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City Square

Design and Access Statement

Doc. no. SQ002

BDP.

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1. Introduction

1.1 Purpose of Statement

1.1.1 This Design and Access Statement, prepared by BDP supports (and is part of) the Full Planning Application for City Square (red line plan drawing reference 0(9) L004). The application relates to the creation of a 'fan zone,' comprising access, public realm and environmental improvements to the City of Manchester stadium's northern gateway, including construction of three tensile multi-conic canopies, means of enclosure for licensing purposes, toilet facilities, a gateway feature on Joe Mercer Way and erection of three outdoor TV screens.

1.1.2 The purpose of this statement is to communicate how good design has been considered from the outset of the development process and will be ultimately delivered on site. For full details of the proposals, please refer to chapter 3 and site masterplan drawing 0(9) L003 Rev B. This Design and Access Statement is also accompanied by a drawing pack (document number SK001). This should be read in conjunction with this design and access statement.

1.2 Background and Rationale

1.2.1 Since the end of the 2002-03 football season Manchester City Football Club (MCFC) has been based at the City of Manchester Stadium, also known as 'Eastlands.' This high quality stadium originally built for the Commonwealth Games has become a landmark on the East Manchester skyline and a place of pilgrimage for the club's fans from both near and far, but aside from action on the pitch there is a feeling that more could be done to enhance the overall visitor experience at Sportcity.

1.2.2 It is with this view in mind that MCFC propose a development, designed to enhance the visitor experience to football matches and other events at Sportcity. This would offer fans and visitors alike the opportunity to experience the positive atmosphere of a structured and organised fan zone, both prior to and after matches and events. The Club, for example, recognises that events at Sportcity, whilst immensely successful, often result in congested travel and access in and around the site. This is partly because there is little provided to create a sense of dwell and opportunity and fans and visitors tend to arrive and leave en-masse.

1.2.3 With the development of City Square, the Club is confident that fans, visitors and local people, will move at a different pace and as well as helping to ease congestion, the development will attract a wide range of new events to Sportcity and to Manchester, supporting economic growth.

1.2.4 MCFC fist commissioned design agency Freestate to come up with proposals for City Square. Centred on the new Metrolink stop and existing Manchester City retail store, City Square is envisaged as an exciting, innovative and engaging 'fan zone' incorporating public realm enhancements, retail, leisure and recreational attractions, aimed at stimulating the visitor experience and creating a more cohesive sense of place. Proposals were worked up for an initial scheme which received planning consent from Manchester City Council's planning committee on 2nd March 2010 subject to a number of conditions and for an initial temporary period of five years. The existing proposal is to remove the car park and waste compound in order to create a mix of informal and formal leisure and recreational activities that complement a visit to the area.

1.2.5 Following this consent MCFC commissioned BDP to redesign elements of the scheme. This application relates to those elements that fall outside of the original planning consent and which aim to tie together the licensed bar 'pod,' café 'pod' and two children's play areas for younger and older children that formed the initial planning proposal in a more effective and coherent scheme. In summary the component parts comprising this application are:

- Access and public realm enhancements including upgraded surfacing, street and feature lighting, planting and street furniture.
- Two tensile multi-conic canopies with means of enclosure to the previously consented bar and café 'pods.'

- A tensile multi-conic canopy to shelter a temporary stage.
- Two toilet ‘pods.’
- A gateway feature on Joe Mercer Way.
- Three outdoor TV screens.

1.3 Report Structure

1.3.1 This statement is structured as follows:

- **Chapter 2** describes the site’s context and summarises the design principles that have shaped this proposal.
- **Chapter 3** sets out the details of the scheme in terms of use, amount, layout, scale, landscaping and appearance.
- **Chapter 4** describes proposals for access, including the creation of a highly accessible and socially inclusive environment.
- **Chapter 5** concludes this design and access statement

2. Context

2.1 Introduction

2.1.1 The purpose of this section is to set out the site's context, including a brief review of the relevant policy framework and a description of the site. It then summarises the design principles that have shaped this proposal.

2.2 Policy context

2.2.1 UDP Part 1 policies of the City of Manchester UDP states that new development, whether for residential, industrial, commercial or retail purposes, should have a high standard of design in order to make a positive contribution to the City's environment. Other local policies of consequence to the proposal include:

- Policy EM1 East Manchester General Policy
- Policy EM11 Sportcity
- Policy DC9
- Policy DC16
- Environment Policies E1.5, E1.6, E3.3 and E3.5
- Housing Policy H2.2
- Leisure Policies L1.2, L1.7 and L1.9
- Regeneration Policy R1.1
- Shopping Policies S1.2, S2.4 and S2.5

2.2.2 The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (Adopted April 2007) is an additional consideration, which has been reflected in the design principles of the scheme. In meeting the general design expectations of the Guidance, the Club shall ensure that City Square is of a high design standard and makes a positive contribution to the City's environment in the following manner

Character and Context: A place with its own identity

2.2.3 City Square will wholly compliment all Sportcity venues and the ambitions for East Manchester and the City's events strategy by forming a distinctive place that meets the expectations of visitors and enhances their overall experience.

Continuity and Enclosure: A place where public and private spaces are clearly distinguished

2.2.4 City Square will create a much improved public space that is more clearly distinguished as a place for people through considered public realm treatments and new activities that spill out into the space.

Quality of the Public Realm: A place with attractive and successful public areas

2.2.5 The whole premise of City Square is to create attractive, safe and welcoming public spaces for entertainment and leisure.

Ease of Movement: A place that is easy to get to and move through

2.2.6 Improved legibility and enhanced areas of public realm will improve accessibility through the space and enhance its attractiveness particularly by more sustainable transport modes.

Legibility: A place that has a clear image and is easy to understand

2.2.7 City Square will have a clarity of identity that supports this juxtaposition of venues and adjacency to the new Sportcity Stadium Metrolink tram station- it will be bold, bright, clear, welcoming.

Adaptability: A place that can accommodate change and innovation

2.2.8 Recognising the changing demands of a mixed events site, City Square will be able to meet a host of needs for the city-wide events strategy, the need to attract new business to Manchester and Sportcity and the recognition of changing leisure trends and demands.

Diversity: A place with variety and choice

2.2.9 The success of City Square will depend upon having a mix of uses so that visitors have a range of options in terms of choice and affordability. •

2.3 Site Analysis

Site location

2.3.1 The application site is located north of the City of Manchester Stadium. It comprises an existing pedestrian bridge (Joe Mercer Way) to the east of the National Tennis Centre, as well as the area surrounding MCFC's retail store.

Land use context

2.3.2 The current use of the site is access, servicing and car parking. Joe Mercer Way is a pedestrianised bridge that links areas of car parking to the stadium, but which also forms a strong desire line across the wider Sport City complex, which includes the National Tennis and Squash centres. The bridge crosses not only the Ashton Canal, but also a tramway that when complete will form a major public transport gateway to Sport City and the stadium in particular.

2.3.3 At present Joe Mercer Way terminates in an area of car parking and servicing including the site's waste compound. Within the centre of this area lies Manchester City's retail store.

Built form

2.3.4 The built form of the area is dominated by the City of Manchester Stadium, a key landmark within East Manchester, originally constructed for the Commonwealth Games in 2002. Joe Mercer Way is formally positioned in line with the approach to the stadium, which is terminated by the two storey City Store. Other key buildings include the National Tennis Centre to the north west of Joe Mercer Way and the National Squash centre to the south west of Joe Mercer Way. These together with the adjacent athletics stadium and the City of Manchester Stadium constitute a cluster of sporting facilities of national significance.

2.3.5 The sense of arrival and anticipation suggested by the key desire line of Joe Mercer Way and its focused approach to the stadium, however, is currently let down by the mediocre public realm that surrounds the City Store. The current design of this space is uninspiring and there is a general lack of activity or interest. The space is aimed more at the functional demands of car parking and servicing and there is little pedestrian orientated space. The area is thus more of a place to pass through than to stay at present.

2.4 Movement and access

Vehicle access and movement

2.4.1 Access to the current car park is provided by means of Eastlands Way a one way street that encircles the northern perimeter of the stadium. Joe Mercer Way is also used for 'blue light' emergency access to the retail store, by means of Sportcity Way to the north of the National Tennis Centre.

Pedestrian / cycle access and movement

2.4.2 Joe Mercer Way forms the main north to south pedestrian route across the area. The route links a significant area of car parking to the north, with the National Tennis Centre and City of Manchester Stadium, including the athletics stadium and National Squash Centre. Joe Mercer Way is a pedestrianised bridge with stepped and ramped access to the northern bank of the Ashton Canal. It ends

in a pedestrian crossing across the northern part of the car park that surrounds the store before linking into a perimeter footpath around the City Store with informal access to main perimeter area of public realm to the stadium.

Public transport provision

2.4.3 The phase 3 expansion of Metrolink will see the opening of the East Manchester line as far as Droylesden and eventually to Ashton-under-Lyme. The line runs parallel to the Ashton Canal and a new stop in planned to the south east of Joe Mercer Way. City Square will thus provide a new focus for Sport City being a principal point of access by public transport.

2.5 Summary of site analysis and design principles

2.5.1 Whilst it is clear that the area defined in this proposal is a key piece of public realm between major activities within Sportcity, its current design and land use character pays little credence to what it should or could be. In view that Metrolink will become a significant point of access to the stadium there is also added potential to define a new gateway to the area that better reflects the aspirations and expectations of visitors to this quarter of Manchester. There is great underlying potential to create a better quality public space that is more interactive and appreciative of the user experience through the following design principles:

- Create a sense of arrival and anticipation that enhances the quality of experience when visiting the City of Manchester Stadium and Sportscity.
- Tie together the key elements of Sportcity and the Metrolink station so that it forms a cohesive and legible place.
- Give the area a sense of purpose and lengthen dwell time by providing new activities that complement a visit to the area.
- Form an uncluttered and attractive space with high quality materials that are durable enough to withstand large amounts of visitors at one time.
- Ensure accessibility for all, so that anyone regardless of their disability can access and enjoy their visit to the area.
- Design spaces that ensure the safety and security of both visitors and staff.

3. Design

3.1 Use

3.1.1 The proposed use of the proposal is to provide an enhanced multi-purpose area of public realm that provides enhanced access to the City of Manchester Stadium from Joe Mercer Way. As an area of public realm it will also include informal and formal areas for interaction including areas of seating, an area to be used on an ad-hoc basis for staged events and visitor amenities in the form of two toilet pod.

3.1.2 Toilet pods will be provided next to the licensed bar and café pods that already have outline planning consent. These will be provided under tensile multi-conic canopies with additional means of enclosure surrounding them for licensing purposes.

3.2 Amount

3.2.1 The application site extends to a total area of some 1.56 hectares. The proposal relates to:

- Two tensile multi-conic canopies with a floor area of 697 m² each
- Two toilet plots, with a floor area of 47 m² and 99 m² respectively
- Eight tensile canopies provided over areas of seating with a floor area of 10 m² each
- A performance area canopy with an floor area of 112 m²
- A gateway structure from Joe Mercer Way
- Three outdoor TV screens

3.3 Layout

3.3.1 The overall layout of the proposal relates to the physical setting of the development within an established desire line and line of symmetry to the City of Manchester Stadium and the emotional setting of MCFC's home. The existing City Store has been set within the 'Blue Moon,' a circular area of blue public realm, which reference's the commonly recognised 'theme tune' of MCFC. Surrounding the Blue Moon is 'scarf walk' a circular walkway marked out in the colours of MCFC to resemble the traditional accessory worn by football fans.

3.3.2 Either side of the scarf walk are the two main tensile roof structures. The one to the east shelters the licensed bar pods and the one to the west the café pods. Each structure also provides shelter to a toilet pod and overlooks an outdoor TV screen, which face west and east respectively. The toilet pods to the bar area are only accessible from within, whilst the other toilet pod is accessible from general public areas.

3.3.3 Between the enclosed food and drink areas and Joe Mercer Way is an area defined as the 'arrival lawns.' These are more informal meeting points with some areas of seating that provide access from scarf walk to the Metrolink station beyond. Bands of 'lawns' provide means to direct and funnel visitors to and from the tram station in an efficient and safe manner.

3.3.4 Facing north from the stadium and behind the City Store the third tensile canopy, which will be used at times for outdoor performances, is located in relation to the main line of symmetry that passes through the site.

3.4 Scale

3.4.1 The most significant structures in terms of scale are the tensile canopies for the food and drink pods. The total height of these is just under 10.5 metres from ground level to the tip of canopies. The toilet pods that sit under these canopies are 3.2 metres tall.

3.4.2 The height of the performance area canopy, TVs and gateway structure have yet to be defined and details will be submitted during the determination period of this application.

3.5 Landscaping and appearance

3.5.1 Drawing Package (SK001) illustrates the main design concepts and materials employed in the scheme. The most significant built element will be the tensile canopy structures that cover the food and drink areas. These will be constructed in a steel supporting structure (in grey) with a white PVC canopy. For licensing purposes the food and drink areas need to be demarcated, but the intention is not create a fully enclosed building. This will be created by means of a twin fence and balustrade with a clear space or 'moat' in between to prevent unauthorised passing of drinks from the licensed area to the public realm. The fence will be finished either glass or wire mesh and entrance will be permitted via a turnstyle or wheelchair accessible gate.

3.5.2 The toilet pods will be rendered freestanding structures with pre-cast concrete roofs. The colour of render will be in blue to tie in with the overall colour scheme and will incorporate MCFC branding.

3.5.3 The overall landscaping theme and appearance of the development relates to the distinctive setting of MCFC's home ground and the desire to create a 'fan zone' Appropriately the colour scheme is based on MCFC's corporate colours, with particular emphasis on blue, as well as references to traditional football imagery and the club itself.

3.5.4 The 'Blue Moon' forms the key focal point of the scheme, comprising a blue circle of coloured public realm surrounding the City Store. The existing surface will be painted in a slip resistant resin or cermentacious coating, encircled by the Scarf Walk, which will be painted in alternating colours of blue, white, black and tan. The Scarf Walk continues on to Joe Mercer Way in a similar theme, creating a cohesive sense of arrival and anticipation when approaching the area from the north. Contrast in colour is provided by the 'lawn' arrival areas between the Metrolink Station and Scarf Walk. These will be painted in a similar material, but in hues of green reflecting the mown stripes of the football pitch.

3.5.5 Other landscape features will include a variety of street furniture such as bollards, benches, planters and litter bins. The location of any street furniture has been set in order to meet the functional needs of the area and to provide sufficient choice, as well as to avoid any unnecessary clutter that could impede pedestrian movement across what may at times be a particularly busy area. A number of benches will be sheltered by smaller scale canopy structures in a similar finish to the main canopy structures. Planting will also be provided in illuminated polyethylene planters to provide additional colour and softness to the public realm scheme.

3.6 Lighting

3.6.1 The lighting scheme will include elements for feature lighting as well as ambient lighting (way finding, safety and security lighting) throughout the development. It will provide appropriate light for the specific activities within the spaces and enhance the perception of City Square by complementing the surrounding buildings and landscape areas, giving atmosphere to the spaces as night. The lighting design will aid orientation and wayfinding through light intensities, colour temperature and column / mounting heights.

3.6.2 Artificial lighting will be provided in accordance with the following legislative and regulatory requirements, British Standards, Codes of Practice and Best Practice professional guidance publications:

- BS EN 5489: Code of Practice for the Design of Road Lighting, BSI, 2003
- BS EN 13201: Road Lighting, BSI, 2003

- Code for Lighting: CIBSE/SLL, 2009
- Guidance Notes for the Reduction of Light Pollution, Institution of Lighting Engineers, 2005

3.6.3 The following average illuminance levels have been chosen:

- City Square (S1) 15 lux , 5 lux min
- Joe Mercer Way (S1) 15 lux , 5 lux min
- Road on City Square (CE2) 20 lux , 0.4 uniforminty
- Areas under tensile structures:

  Seating areas for café and bars) 75 lux

  Toilets 200 lux

3.6.4 Vandalism has been considered in all aspects of the lighting design. Lighting equipment has been mounted out of reach of the public and impact resistant materials are specified throughout to minimise the opportunities of vandalism and damage by the public.

3.6.5 Lighting will follow the guidance in ILE Guidance Notes for the Reduction of Light Pollution to minimise light pollution. Care will be taken to ensure that the environmental impact of 'light spillage' is kept to a minimum and does not have a harmful effect on the local character of the area. The areas has been identified as environmental zone E4.

3.6.6 Details of the external lighting strategy, including a layout plan and a luminaire schedule will be available at a later stage. Details will also include a description of the lighting control strategy with hours of operation and switching arrangements. Equipment heights and column details can be found in the document 'SK001 Drawing Package' that has been issued with this document.

3.7 Sustainability

3.7.1 Sustainability relates to a triple bottom line, which focuses corporations not just on the economic value they add, but also on the environmental and social value they add. The socio-economic benefits of City Square will be to create opportunities to dwell. This will help to ease congestion, but will also attract a wide range of new events to Sportcity and to Manchester that support economic growth. Indeed, by focusing activity around a public transport mode (Metrolink) there will be added benefits in terms of increasing the attractiveness of more sustainable modes of transport.

3.7.2 In terms of environmental sustainability, climate change is the biggest challenge and new developments play an important part in Manchester's ability to meet UK national and Kyoto commitments for tackling climate change. The Club has been supportive of the Council since 2003 in creating positive solutions around climate change and to this effect, it has undertaken some leading-edge work, certainly within football, but also on a wider level, to both measure and in turn reduce its energy usage, waste and in CO2 footprint. Year on year since 2004, the Club has reduced its energy consumption by an average of 18%, its waste to landfill by some 85% and overall has realised a CO2 reduction of around 12% per annum. The Club continues to set challenging future targets in this respect and City Square will be included within that scope. As part of the Club's future proposals from summer 2010 onward, detailed feasibility studies include advanced investigations into the creation of a wholly renewable energy centre from which all Club activities would benefit (including City Square) along with other Sportcity venues. The potential for local community benefit will be investigated as part of the study.

3.7.3 In the shorter term, the Club is also re-visiting the 2006 approved Sportcity Wind Turbine Initiative. Whilst that project has suffered because of unfounded concerns raised post-planning, it is a project that may yet be realised and contribute significantly to local renewable energy generation and the city's CO2 ambitions. The potential for new energy generation is believed to be considerable. It will be developed in partnership and as wholly viable. Currently, there is no actual timescale for this at present.

3.7.4 In order to minimise energy consumption and maintenance, lighting will be connected to the stadium's control system (including time clock and photocell) assuring that no artificial lighting is on during daylight hours. Lamp types will be selected for their efficacy, colour rendition and longevity to provide an efficient lighting solution.

3.7.5 UDP Development Control Policy DC27.1 sets out how the City Council will deal with applications for development involving the disposal or recycling of waste materials. All development is likely to involve the production of waste to a greater or lesser extent, greater emphasis is now being placed on the importance of the reduction and recycling of waste at source (PPS10).

3.7.6 The Club has a robust and auditable waste management strategy, seeking at all times to reduce waste at source, including packaging. A wide-ranging waste management plant exists within the stadium premises and this includes a comprehensive recycling provision, baling and sorting. There is safe and clear storage and City Square will be built into the current strategy and operations to ensure compliance at current waste levels, but more, to seek year-on-year reductions.

3.8 Community Safety

3.8.1 As part of the consultative process to date between MCFC and MCC and ongoing as the project develops, the Greater Manchester Police administered Safer By Design Accreditation Scheme shall be vital in both the physical project and its operations and management. The Club recognises UDP policies that govern new development and therefore shall take into account, including in practice, not least:

- Policy E3.5 refers to the layout of new development being designed with safety in mind.

- UDP Policy S2.5 refers to shopping facilities needing to provide a safe environment.

3.8.2 The Club recognises that the creation of a high quality environment is vital in enhancing everyone's sense of well being and safety, encouraging long term commitment to the city and its neighbourhoods. To this end, the Club and its proposed development will place great emphasis on making the city more user friendly, easier to move around and easier to look after.

3.8.3 The Club is supportive of the Council's Guide and notes how this ties directly into the National Respect Action Plan and Manchester's Sustainable Community Strategy, recognising that it is one of the key drivers of which is the enhancement of individual and collective self-esteem and mutual respect.

3.9 Noise

3.9.1 We accept that City Square on an operational day will create additional ambient noise, however we will commit ourselves to ensuring that the ambient noise remains in line with acceptable standards as defined by Manchester City Council's Environmental Health Department. We will minimise noise pollution by distributing existing power supply through the conduit to outlets on Joe Mercer Way, reducing the need for noisy generator powered outlets. Any performance based noise above the ambient levels will be an exception, and will be covered as part of a special event licence application.

4. Access

4.1 Introduction

4.1.1 Transport and movement proposals have developed with a view to providing a safe means of access for all. The following section describes the nature of movement in and around the development in relation to different modes of transport.

4.2 Vehicular access

4.2.1 The proposals will pedestrianise an area currently used for car parking and servicing, but perimeter access on Eastlands Way will be retained. A lighter finish to the 'Blue Moon' will distinguish this access, as will bollards to ensure there is clear segregation of traffic from pedestrian areas. Ramps on Eastlands Way either side of City Square will aim to notify and influence drivers by slowing traffic before it crosses City Square.

4.3 Public transport

4.3.1 The opening of the Metrolink station to the north of City Square will provide added choice to those wishing to visit the stadium and Sportcity by public transport. City Square will provide a seamless and high quality gateway between the tram stop and stadium, which will make using the tram a more attractive alternative than the car.

4.4 Walking and cycling

4.4.1 City Square will create a more pedestrian focused public realm at a key hub. The provision of a new pedestrianised space around the City Store will provide a cohesive pedestrian environment between the Metrolink station, the City of Manchester Stadium and the National Tennis and Squash Centres, improving linkages between these assets.

4.5 Servicing

4.6 Servicing operations will be fully integrated into our current match day and non-match day operations. It is not expected that there will be an increase in deliveries by road to the stadium as a result of City Square. Catering deliveries will be minimized by integrating them into our current operation. Some vehicle movements may be necessary for maintenance of structures. Blue light emergency service access to the City Store will be retained via Joe Mercer Way.

4.7 Parking

4.6.1 The proposal will result in a loss of car parking spaces in this location, but no overall change in parking numbers across the site. MCFC will work with MCC to define an appropriate and holistic strategy.

4.8 Accessibility

4.7.1 The Club is totally supportive of the Council's Guidelines and the expectation of full and unrestricted access and inclusion. Indeed, the Club and its current development plan, embracing City Square supports the Council's vision for Manchester to be recognised as the most accessible City in Europe.

4.7.2 City Square, in line with Design for Access 2, Manchester City Council's best practice guidance of inclusive design standards, recognises that inclusive design must take account of cross-impairment and community based issues. Working with its design partner (BDP) and its contractors (City Build), the Club shall ensure that throughout the project's build, commissioning and operations, City Square shall fully respect and actively engage the requirements of disabled people. The Club shall ensure that disabled people, including community, fans and events representatives, shall be consulted throughout and that the particular and special needs that are raised shall be addressed constructively.

4.7.3 The Club has a fine reputation amongst peer organisations and is proactive in working with disability access at all levels. The Club recognises both the value

and the responsibility in this role and will ensure that it remains central to project development and operations.

4.7.4 The Club notes and recognises that Design for Access 2 is based on the 'Social Model of Disability' which puts a duty on those responsible for buildings, the environment, transport, the provision of information and the organisation of society, to maximise access for disabled people. The design has developed with an overriding requirement to ensure that inclusive access is provided for all users regardless of any disability in terms of mobility, sensory or cognitive issues. The physical design of the development acknowledges the needs for inclusive access and to respond with a design to best practice standards. There are four main principles that have been applied to the proposal:

- Accessibility is inclusive so that visitors and staff can enter, circulate and leave with ease without presenting barriers to people with disabilities.
- There are step free routes to all parts of the development to enable disabled people, including visitors with buggies and the elderly, to travel with ease throughout areas where they have authorised access.
- Employees have convenient access in order to carry out their duties and perform their job.
- The design endeavours to meet emerging standards and public expectation.

4.7.5 The meaning of 'disabled', as it relates to this submission, is the definition that is stated within the Disability Discrimination Act (DDA) 1995 (amended 2005). Access standards and guidance that has been considered in respect of the proposals (and ancillary spaces) are:

- **The Disability Discrimination Act 1995: Parts 2 and 3**. The obligations and duties arising from the DDA encompass any building where services and facilities are provided for the public. By implication the DDA imposes duties also under Part 2 of the Act to making reasonable adjustments to places of employment where these are required to meet the needs of employees with specific disabilities that have been assessed by the employer and suitable adjustments established. As such these need to be taken into account in those areas where the public are provided access. Due to the nature of the illness of the patients, once the areas become departmental, the HBN and HTM regulations will be enforced as the DDA requirements and HBN / HTM often conflict.
- **Building Regulations Part M (2004) & Part B (2002)** - Part M and Part B are the only standards relevant to access. It is essential to understand that these standards require Building Control approval. The Regulations make clear that designs other than those shown in the document can be approved if they are justified as being equally or more effective. Approval confers acceptance that the building meets all reasonable standards in respect of physical access for disabled people to public spaces with regard to the DDA.
- **British Standard 8300 :2009** - Building design and approaches to buildings should meet the needs of disabled people. British Design Standards for accessibility were, until recently, conspicuously outdated. A new revised BS8300:2009 was issued in February 2009 and has replaced the previous version. As such this Code of Practice is considered good practice. Where practical and reasonable it is recommended that BS 8300 standards are applied to new buildings.
- **British Standard 9999: 2008** - This standard, revised and issued in 2008, provides guidance for the safe evacuation of disabled people from buildings in an emergency and has been used in the assessment of

infrastructure. The fire strategy for the building is for managed evacuation.

- **Planning and Access for Disabled People (2003)** - This Good Practice Guide was published by the Office of the Deputy Prime Minister to provide guidance in the delivery of inclusive environments through the town and country planning system.

4.7.6 The design has accomplished these standards in basic layout terms through providing the following:

- Convenient and legible entrances that relate to arrival points by public and private transport.
- All accommodation is provided on one floor at ground level.
- Level and ramp free circulation routes and egress points.
- Wide circulation corridors designed for unimpeded circulation.

4.7.7 DDA compliant toilet and washing facilities. based upon the Social Model of Disability. The first Design for Access Manual was launched by the Council in January 2000. This provided a practical approach to inclusive design and was adopted as policy by the Council as part of the City's Access 2000 Strategy.

4.7.8 The following design criteria have also be applied as part of the detailed design of the development:

- Any external furniture, paving and landscape features placed in external circulation routes, such as bollards at the edge of the traffic / pedestrian zones, will not create barriers or hazards for disabled people with impaired vision.
- All pedestrian access routes will have clear street or other directional signs, be evenly lit and barrier free. Night illumination will be suitably designed for pedestrian pathways especially the approach to the main entrances and specific entry points from accessible parking areas.
- All surfaces will have known slip resistance in either dry or wet conditions.
- Surfaces will be durable, even and slip resistant.
- Drainage will avoid ponding and areas where freezing may create hazardous surfaces.
- Changes in surface treatments will be logically arranged and should assist direction finding for partially sighted people.
- Manifestation (either through patterning, logos or obscure glass) will be provided to glazed screens and doors, dependent upon their detailed design, with the entrance pass doors providing at least 1 metre clear opening.
- The internal finishes will seek to avoid highly reflective surfaces that might confuse or disturb people with sensory disabilities, and use materials with adequate slip resistance to the floor surfaces especially when wet.
- All doors on routes to be used by people in wheel chairs will have 300 mm offsets and will be a minimum of 800 mm wide per leaf unless power operated or held open.

- Corridors and lobbies will meet Building Regulations Part M standards and doors that open across corridors will be recessed. Generally all corridors will be part M compliant with doors held open on all principal circulation routes.

- Any restricted areas accessed by security controlled pass doors will be wheelchair friendly so that their operation and closure arrangement can be accommodated to suit independent access by wheelchair and stick users.

5. Conclusion

5.1.1 This design and access statement has outlined the proposals for City Square, an existing and innovative development that aims to enhance the visitor experience to Manchester City Football Club and Sportscity.

5.1.2 The proposal comprises enhancement of a key area of public realm that will define a new hub of activity around existing sporting assets, enhancing their use and viability, as well as the opportunity for new events that create and sustain economic activity, by creating a distinctive destination that is more interactive and appreciative of the user experience.

5.1.3 This scheme follows a previous application for a range of food and drink, leisure and recreation proposals in this location and will create a more cohesive, legible and welcoming area focused at a human scale. It will also improve accessibility in general by forming a greater area of pedestrian orientated space that is easier to navigate on foot. Indeed, by improving the gateway from the Metrolink station, the proposal will create a focal point that relates well to sustainable transport and will thus encourage access to Sportscity by tram.

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