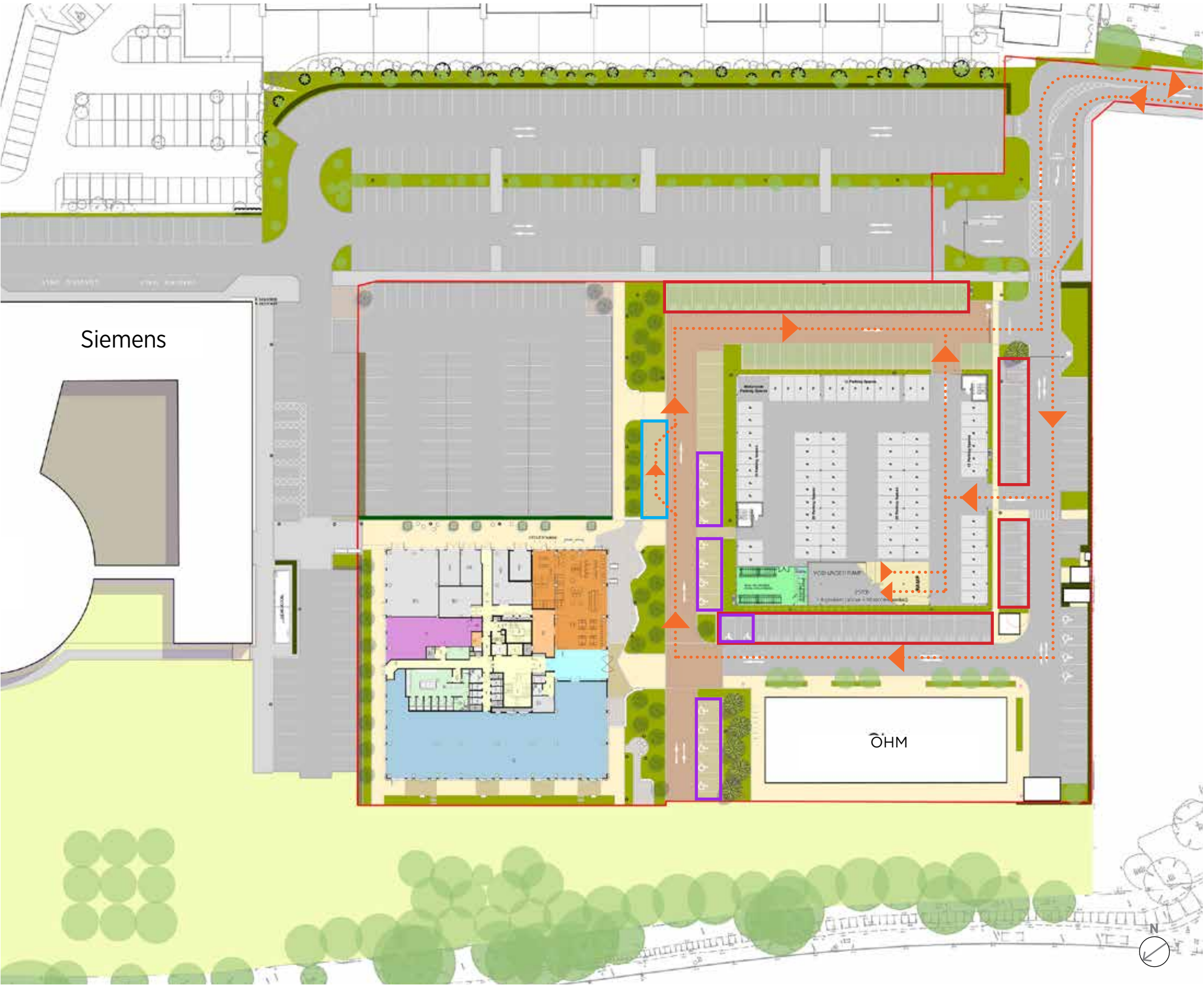
6.1 Car Park access and circulation

Access to the site is via the internal road network off Barlow Moor Road. There is a one-way route within the site with separate entrance and exit points which are barrier controlled.

Once through the barrier the car park can be entered on the south elevation. Within the car park there are ramps positioned adjacent the West Elevation that provide access to the upper levels.

The car park is exited on the North elevation which brings the vehicles back onto the one-way route to leave the site via the main exit barrier.

The main stair core is adjacent the north elevation and provides an entrance/exit from the car park for pedestrians into the landscaped heart of the scheme opposite EvO.



- LEGEND
- Orange dotted arrow: Vehicular Access
 - Red rectangle: EV Parking Space
 - Purple rectangle: Disabled Parking Space
 - Blue rectangle: Service vehicles loading

6.2 Car Park Precedents and materiality

The car park design had to balance two important design considerations. On one hand the facade wanted to be solid to prevent views into the car park and car lights out which might adversely effect local residents. However on the other hand the car park needed to have an open facade to allow for natural ventilation thus reducing energy use.

Again the material for the facade needed to be lightweight to reduce load on structure and also durable, low maintenance and easily recycled. With the building being a car park, the facade material was also required to be non-combustible.

We looked at how other projects had balanced the ventilation requirements with visibility, with many projects utilising a metal facade echoing similar design principles of the angled facade used on EvO.

There was a desire to see both new buildings sit together as a family within the Didsbury Technology Park Site.

We therefore looked at how we could take inspiration form the EvO design to develop a concept that would fulfil the design requirements and also be a complimentary neighbour to both EvO and the Ohm building.

6.3 Roof top photovoltaic array

One of the other design requirements for the car park was to maximise photovoltaic panel generation. Whilst several studies were undertaken looking at incorporating PVs into the facade, by far the most efficient solution was to create a roof which could accommodate PVs across the full roof of the car park.

The chosen solution looks to accommodate PVs on a series of dual pitched roofs which face East and West at an angle which provides maximum PV generation and limits the need for addition framing to support the equipment.

DTP SITE



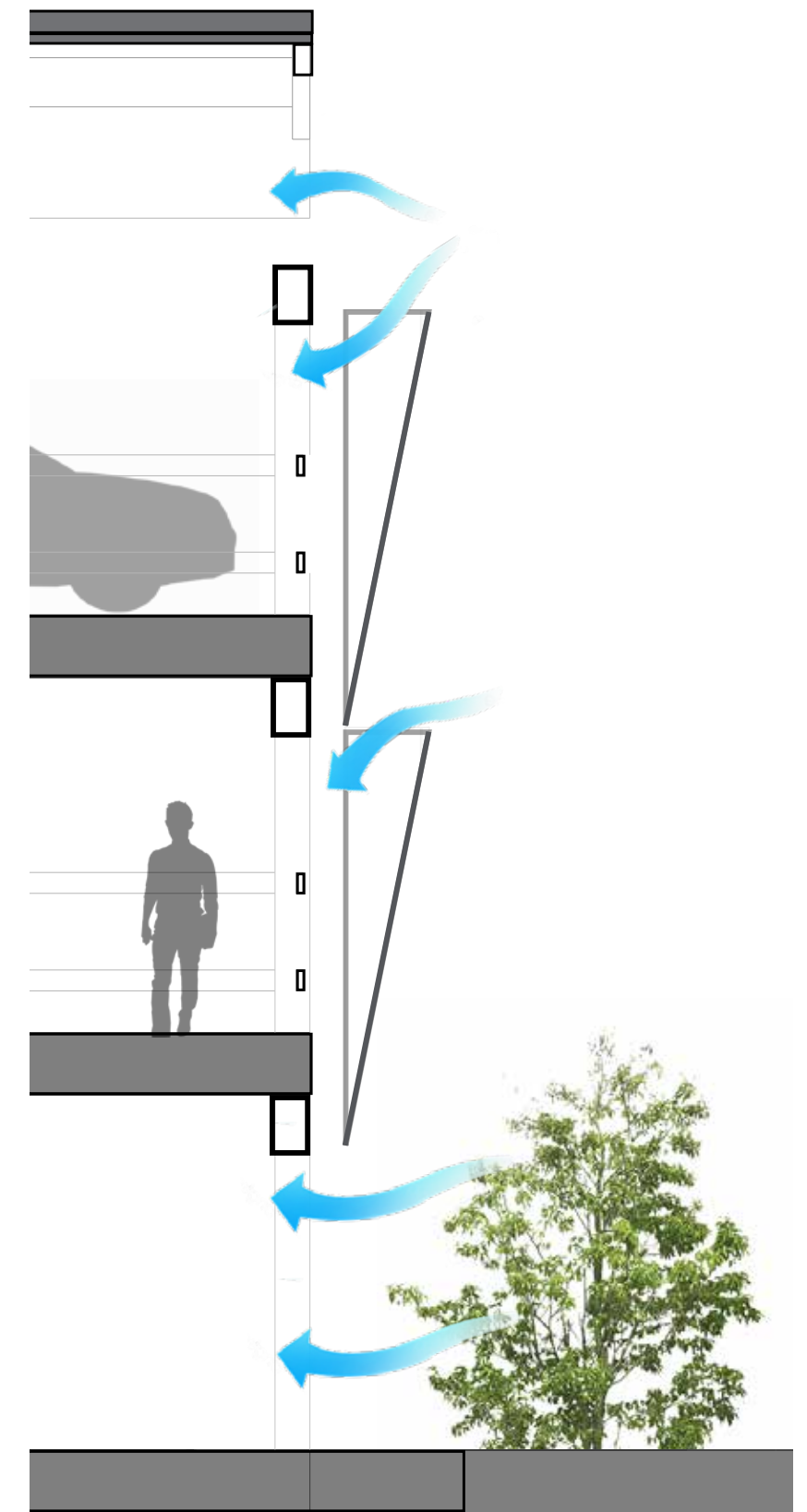
ALUMINIUM



6.4 Bay Study Section

To solve the ventilation requirements the ground floor is left open for ventilation and visibility through the parking structure. With the raised roof providing ventilation to the 2nd floor parking, this left the issue of how to provide ventilation to the first floor.

Using a similar faceted profile to the cladding on Ev0 a visual barrier into the car park is created by a series of solid angled panels but ventilation is still provided through the top of the cladding panel and also through the perforated side panels.

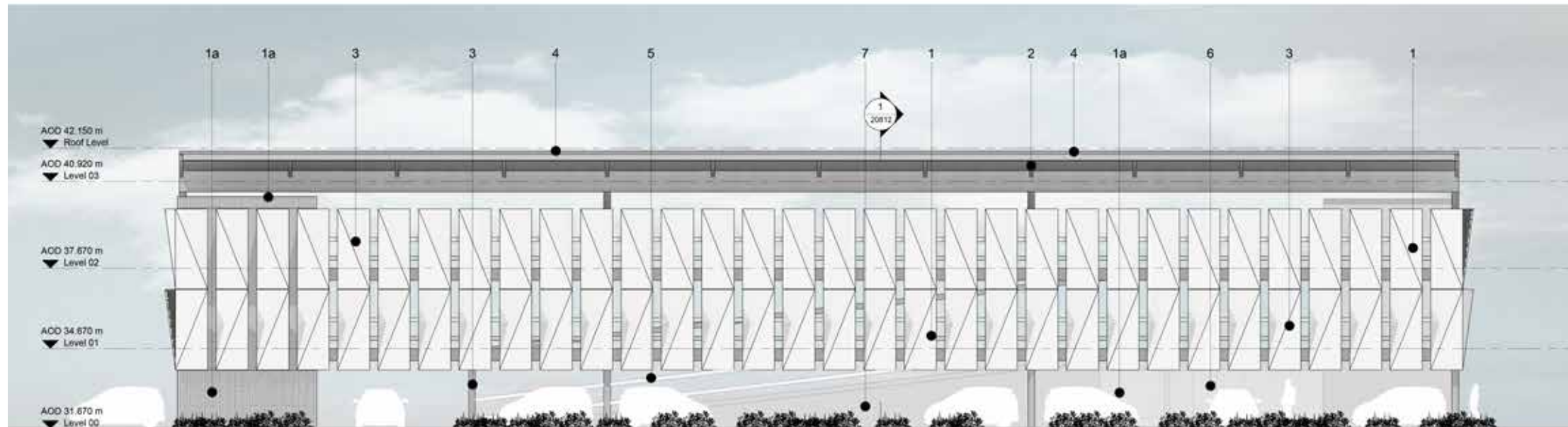


FACETED PANEL

SITE VIEWS



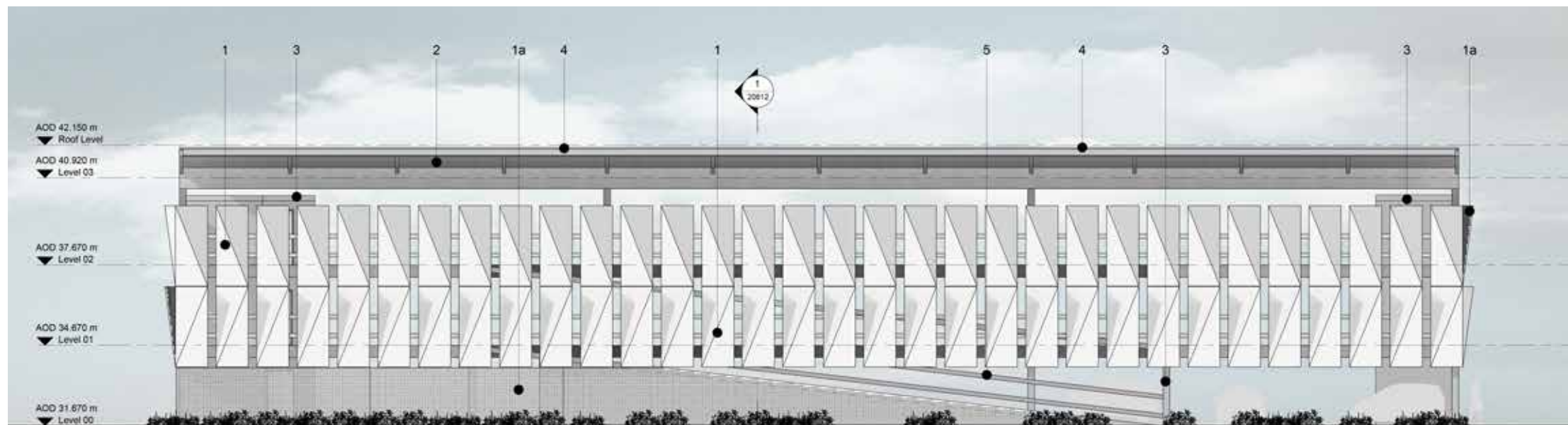
CAR PARK ELEVATIONS



East Elevation

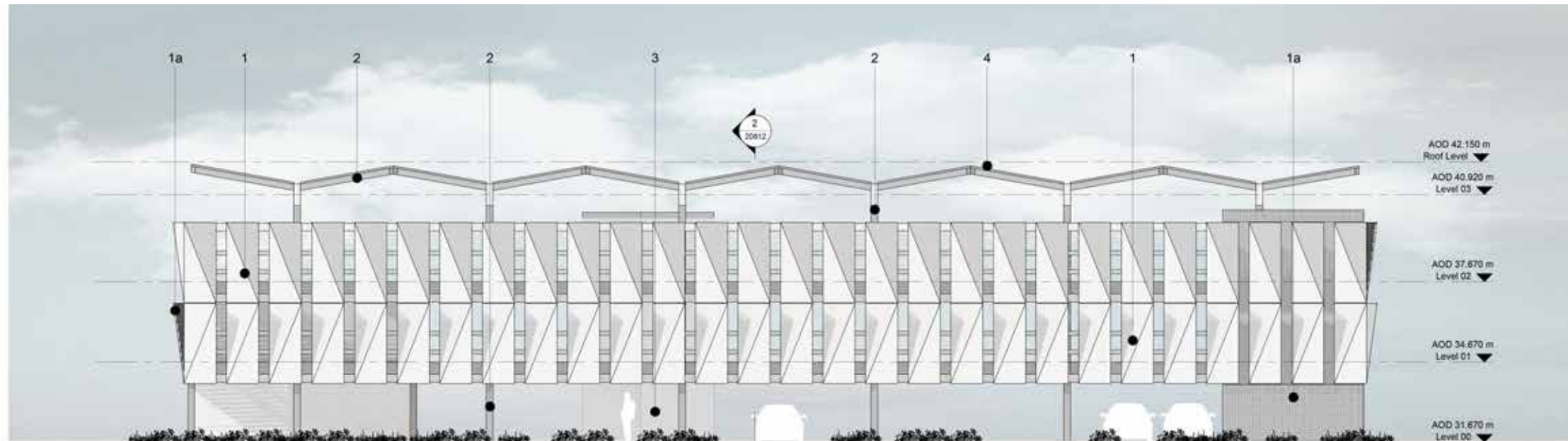
Material Key

- | | |
|---------------------------------------|--|
| 1. Aluminium Cladding Panel | 4. PV to Roof |
| 1a. Perforation to Aluminium Cladding | 5. Barrier to Ramp |
| 2. Steel Frame | 6. Perforated Aluminium Door (Bike Store Access) |
| 3. Concrete Stair Core | 7. Blockwork to underside of Ramp |



West Elevation

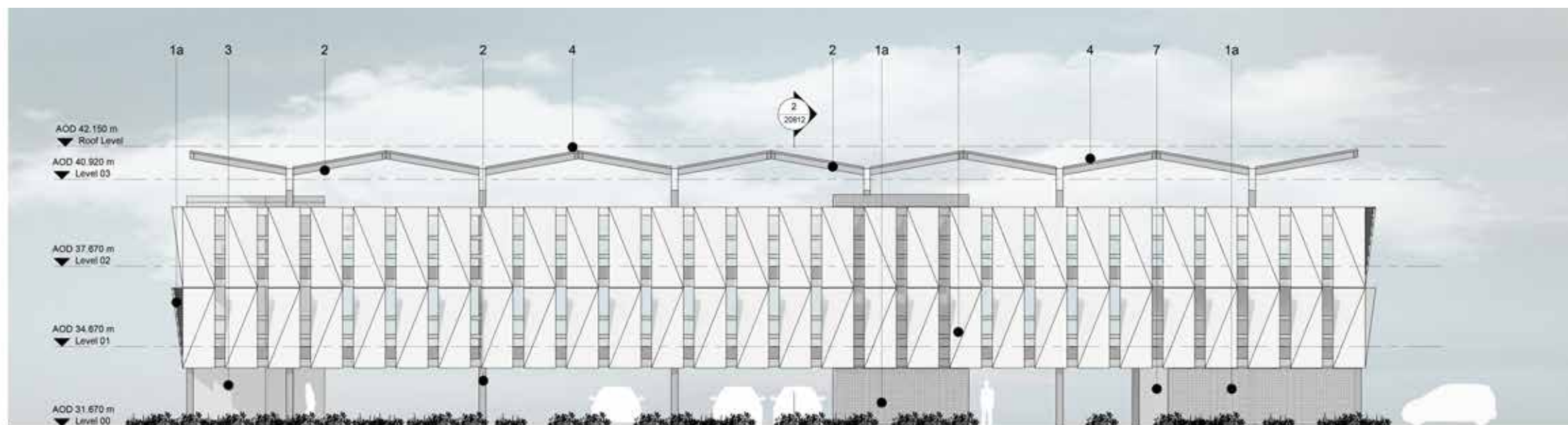
CAR PARK ELEVATIONS



South Elevation

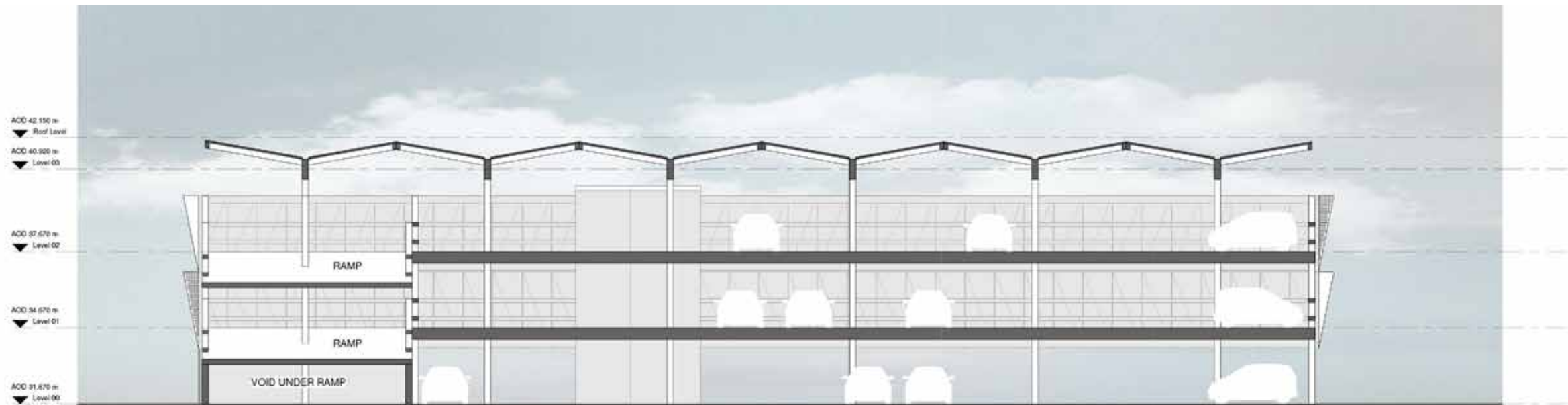
Material Key

- | | |
|---------------------------------------|--|
| 1. Aluminium Cladding Panel | 4. PV to Roof |
| 1a. Perforation to Aluminium Cladding | 5. Barrier to Ramp |
| 2. Steel Frame | 6. Perforated Aluminium Door (Bike Store Access) |
| 3. Concrete Stair Core | 7. Blockwork to underside of Ramp |

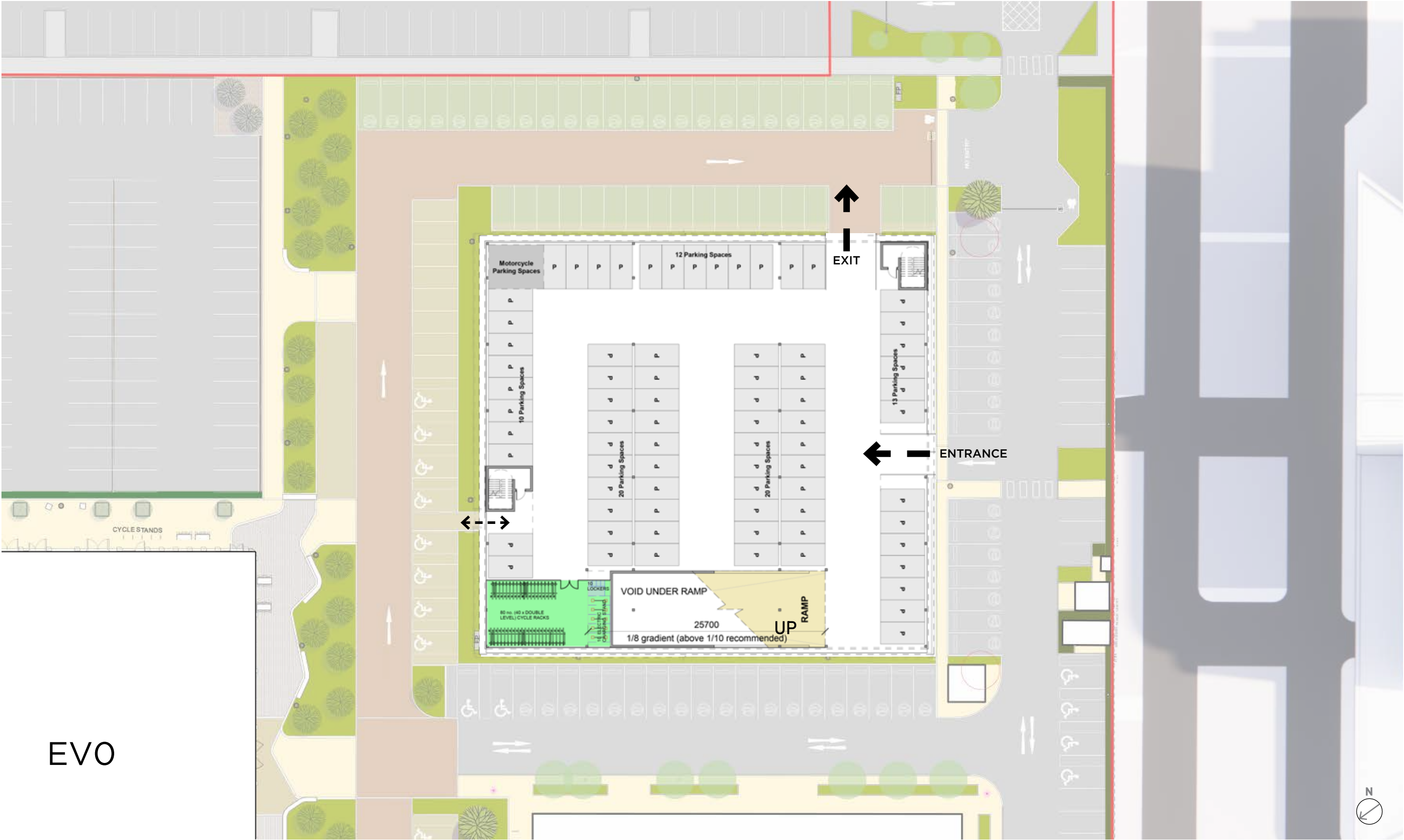


North Elevation

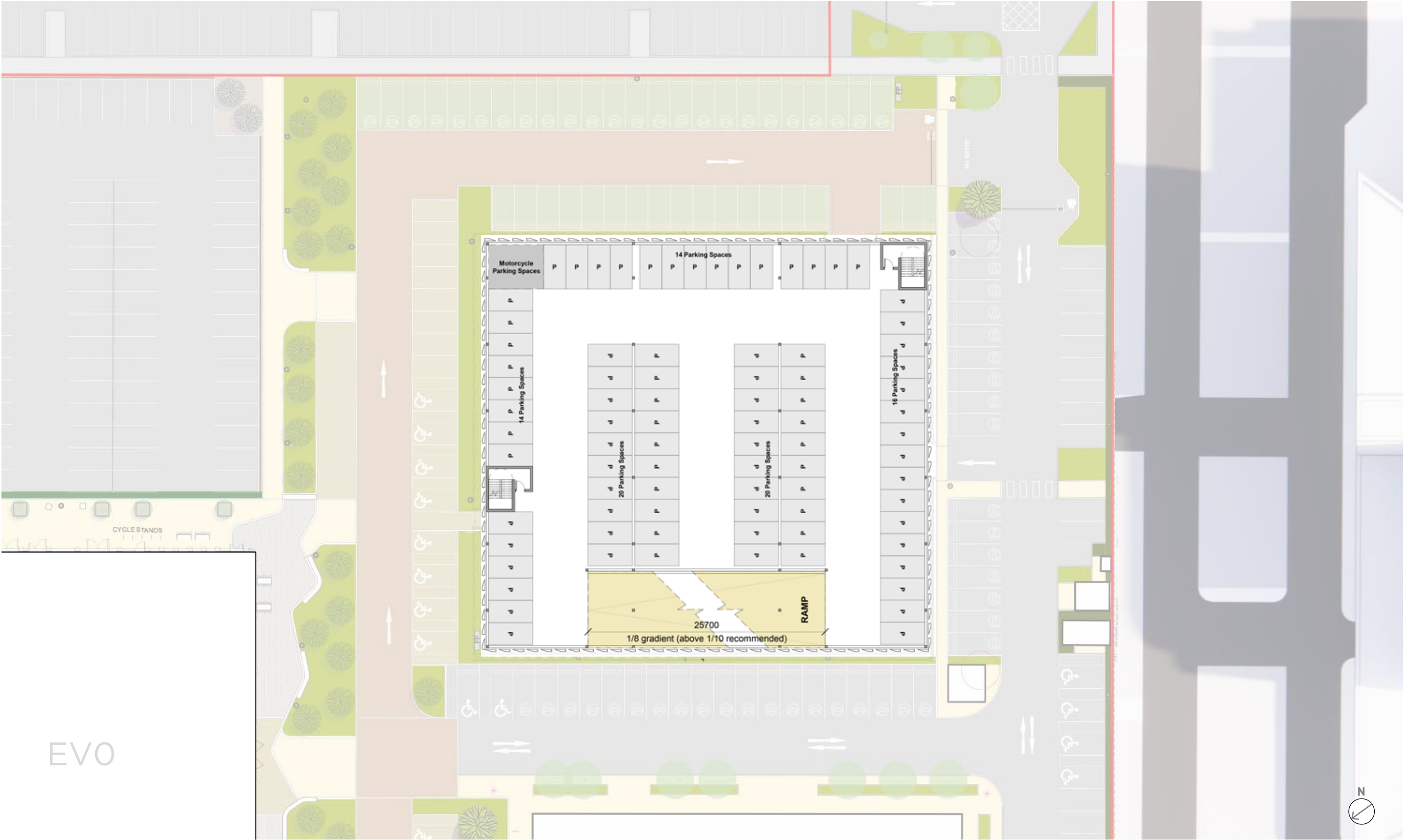
CAR PARK SECTIONS



CAR PARK PLANS - 00 LEVEL

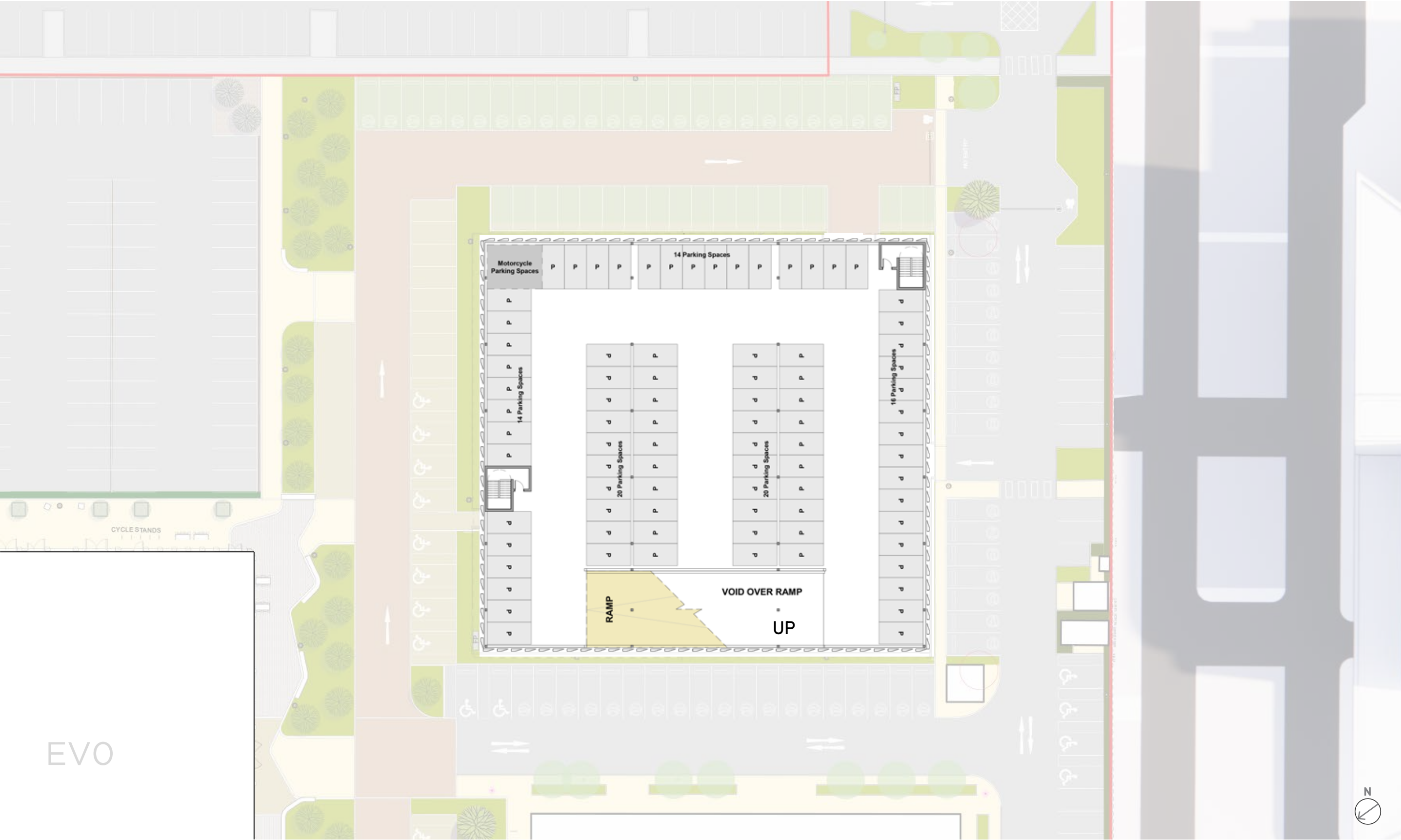


CAR PARK PLANS - 01 LEVEL

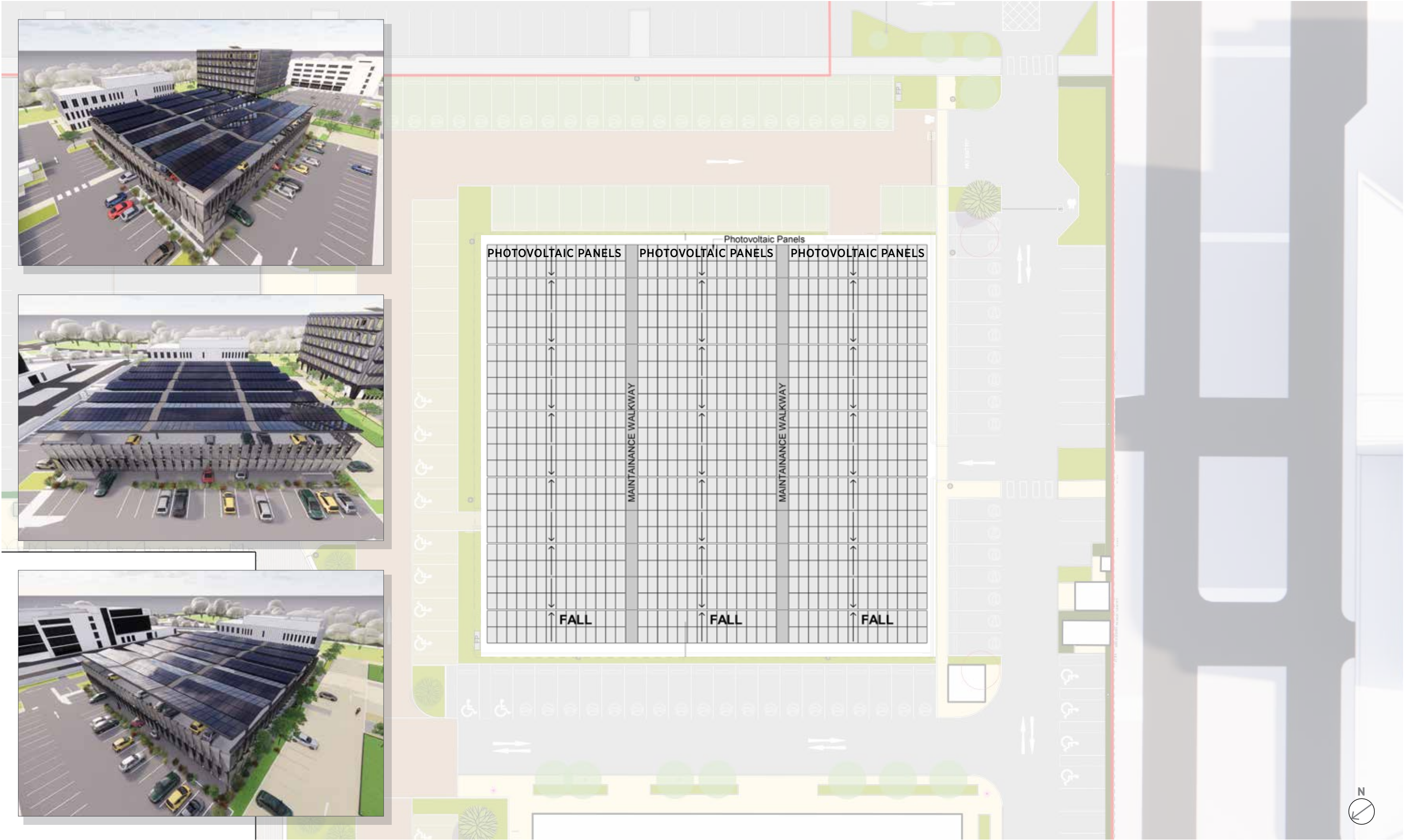


EVO

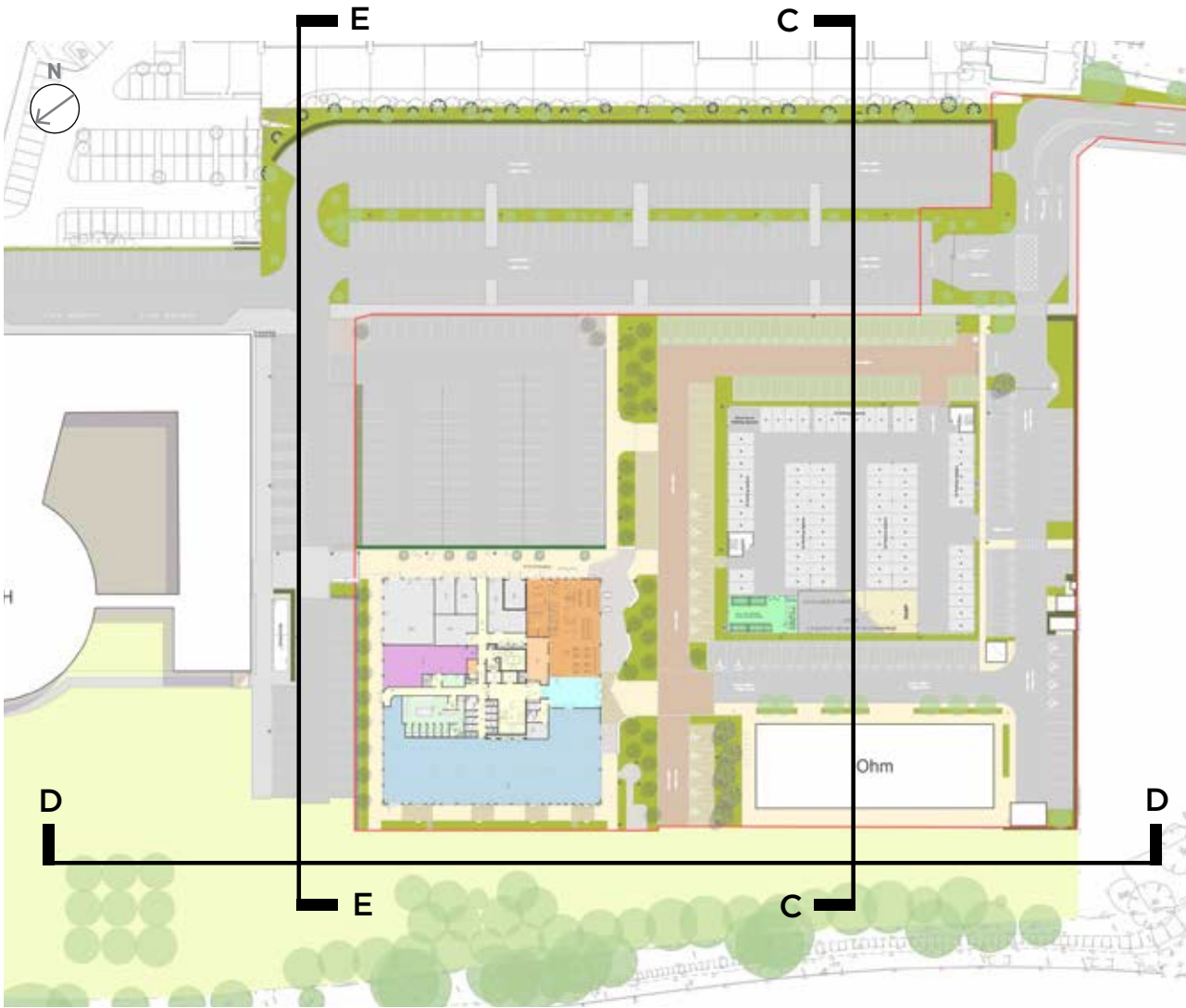
CAR PARK PLANS - 02 LEVEL



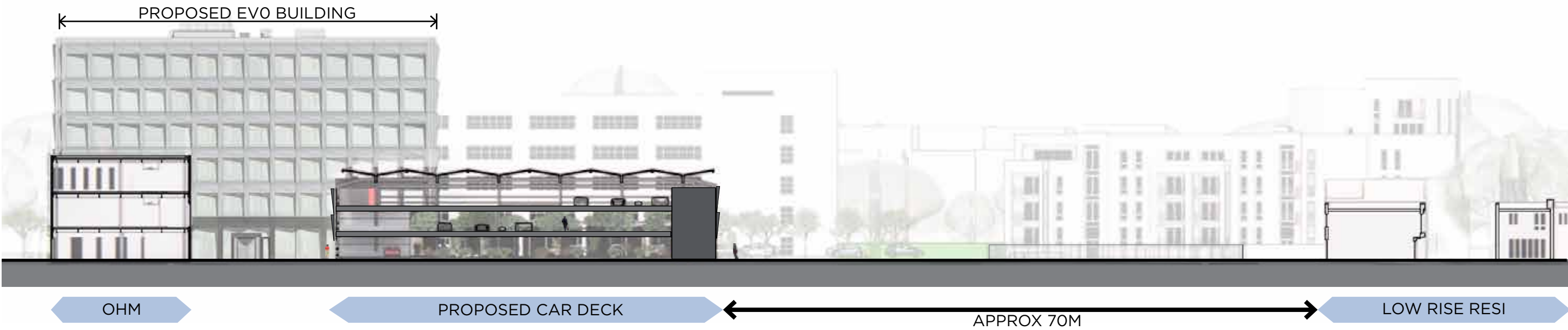
CAR PARK PLANS - ROOF LEVEL



SITE SECTIONS

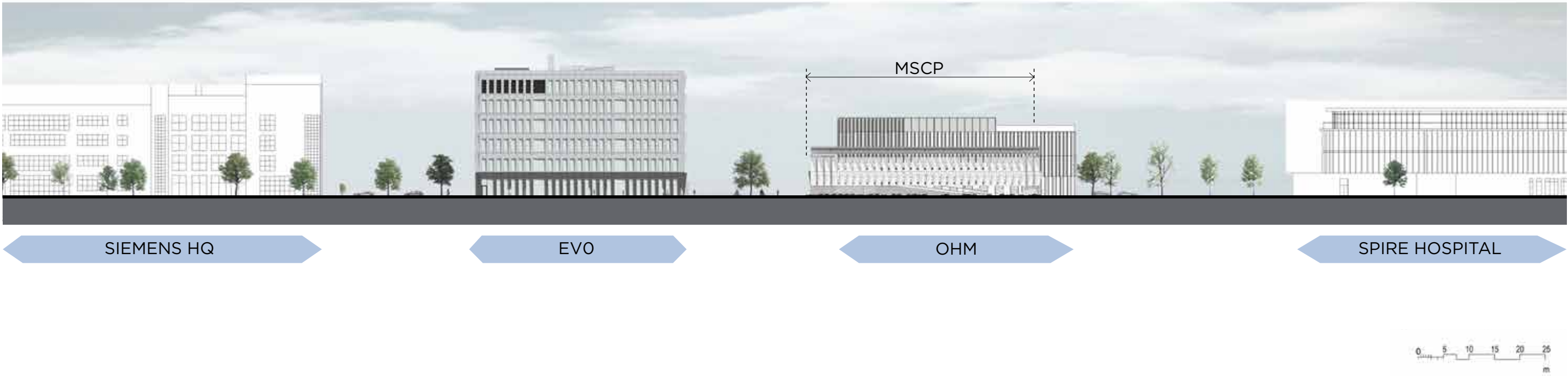


FULL SITE SECTION C-C

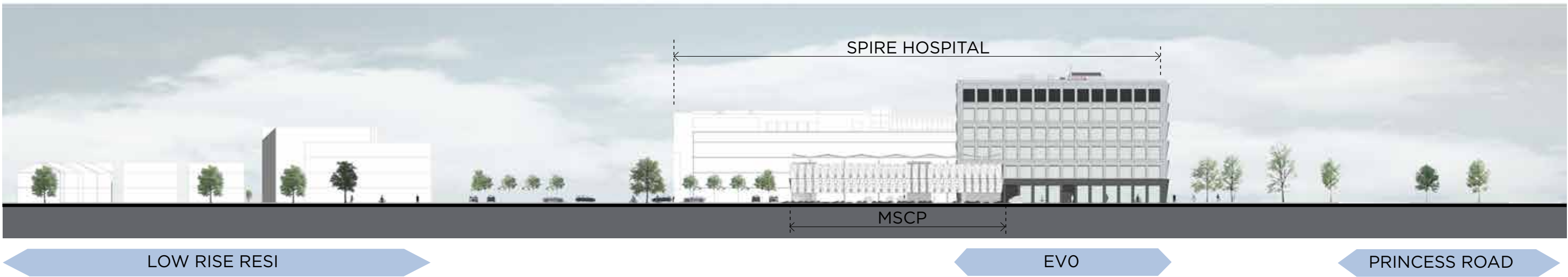


SITE SECTIONS

FULL SITE - PRINCESS ROAD ELEVATION D-D



FULL SITE - NORTH ELEVATION E-E



07

LANDSCAPE DESIGN AND TVIA

7.0 LANDSCAPE DESIGN AND TVIA

7.1 Landscape Design

Layer Landscape Architects have produced a comprehensive design of soft and hard landscaping, further details can be found in their drawings and reports which accompany the planning application.

Extract from 159-LYR-XX-XX-DWG-L1013 Planting Strategy.



4. Green Infrastructure
Soft landscape specification

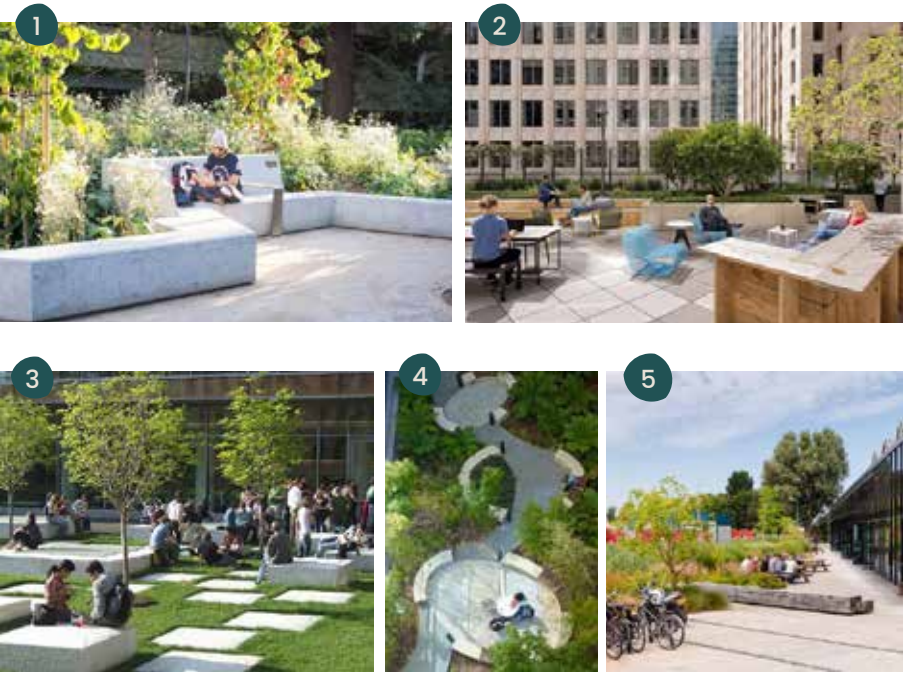


- The planting palette will be developed as the project progresses bearing in mind the following design principles:
- Planting will be aesthetically pleasing for those who overlook areas of soft landscape on a daily basis. Seasonal change will be promoted as a benefit to well-being and a visual stimulus
 - For site wide continuity, the palette will include species that have been planted at DTP in recent years.
 - Colour and texture will be equally important.
 - Species selection will be appropriate to the setting, ie an office within a technology park.
 - Trees and plants will be appropriate to ground conditions. For example, rain gardens where conditions can switch from free draining and dry most of the time to very wet during times of inclement weather.
 - The palette will be respectful of biodiversity objectives and therefore include native species.
 - All new hedgerow will be native
 - Due to spatial constraints above and below ground, a mix of native and non-native trees will be planted. This gives the flexibility needed to create a scheme that is successful to establish and encourages biodiversity.

The pictures opposite demonstrate a selection of native and non-native species that could be incorporated within rain gardens

Ev0, Didsbury Tech Park. 159-LYR-XX-XX-RPT-L-0012 rev 03

5. Public Realm
Public Realm: Inspiration



Ev0, Didsbury Tech Park. 159-LYR-XX-XX-RPT-L-0012 rev 03

7.2 Townscape and Visual Impact Assessment

Layer Landscape Architects have also been instructed by Bruntwood Works to undertake a Townscape and Visual Impact Assessment (TVIA) to support a full planning application for the proposed development of the EvO commercial building at Didsbury Technology Park (DTP).

Below is a plan taken from the TVIA which shows the location of the views which have been analysed to understand the impact of the new proposals.

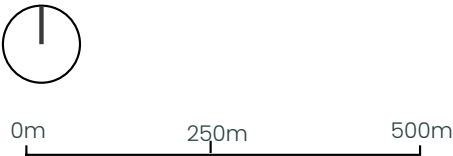
Viewpoint Location Plan



Key

- Application Boundary
- Viewpoint location

Viewpoint	Description
Viewpoint 1	Junction of Nell Lane & Princess Road
Viewpoint 2	Southern Cemetery
Viewpoint 3	Nell Lane
Viewpoint 4	Princess Road, travelling south
Viewpoint 5	Internal road network at boundary with Spire
Viewpoint 6	Barlow Moor Road opposite site entrance
Viewpoint 7	Junction of Princess Road & Barlow Moor Road
Viewpoint 8	Green Walk
Viewpoint 9	Christ's Church



08

SUSTAINABILITY STATEMENT

8.0 SUSTAINABILITY STATEMENT

8.1 Sustainable Facilities incorporated in the Design

The building has been developed to incorporate several sustainable factors These include the following:

- Timber structure with an economical structural layout to reduce embodied carbon.
- Square building footprint reduces the extent of the external facade. This means less materials are required and heat loss is minimised to reduce embodied carbon.
- Building orientation and facade are designed to reduce solar gain and therefore cooling requirements.
- Cycle storage, showers, lockers, and drying room for use by building occupiers.
- Solar panels located on the roof.
- The building is located adjacent to a busy bus route and in close proximity to bus and tram transport.
- A range of food and retail outlets are in close proximity to the site to support the future development.
- An external landscaped area for building users, providing biodiversity and well being.
- A safe, secure environment.
- Permeability across the site to improve inclusivity.
- Flexible floor plates which can be easily divided for a range of uses.
- Maximising building density on the site to make good use of limited land resource.

8.2 Specification of Materials

All materials that have been specified have been analysed within the embodied carbon calculator to ensure the project is on course to meet its Net Zero in Construction targets.

The windows specified are aluminium and timber composite windows, whilst the timber is a renewable resource the aluminium and glass are both recyclable giving the system good environmental credentials in the long term.

Materials used will maximise the recycled content and this will help to minimise the environmental impact of construction, reducing carbon emissions by diverting materials from landfill and limiting the depletion of finite natural resources.

The structure of Glulam and Cross Laminated Timber when compared with other structural materials such as reinforced concrete or steel will also reduce the building's embodied carbon levels.

8.3 BREEAM

The Scheme is to achieve a BREEAM 'excellent' rating.

8.4 Building Ventilation Strategy

Please refer to the Ramboll Ev0 Building Ventilation Statement included in the submission

8.5 Heating and Cooling Strategy

Please refer to the Ramboll Ev0 Building Environmental Standards and Energy Statement included in the submission

8.6 Energy Usage

Please refer to the Ramboll Ev0 Building Environmental Standards and Energy Statement included in the submission

8.7 Net Zero Carbon Target

The target for this project set by the client and design teams is to align with the UK Green Building Council Net Zero Carbon Framework (2017). As such the aim is to reduce the carbon emissions under the two main categories defined by the UKGBC:

• Net Zero Carbon – Construction: the embodied carbon emissions arising from the extraction, treatment, transport of construction materials and equipment. The emissions generated from the construction process to practical completion.

• Net Zero Carbon - Operational Energy: The reduction of the operational carbon emissions generated from the use of the energy needed to operate the building such as the lighting installation, ventilation, heating and cooling equipment defined as the regulated energy use but also the unregulated energy as well, such as the small power needed to run computers, servers and lifts. This can be defined as the carbon translated from the energy required to make the commercial office a suitable building to work in.

8.8 Summary of key sustainable performance items

- Optimisation of building form, fabric and shading
- The maximisation of heat recovery and recycling of building energy
- The use of highly efficient building services and a move to all-electric systems (ASHP's etc)
- The use of photovoltaics (PV) to help reduce energy still needed to serve the building.
- The building will be designed to perform using the NABERS design process with a target of 5.5 stars
- Achieving the London Energy Transformation Initiative (LETI) upfront embodied carbon target of 600kgCO₂e/m²
- Target of achieving BREEAM 'excellent'

09

ACCESS STRATEGY

9.0 ACCESS STRATEGY

Access and Inclusion

The client is committed to providing facilities that can deliver Equality and Diversity for building users following the guidance set out in Approved Document M - Buildings other than dwellings (M1), and with reference to Manchester City Council's document Design for Access 2. The following facilities and criteria are included in the proposals:-

- All internal doorways / openings will have a clear opening of no less than 800mm.
- Wheelchair refuge points are provided in each escape stair on the upper levels.
- Lifts are provided to each level of the development.
- An accessible WC is provided within 45m of every part of the development.
- Showers are provided at ground level with an accessible shower included in the facilities.
- The interior fit-out and finishes will be designed to comply with Building Regulations, providing visual contrast between components where required to aid the visually impaired.
- Induction loops will be provided in the reception, flexible working and meeting spaces to aid the hard of hearing.
- Drop off point at main entrance
- Level access to all ground floor external access and escape doors
- Dropped kerbs and tactile paving to all new external crossings
- Accessible access control to main entrance pass door
- Accessible refreshment area in the main reception
- Passenger lifts to all levels
- Slip resistant flooring to reception and WC's
- WC cubicle with grab rails on upper floors

9.1 Access to Site & Parking

Pedestrian level access is accommodated from all directions to the site to Nell Lane, Barlow Moor Road and Princess Road.

Additional access considerations include:

- Level access to all the entrances and exits from the building
- All main entrances will have a clear opening width of no less than 1000mm

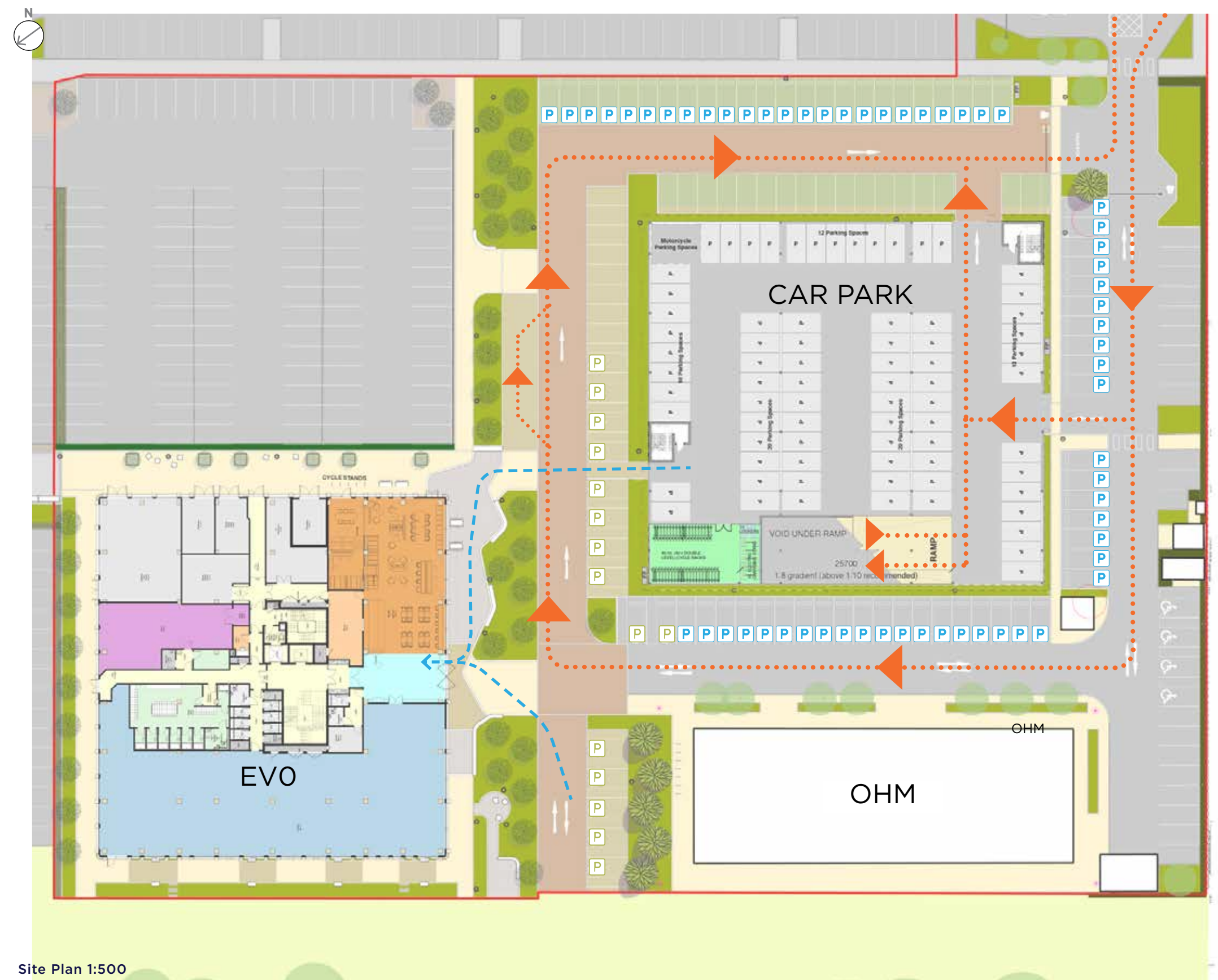
In addition to access to the site via public transport, there is on site parking facilities for users of the technology park.

Accessible parking spaces are proposed at the entrance of EvO, with barrier free access to the building along with electrical vehicle charging parking spaces.

The car park layout and ratio of space typologies has been developed in collaboration with the transport engineer and Landscape Architect. For further detail, please refer to the Landscape drawings, Transport Statement and Travel Plan.

Key

-  Vehicular Access
-  Accessible Parking
-  Accessible Entrance Routes
-  Electrical Vehicle Charging Station



9.2 Cycling Provision and Amenities

In the interest of promoting active and sustainable travel by the building's occupiers, there will be a secure cycle parking zone located within the proposed car park.

The cycle store will include provisions for 100 bikes, including 80 double stacked bike stands, 5 Sheffield or similar stands providing 10 spaces for electric bike charging and also 10 lockers for Brompton style folding bike storage.

This changing/shower facilities are located at ground floor level in the Evo building for use by all building tenants.

Access to the cycle store is via a dedicated pavement route off the main landscaping strip through the centre of the site. A dedicated bike parking for visitors is located in the landscaped area, outside the main entrance consisting of 10 no spaces.

Key

-  Staff Bike Store (indoor)
-  Visitor Bike Store (outdoor)
-  Changing Rooms



9.3 Service Vehicles Access

Access for small and large service vehicles has been provided via the external lay-by at the main entrance of the building.

Service vehicles can access the wider site via Princess Road / A5103 and then Barlow Moor Road which has direct access into the site.

Refuse vehicles will collect waste/recycling from the bin store located to the South of the Ohm building. For further information on the waste management strategy please see section 8.7

Key

-  Small Deliveries
-  Large Deliveries & Waste Collections
-  Bin Store
-  Layby
-  Vehicular route for delivery/ service access
-  Access route to Bin Store



9.4 Emergency Access & Escape

Emergency access will be via the lay-by with immediate access to the main entrance and dry riser. Additional access is via the fire exit on the East elevation leading to the service corridor and stair 2.

Escape internally will be via the main front entrance on the ground floor and from the stairs via the two rear corridors leading to the emergency exits on the East and North elevations respectively.

There is also additional exits from the shared amenity / office spaces.

Emergency Push Panels to activate the fire alarm will be provided at circulation routes.

Key

- Layby for emergency vehicle
- Fire Engine access
- Dry Riser Inlet
- Fire Exit Routes
- Accessible Fire Exit Routes
- Fire Stairs
- Fire Alarm Push Panel
- Evacuation Lift



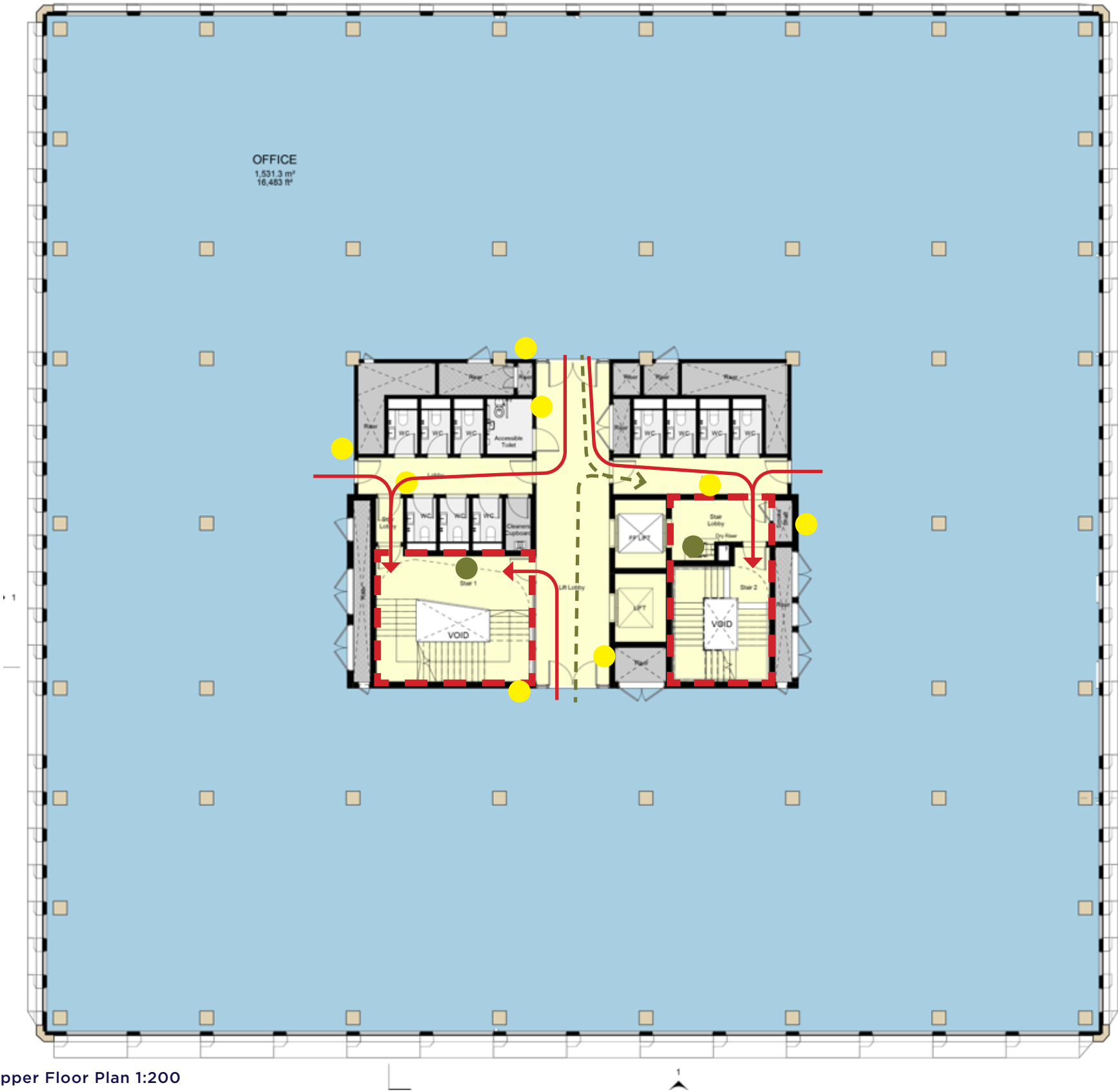
Site Plan 1:500

9.5 Internal Accessibility

Upper Floor Escape Routes are via the main circulation core. There are two stairwells acting as fire escape routes with refuge points as indicated for disabled occupants who may have to await rescue.

A lift traffic analysis has been undertaken and the results informed the chosen lift design.

Barrier free upper floor access is via one of two passenger lifts with each floor being completely barrier free.



- Key
- Fire Exits
 - ➔ Fire Exit Routes
 - ➔ Accessible Fire Exit Routes
 - Fire Stairs
 - Fire Alarm Push Panel
 - Accessible Refuge Zone

Typical Upper Floor Plan 1:200

9.6 WC Accommodation

The WC numbers have been calculated using nett lettable areas and allowing 10m/person, and in accordance with requirements in table 3 in BS 6465.

There is no gender assignment to the WCs calculated. Floors 1-4 have a nett lettable area of approx 1535sqm per floor, allowing for 154 occupiers/floor. 11 WC cubicles have been provided on the floors 1-4, one of which is an accessible WC.

At ground floor level, 2 WCs (1 accessible) are located off the entrance foyer and can be easily accessed by staff and visitors using the reception. There are 7 WCs off the main circulation core (1 accessible) for use by the office workers. Additionally, there is a combined accessible WC and shower room located within the shower / changing room for cyclists.

9.7 Waste Management

The waste strategy is based on daily collections and 1 day storage for office space.

For office space BS 5906:2005 advises an allowance of 50 litres capacity per employee per week.

The following calculation is based on the net occupation density at 1:10m².

Total NIA = 7,669sqm, At 1:10 density = 767 persons.

50 litres per person per week = 767 x 50 = 38,345 litres

Based on 5 working days this is 38345/5 = 7669 litres per day

This is equivalent to 7 x 1100 litre Eurobins which will be provided in the bin store.

At least 2 Eurobins (25% of 7) will be provided for Dry Mixed Recycling to suit BREEAM.

The bin store is to be combined with the existing bin store for the Ohm building which is located to the South of the Ohm building, please see section 9.3 for location and access by vehicles.



Superloo- Detail and Finishes



Accessible WC- Detail and Finishes

9.8 Security

A meeting was held with Greater Manchester Police (GMP), CrimeWave Ltd (security consultant), Bruntwood, Deloitte and Sheppard Robson to discuss building/site security originally in June 2020 and an update meeting was held in May 2022.

Following the second meeting, an updated Crime Impact Statement has been carried out by GMP, which can be found as part of the planning application.

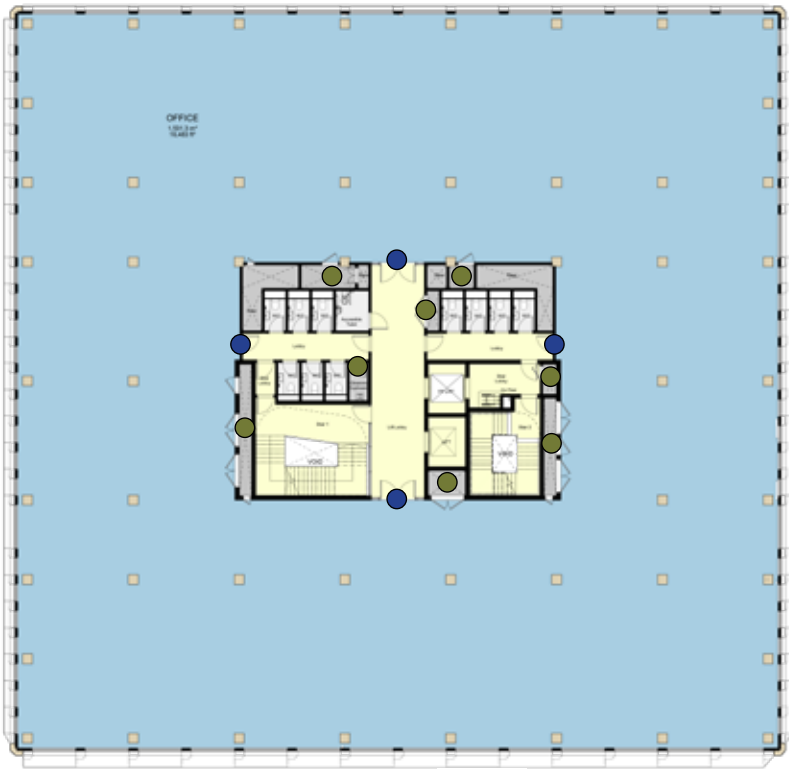
Summary of security approach

- The diagrams on the right illustrate the security approach for access to the building put forward by Crimewave Ltd (security consultant to Bruntwood Works)
- The main entrance will be open during office hours and serviced via reception staff located at the desk adjacent to the doors to the lift lobby.
- The doors to the lift lobby and stairs will be accessed via access control. Each demise at each floor level will be accessed via the relevant tenant's access control system.
- The gym and changing facilities within the building will be accessed via access control
- CCTV will be in operation to observe the external doors and the internal common spaces.
- For out of hours use the building will be accessed via access control and the pass door in the main reception at ground floor.



Key

- Office Staff Keycard Access (Released for fire exit)
- Building Maintenance Restricted Access (Released for fire exit)
- Riser / Cleaners Store Key Access



Site Plan 1:500
Ground Floor Plan 1:200

10

SIGNAGE STRATEGY

10.0 SIGNAGE STRATEGY

10.1 Manifestation Strategy

All of the ground floor glazing will require manifestation inline with Building Control requirements.

10.2 Building Signage

Back-lit signage is proposed to be located above the main entrance to EVO and to vehicle and pedestrian entrances to the Car Park. Signage will also be located on the South East corner of the car park which is the first facade visible upon approaching the scheme from Barlow Moor Road.

Indicative signage locations are indicated opposite, however all signage will be subject to required planning applications.



Key

- 01.** Type 01 signage
External illuminated building signage
- 02.** Glazing Manifestation Zone
(To full extents of ground floor)



11

APPENDIX A - AREA SCHEDULE

11.0 APPENDIX A - AREA SCHEDULE

5949 - Didsbury Technology Park, Manchester

5949-SRA-D1-XX-SH-A-00902

Ev0 Building

Preliminary Schedule of Floor Areas - Stage 3

Revision P4 - 3rd July 2022

	Offices						Reception/Amenity	Nett to Gross
	gross external		gross internal		nett internal		nett internal	%
	m²	ft²	m²	ft²	m²	ft²	m²	ft²
Fifth Floor	1,229	13,229	1,187	12,777	935	10,064	0	79%
Fourth Floor	1,836	19,763	1,793	19,300	1,535	16,523	0	86%
Third floor	1,836	19,763	1,793	19,300	1,535	16,523	0	86%
Second floor	1,836	19,763	1,793	19,300	1,535	16,523	0	86%
First floor	1,836	19,763	1,793	19,300	1,531	16,480	0	85%
Ground floor	1,836	19,763	1,793	19,300	598	6,437	324	3,488
Total	10,409	112,042	10,152	109,276	7,669	82,549	324	3,488

Notes:

These areas have been prepared for our client *Bruntwood*, are approximate and can only be verified by a detailed dimensional survey of the completed building.

They have been measured from the following drawings: GA Drawings at May 2022

Any decisions to be made on the basis of these predictions, whether as to project viability, pre-letting, lease agreements or otherwise, should include due allowance for the increases and decreases inherent in the design development and building processes. Existing buildings may present anomalies in relation to surveyed/drawn plans that may also affect the stated areas.

All areas are subject to Town Planning and Conservation Area Consent and detailed Rights to Light analysis.

All areas are calculated in square metres, where figures are also provided in square feet a conversion factor of 10.764 has been used and the result rounded to the nearest whole number.

Figures relate to the likely areas of the building at the current stage of the design and are calculated using Gross External Area (GEA), Gross Internal Area (GIA) and Nett Internal Area (NIA) methods of measurement from the RICS code of measuring practice, 6th edition

The figures for the office areas in the above schedule have been calculated using the GEA/GIA and NIA methods of measurement under specific instruction from *Bruntwood* who is aware that this is not in accordance with the current guidance set out in RICS Property Measurement 1st Edition.

5949 - Didsbury Technology Park, Manchester

5949-SRA-CP-XX-SH-A-00903

Car Park

Preliminary Schedule of Floor Areas - Stage 3

Revision P1 - 3rd July 2022

	Car Park						Nett to Gross	
	gross external		gross internal		nett internal			%
	m²	ft²	m²	ft²	m²	ft²		
Second floor	2,130	22,927	N/A	N/A	N/A	N/A	N/A	
First floor	2,130	22,927	N/A	N/A	N/A	N/A	N/A	
Ground floor	2,130	22,927	N/A	N/A	N/A	N/A	N/A	
Total	6,390	68,782	N/A	N/A	N/A	N/A	N/A	

Notes:

These areas have been prepared for our client *Bruntwood* , are approximate and can only be verified by a detailed dimensional survey of the completed building.

They have been measured from the following drawings: GA Drawings at May 2022

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12

APPENDIX B - ARCHITECTURAL DRAWINGS

12.0 APPENDIX B - ARCHITECTURAL DRAWINGS

Ev0 Drawing Register - Planning Submission

Ref.						Document Title	Rev.
5949	SRA	D1	00	DR	A	02799 Site Location Plan	P02
5949	SRA	D1	00	DR	A	02800 General Arrangement - Ground Floor Plan	P01
5949	SRA	D1	01	DR	A	02801 General Arrangement - First Floor Plan (Typical 2nd - 4th Floor)	P01
5949	SRA	D1	05	DR	A	02805 General Arrangement - Fifth Floor Plan	P01
5949	SRA	D1	RF	DR	A	02806 General Arrangement - Roof Level	P01
5949	SRA	D1	XX	DR	A	02810 General Arrangement - North Elevation	P01
5949	SRA	D1	XX	DR	A	02811 General Arrangement - East Elevation	P01
5949	SRA	D1	XX	DR	A	02812 General Arrangement - South Elevation	P01
5949	SRA	D1	XX	DR	A	02813 General Arrangement - West Elevation	P01
5949	SRA	D1	XX	DR	A	02814 General Arrangement - Section A-A	P01
5949	SRA	D1	XX	DR	A	02815 General Arrangement - Section B-B	P01
5949	SRA	D1	XX	DR	A	02820 General Arrangement - Bay Study North Elevation	P01
5949	SRA	D1	XX	DR	A	02821 General Arrangement - Bay Study East Elevation	P01
5949	SRA	D1	XX	DR	A	02822 General Arrangement - Bay Study South Elevation	P01
5949	SRA	D1	XX	DR	A	02823 General Arrangement - Bay Study West Elevation	P01

Car Park Drawing Register - Planning Submission

Ref.						Document Title	Rev.
5949	SRA	CP	00	DR	A	02800 Car Park - General Arrangement - Level 00	P01
5949	SRA	CP	01	DR	A	02801 Car Park - General Arrangement - Level 01	P01
5949	SRA	CP	02	DR	A	02802 Car Park - General Arrangement - Level 02	P01
5949	SRA	CP	RF	DR	A	02803 Car Park - General Arrangement - Roof Level	P01
5949	SRA	CP	XX	DR	A	02810 Car Park - General Arrangement - North and South Elevation	P01
5949	SRA	CP	XX	DR	A	02811 Car Park - General Arrangement - East and West Elevation	P01
5949	SRA	CP	XX	DR	A	02812 Car Park - General Arrangement - Sections	P01

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