

Manchester International Office Centre, Proposed Drive Through.

Design And Access Statement

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Note:
Unless otherwise stated, all diagrams &
images are not to scale

1.0 Introduction.



1.1 Executive Summary.

This document is submitted to Manchester City Council (MCC) as supporting information for a Full Planning Application for Infinity (MIOC) LLP. It outlines the key principles underlying the design to date and development proposal.

The application is being made on behalf of Infinity (MIOC) LLP. Explaining the design principles and concepts that have been applied to the amount, layout, scale, appearance and landscaping of the proposal. The statement also explains the proposed accessibility to and around the site and within the building.

This document should be read in conjunction with the corresponding application drawings along with additional documents, which also form part of the application.

1.2 Introduction & Proposal.

Introduction

The document outlines a proposal for the development of a new Drive Through Coffee unit within the existing grounds of the Manchester International Office Centre.

This proposal seeks to provide the following:

Main Building Works:

- Single Storey Drive Through Coffee unit

Site Works:

- Re-use of existing areas of parking and hard standing
- Improvement of the currently redundant site entrance from the B5166 to provide new site egress and pedestrian access point.
- Improved facilities for the wider business park and wider area.

Proposal

The proposed aims to create a design which will positively contribute to its prominent location and provide an new amenity, not only, for the tenants of MIOC, but also for the wider business park, wider context and the residents of the area. It will also serve those travelling along the A555 as well as those travelling north and south along the B5166.

At present occupiers within the site have access to the following;

- Small Cafe facility in the MIOC building (for MIOC staff only),
- Small Cafe facility in the Trident building (for Trident staff only),
- Shell petrol station opposite the site offering a small Londis convenience store
- The Moss Nook House public house, a short distance away on Ringway Road

Therefore opportunities and amenities in the immediate area are limited. In the wider context, Heald Green high street is approx 1km away along with a further public house, The Flying Horse, but these involve tenants undertaking a car journey.

It is the intention that by providing this additional facility on site, the occupiers of MIOC and the wider business park will benefit from a convenient and recognised offer

on site, reducing the need for unnecessary trips off site.

The re-establishment of vibrant office communities in a post pandemic world is a challenge. Its success is predicated upon providing both amenities and amenity choice for office workers.

Whilst the various buildings eg. MIOC, Manchester Green, Trident etc offer gyms, cafe bars and other facilities their size prohibits them from offering choice and this offer will have significant benefits for all of the office buildings within this campus.

Creating this level of choice will help the various Landlords to attract businesses and jobs into the area.

2.0 Analysis.

2.1 Location.

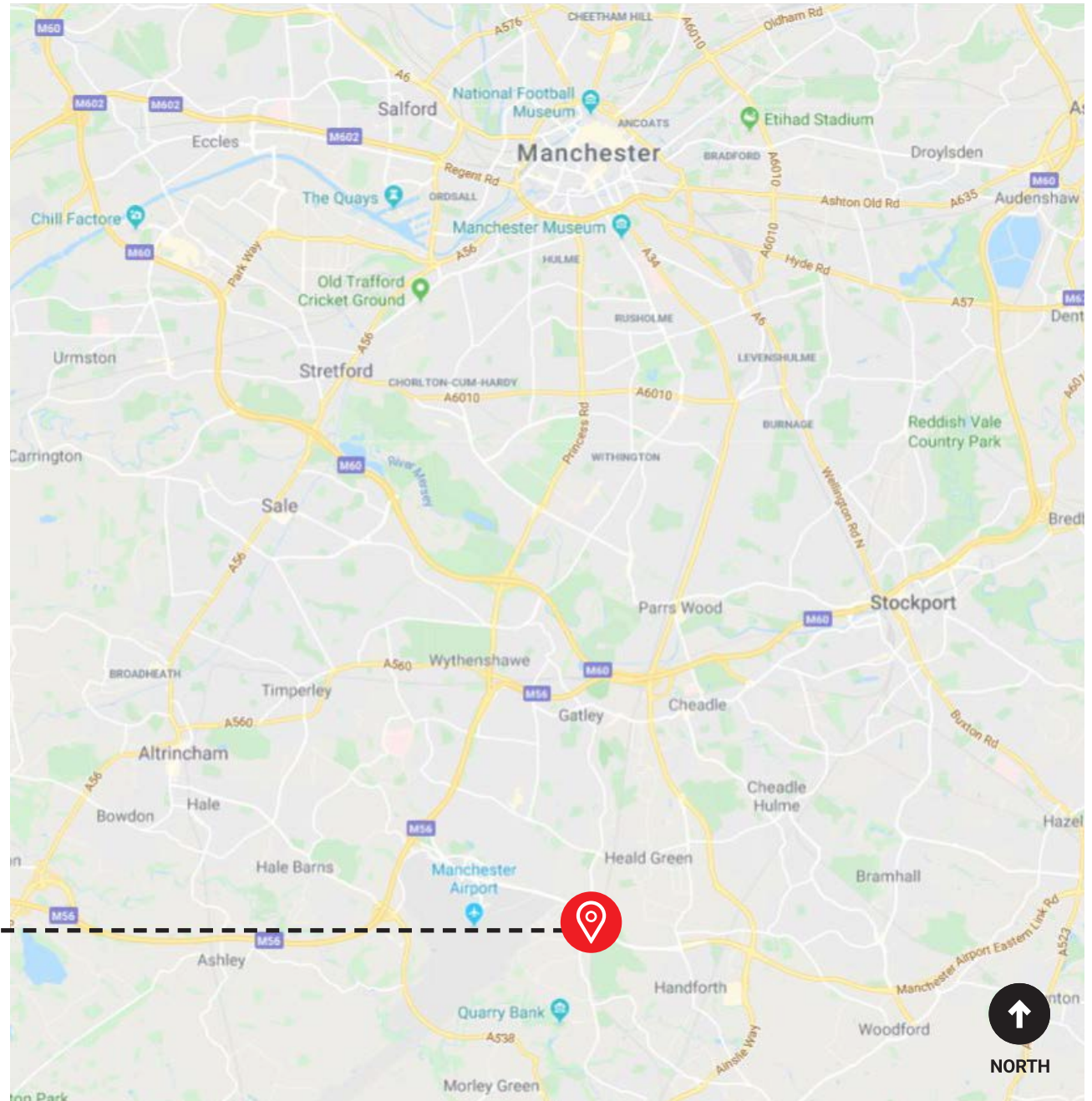
Site Postcode: M22 5WB

The proposed site is located within Manchester Metropolitan Borough.

The site is bounded to the west by Styal Rd (B5166), to the east by railway tracks, to the North further commercial buildings and to the South (through well established trees and shrubbery) the new Manchester Airport Eastern link road.

The site is ideally located close to the main site entrance, utilising an existing car park and hardstanding thus minimising the use of the existing soft landscaped areas.

Site Location



2.2 Adjacent Uses.

The site is located on Styal Road within an area defined by larger and medium scale commercial buildings, as well as a number of residential estates within the wider context. To the west of Styal Road and to the south of the Manchester Airport link road lies a number of airport and private pre-pay parking lots.

As highlighted on the adjacent plan the site is well served by public transport links, with close proximity to bus stops along Styal Road, Heald Green train station approximately 1km away and a nearby tram stop on Shadowmoss Rd.

Existing crossing points with traffic lights in a number of locations aid safe pedestrian movement across Styal Road. Wide pavements and established grass verges allow for safe movement around the site and along the dual carriage way either on foot or the dedicated path for cyclists.

Whilst shops and services are available, these are approximately 1km away at Heald Green high street. These services include two supermarkets, a hotel, public house/restaurant, bakeries, cafés and a bank. Directly opposite on Ringway Road is a petrol station and beyond this a public house.

The proposed unit will provide more choice for occupiers of the business park and residents, whilst also helping to cut down on vehicles leaving the site for short journeys to adjacent local centres.



Adjacent Uses Diagram



Key:

	Tram Stop		Supermarkets
	Bus stop		Services
	Train Station		Cycle Route
	School/College		Airport
	Parking		

2.3 Constraints & Opportunities.

Constraints & Opportunities Diagram

The proposed site is comprised of an existing parking area, area of hardstanding (formerly a site entrance / exit) and small section of the existing lawned area to the front of the MIOC building.

Opportunities

- Topographically, the land on which the proposed Drive Through will sit is one of the lowest points on the site, sitting approx 1m below the existing MIOC building, thus minimising the visual impact.
- Close to the main entrance meaning the site is readily accessible
- Opportunity to re-open an existing access point onto Styal Road to facilitate easier vehicular site egress and improved pedestrian access

Constraints

- Existing substation and below ground service runs will dictate where the building can be located
- Existing Tree planting and bushes along western boundary



2.4 Site Access & Surroundings.

The existing main site access point is from Styal Road (indicated on the image right and below). This will be maintained as the main pedestrian and vehicular access point to the site.

There is an opportunity to use a redundant site entrance further south along Styal Rd. There is an opportunity to use this as a further pedestrian access point as well as an exit for vehicles looking to travel south along Styal Road.

Access Diagram



Aerial photograph showing access

Key:

- Vehicular & Pedestrian access point —————>
- Potential Pedestrian access point / Vehicle Egress point - - - - ->

2.5 Existing Site.

1. View from west



2. View from north west



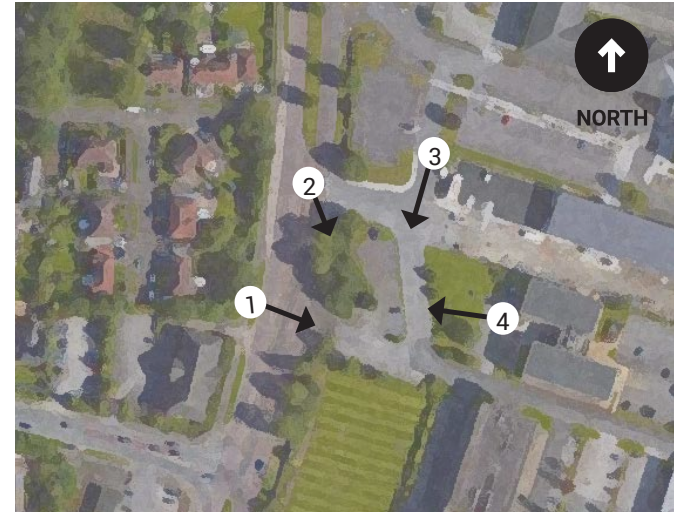
3. View from north



4. View from east



Site Map



3.0 Brief.

3.1 Initial Brief.

The brief for the project was to develop a scheme for the creation of a new build, single storey Drive Through unit on the site of the MIOC business park. Where possible the scheme should achieve;

- Close to the main site entrance to allow both on and off site customers to easily access the unit.
- Minimise the impact on the lawned area by utilising the existing car park and hard standing.
- Accommodate a 2020 Starbucks EMEA specification building.



Visual of the Starbucks EMEA Concept

3.2 Design Development.

During the development of the final proposals a number of site options were initially considered.

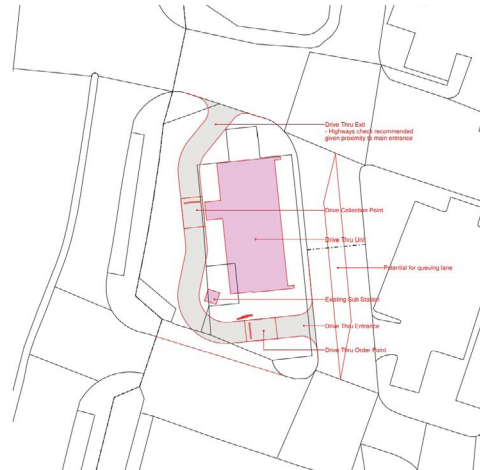
Given the requirement to deliver the Starbucks Concept Store the design development primarily focused on the location of the building on the site and the site arrangement.

The images adjacent show the development of the site layout and the various iterations that were considered.

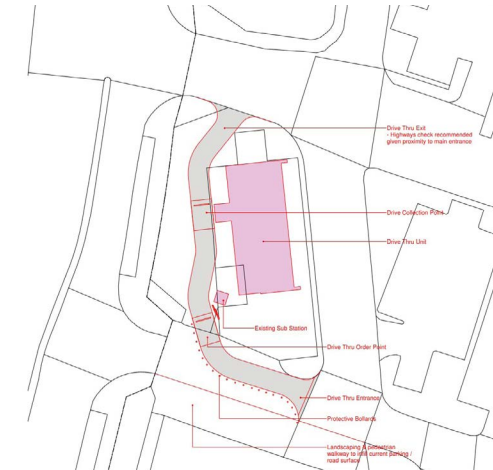
- Option 1 - Locating the proposed building on the existing car park with access to the Drive Thru from the internal estate road and exiting adjacent the junction.
- Option 2 - Locating the proposed building on the existing car park with access from the existing hardstanding area and exiting adjacent the junction.

Building on the existing car park was discounted due to the amount and spread of below ground services and constraints.

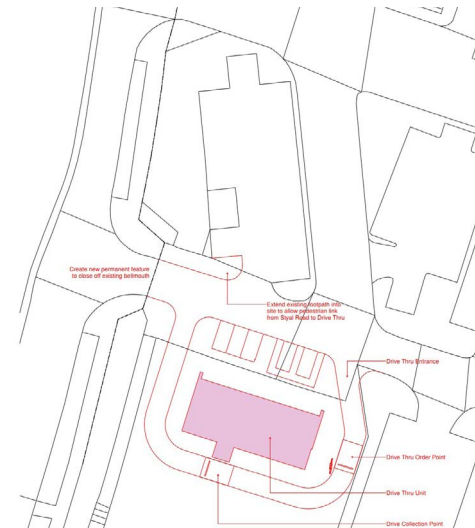
- Option 3 - Locating the building on the existing lawned area with the Drive Thru lane accessed from the internal estate road and the exiting on to the existing parking / hardstanding area.
- Option 4 - Drive Thru building located on the parking / hardstanding area, with the lane crossing over the existing lawn with access and egress from the internal estate roads.



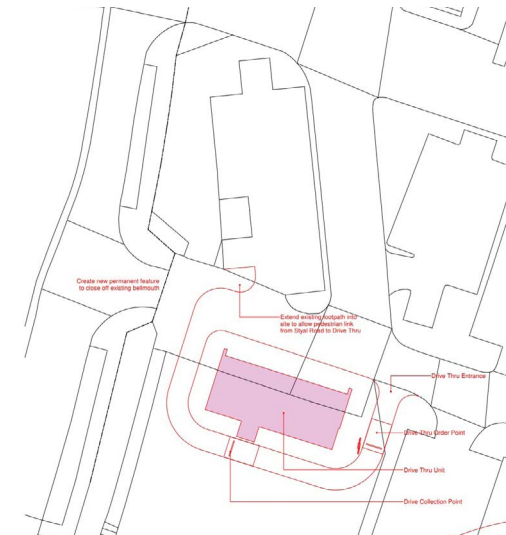
Option 1 Layout



Option 2 Layout



Option 3 Layout



Option 4 Layout

3.2 Design Development (cont).

Following the earlier option studies the decision was made to develop the proposals around locating the new building on and around the existing car parking / hardstanding area to the immediate north of the lawn with the building then sitting on the edge of lawn.

This approach allows the existing car park area to be retained and reused to serve the Drive Through unit.

Further options were developed that looked at vehicle circulation, parking access and egress and pedestrian flows around the building.

At this stage the additional vehicular egress back on to Styal Road was also introduced into the proposals.



- Building located on lawn / hardstanding area.
- Car Park access and egress separated.
- Additional left out egress indicated on to Styal Road.



- Building located on lawn / hardstanding area.
- Car park access and egress combined.
- Additional left out egress indicated on to Styal Road.
- Pedestrian access developed from key areas.

4.0 Layout.

4.1 Site Layout.

The proposed site plan has been developed from the earlier options following input from the client and tenant, whilst addressing the site constraints.

The main characteristics of the site layout are as follows;

- Access to the site is provided via the main access from Styal Road and the network of existing internal estate roads.
- A new junction is provided into the Drive Through which provides clear access to the car park to the north and the proposed unit to the south.
- The existing car park has been reconfigured to provide a more generous layout as well as introducing 2 new accessible bays.
- The proposed building has been located on the edge of the existing lawned area with the external terrace laid out to the north over the existing hardstanding area.
- A network of new footpaths will link Styal Road, the car park and the existing MIOC building to the Drive Through unit. In addition a new vehicular and pedestrian connection will be made to Styal Road around the redundant site access point.
- The building has been located at one of the lowest points on the site thus minimising the visual impact on the main MIOC building.



Proposed Site Layout

4.2 Ground Floor Plan.

The single storey building provides a simple ground floor layout of an open plan customer front of house area, kitchen / prep area and service yard.

The main accommodation within the building is;

- Customer Front of House, inc Customer Toilets.
- Bar / Server
- Kitchen / Preparation Area
- Utility Yard / Cold Room

The main entrance to the building is located on the north elevation facing the main entrance, clearly visible for customers entering the site. In addition a secondary entrance is provided in the east elevation and the access to the Utility Yard is provided in the west elevation.

The Utility Yard whilst external to the main building is enclosed in the same elevational treatment giving the impression of a single building.

The Drive Through Payment / Collection window is located on the southern elevation.

The Unit will provide 171m² / 1,840ft² of Gross Internal Floor Area.

5.0 Scale & Appearance.

5.1 Elevations and Materials.

The proposed elevations provide a simple, legible design utilising a controlled palette of quality materials.

The simple rectangular, single storey form of the building is articulated by deep recesses which form the glazed openings and screens and provide deep soffits for lighting and shading to the customer areas.

The large glazed screens provide active frontages on the three primary elevations, overlooking the external terrace, and lawned area in front of the existing MIOC building.

The main facade materials to be used are;

1. Eternit Equitone Linea through coloured facade panels.

Colour: LT60 Hessian

2. Larch Timber Vertical Cladding with Teknos finish.

Colour: Base - Wicker; Top - Cypress

3. Kawneer AA100 PPC Aluminium Curtain Walling with double glazed units.

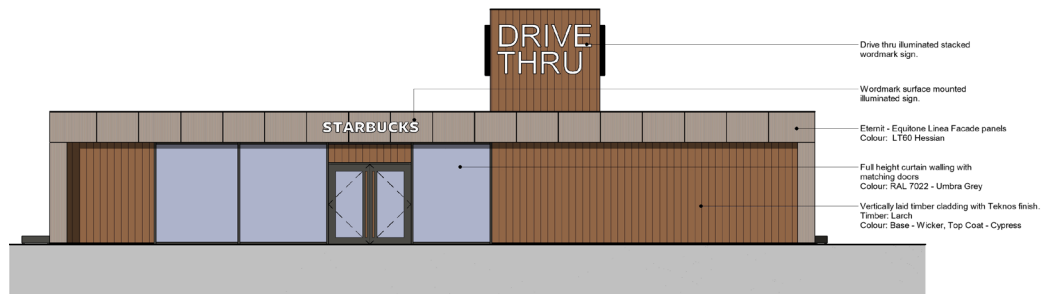
Colour: RAL 7022

4. Vertical Timber fins with Teknos finish.

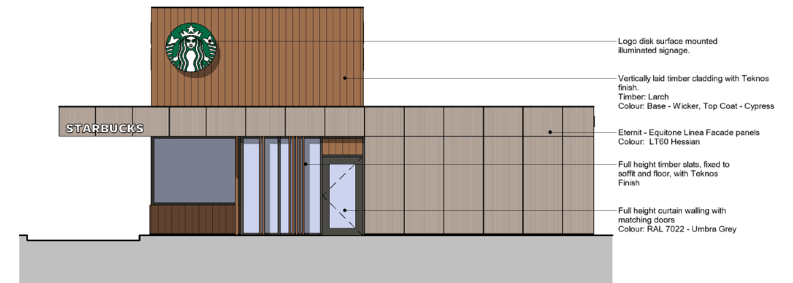
Colour: Base - Wicker; Top - Cypress



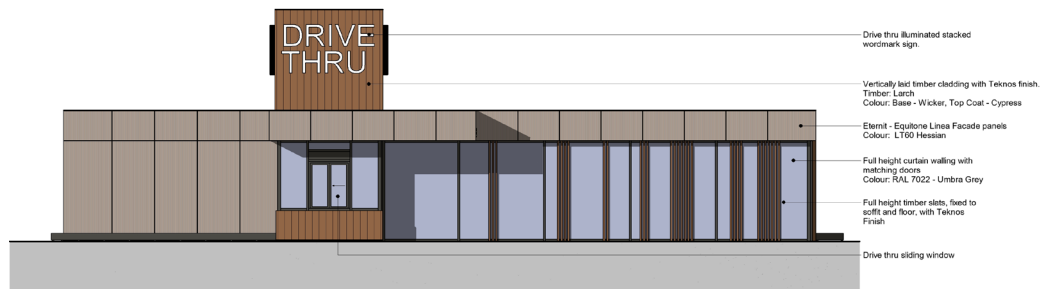
5.1 Elevations and Materials.



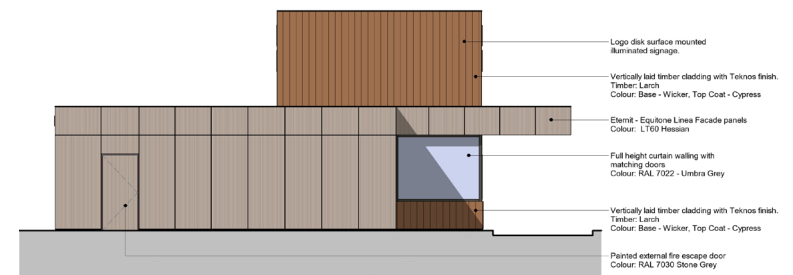
North Elevation



East Elevation



South Elevation



West Elevation

6.0 Landscaping.

6.1 Landscaping.

Hard Landscaping

Hard Landscaping within the proposals will consist of new paving around the building and the customer seating area to the front of the building and to the new footpaths created by the proposals.

The palette of materials will include;

New Paving;

- Type: Marshalls Conservation Concrete Paving
- Colours: Silver Grey, Charcoal
- Finish: Skimmed

Pedestrian Crossing Points

- Type: Marshalls Tactile Paving
- Colour: Charcoal
- Finish: Standard Blister

Drive Thru Lane

Tarmacadam - Black

Car Parking Areas

Bituminous Macadam / HRA or SMA wit Thermoplastic White / Yellow Line Marking

Soft Landscaping

Hard Landscaping within the proposals will consist of replacemtn landscaping in lieu of the removed trees as well as new landscaping around the reconfigured kerb lines and footpaths.

New Ground Cover and Shrub planting will be provided around the perimeter of the car parking as well as at the ends of footpaths adjacent to the Drvie Thru lane.

Following compeltion of the works, the amenity grass / lawned area will be made good and reinstated.

Where possibe existing soft landscaped areas will be retained.

In addition, new low level planters will be provided around the outside of the building. These will offer the opportunity for decorative shrub planting to the base of the building and to define seating areas.

Images



Silver Grey Paving



Charcoal Paving



Charcoal Blister Paving

Low Level Planter (below)



7.0 Access.

7.1 Access.

Vehicular Access

Vehicular access to the site will be afforded by the existing highways infrastructure. The existing main site entrance from the B5166 Styal Road will provide access into the site for vehicles travelling north and south along Styal Road. For vehicles travelling from the north of the site along Styal Road the secondary left in, left out access point can also be used to access the site.

Once within the site the existing internal road layout will provide access to the Drive Through lane and parking area. Alterations will be made to the existing layout to provide safe and clear access to either the Drive Through Lane or the car parking area. More information regarding the alterations is provided within the supporting highways information.

In addition to the two existing site access points it is proposed to reopen the southern most site entrance. This is currently gated and hasn't been used for over xx years.

The proposals submitted, indicate this area reopened to provide a new pedestrian access / egress point and a new left out only junction back onto Styal Road for those looking to travel south, or leave the site back to access the A555.

Pedestrian Access

Pedestrian access to the site is provided by a mix of existing pedestrian footpaths as well as a series of new footpaths, crossings and hard landscaped areas around the proposed building.

At present the B5166 has generous footpaths along both sides of the road, along with a pedestrian crossing point approximately at the junction with Ringway Road.

The main site entrance currently only has a footpath to the northern side of the road and this then continues north providing access to Costain House and Renold House. The south side of the road only has a grass verge.

The proposal shows a new pedestrian access point created at the currently redundant site entrance. The proposals indicate wide footpaths to both northern and southern side of the exit road, both connecting to clearly demarked crossing points to the hard landscaped area around the building. A further marked crossing area will be provided from the accessible parking bays to the footpath. At all crossing points dropped kerbs will be provided to facilitate level crossing point for wheelchairs or those with pushchairs etc.

As part of the proposals a new footpath will be created on the eastern side of the site, providing paved access from the existing MIOC car park to the Drive Through unit.

Disabled Access

The proposals include the following to facilitate disabled access to the Drive Through;

- Clearly marked accessible parking bays close to the unit.
- Defined footpaths and crossing points with dropped kerbs to offer level crossing points.
- Part M compliant contrasting paving clearly defining crossing points for people with visual disabilities.
- Level thresholds at the building entrance.
- Accessible amenities within the unit.

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