

APRIL 2020



BONDDED WAREHOUSE

DESIGN & ACCESS STATEMENT
IN SUPPORT OF AN APPLICATION FOR PLANNING AND
LISTED BUILDING CONSENT

OBI

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Introduction

This Design and Access Statement has been prepared by OBI on behalf of Allied London Ltd to document the scope and detail of the proposed internal and external refurbishment works for the 18 Lower Byrom Street, Manchester, M3 4AP, known as the Bonded Warehouse.

This accompanies an application for Planning and Listed Building Consent. The design and access statement has been written in accordance with the guidance provided within The Town and Country Planning (Development Management Procedure) (England) Order 2015.

The special architectural and historic interest of the Bonded Warehouse is recognised by its Grade II Listed designation on 31st July 2018. The Bonded Warehouse falls entirely within the Castlefield Conservation Area, which is one of the largest conservation areas in Manchester.

Today, uses in Castlefield are directed towards leisure, tourism and residential including a number of

conversions of warehouses to residential use. Guidance for the area encourages new development that incorporates a mix of uses that is detailed within the St John's Strategic Regeneration Framework.

Description of the development:

- New glazed external doors (retention of original timber doors)
- Office fit out, including lighting, M&E, furnishings,
- Lightweight, part glazed partitions to create work suites
- WCs and Kitchenette areas
- New mezzanine 'pods'

The development will provide:

- Contemporary workspace for forward thinking occupiers.
- Flexible floorplates to maximise occupier potential
- Greater animation and activity in the street scene through the introduction of the glazed entrances and creation of ancillary amenities.
- A considered approach to the design which emphasises and reinstates some of the original architectural style, features and character of the building.
- Maximised natural light and floor space efficiencies on each floor.
- A new workspace environment that stands apart from typical Manchester office schemes.



2.1 LOCATION

The Bonded Warehouse is located within the Castlefield Conservation Area and enjoys a central location in the St John's Development Area.

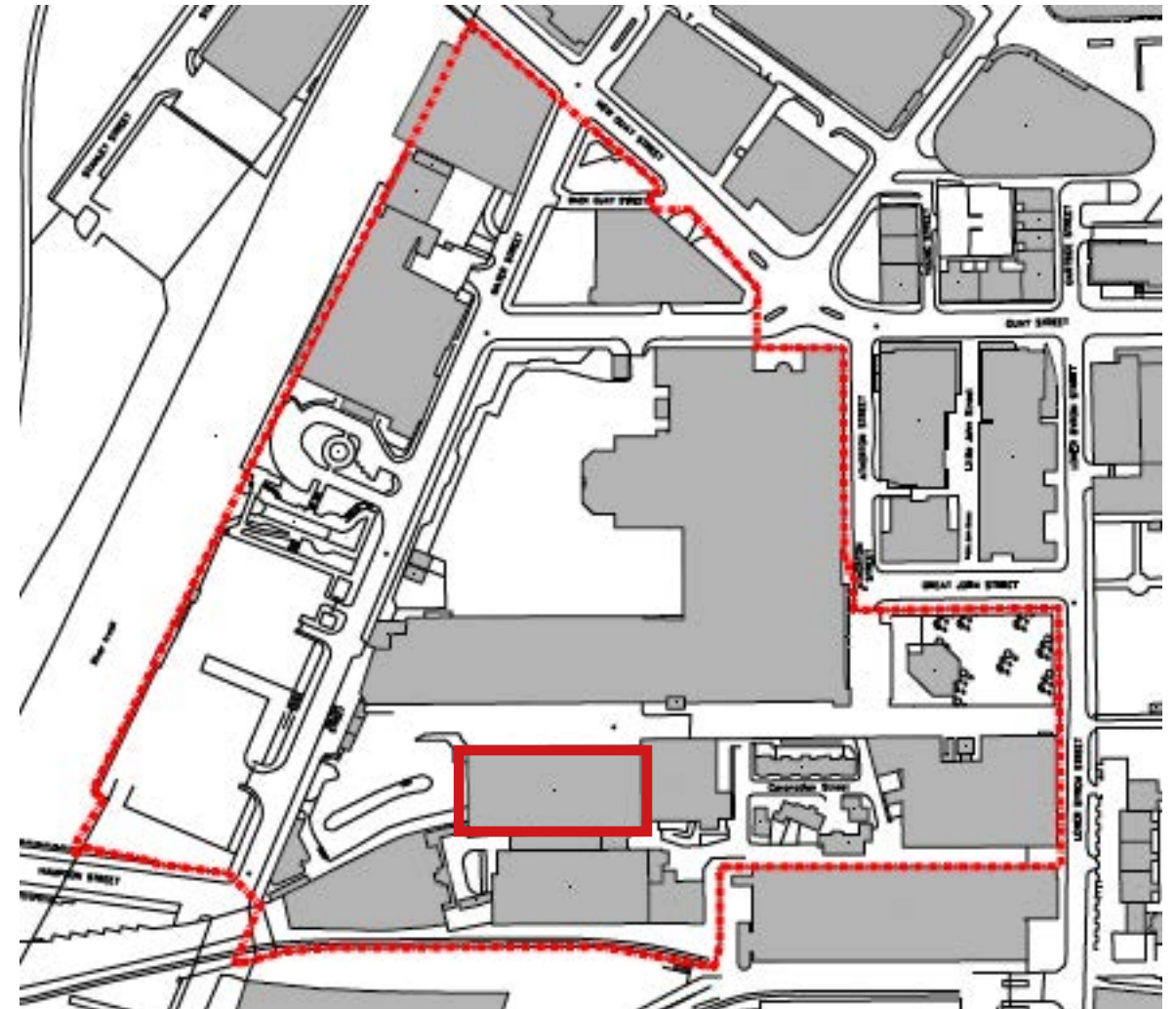
The Bonded Warehouse's recent grade 2 listing in 2018 highlights the building's significance as a heritage asset amongst the surrounding buildings and structures that are to be redeveloped.



1. Administration Block and Studio 2
2. Studio 6
3. Granada house
4. Granada House Annexe and Studios 8 and 12
5. Accumulator tower
6. Bonded Warehouse
7. The Stables



1 Google Earth
2 Site plan, indicating the Bonded Warehouse within the wider St John's development area



2.2 CONTEXT SURVEY

One of Manchester's oldest warehouses, the Bonded Warehouse dates back to the 1860s. It was originally constructed in 1869 as a six storey brick warehouse building, with access for trains by three tracks and turntables off the adjacent viaduct.

The land between Liverpool Road and Charles Street provided the site for the terminus of the Liverpool and Manchester Railway (L&MR) which opened in 1830. The L&MR station was the terminus of the world's first passenger railway. By 1844 passenger services were transferred to the new Victoria station and the area to the North of Liverpool Road station was redeveloped as a goods yard.

In 1982 Granada Television converted the building for use as television studios, rehearsal space, offices and other ancillary uses.

The proposed works are arranged over the Lower Ground (2nd floor), Upper Ground (3rd floor) and sixth floor. The lower floors include a number of arches to the south which form part of the original railway viaduct. The lower ground, upper ground and fourth to sixth floors were historically used as storage areas for goods such as grain and tobacco transported to and from Manchester.

The third floor is double height with a brick vaulted ceiling, originally to allow for train access from the adjacent railway viaduct for unloading of goods within the building.



View of North East corner



View of north west corner



View of south elevation

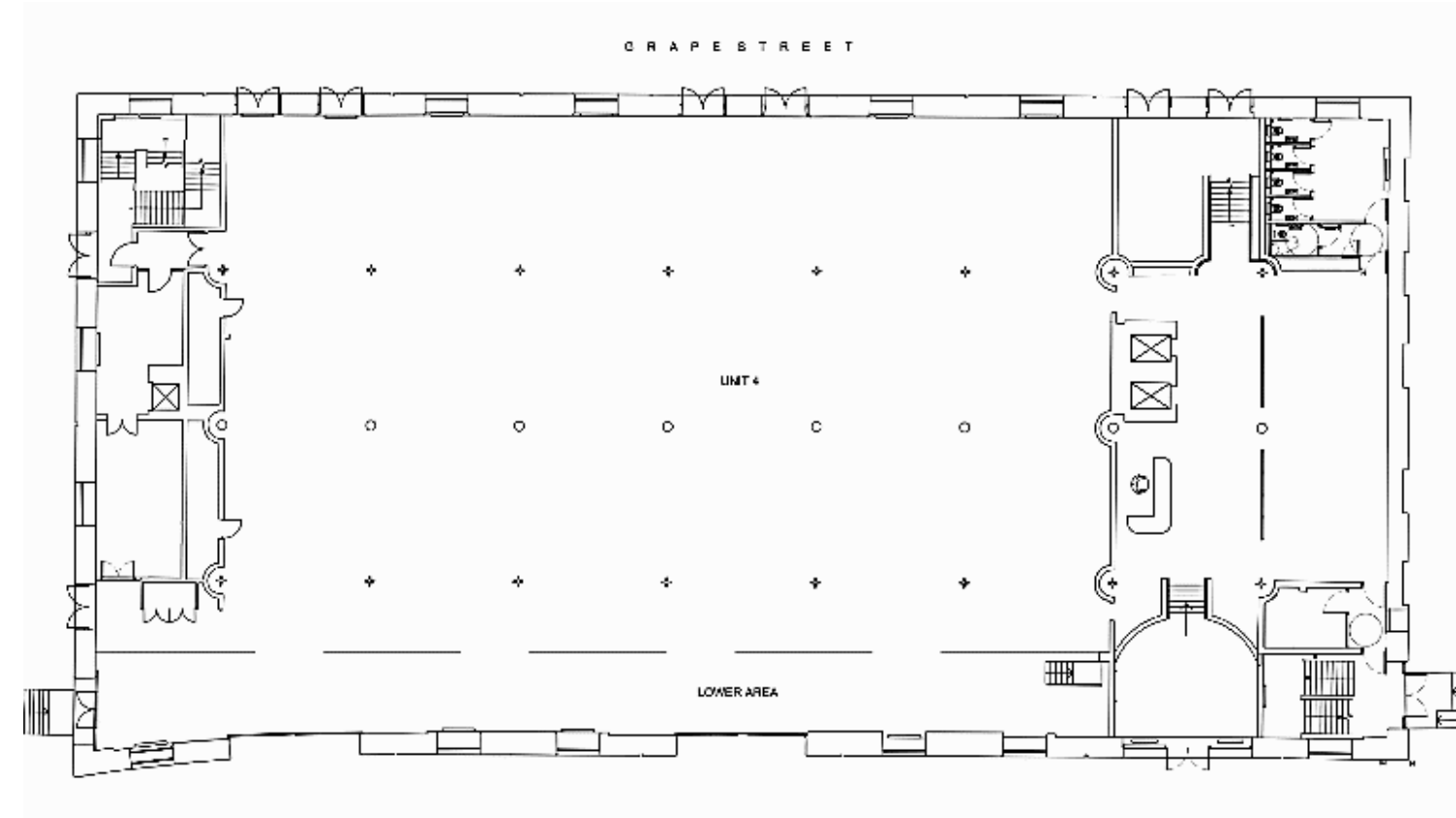
2.3 EXISTING BUILDING

In 1968, the two former stable blocks which had been constructed to the east of the Warehouse c.1891 and 1901 were converted into an experimental theatre. As part of the Granada Tours in 1988, the single storey stable block was converted into a replica of the Coronation Street Rovers Return Pub, complete with a replica frontage built onto the north gable end of the stable.

Following the Granada acquisition, the basement and ground floors of the Bonded Warehouse were also remodelled internally during the late 20th century. Level 3, which had originally been utilised as a flour, cement and bread store, was partially redeveloped for use as a television set.

Following Allied London's acquisition of the former ITV Granada Estate in 2014, proposals to redevelop the Bonded Warehouse as part of the St. Johns Masterplan began to emerge (c.2015).

Between December 2017 and July 2018 (prior to listing), internal works were carried out in order to refurbish the warehouse for commercial use. Works to Level 3 included the removal of lightweight partitions and staircases (of no significance), and the reconfiguration of the reception area. Thus, reinstating the former, open spatial character of Level 3



Floor plan following refurbishment and strip-out prior to 31st July 2018

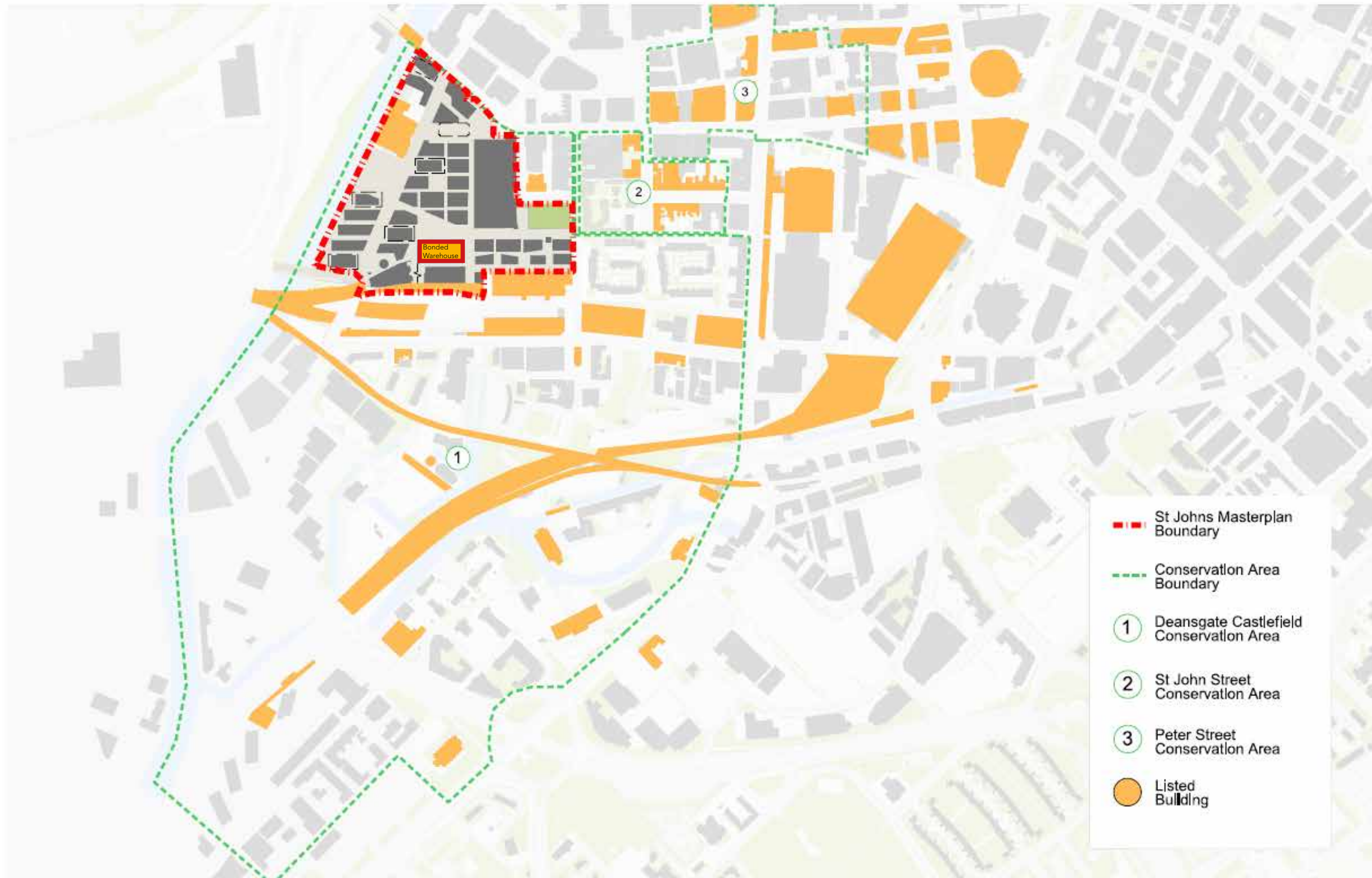


The Bonded Warehouse, derelict in 1975



Internal entrance from Grape Street

3.1 CASTLEFIELD CONSERVATION AREA



3.2 HISTORICAL URBAN DEVELOPMENT

Industrial Era

Site Map 1770



The site was largely undeveloped, except for two small buildings to the east and a cluster of dwellings to the north-west.

Great John Street has been laid out, but is yet to be developed.

Liverpool Road, to the south and New Quay Street, to the north, have not yet been laid out but the quay by the river is already referred to as the 'Old Quay'.

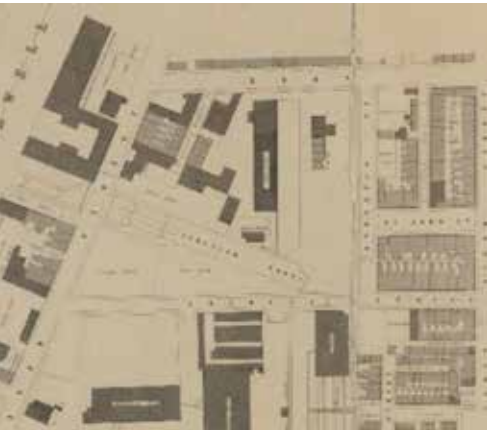
Site Map 1800



No major developments had taken place in and around the site.

Great John Street has still not been developed and the area to the south, now containing MOSI and Liverpool Road Station, is yet to be laid out.

Site Map 1850



The Salford & Manchester Junction Canal has been cut across what was once the continuation of Great John Street.

The canal entered an underground tunnel at the junction of Atherton Street and Charles Street (now Grape Street).

A potato market is located to the left side of Brunswick Basin, which branches off north from the canal arm.

Housing has been developed to the north-west of the site forming Little Edward Street.

Site Map 1886



Slaters map illustrates the Bonded Warehouse as having been built to the south of Charles Street with the train line adjoining it to the south.

Although not highly detailed, this map does not illustrate the presence of the lean-to the west or the stables.

Site Map 1888



The site and its surroundings have been fully developed by the end of the 19th century with further housing located to the western side of the Brunswick Basin and potato market.

The Bonded Warehouse can be seen to the south of the site upon the recently renamed Grape Street.

Various buildings including a blacksmiths have been built over the top of the canal opening.

3.2 HISTORICAL URBAN DEVELOPMENT

Site Map 1891



The 1891 OS map illustrates the internal configuration of the railway tracks inside the Bonded Warehouse.

The lean-to is illustrated to the west but the stables are not shown.

Site Map 1908



The 1908 OS map is the first OS map to illustrate the presence of the stables, to the east of the Bonded Warehouse. The warehouse is shown as being an integral part of the Liverpool Road and Salford Goods Station, as it was then called. The ITV Granada site is still shown as being dominated by the Manchester and Salford Junction Canal.

Note Charles Street has been renamed as Grape Street.

Urban Transformation

Site Map 1957



By 1957 the site had been acquired by Sidney Bernstein and Phase 1 of Granada Studios has been completed.

The new studios used some of the existing industrial buildings on the site as offices and canteens etc. with the plan to demolish/ redevelop them once the last construction phase was completed.

The new Phase 1 administration building and Studio 2 can be seen to the north-east of the site with a petrol garage located to the right of this.

The Bonded Warehouse and associated stables are still illustrated as being outside of the TV centre site at this time.

Site Map 1961



The former petrol garage has been replaced with Phases 2 and 3; the link block and Granada House.

Industrial structures still occupy the centre of the site and now have further buildings adjoining them.

Site Map 1963-5



This map illustrates the completion of the last main phase of the Granada Studios development.

The new Studio 8 and 12 buildings have been constructed to the south of the existing studios, resulting in any remaining structures located around and above the Salford Junction Canal tunnel opening being removed.

A large part of the western end of Great John Street's southern aspect has been removed and some industrial buildings to the centre of the site still remain in situ.

The Bonded Warehouse and stables are still shown as being to the south of Grape Street and have not been 'consumed' into the ever-expanding TV centre site.

3.3 SITE HISTORY



The Bonded Warehouse is located within the Castlefield Conservation Area,

St. John's and neighbouring Castlefield are areas of great historic significance. Their cultural heritage is embedded in its Roman beginnings, but overshadowed by the changes Manchester underwent during the industrial revolution to become the world's first modern metropolis.

The area reflects the impact of the key changes in transport, commerce, industry and entertainment which are preserved in both its architecture and infrastructure.

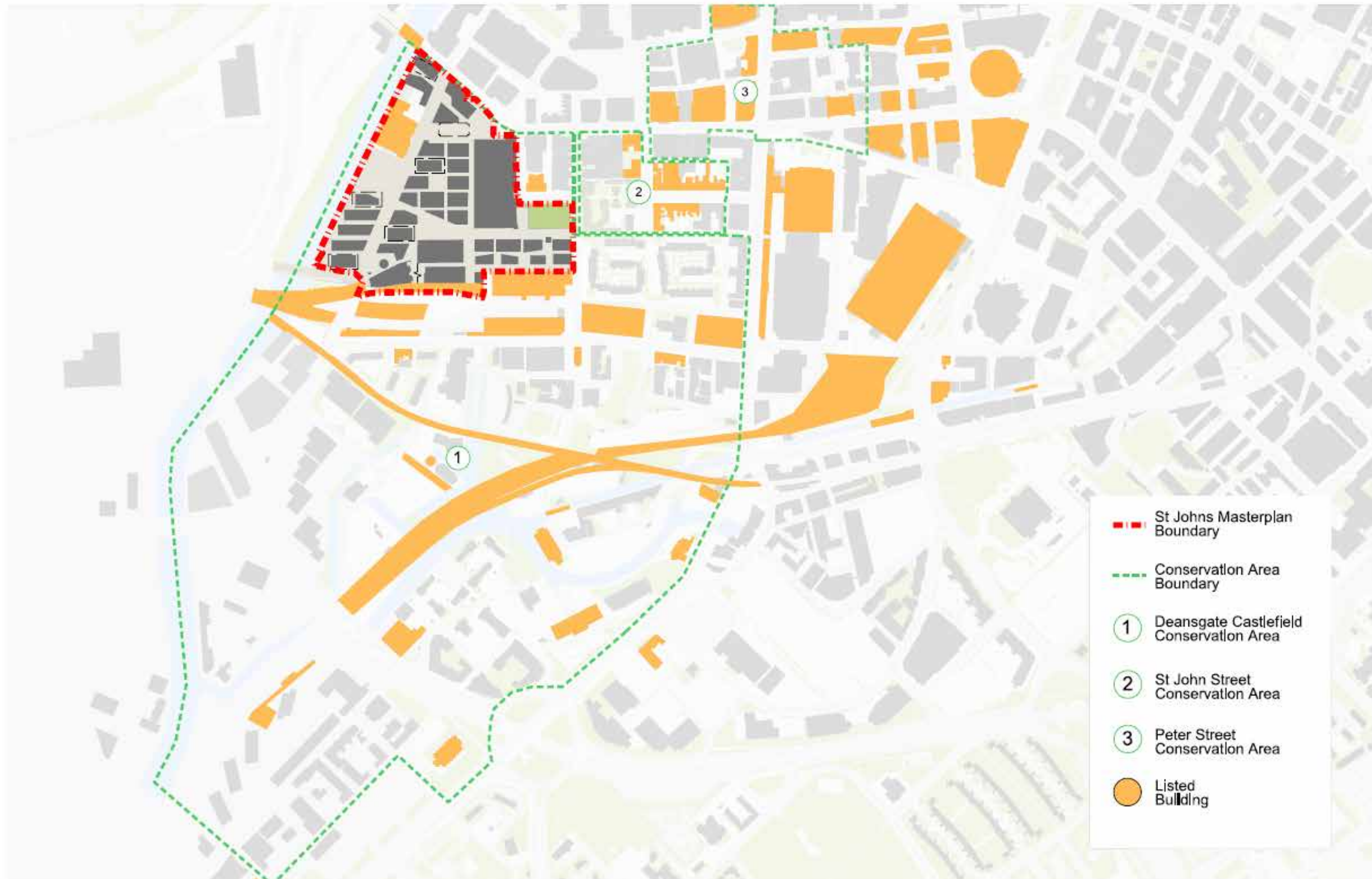
The River Irwell was made navigable in the 1720s allowing access to Liverpool via the River Mersey. This led to the first quay on the Irwell and the construction of Quay Street to Deansgate. This in turn led to the construction of the Rochdale Canal which enabled coal to be delivered directly into the city which fuelled the industrial development of Manchester.

The Liverpool Road Station, now part of the Museum of Science and Industry (MSI), represents the world's first commercial passenger railway. The railway station opened in 1830 and was the terminus of the newly created line between Manchester and Liverpool. This soon became the centre of a railway network crossing the River Irwell with viaducts.

The regeneration of the surrounding area shows the influence this had, not only in terms of passengers but also in the development of warehousing and distribution for the city and region as a whole.

The transport termini in Castlefield led to a large number of warehouses being built, satisfying the needs of Manchester's growing population. These warehouses still stand today and form an indelible vista across St. John's. One of the most prominent is the Bonded Warehouse that now proudly sits at the centre of the St. John's development, a fine example of late 19th Century industrial architecture that will remain prominent in the new neighbourhood.

3.3 SITE HISTORY



3.4 HERITAGE CONTEXT



3.5 BUILDING HISTORY

The following section details the current layout of Level 3 following the refurbishment of the area in 2017 – 2018 (prior to listing).

The principal focus being on the surviving historic fabric of the former warehouse.

Excluding the modern reception area, Level 3 conveys its original plan form as an open warehouse.

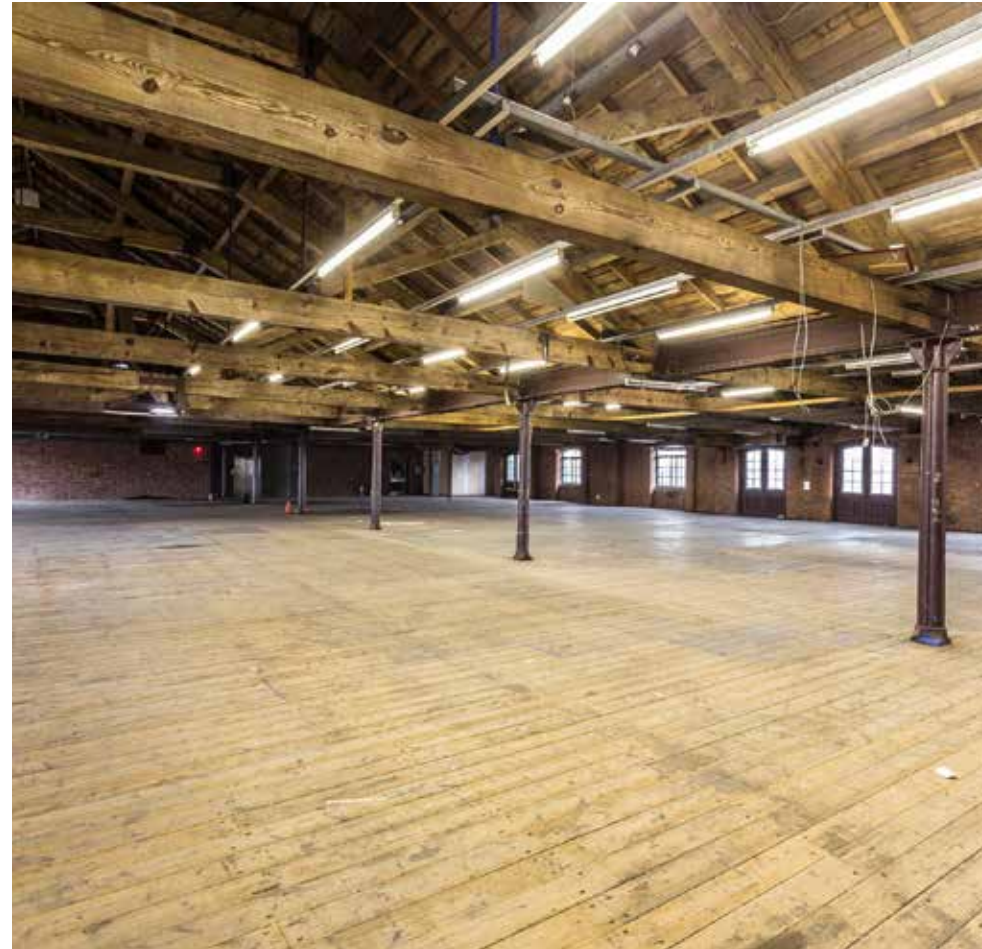
The structure of the building is visible throughout this area and comprises cast iron columns supporting principal wrought iron beams running north-south across the building. These support a series of secondary wrought iron beams, more closely spaced, running east-west. In turn above these secondary beams is a series of brickwork jack arches.

The jack arches to the ceiling comprise tightly packed exposed soft red brickwork. Other features of note within the ceiling of Level 3 include a large timber hatch to access upper levels and some remains of lifting equipment and previous fixings for machinery.

Within the Level 3 former warehouse space more widely a number of original features remain. These include, plain exposed red brick walls; original windows; and three sets of original timber double doors to the south and west elevations of the building providing railway access to the principal southern line and the three north-south cross lines.

An additional feature of interest is the void to the southern section of the floor plate, which the historic mapping described above confirms was the location of the internal railway track to the warehouse, now removed.

There are very few modern features within the floorplate, primarily these comprise blockwork walling to the east and west ends.



The sixth floor retain the original rafters and wooden flooring.



The sixth floor loft area boasts some original hoists and machinery.

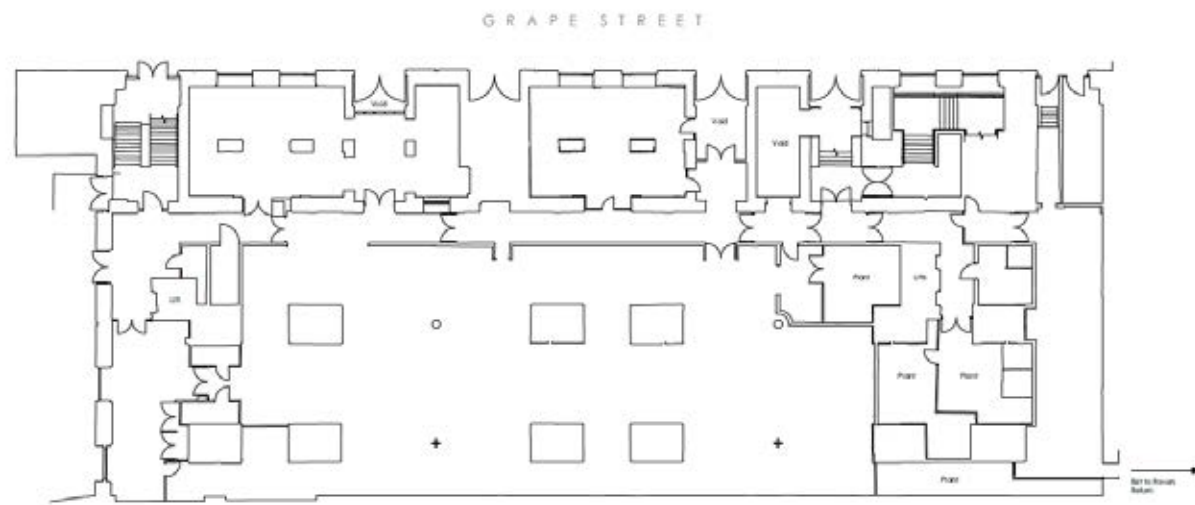


Typically the interior finish of the exterior walls are exposed brick

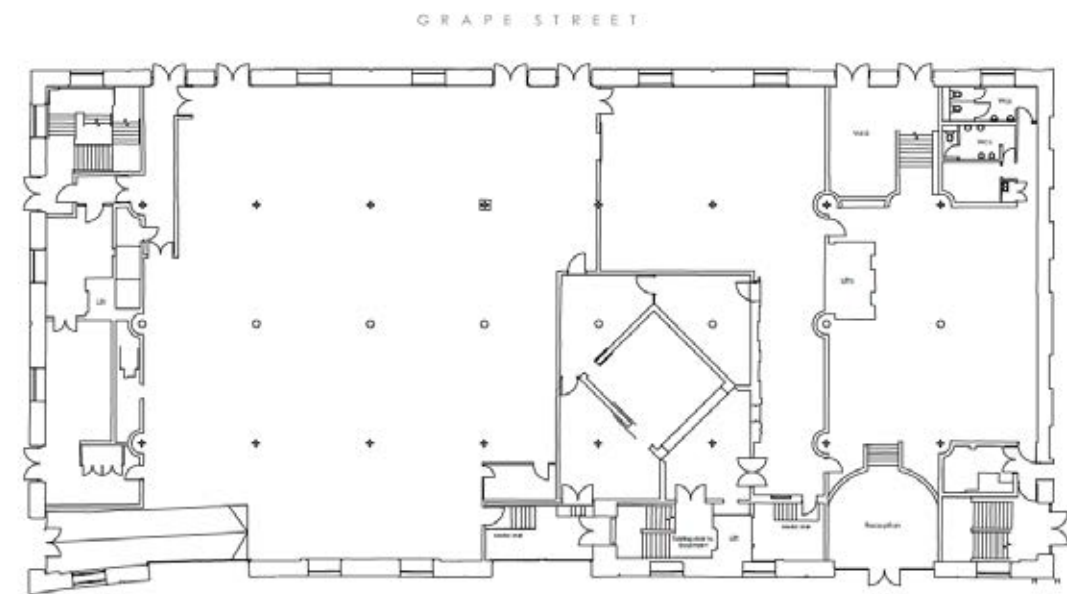


Slim cross section column and capital to Level 3

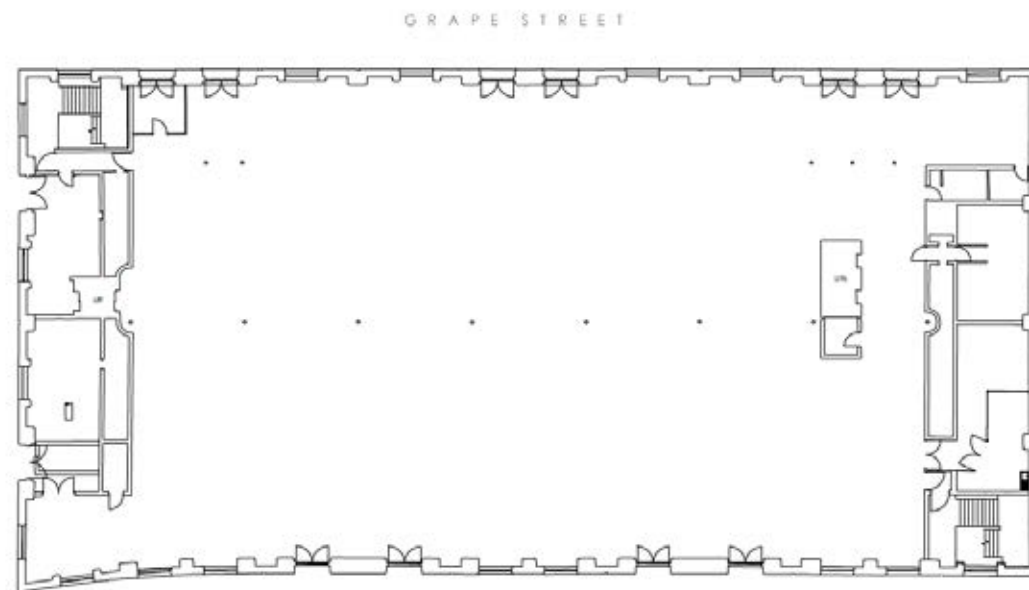
3.6 HISTORIC INTERNAL LAYOUT



Existing second floor layout



Existing third floor layout



Existing sixth floor layout

The above images show the original internal layouts arrangement of the Bonded Warehouse in 2016



DESIGN APPROACH

4.1 OPPORTUNITIES AND CONSTRAINTS

The intention for the interior of the refurbished warehouse is to express as much of the original fabric as possible while maintaining contemporary clean lines and open spaces.

Alterations to the existing building fabric have been kept to a minimum.

Internal brickwork will be cleaned, exposed wherever possible.

The wrought iron columns and beams complete with their rivets and original Victorian detail will be cleaned and decorated.

A new mezzanine floor level is proposed to level 3, which will enable the provision of additional workspace with minimal interaction with the existing building fabric.

The existing timber floors will be retained, with the existing fire integrity maintained.

Serviced offices, WC's and teapoints will receive non-slip vinyl floor finishes.

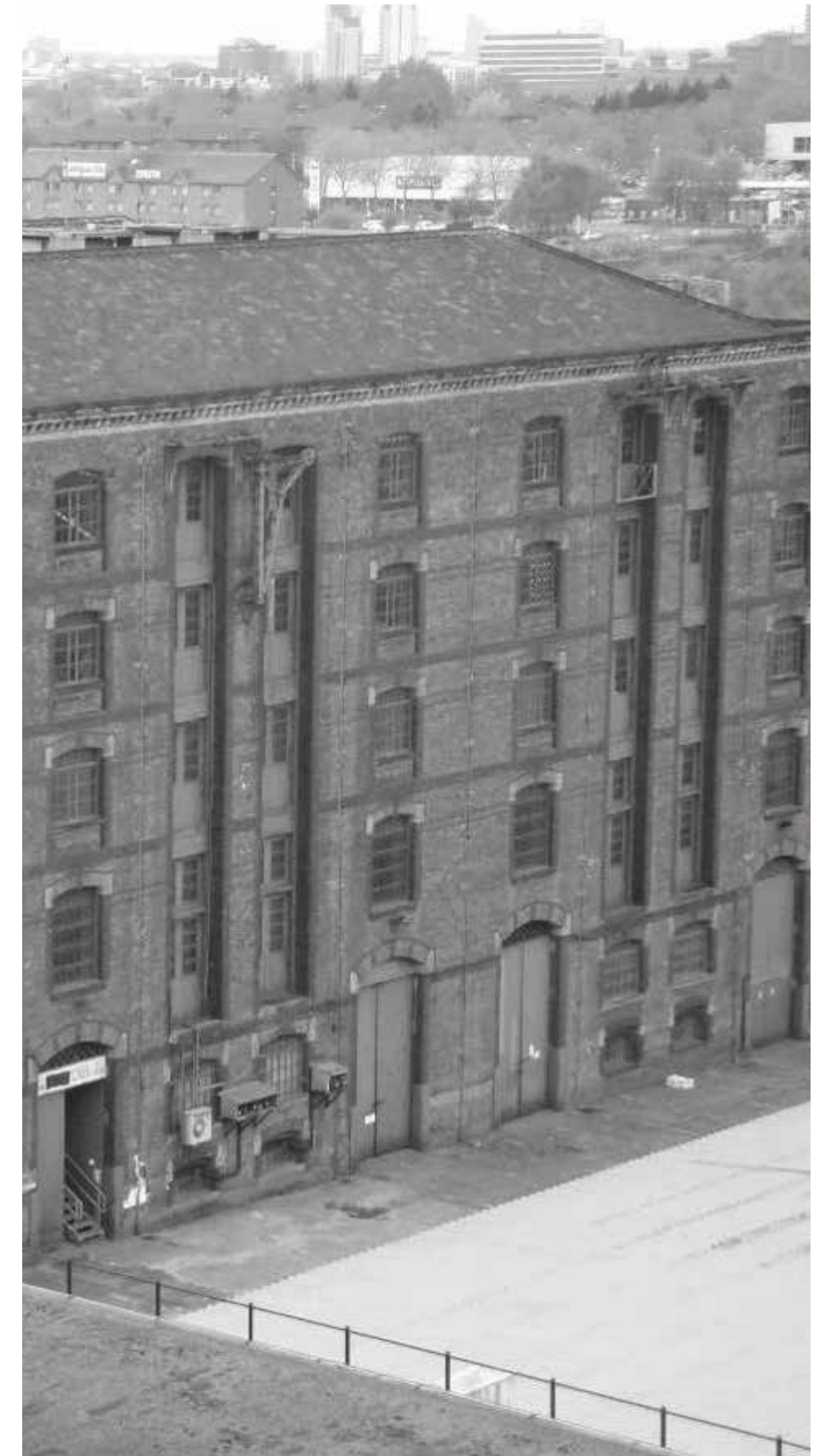
Vinyl and engineered timber floor finishes are proposed where existing flooring is inadequate for office use. In this case a ply underlayer will be applied to protect the original timber floor boards.

New partitions, including those in lift lobbies will be high quality plasterboard, with critical style glazing as previously installed on Levels 4 and 5.

The resulting high quality interior within an iconic feature building of the St. Johns' Masterplan is intended to attract new commercial tenants in keeping with the planned regeneration of urban Manchester.

Proposed new elements include:

- Demountable stud partitions with solid doors
- Demountable glazed partitions with glazed doors
- Carpet and vinyl floor finishes
- Paint finishes and vinyl wall graphics
- Writeable & magnetic whiteboards
- Plasterboard ceilings, existing ceiling to be retained behind proposed elements.
- Feature wall art and illuminated signage.
- Kitchen / teapoints
- Bespoke joinery.
- New lighting shall be installed with new galvanised metal containment
- Galvanised metal vent ductwork.
- New freestanding steel framed mezzanine level



4.2 PROJECT OBJECTIVES

Allied London Ltd have instructed OBI to review the existing Bonded Warehouse, which has remained unused and vacant for many years and requires upgrade works to enable re-letting at part of the St John's Regeneration Scheme.

The following opportunities and recommendations have arisen from our analysis of the fabric of the building in the context of the demand for office floor space.

Project Objectives

- Seek ways to increase NIA without altering facade envelope to fund refurbishment.
- Uncover and express the character and history of the building.
- Create new WC facilities that can support the proposed higher occupational densities.
- Redesign office space to appeal to contemporary and Technology / Media /Telecoms occupiers.
- Explore spatial configurations for lower levels of the building to appeal to a co-working and serviced office operator.

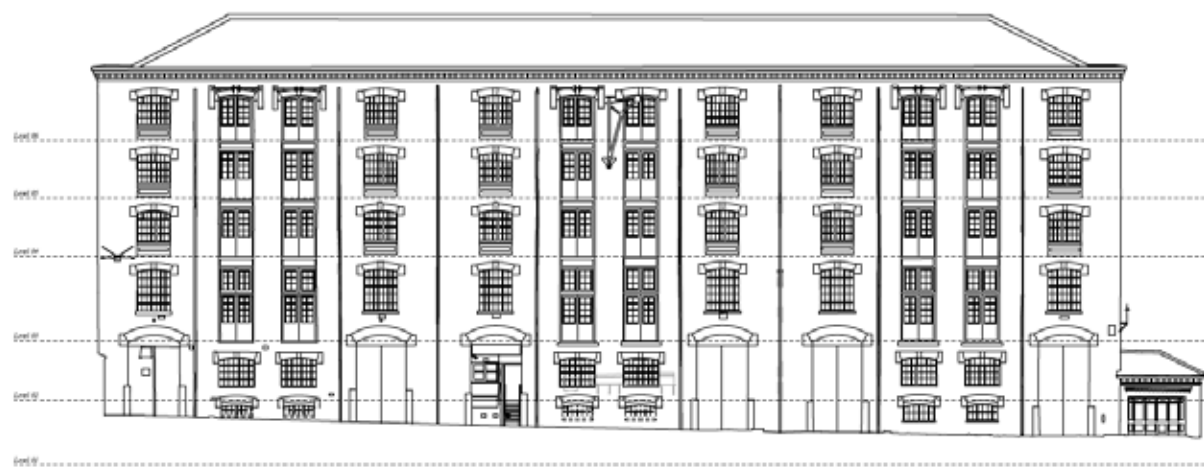




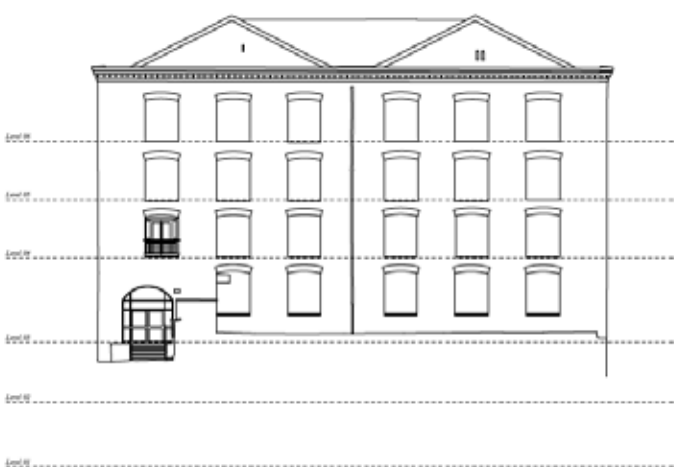
APPEARANCE

OBi

5.1 SUMMARY OF EXISTING EXTERNAL APPEARANCE



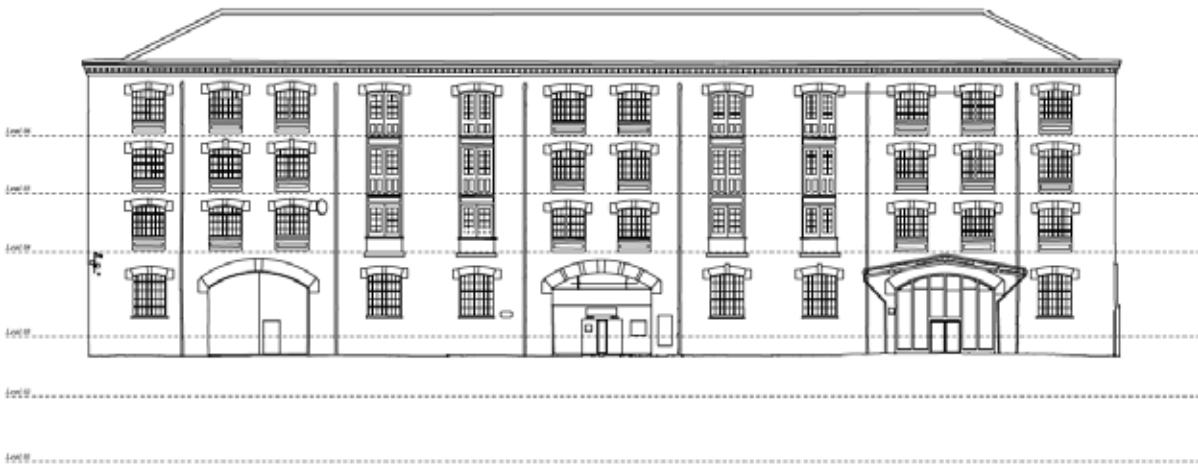
Existing Elevation - North



Existing Elevation - East



Existing Elevation - West

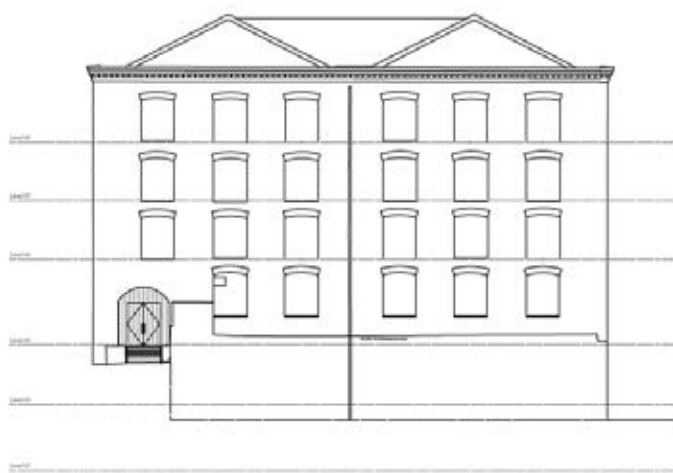


Existing Elevation - South

5.2 SUMMARY OF PROPOSED ALTERATIONS TO EXTERNAL APPEARANCE



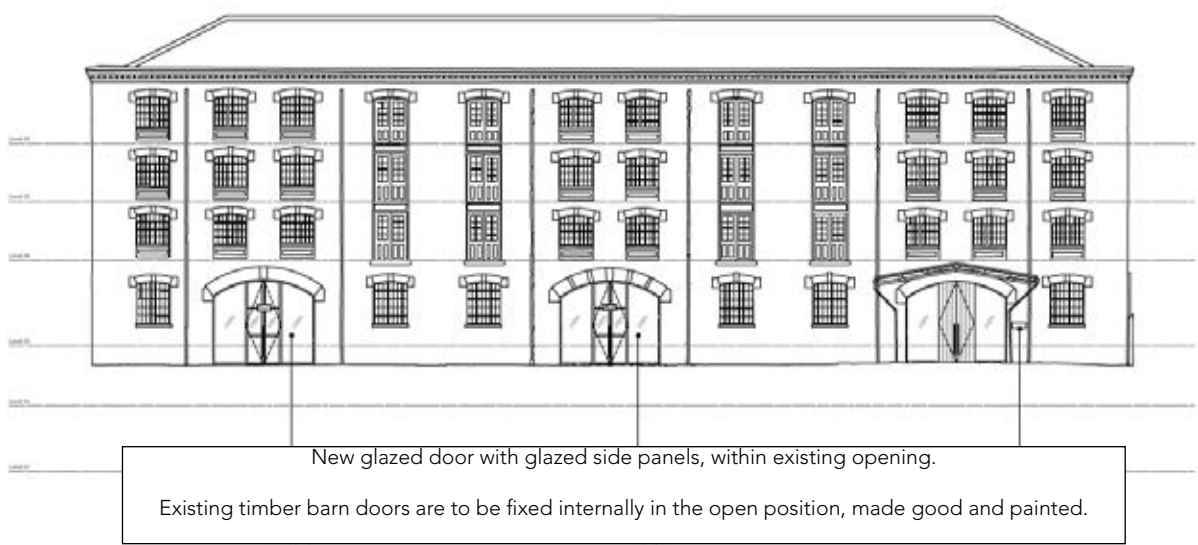
Existing Elevation - North



Proposed Elevation - East

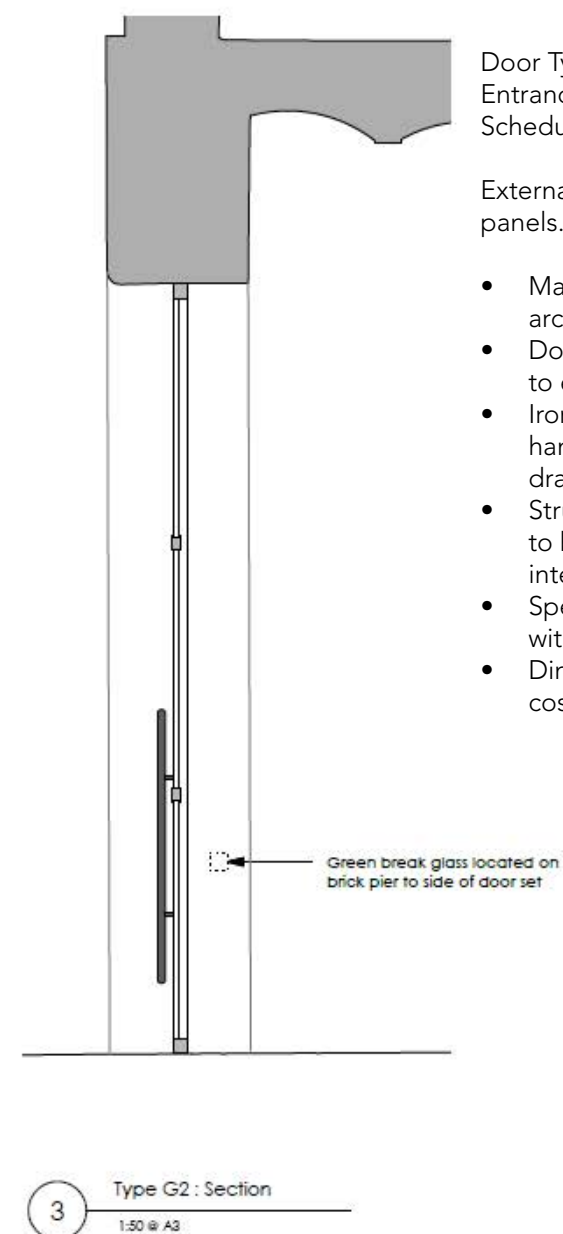
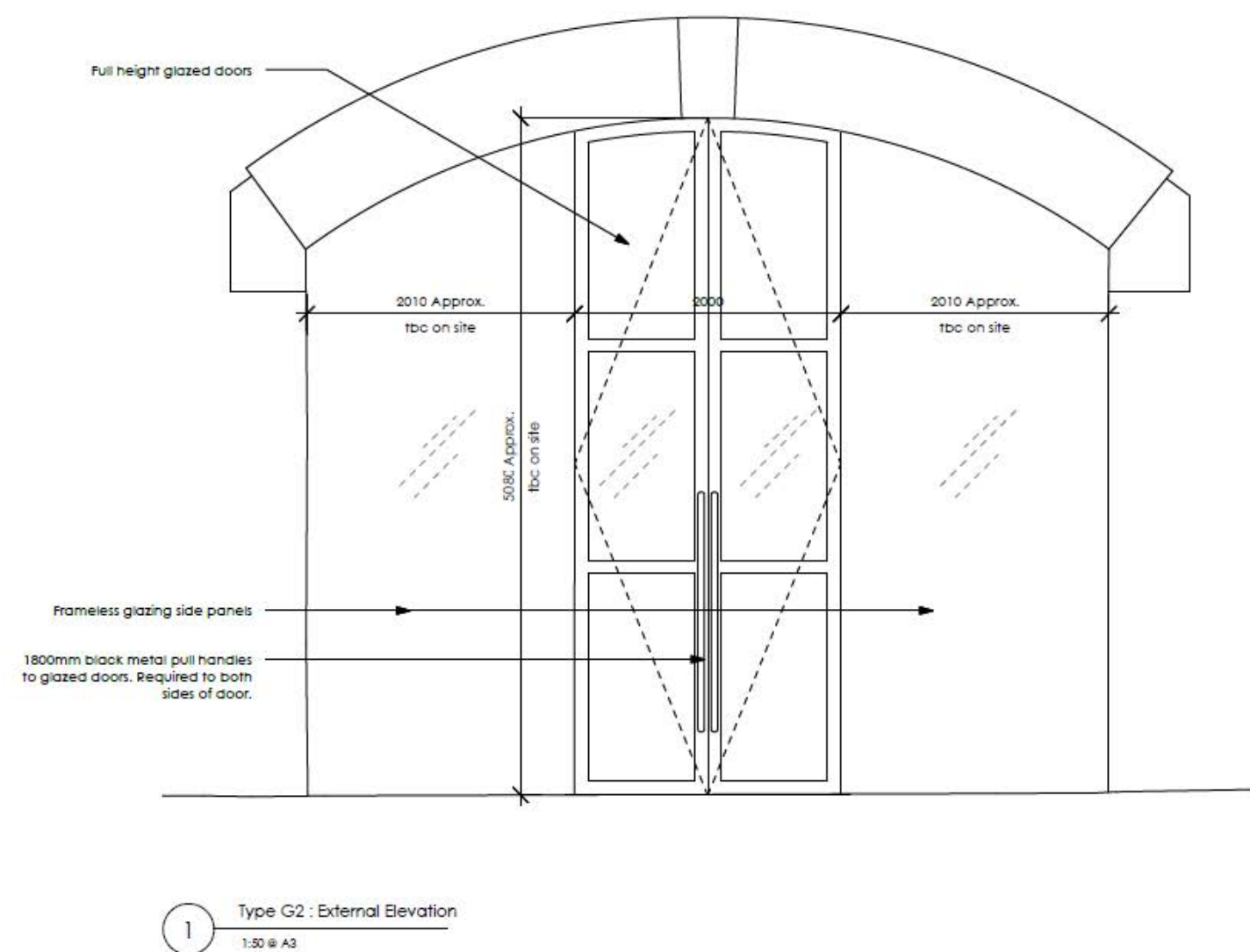


Proposed Elevation - West



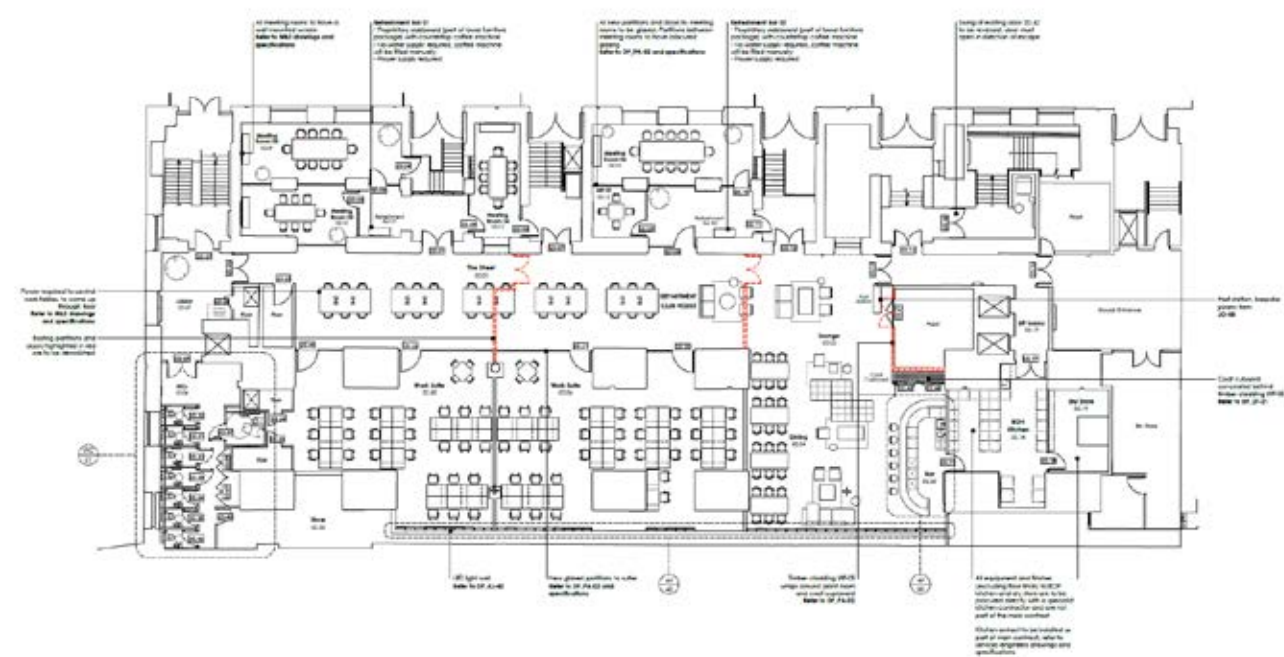
Proposed Elevation - South

5.3 PRINCIPLE ENTRANCE ALTERATIONS





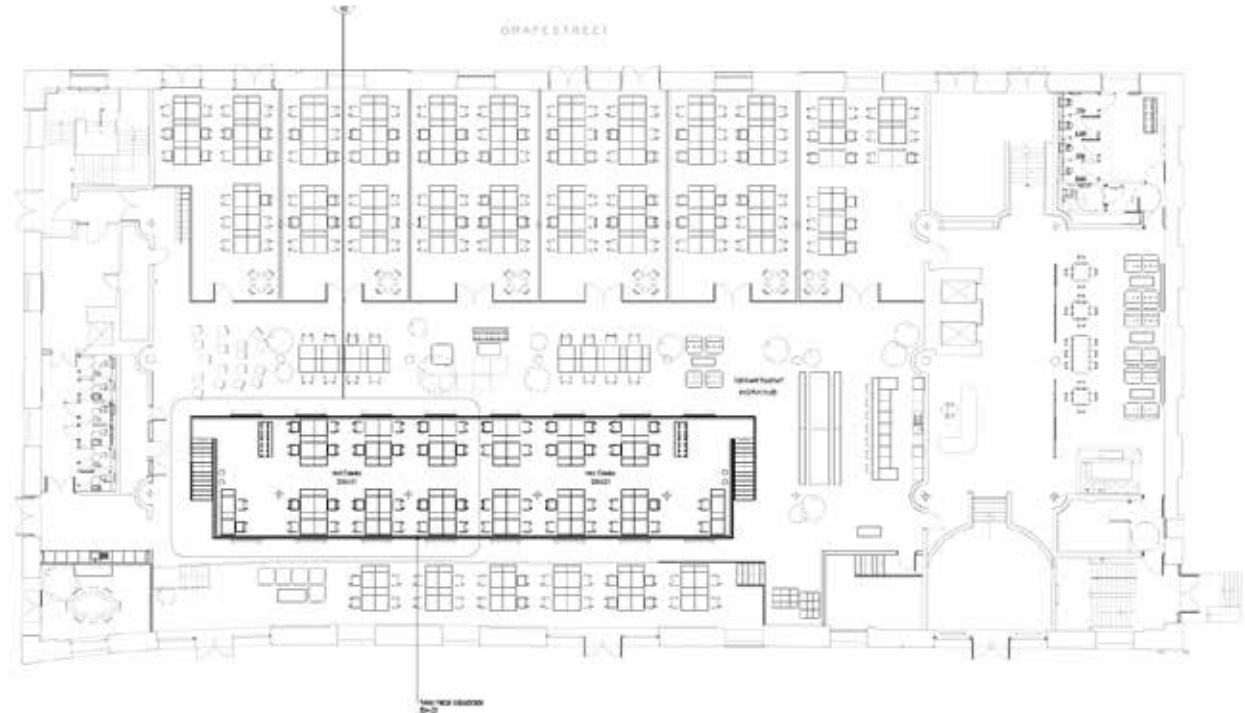
6.1 PLAN SUMMARY



Proposed second floor layout



Proposed third floor layout

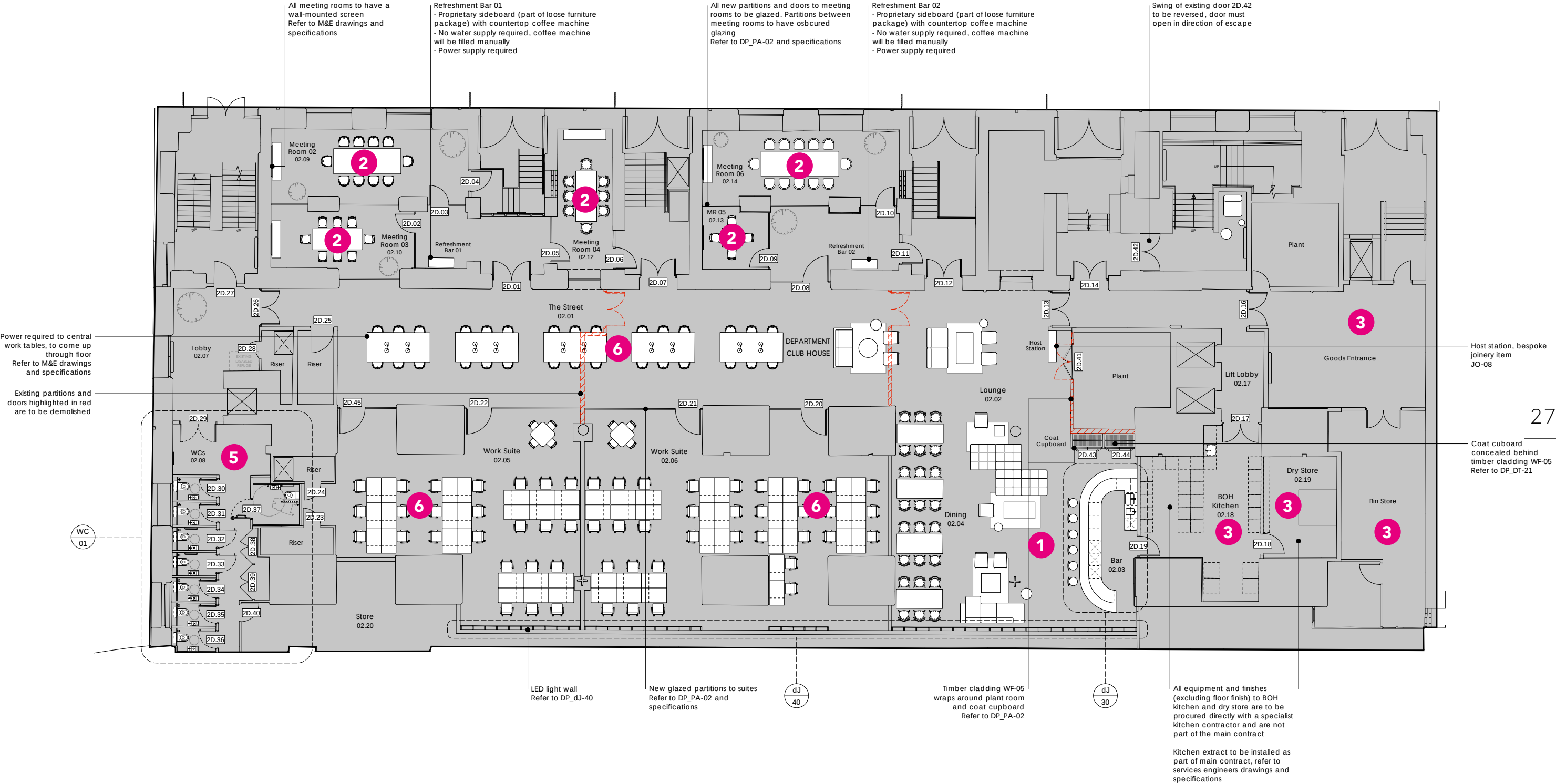


Proposed third floor mezzanine layout



Proposed sixth floor layout

6.2 SECOND FLOOR PLAN



- 1

Cafe / bar
- 2

Meeting facilities
- 3

Back of house areas
- 4

Teapoint
- 5

WC's
- 6

Open plan & serviced office workspace

6.3 SECOND FLOOR LEVEL - LOOK & FEEL



Wall Lighting throughout



Feature Light Wall with interchangeable vinyl artwork boards



Flute pendants over bar top



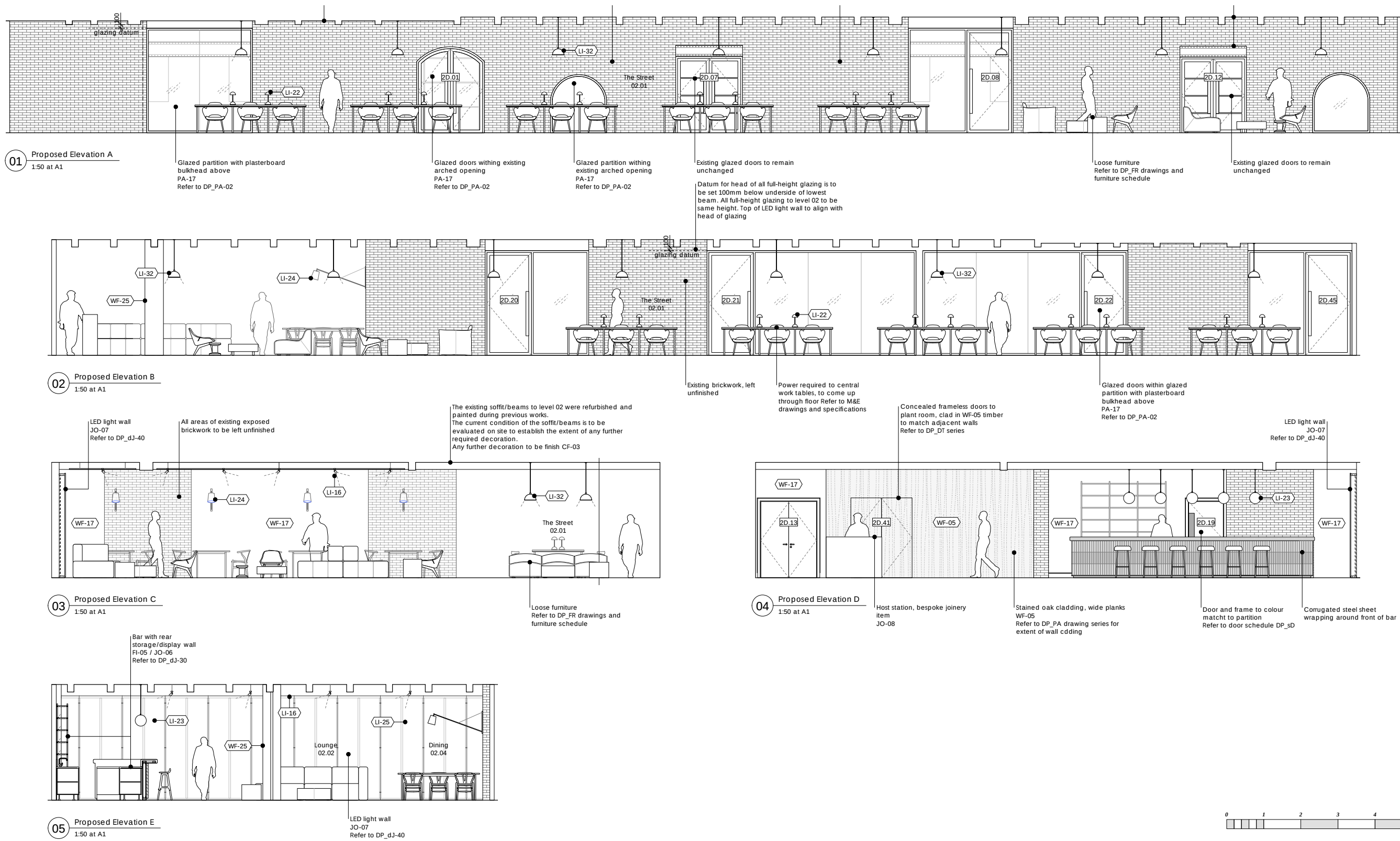
Black Drapes



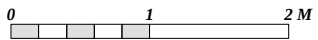
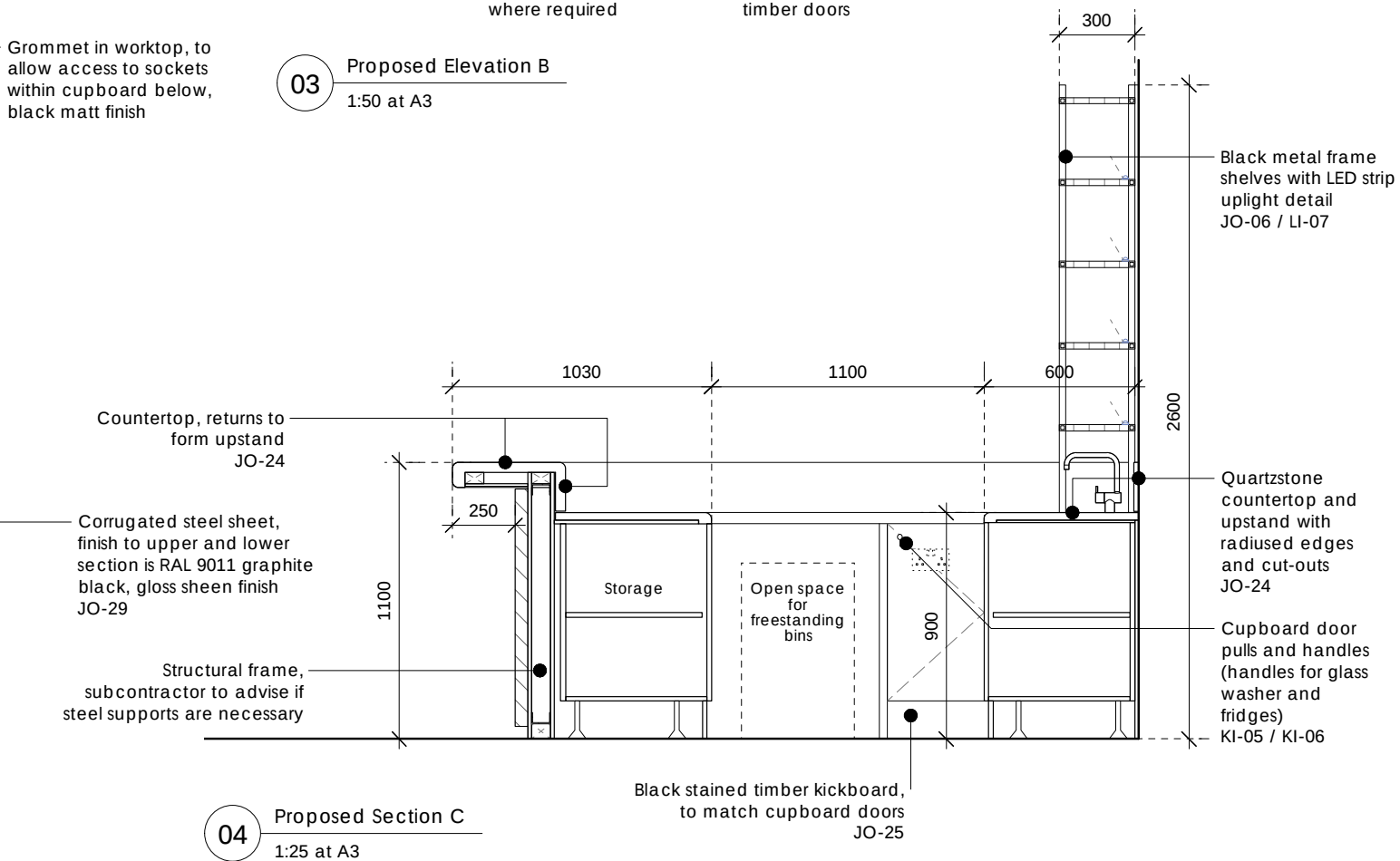
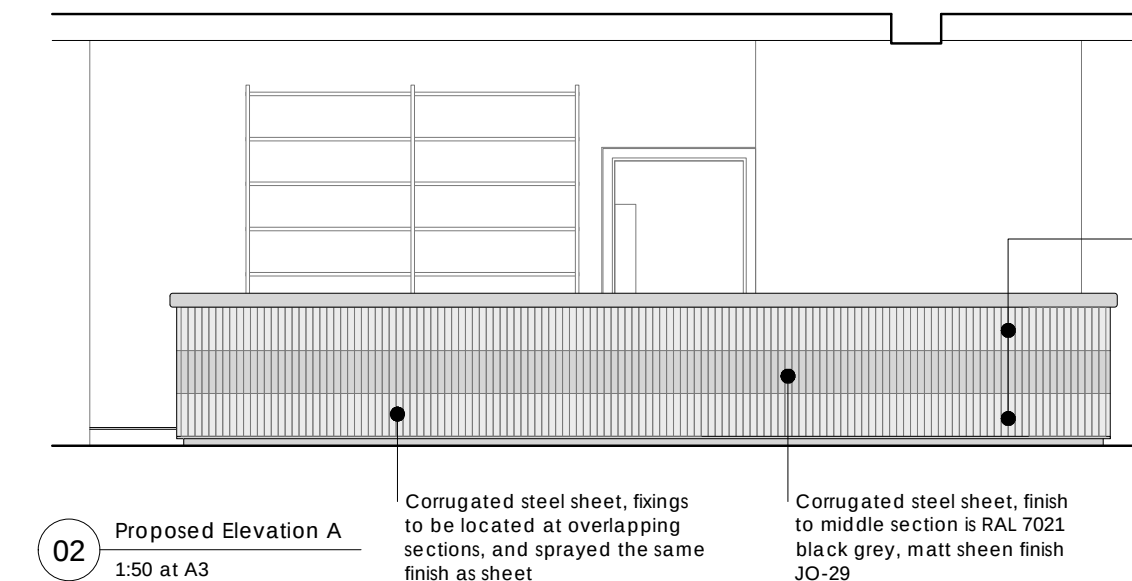
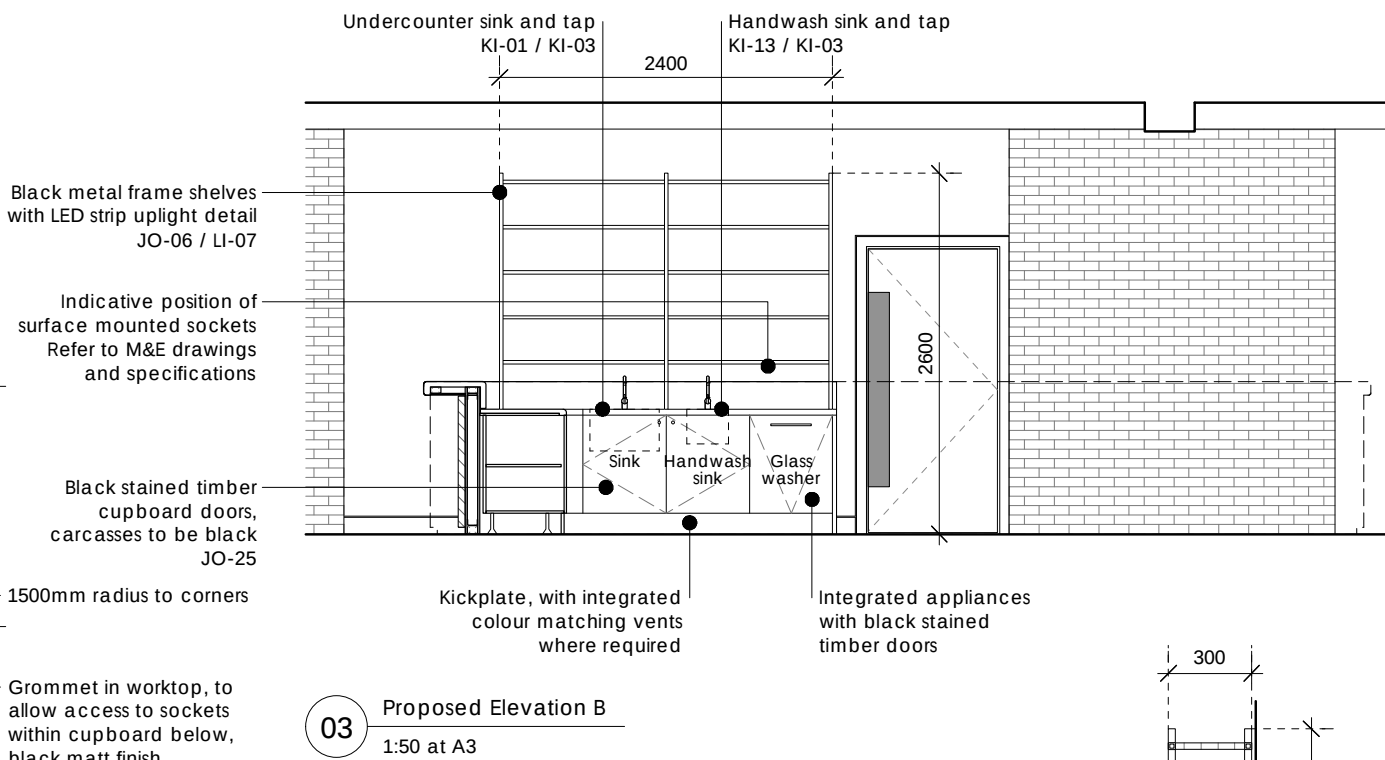
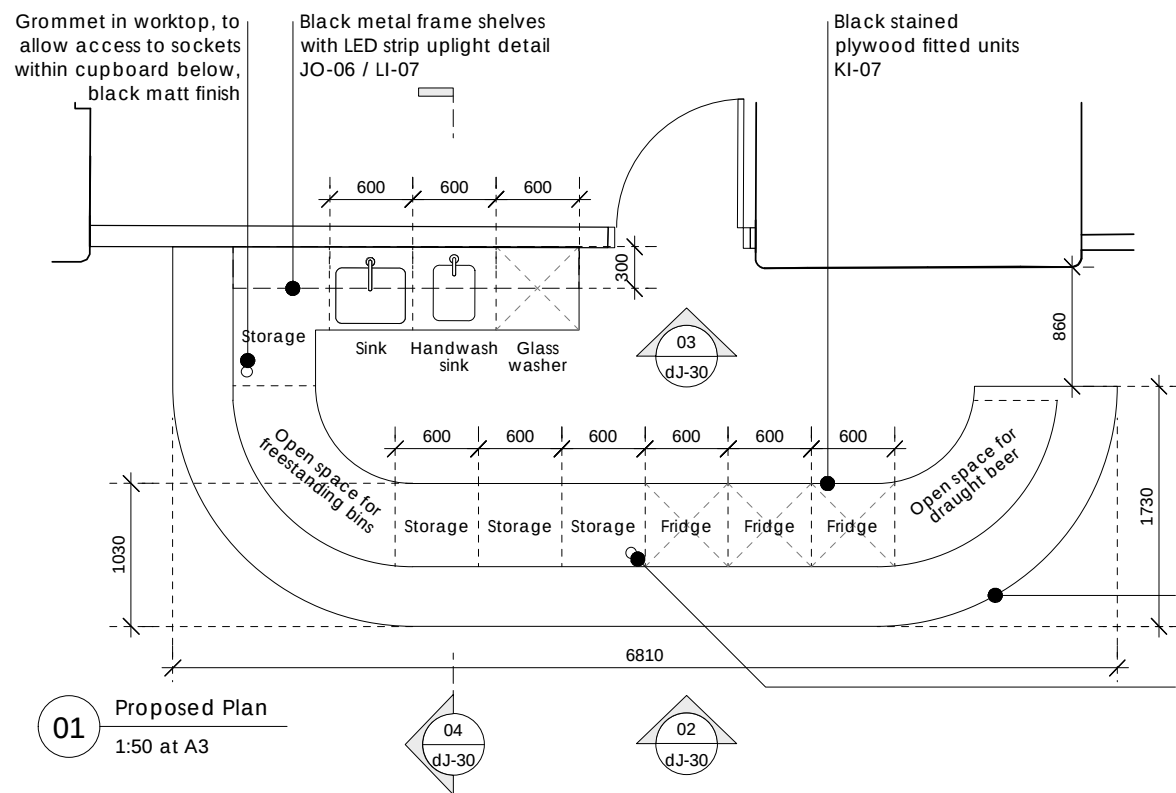
Counter height tables and stools

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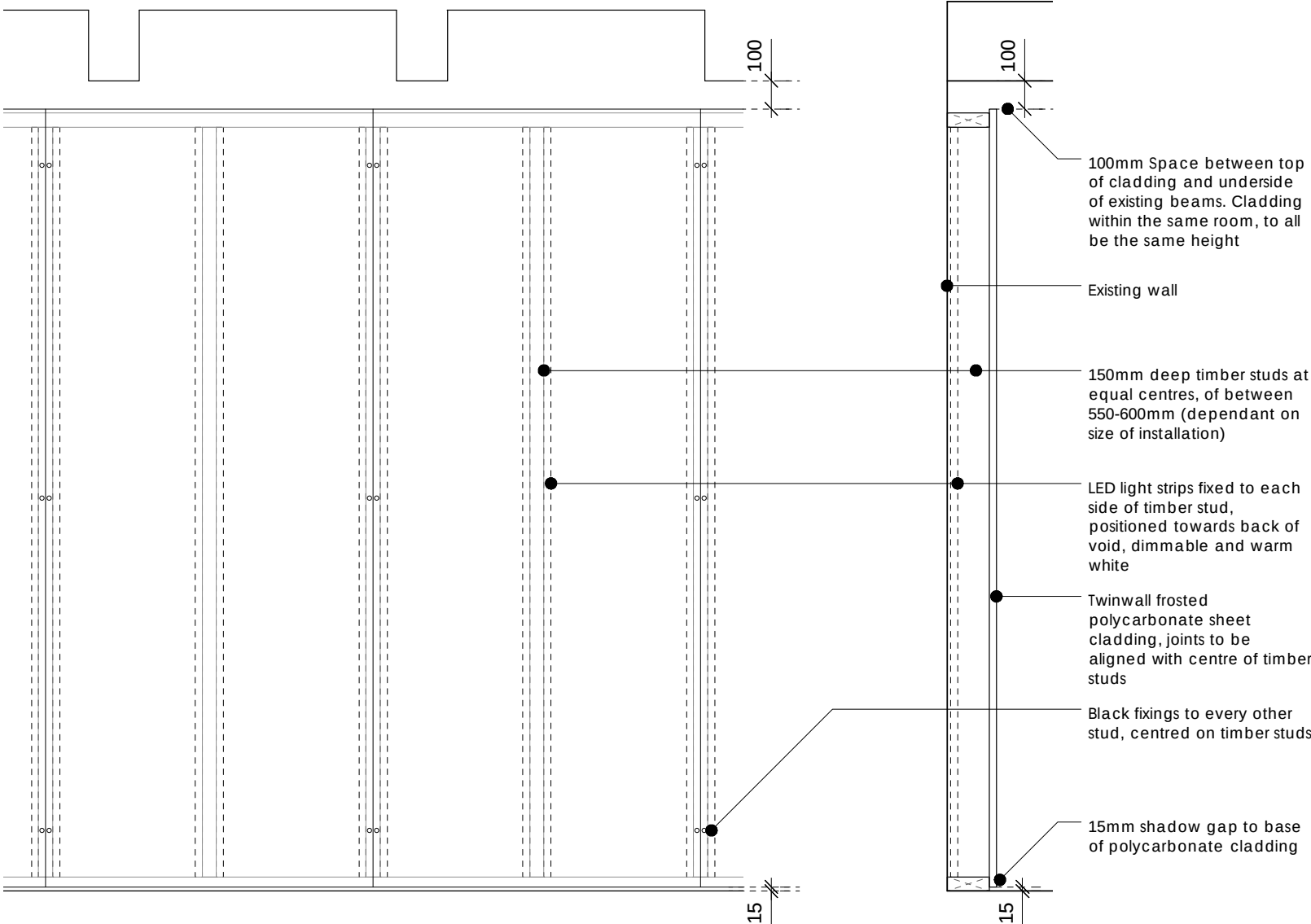
6.4 SECOND FLOOR LEVEL - KEY ELEVATIONS



6.5 SECOND FLOOR LEVEL - BAR DETAILS

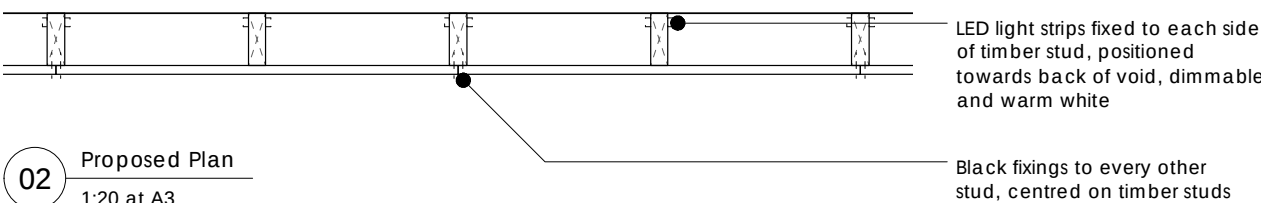


6.6 SECOND FLOOR LEVEL - LIGHT WALL DETAILS



01 Proposed Elevation
1:20 at A3

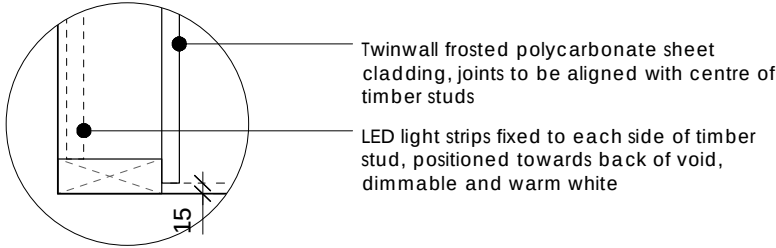
03 Proposed Section
1:20 at A3



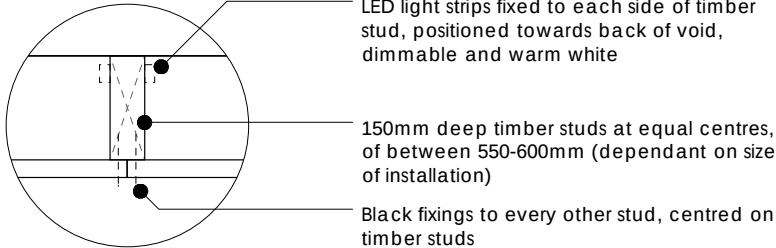
02 Proposed Plan
1:20 at A3



06 Precedent Image
Not to Scale



04 Proposed Detail A
1:10 at A3



05 Proposed Detail B
1:10 at A3

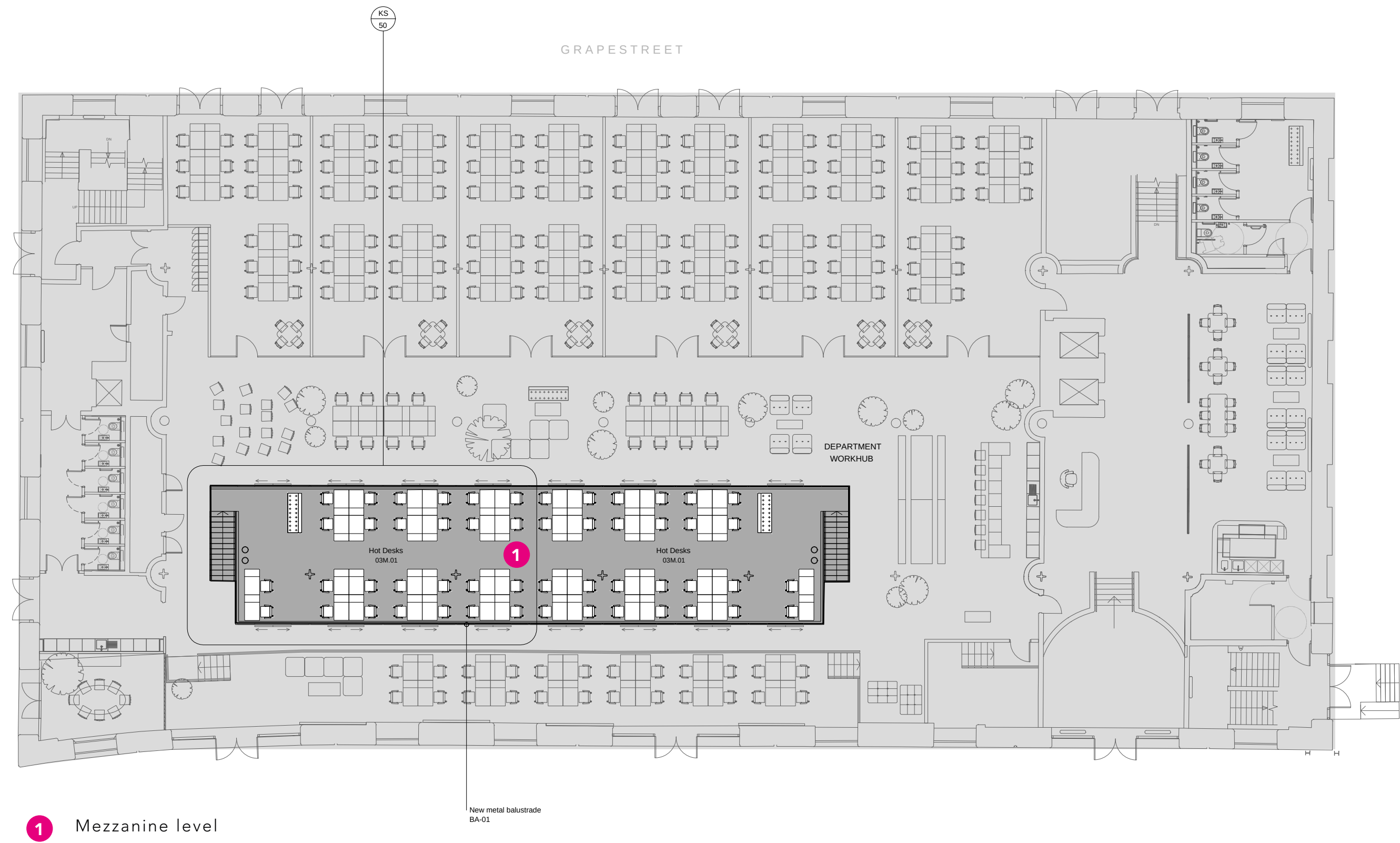
6.7 THIRD FLOOR PLAN



- 1 Reception
- 2 Meeting facilities
- 3 Reception Cafe area
- 4 Teapoint
- 5 WC's
- 6 Open plan & serviced office workspace

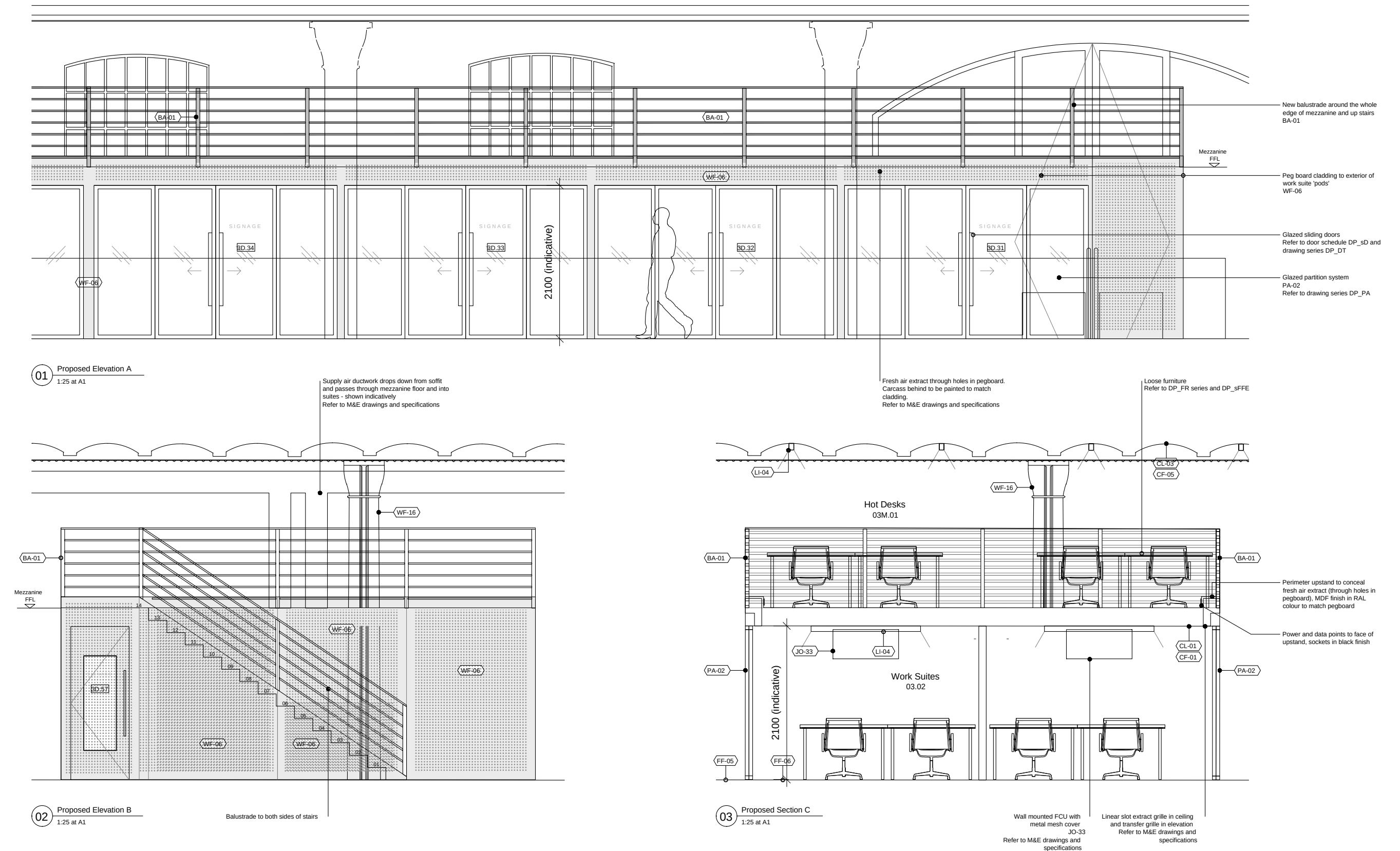


6.8 THIRD FLOOR MEZZANINE PLAN

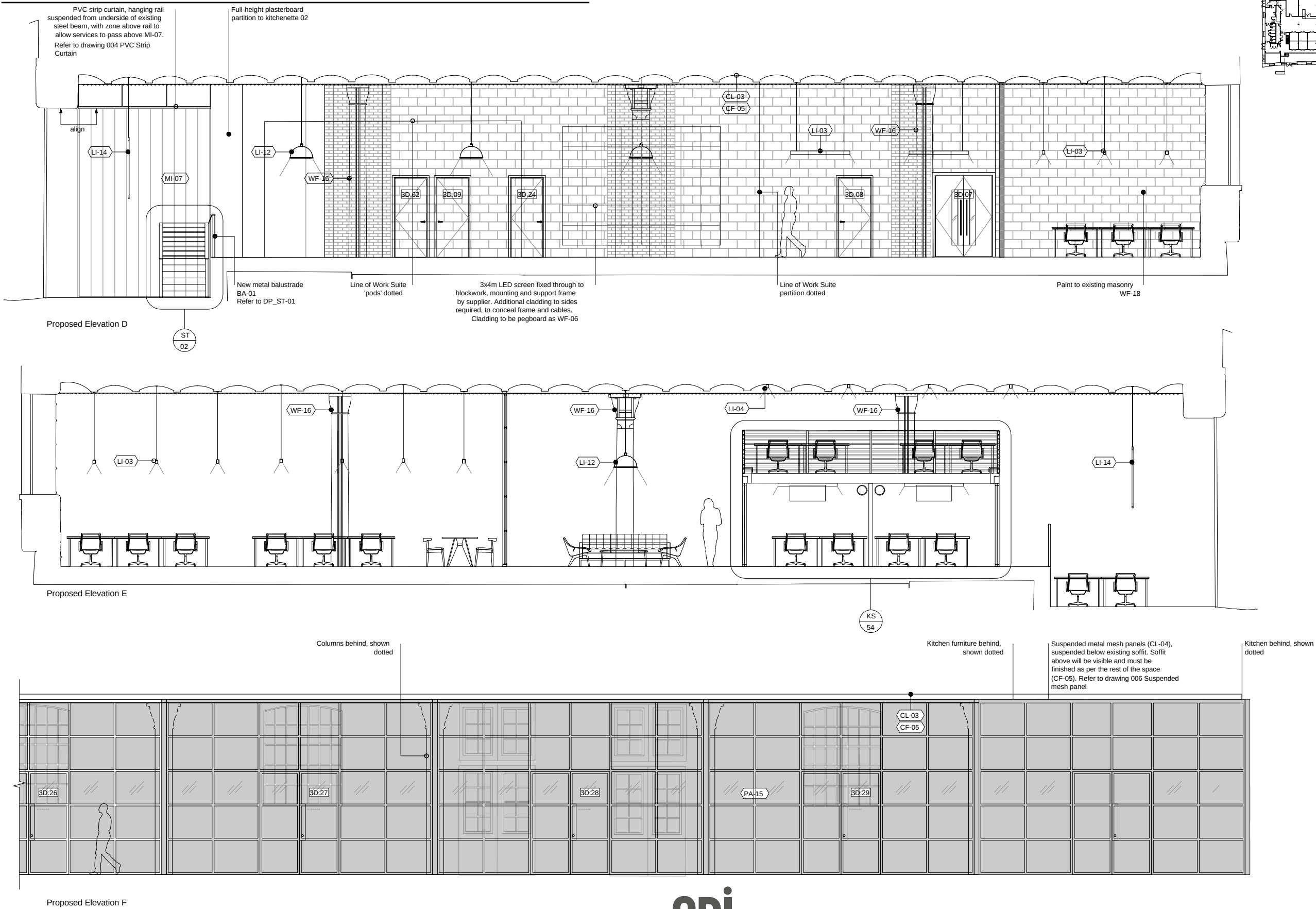




6.10 THIRD FLOOR LEVEL - KEY ELEVATIONS



6.10 THIRD FLOOR LEVEL - KEY ELEVATIONS



6.11 CGI'S OF THIRD FLOOR LEVEL

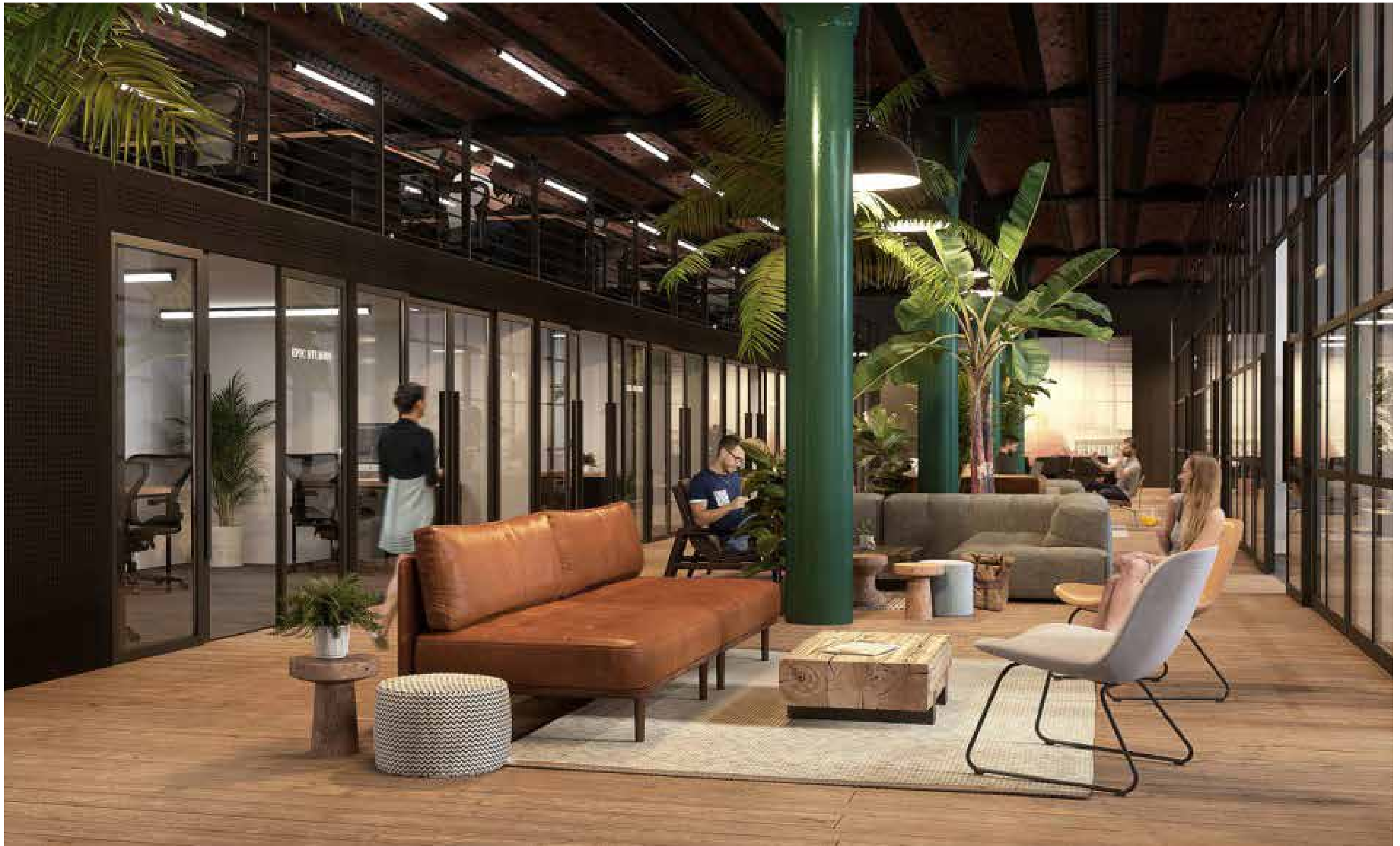


3rd floor level reception coffee counter
Ref drawing DP_dj-20



3rd floor level axonometric view

6.11 CGI'S OF THIRD FLOOR LEVEL



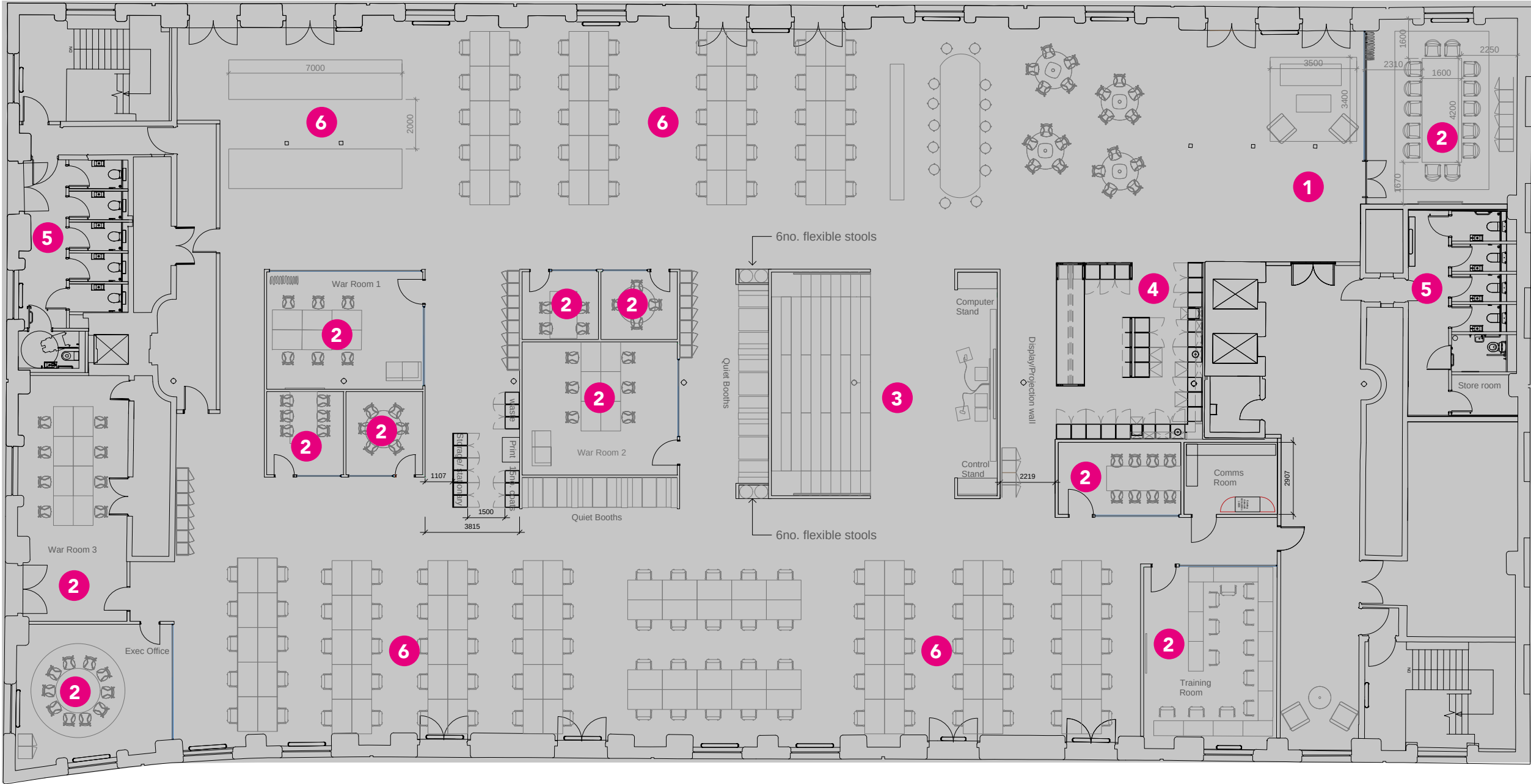
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6.11 CGI'S OF THIRD FLOOR LEVEL



6.12 SIXTH FLOOR PLAN

G R A P E S T R E E T



1 Reception

2 Meeting facilities

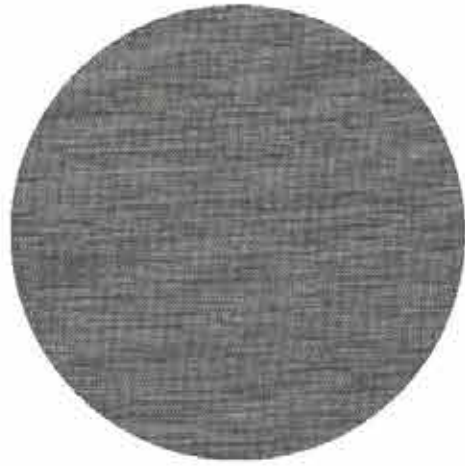
3 Bleacher seating

4 Teapoint

5 WC's

6 Open plan workspace

6.13 SIXTH FLOOR LEVEL - LOOK & FEEL



TEXTILE TO BE USED
OVER LEATHER WHERE
POSSIBLE



BRONZED STEEL OVER
BLACK TO BE USED TO
CREATE SOFTER
APPEARANCE WHERE
POSSIBLE.



NO HARSH WHITE WALLS



OAK FLOOR FINISH
AS PER BASE BUILD
SPECIFICATION



WARM AND WELCOMING
RECEPTION



SIMPLE AND CONSISTENT



COMFORT AND SIMPLICITY OVER COOL
AND SOPHISTICATED DESIGN

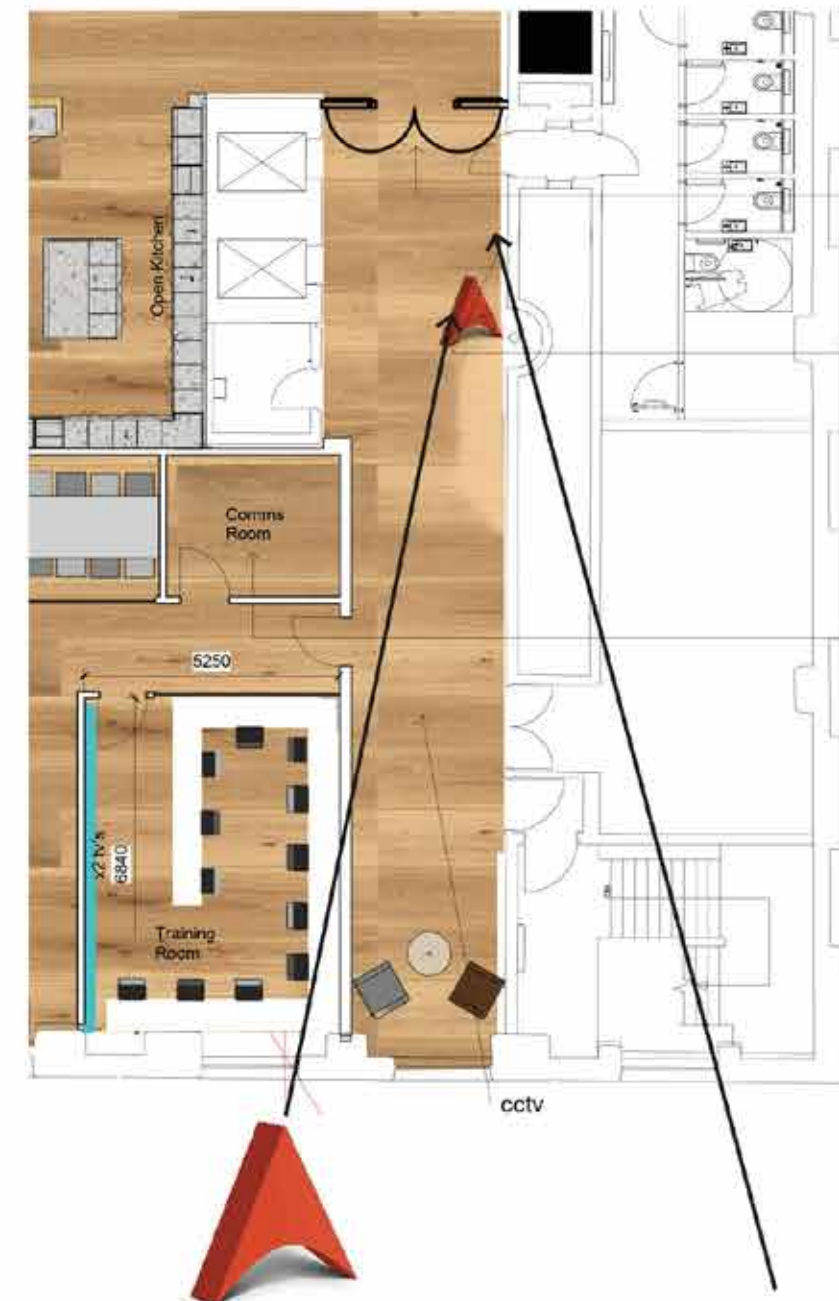


SHOWCASE AREAS
- AUDITORIUM AND
KITCHEN

6.14 SIXTH FLOOR LEVEL - FULL FINISHES COLLECTION



6.15 SIXTH FLOOR LEVEL - LIFT LOBBY



3D AUDEN LOGO TO BE MADE FROM
PAINTED METAL - AUDEN TO
SUPPLY RAL.

DIMENSIONS 700MM H

AUDEN WELCOME SIGN
AS PER GROUND FLOOR
RECEPTION

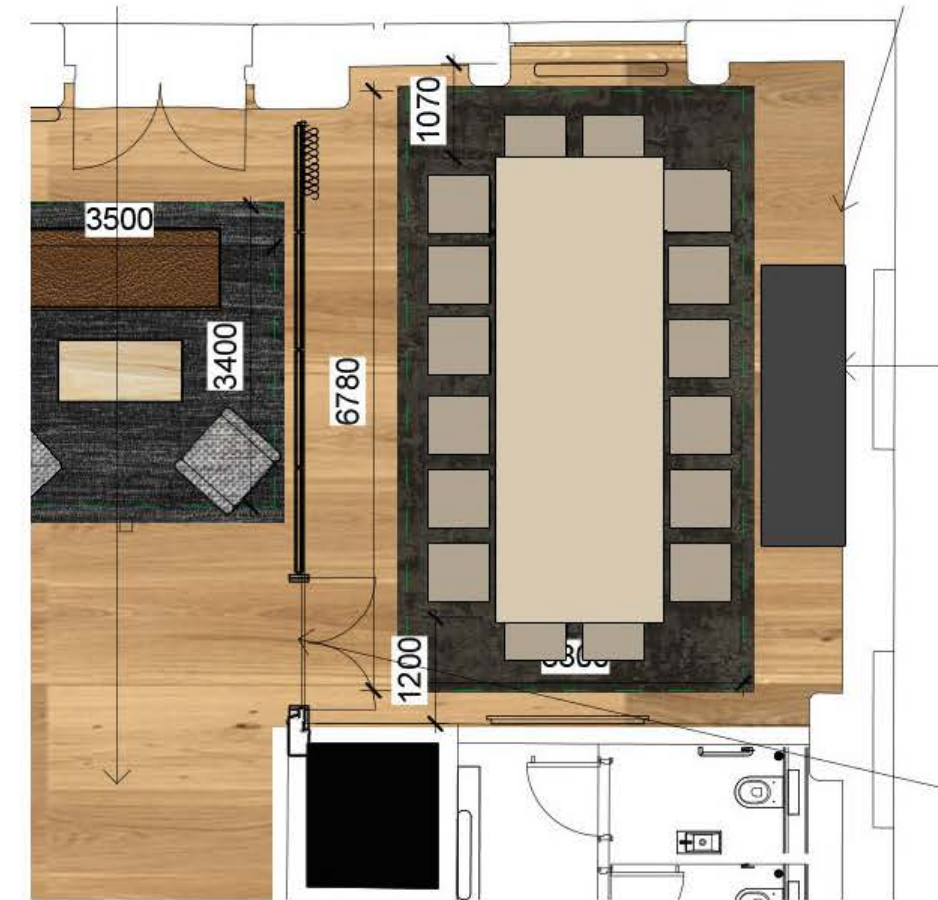
BLACK COATED METAL
LASER CUT LETTERS
SIZE TBC

6.16 SIXTH FLOOR LEVEL - ENTRANCE LOUNGE



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6.17 SIXTH FLOOR LEVEL - BOARDROOM



Boardroom chair, castor base swivel. Upholstery TBC



Updated boardroom table, oak thick edge, Fenix worktop



Updated credenza



6.18 SIXTH FLOOR LEVEL - KITCHEN

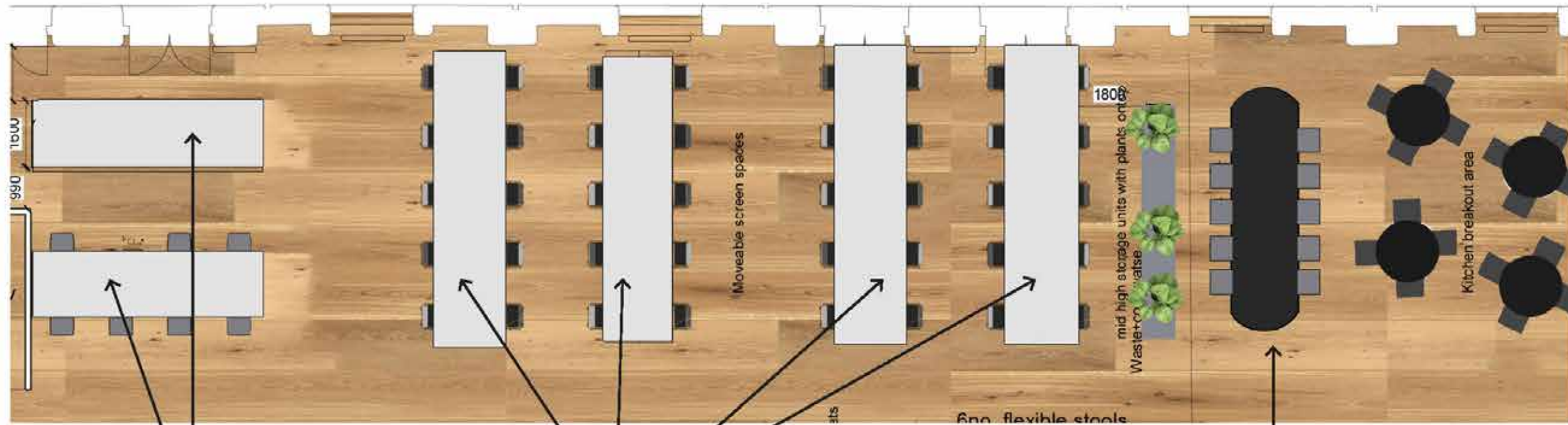


12NO. ALL BLACK BARSTOOL CHAIRS
TO BAR ISLAND



OBI

6.19 SIXTH FLOOR LEVEL - WORKSPACE



STATIC STAND DESKS FOR
DESKTOP WORKING



STANDARD 1400X800MM FIXED
DESKS + TASK CHAIRS



30NO. ACOUSTIC
TEXTILE SCREENS



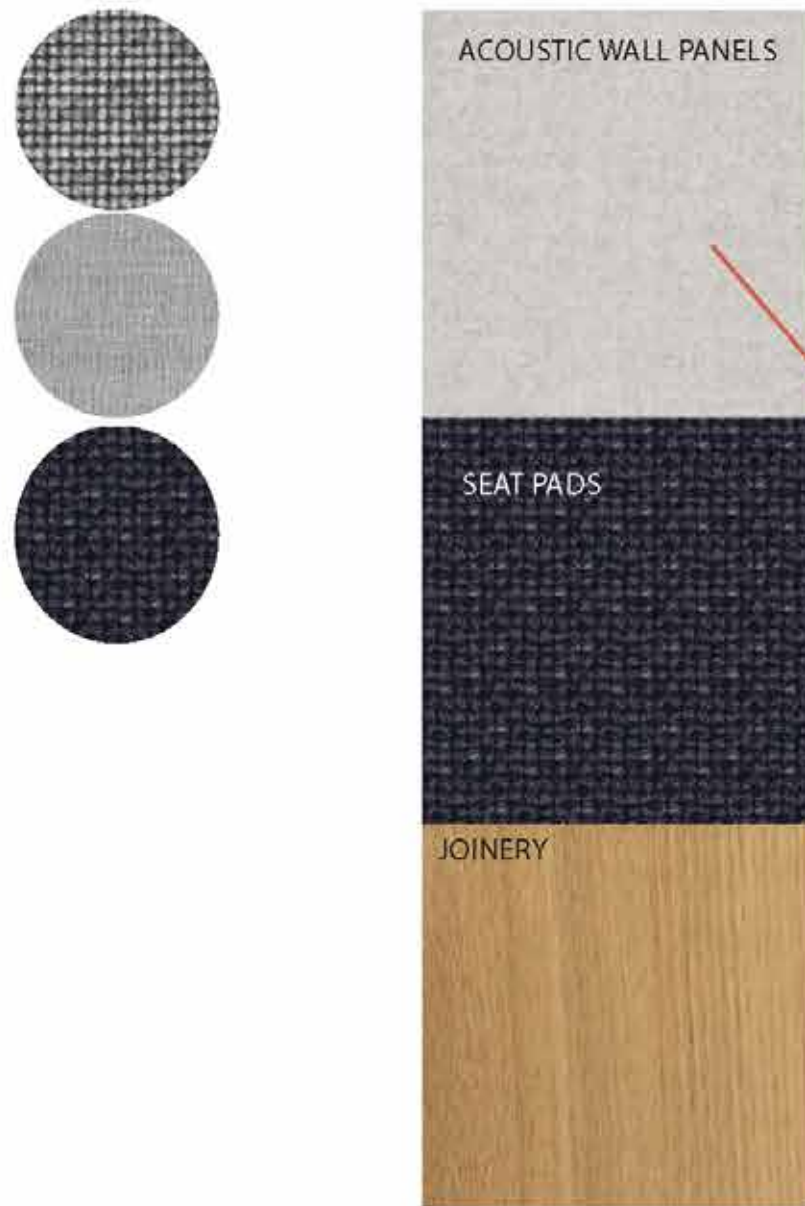
FIXED 1100MM HIGH TABLE FOR
AGILE LAPTOP WORKING.
BLACK LAMINATE + OAK LEG



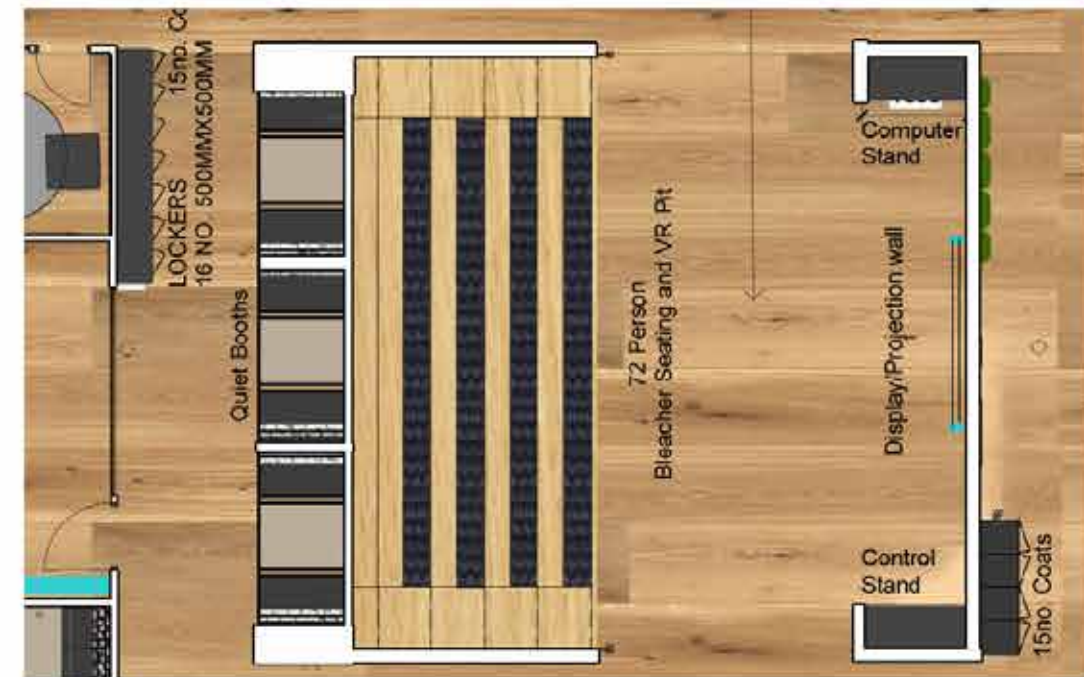
RAW STEEL LEG FINISH
LIGHT GREY LAMINATE WORKSURFACE



6.20 SIXTH FLOOR LEVEL - AUDITORIUM

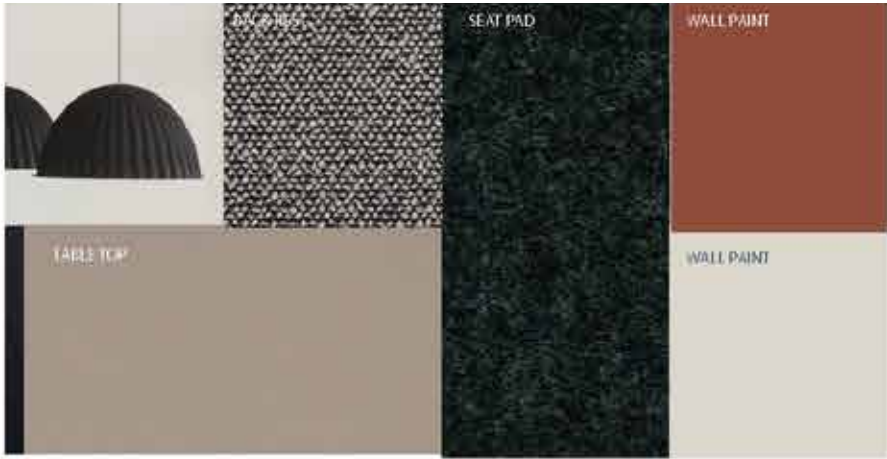


EXAMPLE ACOUSTIC WALL PANELS

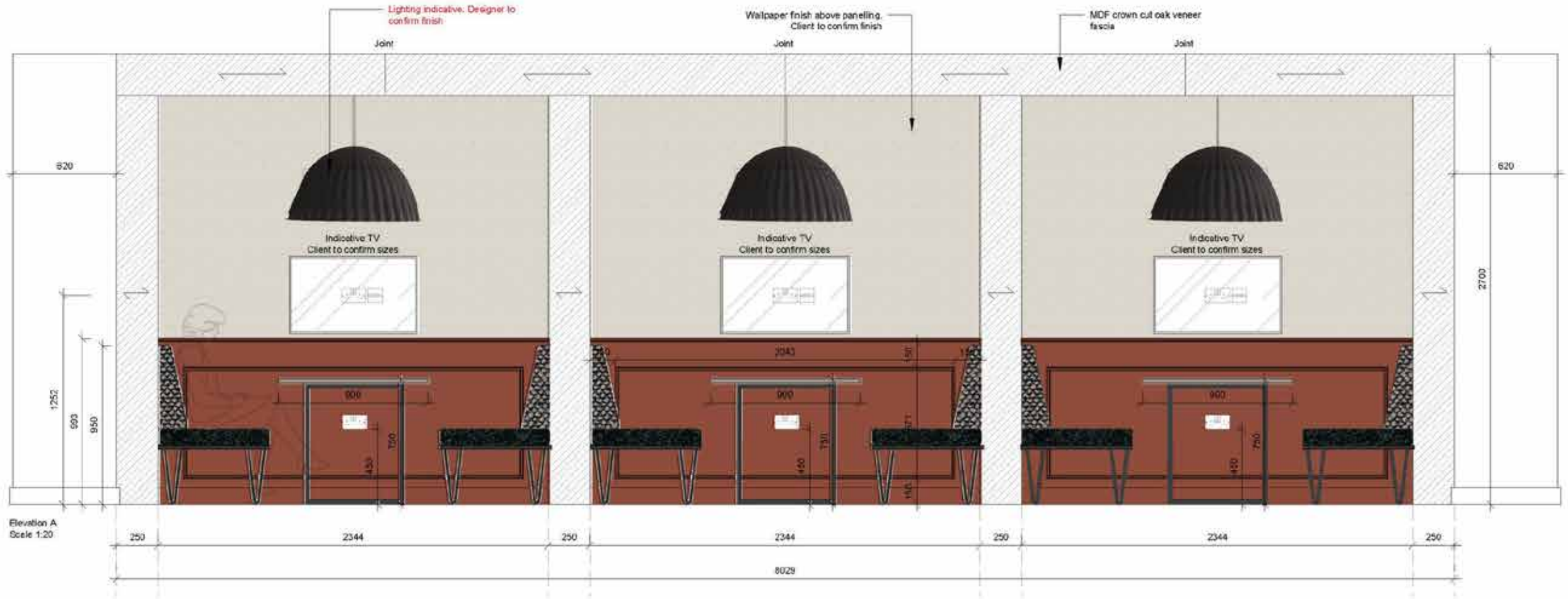
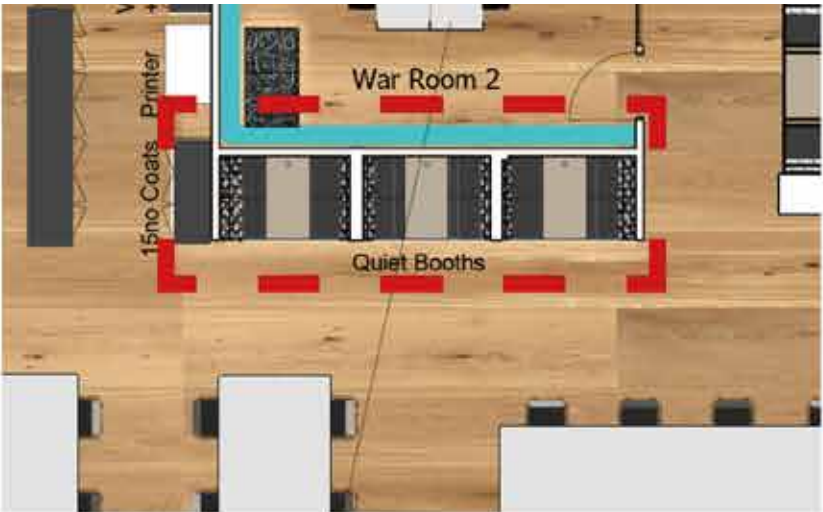


POUFS STORAGE UNDER STEPS TO SIDE PLEASE SEE AMSEPC DRAWING - 12NO SMALLEST SIZED POUFS SEPCIFIED

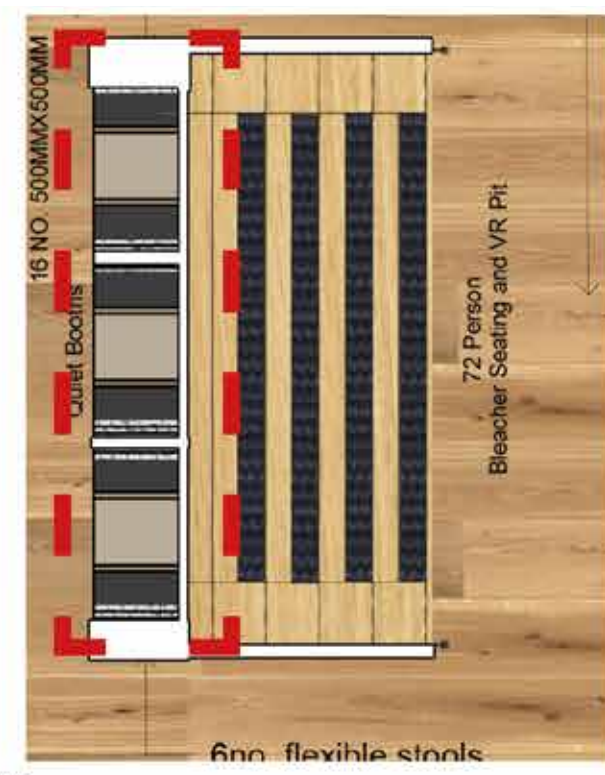
6.21 SIXTH FLOOR LEVEL - BOOTHS 1



BOOTH 1



6.22 SIXTH FLOOR LEVEL - BOOTHS 2

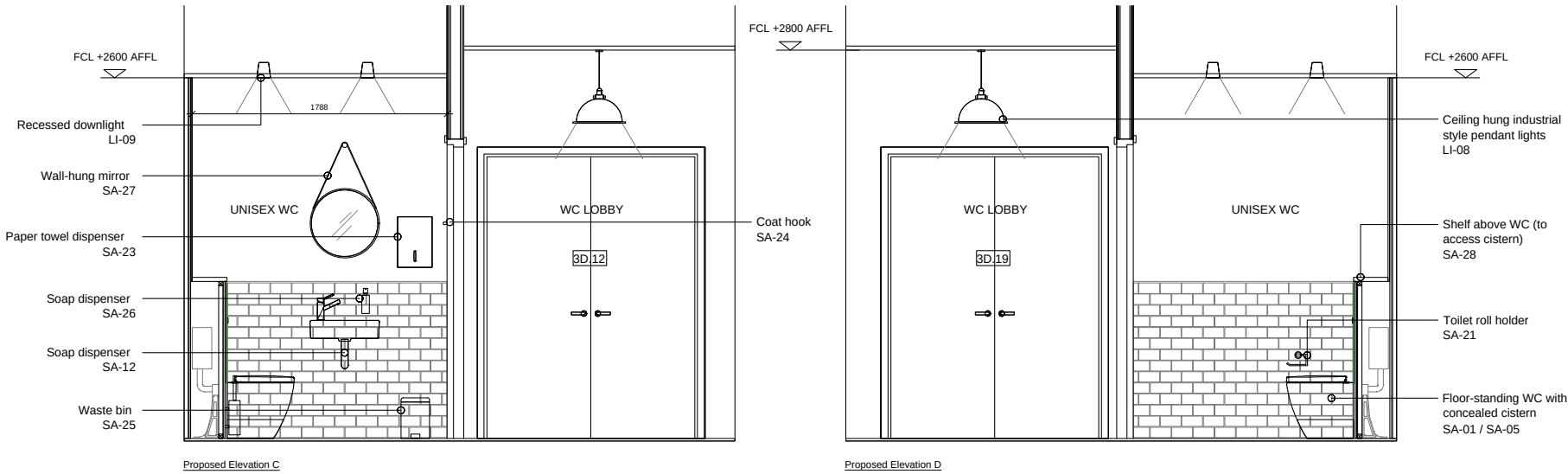
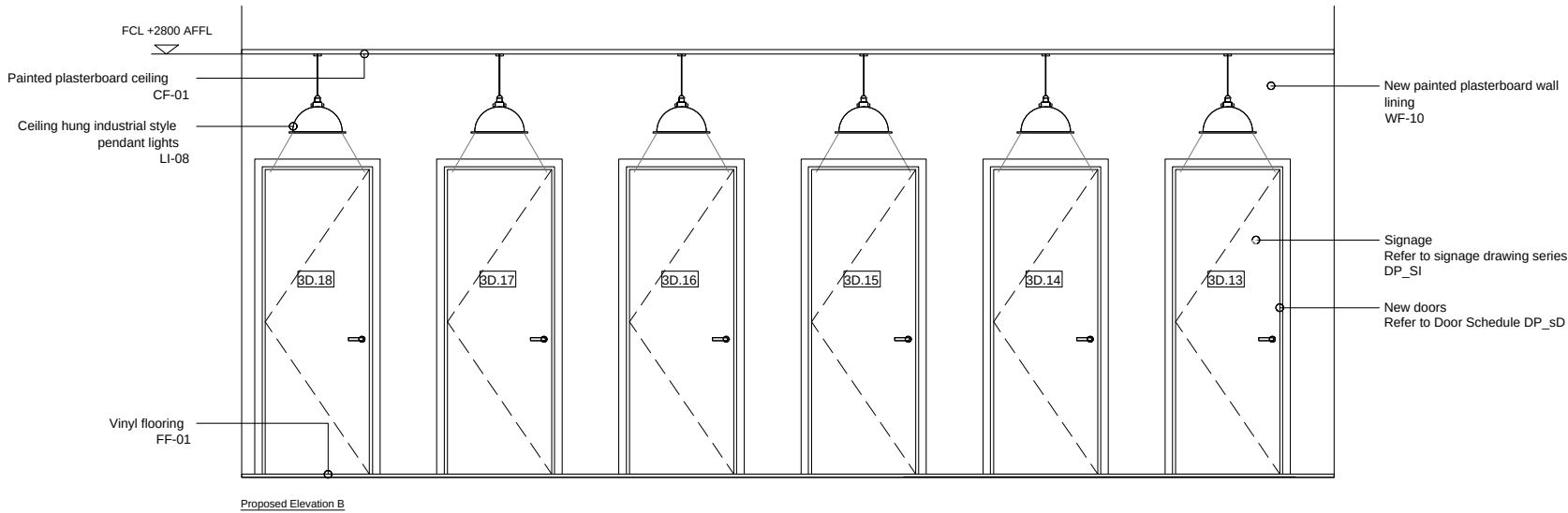
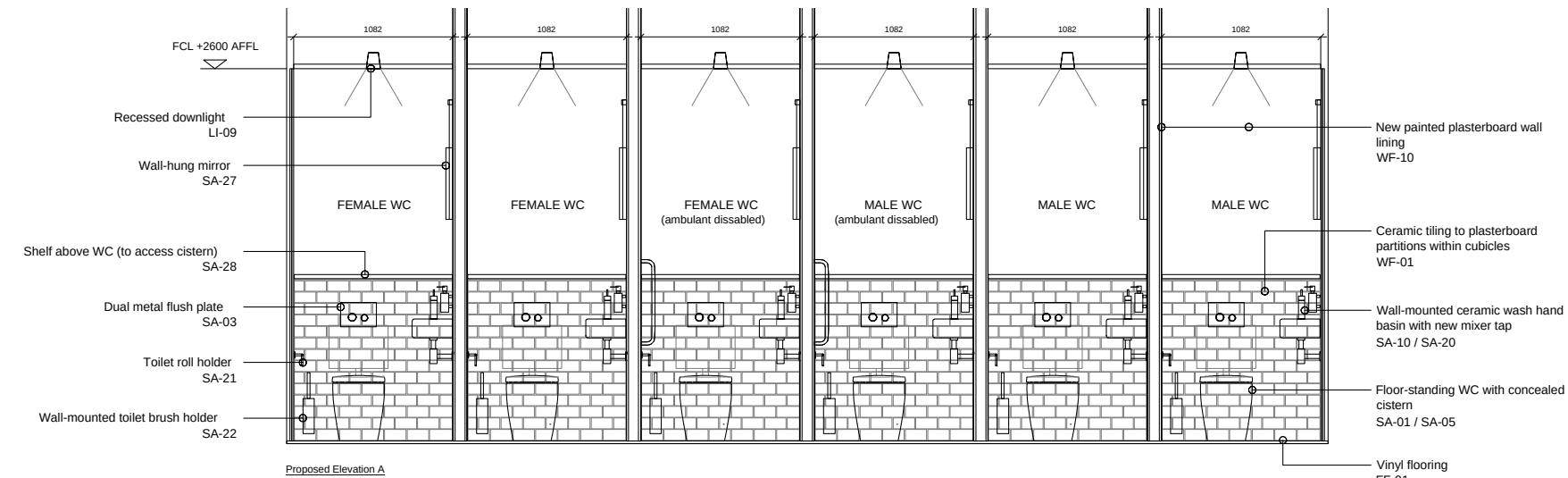


6.23 WC PROPOSALS



Photographic example of proposed WC's

The layout, style and specification of the propsed WC's to the second, third and sixth floors match those existing located on the other levels.



6.24 PARTITIONS

All proposed solid partitions have been detailed to present a shadow gap at any abutments with heritage ceilings/soffits and walls.

This includes where solid partitions are required to extend through the modern CAT A plasterboard ceilings to create a slab to soffit partition.

GypWall CLASSIC - Abutments to existing walls & ceiling

- 1

2 layers Gyproc plasterboard fixed with British Gypsum Drywall Screws at 300mm centres
- 2

Gypframe 70 AS 50 AcouStuds at 600mm centres
- 3

Isover insulation where required
- 4

Gypframe 72 FEC 50 Channel suitably fixed to floor/soffit at 600mm centres (72 DC 60 for height over 4200mm)
- 5

Gyproc Sealant for optimum sound insulation
- 6

Gyproc jointing material bulk fill where gap exceeds 5mm
- 7

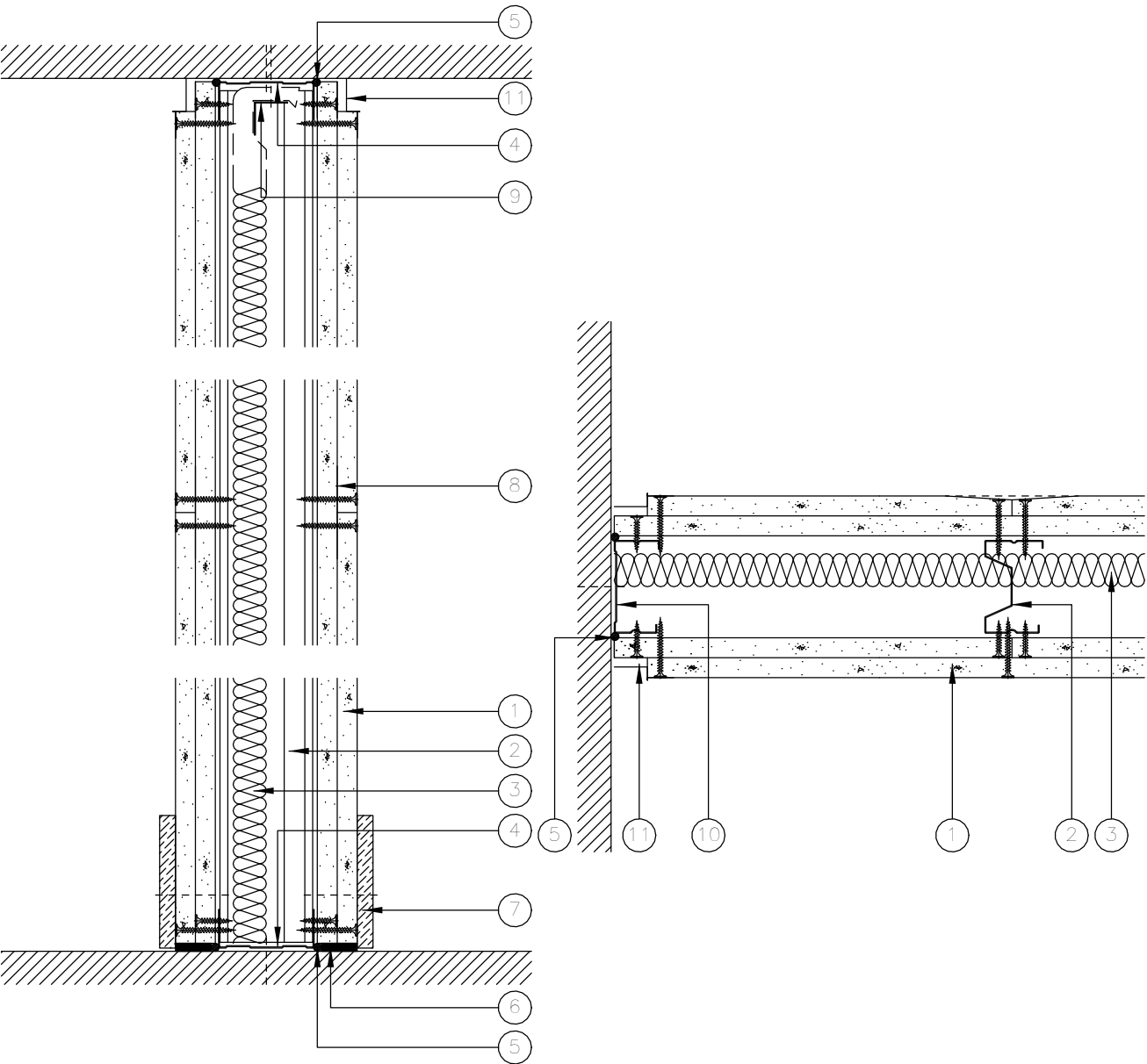
Indicative skirting
- 8

Gypframe GFS1 Fixing Strap to support outer layer horizontal board joints
- 9

Gypframe Steel Angle or timber batten suitably fixed to soffit
- 10

Gypframe 70 S 50 'C' stud suitably fixed to wall at 600mm centres
- 11

Gyproc BGM105 Edge Reveal



Base & Head

Wall Abutment

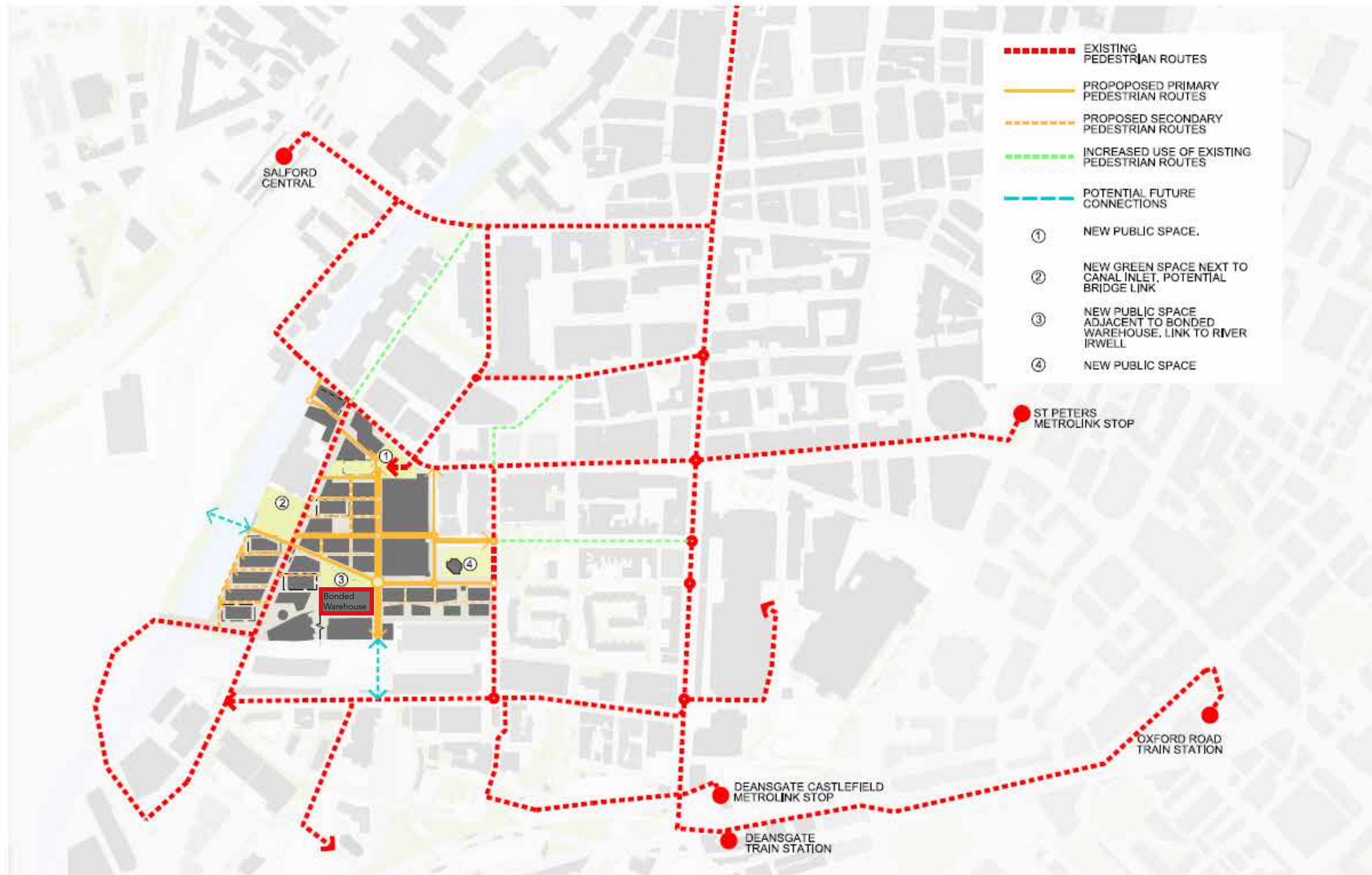


ACCESS

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7.1 SITE ACCESS



7.2 TRANSPORT STRATEGY

The proposed development is situated in a highly accessible city centre location with good connections to nearby leisure, retail and transport links.

The site lies within a ten minute walk of Salford Central and Deansgate rail stations, offering connections throughout the North of England. Deansgate - Castlefield Tram stop is also within 10 minutes walk, providing good connections throughout the city and surrounding areas.

These major transport hubs also have good bus connections offering around 16 services to the west and south of the conurbation.

The building will benefit from a high quality public realm with traffic calmed access routes around the site offering convenient links to the surrounding areas.

As part of the St John's masterplan it is proposed that the Metroshuttle service is diverted past the site with a nearby stop on Grape Street (subject to confirmation with TfGM) which offers free bus connections to mainline stations at Manchester Victoria, Manchester Piccadilly and Manchester Oxford Road and the key destinations within the city.

74 cycle parking spaces would be provided in accordance

with local cycle standards with cycle parking for the office and retail elements of the development provided at Lower Ground Floor level, in a shared communal facility.

This would be accessible via the service entrance located on the south elevation and the service lift. Shower, locker and drying facilities are to be provided for staff at lower ground and upper ground floors, separated into male and female areas respectively. Secure cycle storage within two vaults is located at lower ground floor level.

Given the accessible location of the site within Manchester City Centre the St John's masterplan will be designed to encourage the use of public transport.

As the Bonded Warehouse is proposed to form the first phase of the masterplan delivery it is likely that the existing car parking surrounding the site would be maintained until the remainder of the masterplan has been developed.

Many other parking opportunities are available for occupiers and visitors to the Bonded Warehouse within a short walk from the site.



7.3 ACCESS TO THE BUILDING

Access Statement

The planning of the building aspires to allow access for all, bringing the existing building in line with current legislation. It also takes into account the emerging Equality Act 2010 Bill, currently under review for amendment in order to improve step-free access to public buildings for wheelchair users.

Under the proposed new clause (22.2-2A) the Secretary of State shall make regulations which specify the circumstances in which it is reasonable for a person to be required by law to install a ramp suitable for wheelchair access. The Bill also expands the Exercise of Power (of any Minister of the Crown) to include "duty" as well as "power" when enforcing such regulations.

- The proposals have been designed where appropriate with reference to Manchester City Councils design guide Design for Access 2.
- All floors are accessible via step-free routes; The two office reception areas have grade level access at existing street level, with accessible platform lifts providing access to the Upper Ground Floor Level (3rd floor) and the main lift cores; The Upper Ground Floor level containing Office/ Retail space is accessed from grade at existing street level, once in the building there is lift access to take the passenger either up to the Upper Ground Floor Level or Lower Ground Floor level.



7.4 MAINTENANCE ACCESS

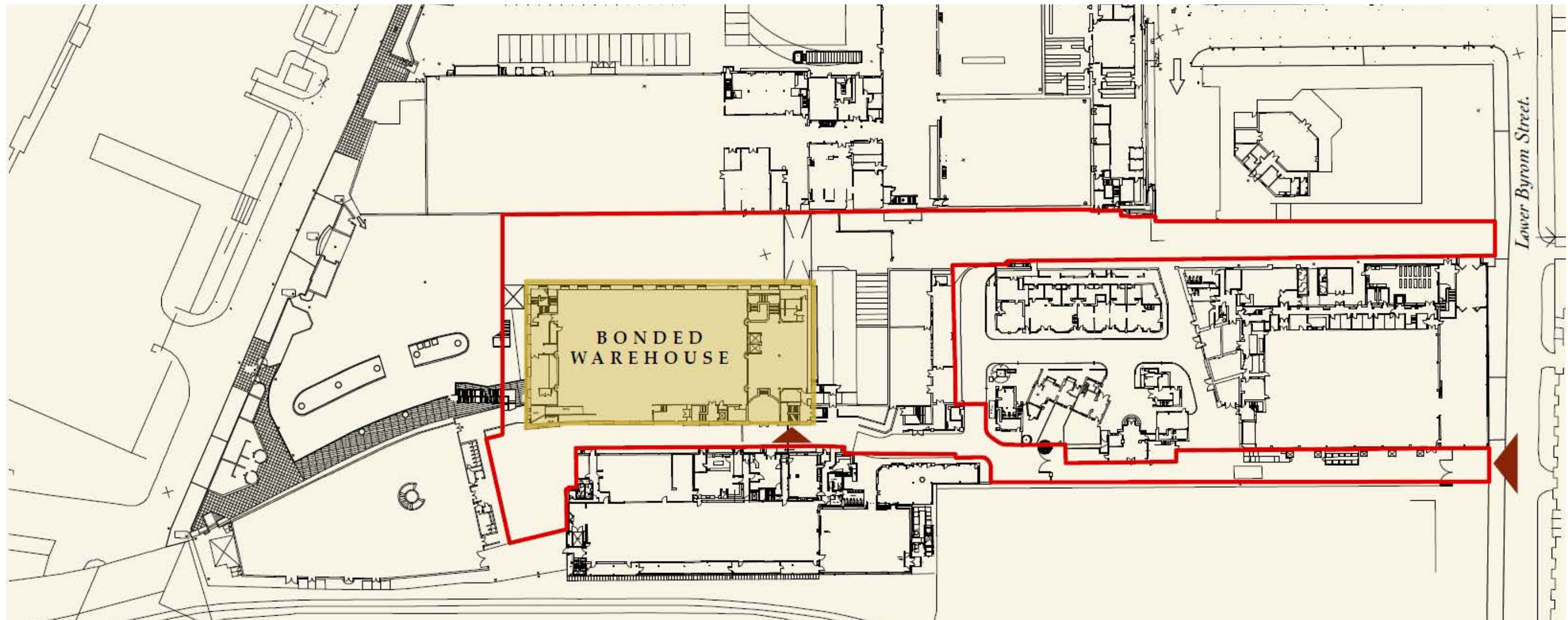
Bonded Warehouse was previously occupied by Granada television. The application site is fronted by Grape Street to the North. The west side of the building adjoins existing surface level car parking for former Granada television staff.

To the east, the stables adjoin the building along the majority of the elevation. To the south there is an adjacent warehouse building with link into the Bonded Warehouse.

It is our understanding that the existing building is predominantly serviced from the west, where an existing opening on the south west corner allows access into the third floor.

Service access to the lower floors is also predominantly from the west, with a secondary access route via the existing service tunnel in the north east corner of the lower ground floor which provides access to adjacent studio buildings.

Servicing arrangements & waste collection will be in-line with the existing strategy and the St John's masterplan.





ENERGY & SUSTAINABILITY

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8.1 ENERGY & SUSTAINABILITY

The design team have reviewed the potential for a refurbished building and we are seeking to improve upon the building's energy performance within the constraints of the site. We place great emphasis on retaining existing structure, windows and openings wherever possible.

The development has been designed in the first instance to embrace the principles of good passive and active energy efficient measures to reduce total energy consumption.

The services strategy is designed to maximise energy efficiency with the incorporation of high efficiency engineering systems throughout including efficient LED lighting and heat recovery ventilation.

The deep plan nature of the building necessitates the use of mechanical ventilation provided with a high efficiency heat recovery and extract system, served from two centralised air handling units at roof level. Provision for kitchen extracts will also be provided to each retail unit.

The air handling systems will exceed the minimum requirements of Approved Document F whilst maintaining energy efficiency.

Water-efficient sanitaryware and taps will be specified throughout. Low and zero carbon technologies will be utilised wherever feasible.





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