

Design Statement

External Appearance & Materials

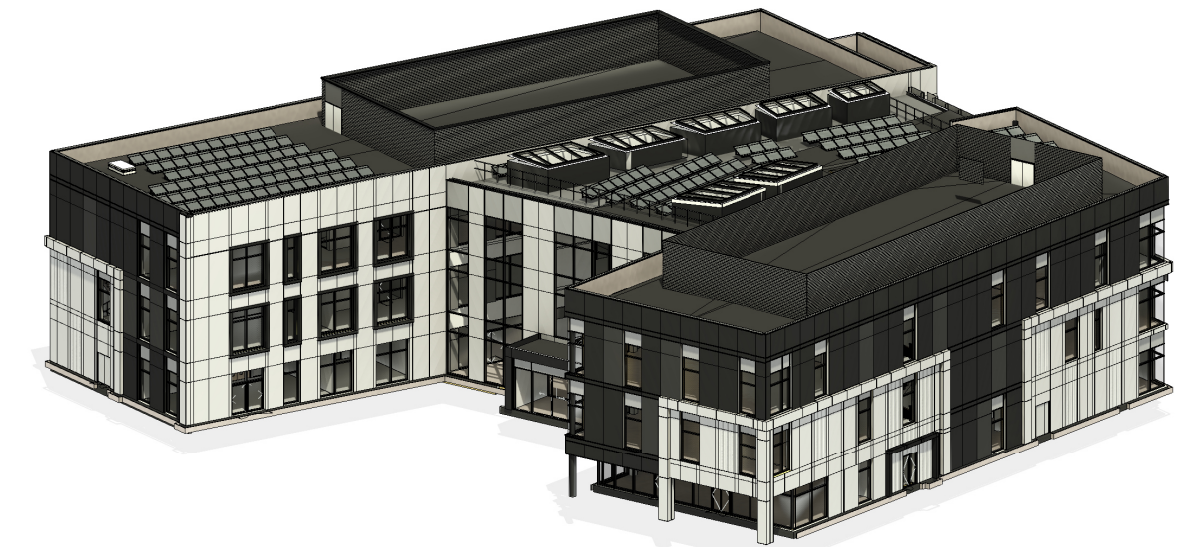
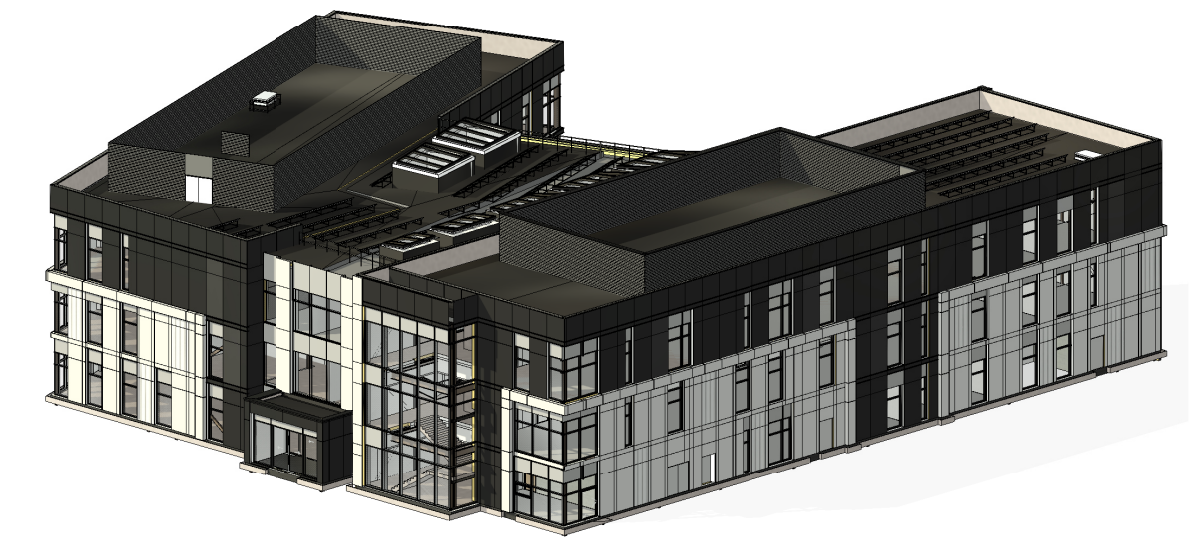
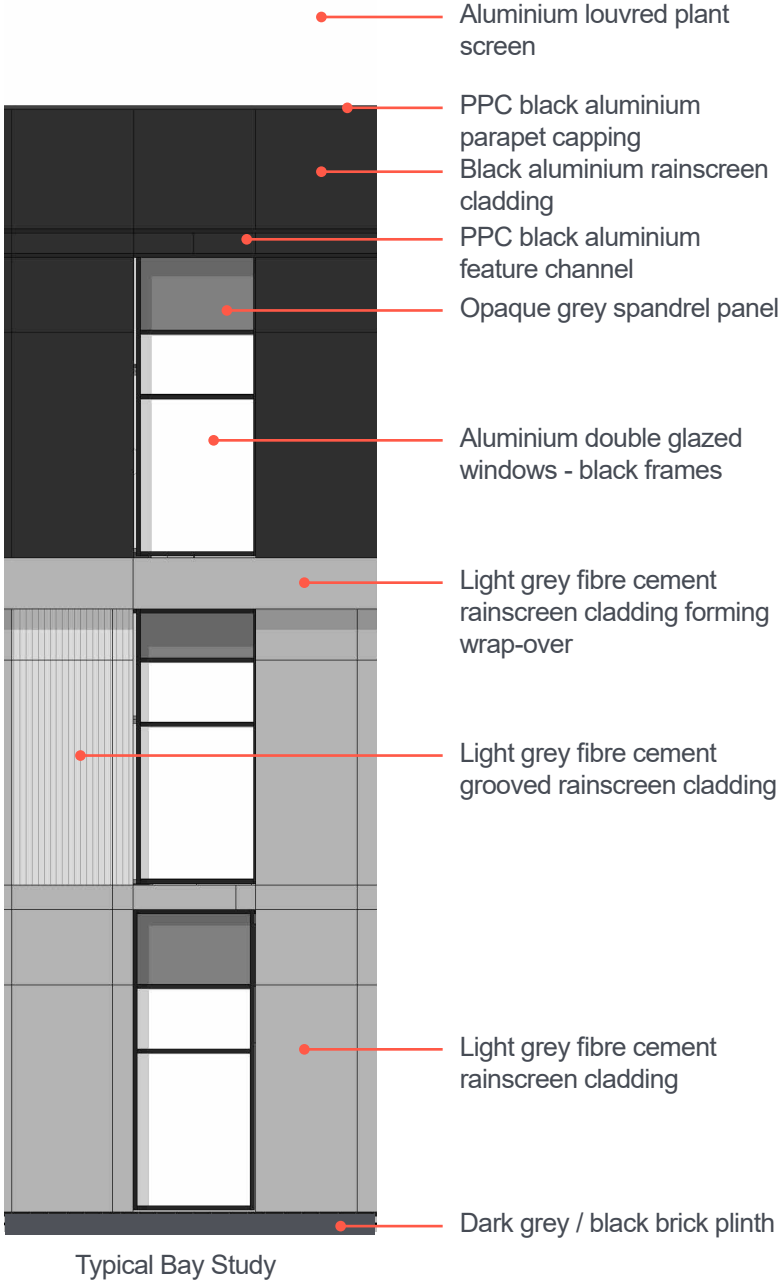
The ratio of windows to solid facade has been calculated to strike a balance between daylight, views out, and overheating risk. This has resulted in approximately 40% of the office wings being glazed, and a greater proportion of glazing to the atrium as this is a transient space.

The facade has been broken into modules to introduce variation into the solid elements by alternating the colours and textures of the cladding types.

The windows are generally grouped into vertical bays, broken by horizontal black C channel above the black cladding, and grey bands of cladding above the grey cladding. This is a similar approach and detail to the design of the crèche building.

The elevation is further broken down by the introduction of wrap-overs in the cladding, grouping ground and first floor together to bring down the scale of the building.

The material palette for the building has been carefully selected to fit in with the identity of JD's brand, and the emerging context of the crèche building and surrounding campus. The mix of aluminium and fibre cement cladding offers a contemporary appearance with varying textures, that are united by their arrangement and joint details. This combination of materials will also offer variation in different light and weather.





Access & Operational Statement

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Vehicle Access and Parking

Vehicle Access:

Two points of vehicle access will be provided off Pilsworth Road. The Hollins Brook Way access has been widened in Phase 1, along with the new access point at the Western end of the site providing access to the crèche. Both access points are secured with security barriers fitted with ANPR functions to allow staff straight through and onto the wider campus. The ANPR barriers at Hollins Brook Way have been moved further South to ensure a maximum queueing length into the site without compromising the security of the campus.

Visitors immediately turn right upon entering the site to access the visitor parking area. This is also controlled by vehicle barriers and a pedestrian gate. This is also adjacent to the security office to ensure a smooth flow of traffic.

Parking:

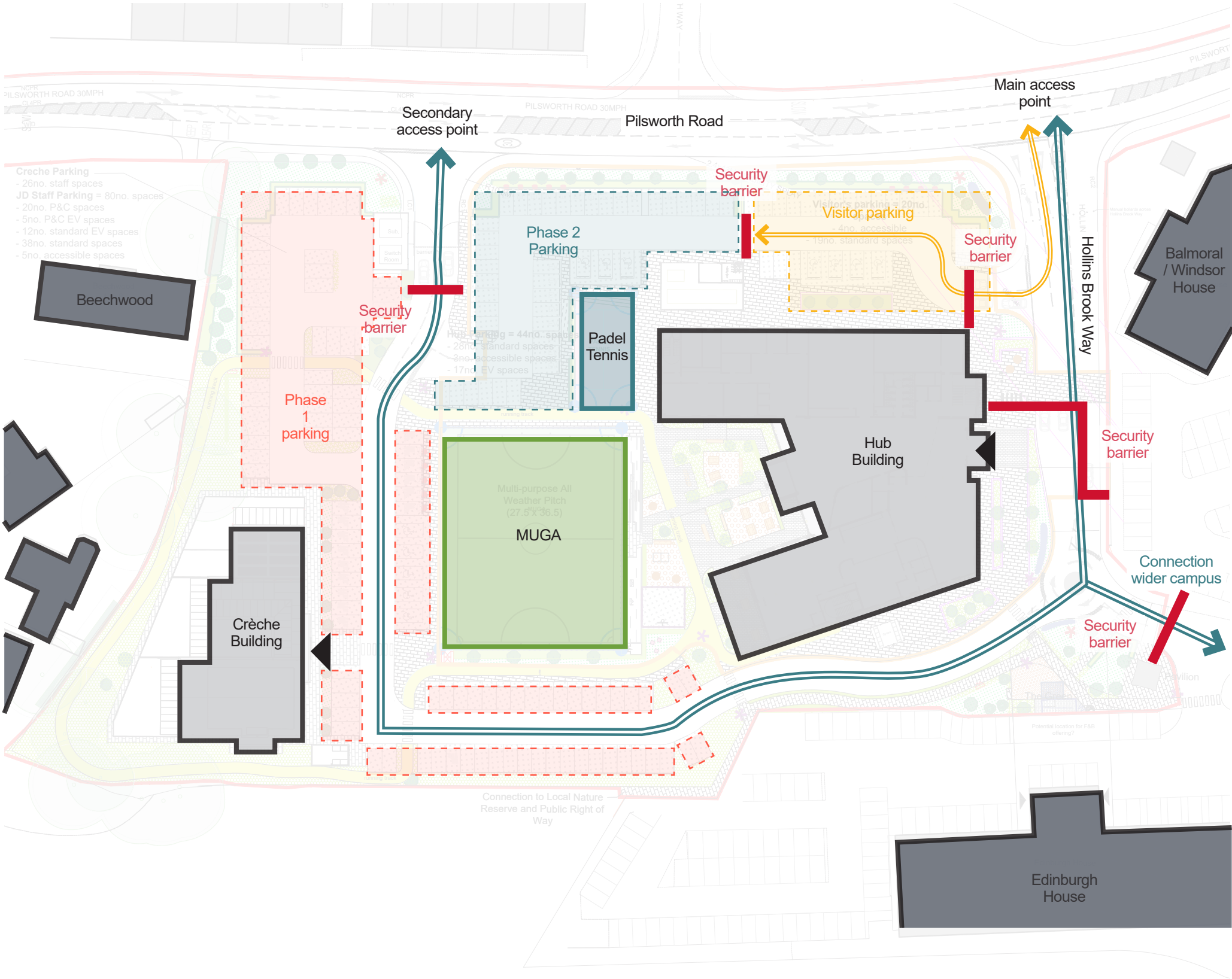
Visitor parking is segregated and will be clearly signposted at the front of the site, providing 23no. spaces, including accessible spaces.

Staff parking is spread around the campus, some of which is included in Phase 1, with a further 41no. spaces provided as part of Phase 2. Within this will be EV charging provision and accessible spaces.

Key

- Phase 2 visitor parking
- Phase 1 parking
- Phase 2 parking
- proposed buildings
- employee vehicle access
- visitor vehicle access
- security barriers

Vehicle access and parking diagram



Access & Operational Statement

Servicing and Deliveries

Service Vehicle Access:

Refuse and service vehicles will access the development from Pilsworth Road via Hollins Brook Way.

The security office adjacent to the vehicle barriers will allow authorised vehicles to enter the campus and from there they will be able to access the wider campus, and use the new loop road to access the refuse store. Vehicles can then exit via the new access point back onto Pilsworth Road. For large vehicles such as refuse vehicles and delivery trucks, the vehicle height restrictor will also need to be opened by the security team.

The refuse store will be located elsewhere on campus, and the waste strategy will be in line with the existing servicing.

Statutory authorities have been consulted on the position of the substation behind the security barriers and accept the proposals.

Deliveries:

Deliveries will be carried out from the same loop, and will be able to park up in the lay-by to the South of the hub building.

From here, goods can be unloaded and taken into the building where they will be distributed.

Postal deliveries will operate as per the existing model.

Key

deliveries

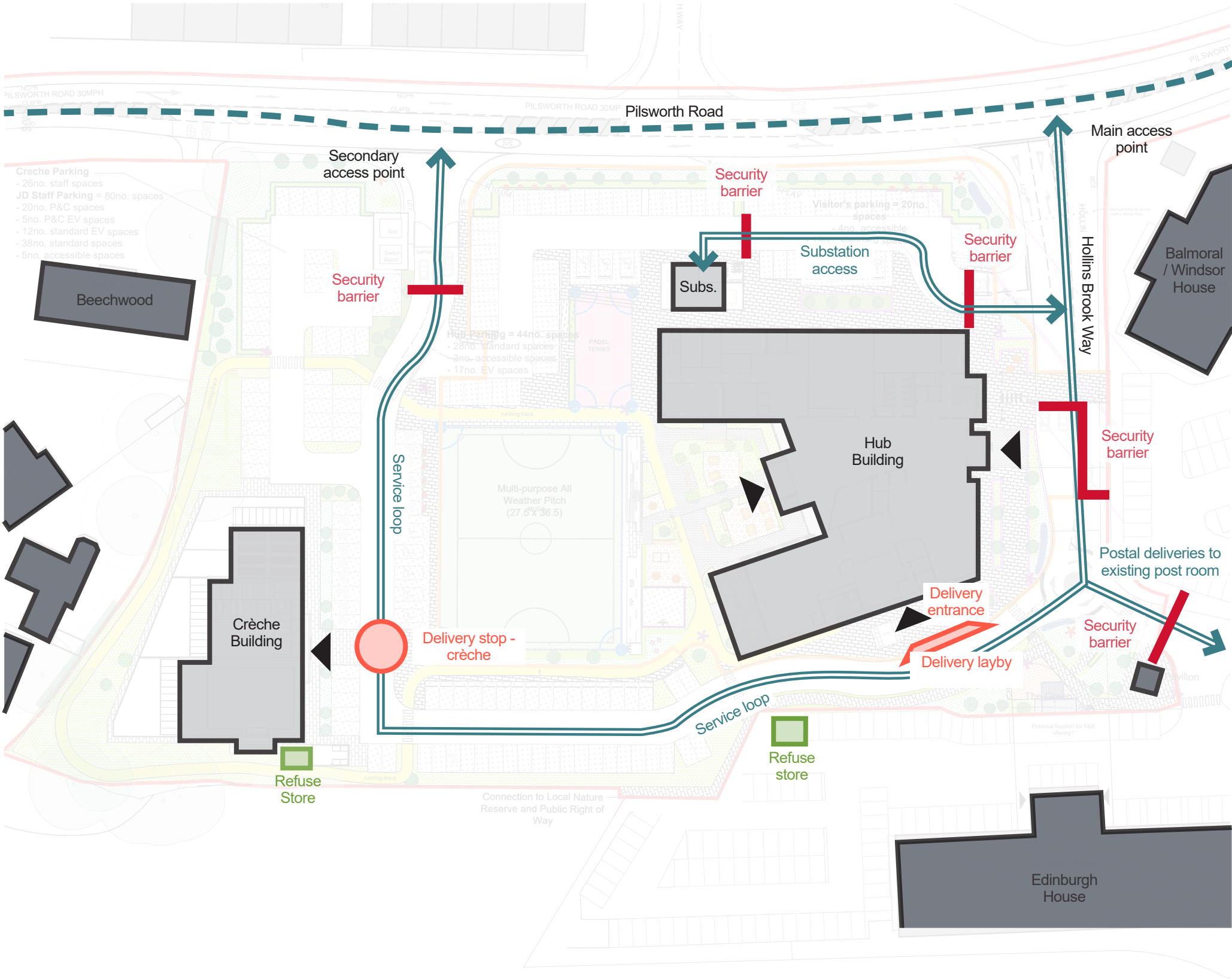
refuse store

proposed buildings

employee vehicle access

security barriers

Servicing and deliveries diagram



Access & Operational Statement

Cycle and Pedestrian Access

Cycle Access:

Cyclists can access the development via the new and improved junctions off Pilsworth Road. From there, they can use the internal loop road to cycle to the storage areas.

Cycle storage will be provided in a secure enclosure with access for cyclists only. This will also include provision for a cycle maintenance station, drying lockers and charging for e-bikes.

Cycle spaces will be provided for the hub building in line with Bury's parking standards. Changing facilities with showers and lockers are provided within the building, located close to the gym.

Pedestrian Access:

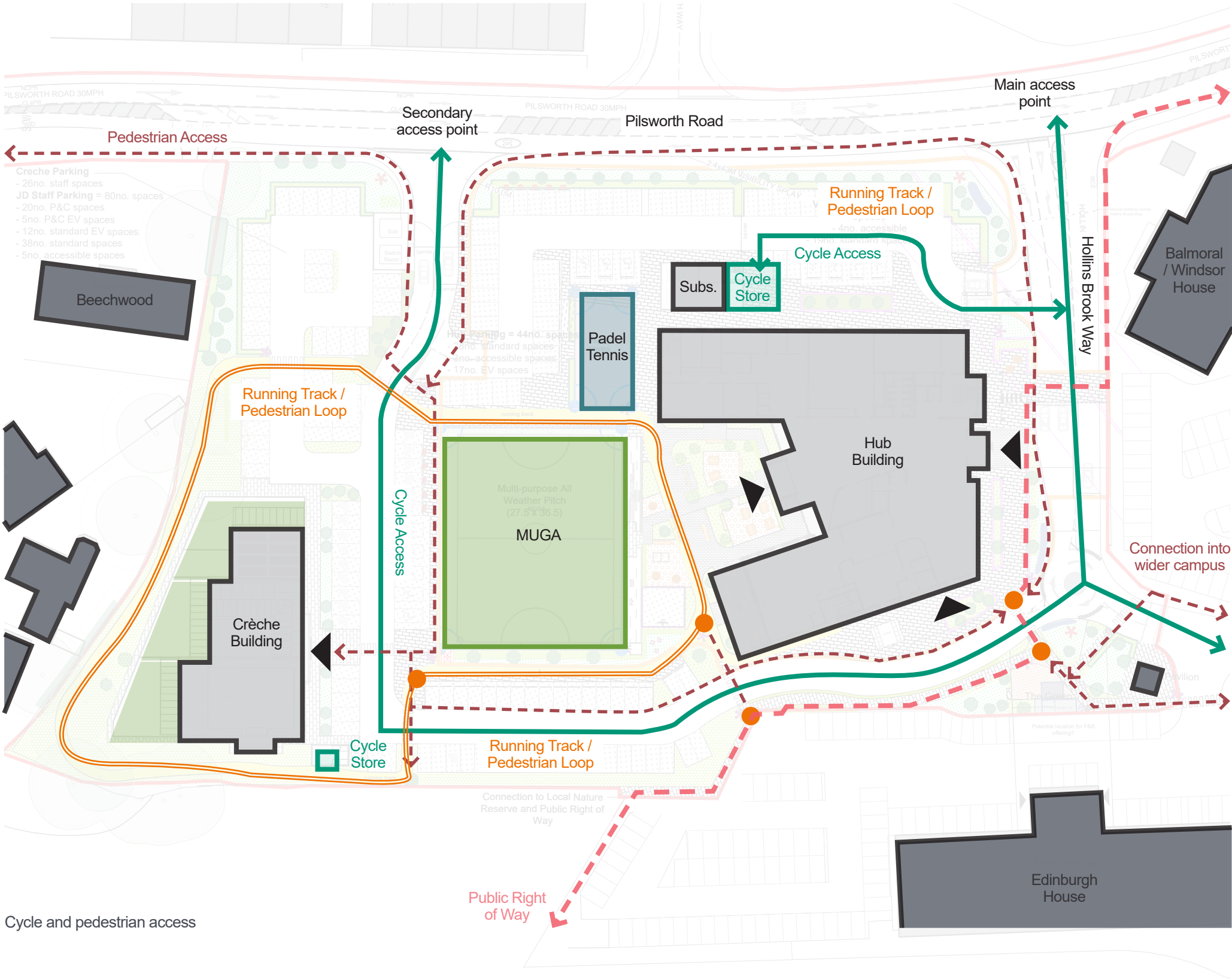
The public right of way from Pilsworth Road to Hollins Vale Nature Reserve will be retained down Hollins Brook Way, but follow a slightly different for improved site security. This is subject to approval from the Public Right of Way officer at BMBC, who has been consulted by the design team in developing this proposal.

Pedestrian access around the site will be via pavements either side of the new internal loop road.

In addition to standard pavements, the proposals include the provision of a running track around the site. This is shown in orange on the adjacent diagram. There will be a link into the Hollins Vale Nature Reserve and wider public right of way network.

Key

-  cycle store
-  pathway junction
-  proposed buildings
-  cycle access
-  running track / pedestrian loop
-  pedestrian access
-  public right of way



Cycle and pedestrian access

Access & Operational Statement

Safety and Security

The development proposals have been carefully considered in terms of site layout, internal organisation and building envelope such that it will benefit from good natural surveillance, provide safe access to the site, avoid places of concealment, and provide a secure and robust development.

Access to the Development

Access control to the site is via automatic ANPR barriers to the external car park. Pedestrian speed gates will afford secure access into the campus, with a pass gate for the public right of way. A 24/7 manned security hub will be located adjacent to the main entrance to the campus. Pedestrian routes will be covered by CCTV, overlooked and well-lit. All external doors (except fire exit doors) are to be fitted with security locks to comply with British Standard 3621.

Boundary Treatments

Boundary treatments to the development will be carefully considered to ensure the continuation of the secure boundary to the campus, whilst not impeding the flow of vehicles and pedestrians within the campus.

CCTV and External Lighting

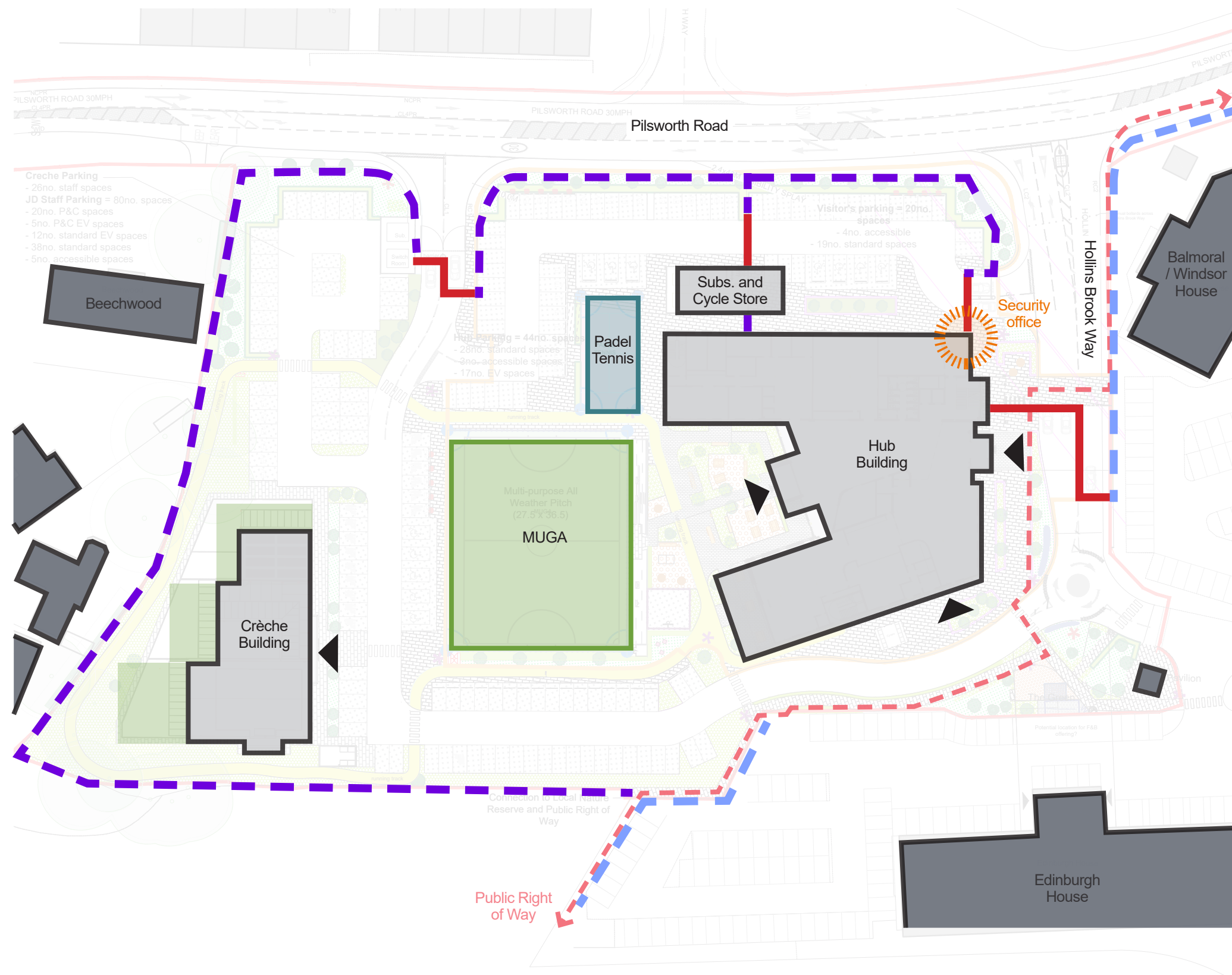
CCTV and external lighting will be included to cover the campus in line with the client's profit protection and security protocol. This will include the car parks, entrances and public right of way.

Lighting will be carefully considered to ensure the safety of those on campus, the security of the building and the usability of external amenity spaces.

Key

-  public right of way
-  1.8m high perimeter fence
-  existing fence to JD site
-  secure line
-  proposed building
-  security office (located at ground floor of hub building)

Safety and security diagram



Access & Operational Statement

Safety and Security

Principal Entrances

The main entrance will comprise automatic opening doors, with a minimum clear width of 1200mm, which lead direct to the lobby. It will be a single point of entry for all building visitors. The main entrance is clearly identified.

From the main entrance, users have access to the rest of the building, with access control implemented to each zone. Visitors will report directly to reception.

Doors to the rear of the atrium will be power assisted and fully compliant with Part M of the building regulations.

All entrances will be provided with a level threshold.

Door widths and ironmongery will be fully compliant with Part M.

Internal Circulation

The building will have 2no. passenger lifts aiding vertical circulation. The passenger lift car is suitable for wheelchair access with a 1500mm diameter tuning circle in front of the lift doors.

The main stair is located in the central core and has been designed with high quality and views to the outside to encourage use. Separate emergency escape stairs are located in each wing. Disabled refuges (900x1400mm in size) shall be provided to upper floors within the staircase lobbies in accordance with the fire strategy. A Disabled Refuge Emergency Voice Communication System shall be provided in accordance with BS 5839 Part 9, and each refuge shall be provided with a call station linked back to a multi zone central control station located in the main reception area at ground floor level.

The staircases shall be of ambulant criteria, designed to satisfy requirement for both circulation and emergency escape purposes. The stair shall have visually contrasting nosings to the riser and going on each stair tread. Handrails shall contrast

visually with their backgrounds, be slip resistant and terminate without risk of clothing being caught.

The stair to the first floor restaurant is approximately 1800mm wide to allow people to pass each other in peak times.

The bleacher seating has been designed with a stair built in, handrail to one side and contrasting nosings on the treads and seats.

All circulation doors offer an effective clear width of 860mm, ensuring doors are usable by all disabled visitors and staff members. Single leaf doors have the required 300mm leading edge and will have accessible easy to use ironmongery.

1200mm minimum wide corridors will allow access for general use and emergency egress.

1500mm diameter turning spaces are provided where required. Finishes will have good visual contrast between the walls, floors, ceiling and door areas.

Sanitary Accommodation & Provision

The development will have 2no. accessible WCs at each level (one left hand one right hand transfer), along with superloos, including and ambulant superloo. An accessible WC / shower cubicle is also provided at the gym. The space, layout and provision of toilets meet the requirements of Approved Document Part M.

Changing areas shall be provided adjacent to the gym and will be in accordance with the standards in BS 6465.

Separate WC and change facilities are provided within the cafe back of house area for use by catering staff.

Signage & Communication

All signage will be designed with reference to current good practice guidance and will form part of an integrated communication scheme that gives clear directions, information and instructions for the use of the building

Information and direction signs will be provided at each point where they are required, such as at junctions of circulation routes and key destinations.

Signage zones are indicated on the submitted drawings but will be subject to a separate planning application.

Switches And Socket Outlets

All switches and sockets will be positioned between 450mm and 1200mm from finished floor level. Consideration will be given to the height of switches and sockets in areas accessible to children to ensure their safety.

Security Office

The security office for the entire campus will be relocated into the hub building, situated in the North East corner overlooking the main entrance off Pilsworth Road onto Hollins Brook Way. This affords the maximum efficiency of getting people in and out of the site safely and securely. This also enables them to act as the first point of contact for people on site, engage with visitors / deliveries / refuse vehicles, and supervise the vehicle barriers. From this central location they will also be able to utilise CCTV across the site to monitor other areas.

Summary

This application seeks to build on the approved phase 1 scheme, working towards the goal of a high quality, cohesive campus for JD Group at their home in Bury. The development offers a contemporary, purpose built hub building, sports facilities, high quality landscape and infrastructure.

The building offers a unique opportunity to provide both the amenity and office space that JD require to grow as a business and cater for the needs of their employees now and in the future.



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