dunwoodieswift architects

# STACK Manchester

Oxford Road, Manchester




Design and Access Statement
March 2024

**Contents:**

**1.0 Introduction**

**2.0 Assessment**

2.1 Site Location

2.2 Site Analysis

2.3 History

2.4 Historical Context

2.5 Topography, Orientation & Edge Conditions

2.6 Trees & Landscaping

2.7 Aspect & Prospect

2.8 Vehicular & Pedestrian Movement

2.9 Utilities Summary

2.10 Existing Buildings Affected by the Proposed Development

2.11 Site Investigations

2.12 Evaluation

2.13 Relevant National & Local Planning Policies

**3.0 Design**

3.1 Use

3.2 Amount

3.3 Layout

3.4 Scale

3.5 Landscaping

3.6 Core Values

3.7 Appearance

**4.0 Access**

**5.0 Sustainability**

**6.0 Operations**

**7.0 Servicing**

**8.0 Crime and Disorder**

**9.0 Conclusion**

**Stack Manchester D&A**

## 1.0 Introduction

1.1 This design and access statement has been prepared in support of a detailed planning application made by Deloitte on behalf of STACK (Manchester) Limited for the proposed construction of a leisure, food and drink, and retail development.

1.2 The site was formally occupied by the HATCH Retail and Leisure scheme constructed in the under croft of the Mancunian Way. The development site contains multiple columns/supports for the Mancunian Way dual carriageway, as well as the extant shipping containers which formed the HATCH development.

1.3 The format of this design and access statement has been structured in accordance with the CABE best practice guidance 'Design and Access Statements: how to Read, Write and Use Them (2006)'. We believe this statement demonstrates that the proposed scheme is compatible with the site's surroundings and an appropriate continued use for this site.

1.4 This document should be read alongside the planning application drawings and all other supporting information accompanying this application, including:

- Local Labour Agreement prepared by the Applicant;
- Retail and Events Operation Strategy prepared by the Applicant;
- Site Waste Management Plan and Manchester City Council Waste Proforma prepared by Curtins;
- Air Quality Assessment (Odour Pollution Statement) prepared by Link MEP;
- Energy Strategy Report prepared by Link MEP;
- Ventilation Strategy Statement prepared by Link MEP;
- Lighting Plan prepared by Link MEP;
- Construction Phase Plan prepared by Abbey Construction Services Limited;
- Safety, Health and Environmental Policy And Management System prepared by Abbey Construction Services Limited;
- Transport Statement prepared by Curtins;
- Framework Travel Plan prepared by Curtins;
- Drainage Strategy prepared by Hydrock;
- Ground Conditions Report prepared by Hydrock;
- Acoustic Assessment Report prepared by Wardell Armstrong;
- Crime Impact Statement prepared by the Greater Manchester Police;
- Topographical Survey prepared by Academy Geometrics;
- Ecology Survey and Biodiversity Net Gain Assessment prepared by Penny Anderson Associated Ltd;
- Fire Assessment prepared by Alt Fire; and,
- Arboriculture Assessment prepared by Bowland Tree Consultancy.

## 2.0 Assessment

A detailed site analysis has taken place, in which the context of the site and its surroundings in relation to physical, social, economic, and planning policy have been considered, STACK (Manchester) Limited have identified the need for a development of this type in this location and believe that such a requirement falls under the planning policy for this area.

### 2.1 Site location

The majority of the site is located on Oxford Road in the under croft of the Mancunian Way (A57). The remaining site fills the open courtyard within the forecourt of the neighbouring Oxford House. This application site is located within the wider 'Circle Square' masterplan, on the southern boundary of Manchester City Centre where the Mancunian Way passes over Oxford Road.

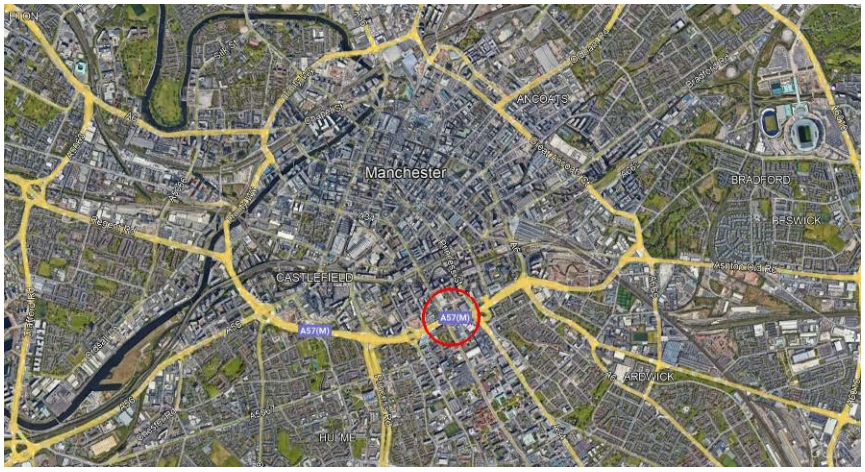



Figure 1. Site Location Within Manchester City

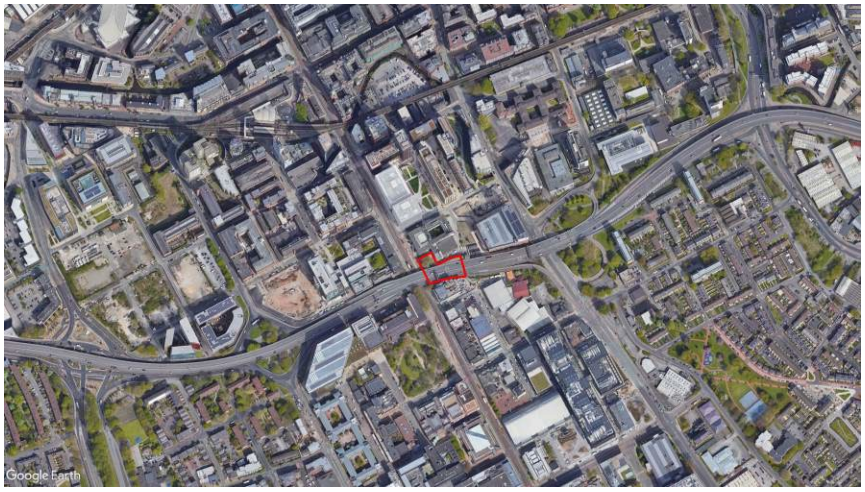



Figure 2. Site Location

## 2.2 Site analysis

The site is comprised of a roughly L-shaped area of approximately 0.27ha (0.66acres) defined by the Mancunian way overhead and the neighbouring Oxford House. (Fig.3 – Existing Site Layout)

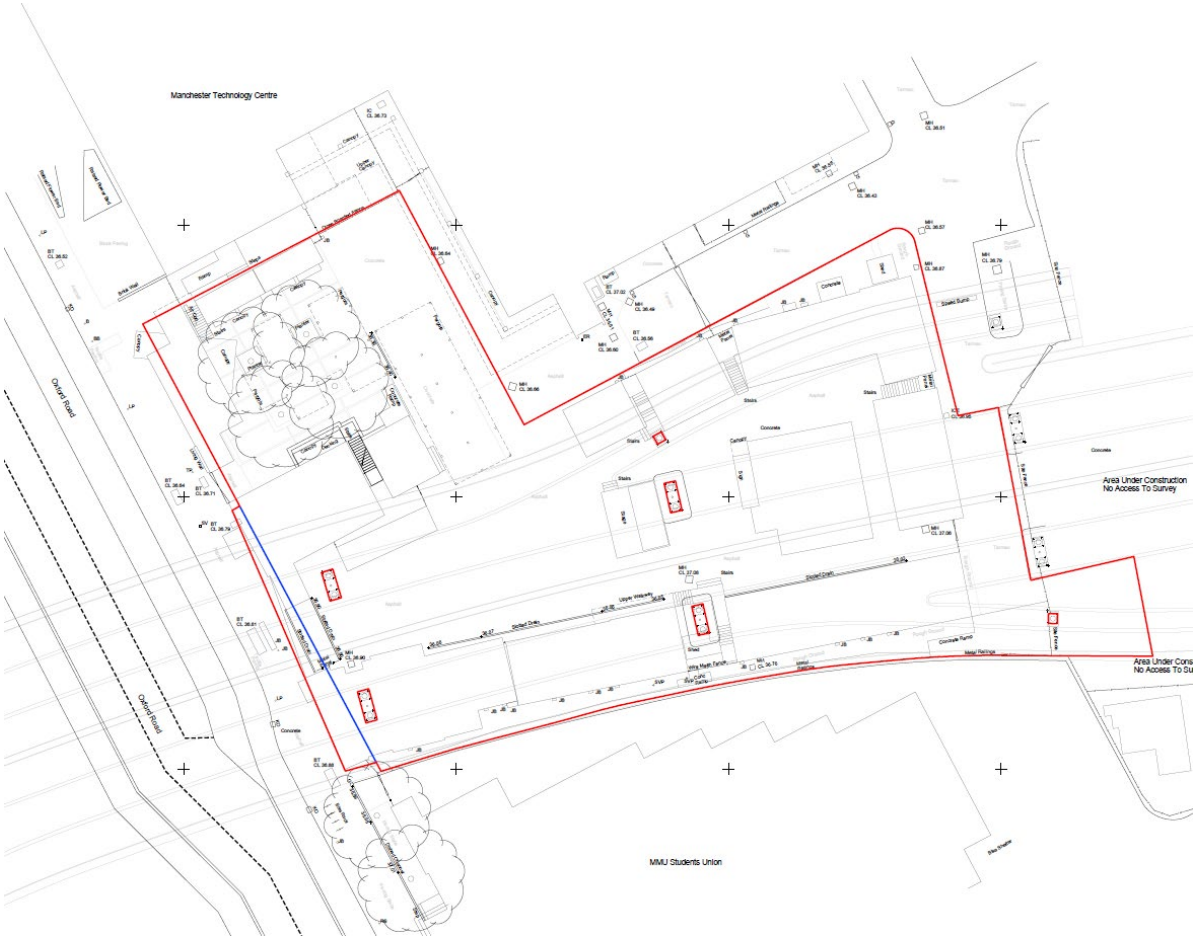



**Figure 3. Existing Site Layout (drawing ref.1162.1-EW-[00]-001)**

The Site is situated in a pocket of land bounded by Manchester Technology Centre to the north, a multi-storey carpark to the east, Manchester Metropolitan University (MMU)'s Sport Department to the south, and Oxford Road to the west;

The site was formally occupied by the HATCH Development. (Fig.5 – Existing HATCH LAYOUT)

The open courtyard area in the northern portion of the site features a group of four trees which have been retained through previous developments.

The site does not fall within a conservation area and there are no listed buildings within its immediate vicinity. Figure 4 below shows the nearest listed buildings with a 150m buffer offset form the site.

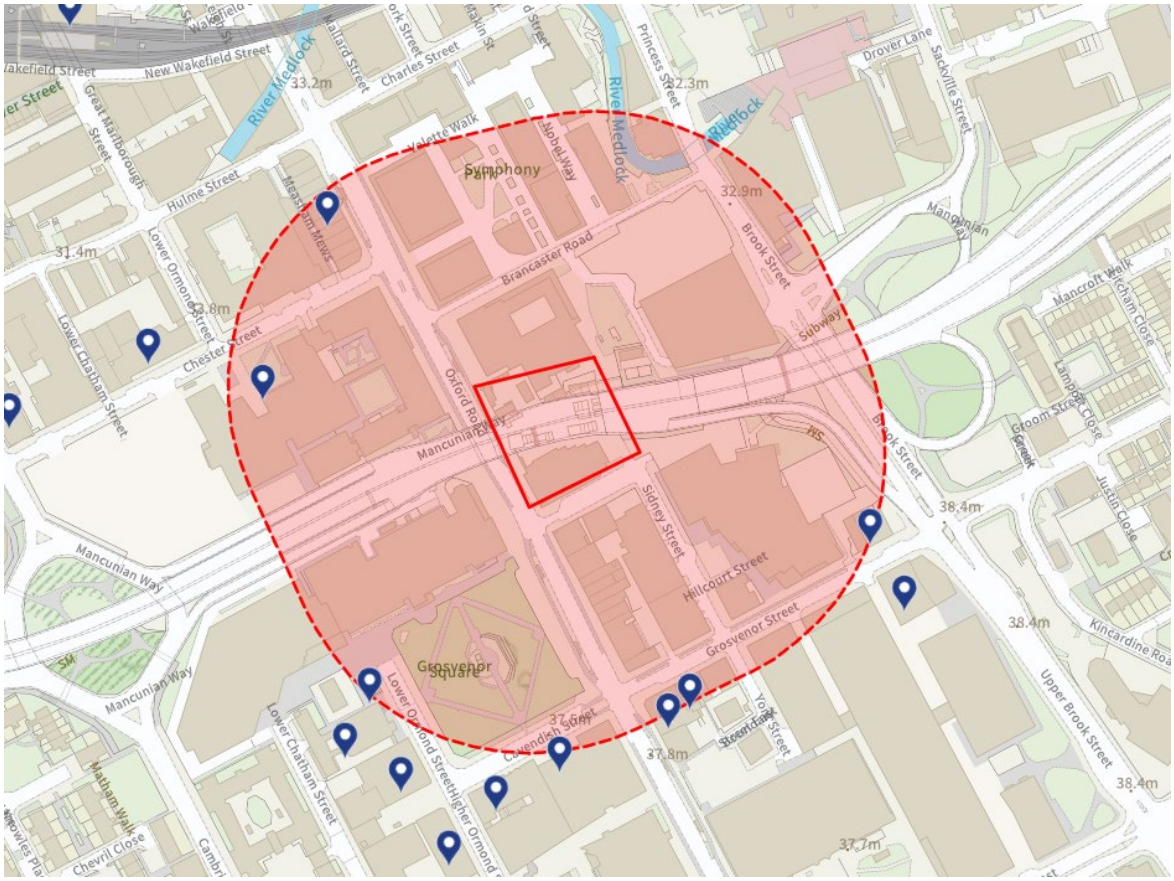



**Figure 4 – Map showing nearest listed buildings, with 150m buffer shown around site location.**

## 2.3 Historical context

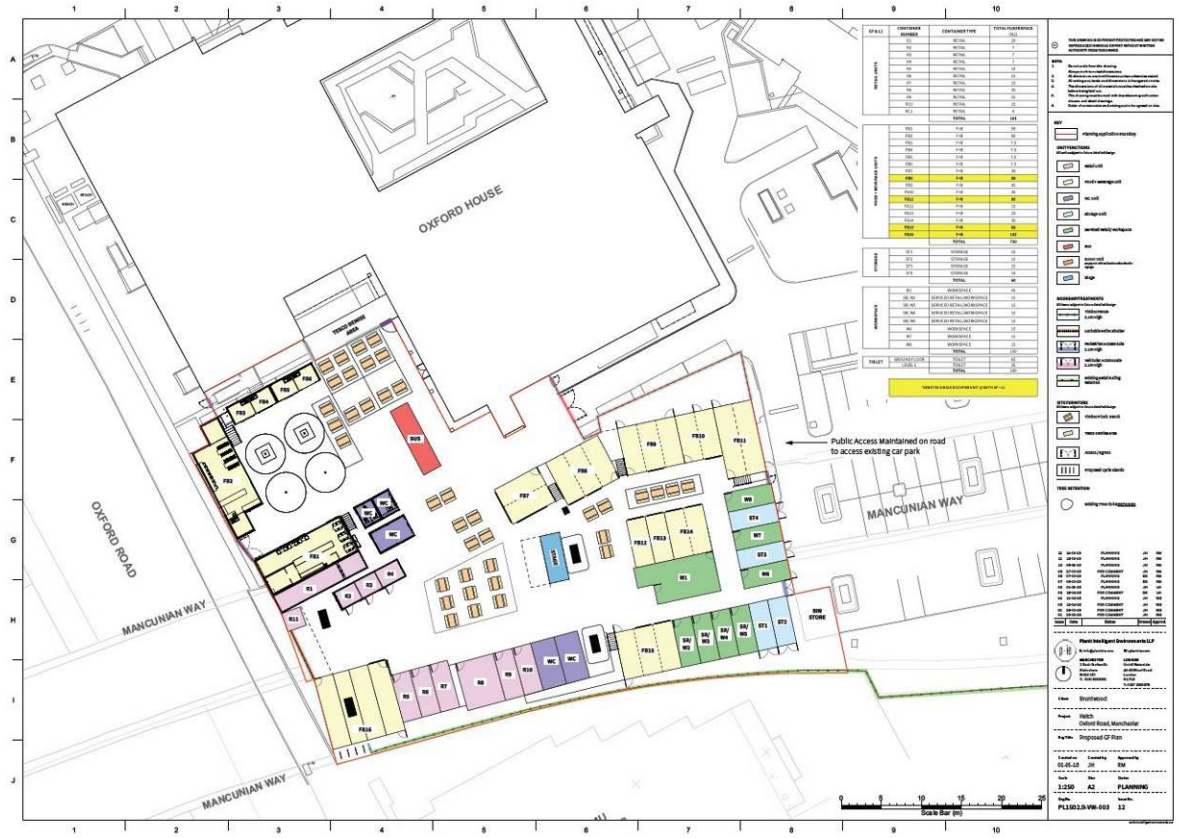



Figure 5. Existing HATCH Ground Floor Plan - by PlanIt

The site was formally occupied by HATCH, which has been present on the site since 2017.(Fig.5) Prior to the approvals for HATCH a planning application was made in June 2016 (112619/FO/2016) for the erection of a temporary three storey marketing suite with café/ gallery and marketing/commercial floorspace.

Planning applications for the HATCH scheme were made in 2017, 2018 and 2019. The 2017 application covered phase one of the development (117089/FO/2017) and was built out in December 2017. The 2018 application covered a phase 2 extension of the scheme (120050/FO/2018), and the 2019 application sought permission to re-organise the scheme (124502/FO/2019), both of which have been built out and are currently vacant (fig.5).

Prior to the wider development of the Circle Square Masterplan, the site was part of a larger surface level car park in the footprint of the Mancunian Way Flyover. Prior to the development of the flyover the site and the wider Oxford Road corridor was of a traditional 19th century urban grain. (Fig.6) a similar pattern can be seen further north where Oxford Road becomes Oxford Street to the north of the Oxford Road Station rail bridge.




Figure 6. Historic Mapping - Composite of Maps dating from the 1840's to 1860's.

## 2.4 Historical context

Oxford Road is part of an 18th century route from Manchester to Oxford. The original route can be traced by locating roads which have historically been designated the A34, Oxford Street (to the north of Oxford Road Station) and part of Oxford Road remain designated as the A34. Under the 'Turnpike Trust' the road saw rapid development through the 18th and early 19th centuries, which in turn spurred the development of villages, such as Rusholme and Withington. These villages eventually merged and became part of the city of Manchester. Through the 19th century the road featured horse drawn trams, which in the 20th century gave way to electrified trams, Oxford Road currently does not have infrastructure to accommodate tram services, however it is a key route for many bus services into and out of the City Centre.




Figure 7. New Broadcasting House and Oxford House Under Construction

The area around the site saw major development through the middle of the 20th century, most notably the construction of 'New Broadcasting House' the BBC's Northwest headquarters (fig.7). Constructed in 1971-5 the building served until 2010 when the BBC moved to MediaCityuk, it was subsequently demolished in 2012.

Neighbouring the application site; Oxford house (Manchester Technology Centre) was built circa 1964, and is now home to the Manchester Tech Incubator, housing some of the region's most disruptive fast-growing digital innovation startups.

The area from the junction of Oxford Road and Charles Street to the junction of Princess Street and the Mancunian Way is part of the Circle Square Masterplan Development, a joint venture between Bruntwood Scitech and Vita Group




Figure 8. Mancunian Way under Construction

The Circle Square Development offers office and laboratory space alongside student living and residential provision. The masterplan is seeking to rejuvenate the Oxford Road Corridor, and create a vibrant city neighbourhood where arts, science and a mix of people come together to make the extraordinary happen.

The Oxford Road corridor (or Knowledge Quarter) stretches south from St Peter's Square in Manchester city Centre and is home to 42,000 residents, 7,100 businesses, 81,000 students and 86,000 employees. The area accounts for 50% of Manchester's life science businesses and 50% of Greater Manchester's innovation assets. Many of Manchester's iconic music venues, auditoriums, and exhibition spaces are based within the knowledge quarter alongside a thriving nightlife and an abundance of cafes, restaurants, and bars.

## 2.5 Topography orientation and edge condition

The site is relatively flat with a slight fall from south to north, and slight cross fall from east to west. The western boundary onto Oxford Road is hard up against the back of footpath. The northern boundary is defined by a close boarded fence to the curtilage of Oxford House. The southern boundary is defined by a metal security fence on a raised curb, with ground level scraped away to the inside of the application boundary resulting in a strip of ground varying in height between 500mm and 750mm.

## 2.6 Trees and landscaping

In the forecourt area to the north of the site 4no. mature London Plane trees have been retained through previous development. A mature Sycamore is located in close proximity to the southern corner of the site, but outwith the development boundary. These trees have been identified as being of moderate quality by Bowland Tree Consultancy - arboricultural report provided under separate cover. The Eastern edge of the courtyard is defined with planters and planted trellis screens. The HATCH development also features a number of small sections of living wall.

## 2.7 Aspect and Prospect

The site faces west onto Oxford Road, partially in the undercroft formed by the Mancunian Way Flyover, and partially from the forecourt of Oxford House. The western elevation looks onto Oxford Road.

The remaining aspects face onto Oxford House, the remaining undercroft area of the Mancunian Way, and the Manchester Metropolitan University Institute of Sport.

## 2.8 Vehicular and pedestrian movement

Oxford Road is a busy and important corridor into and out of Manchester city centre. Directly adjacent to the site boundary there are two bus stops with a combined twenty-two bus services, which connect Manchester city centre to East and West Didsbury, Manchester Airport, Chorlton, Flixton, Stockport, and Manchester Royal Infirmary. As part of the Oxford Road Bus Priority Package the corridor prioritises bus and cycle movements and general traffic is restricted by the use of bus gates.

There is no parking associated with the site, though there are multiple carparks in the vicinity.

Oxford road also features segregated ‘Dutch-style’ cycle lanes, making it a key route for cyclists commuting between the city centre and universities to residential suburbs to the south.

There are a four ‘Sheffield-style’ cycle stands at the front of the site on Oxford Road. There is additional provision for cycle storage at All Saints Park (approx. 100m to the south) and at Oxford Road Station (approx. 350m to the north).

Oxford road is also a busy pedestrian route, and so features high-quality pedestrian facilities. The site is a walkable distance from numerous residential dwellings, employment uses, educational facilities, and other complimentary uses – such as cafes, restaurants, and bars.

2.9 Utilities summary

Wherever possible existing services will be used for the proposed development and the client will endeavour to use locally sourced and sustainable materials.

2.10 Existing buildings affected.

As the proposals are comparable to the existing Hatch development there will be no further impact relative to the existing buildings and previous operation.

2.11 Site investigations

A measured topographical survey of the site has been caried out during the design process. Other surveys which have been conducted include transport, drainage, geotechnical, flood risk, ecological, arboricultural, noise and statutory services. All of these surveys have helped to inform the design of the proposed development.

2.12 Evaluation

T the success of the former HATCH development demonstrates that the complimentary services offered by STACK will continue to meet and further the aspirations of the wider Circle Square Development.

2.13 Relevant national and local planning policies

To be provided under separate cover by Deloitte

## 3.0 Design

### 3.1 Use

The proposal provides for a temporary retail/leisure mixed use development on the site of HATCH Manchester. As the previous scheme, the proposals are to be constructed from shipping containers. The intention is to recreate the atmosphere and feel generated by the developer of the highly successful and popular STACK developments in the centre of Newcastle upon Tyne (Fig.9) and the seafront at Seaburn, bringing their unique brand of container leisure development to Manchester.



Figure 9. STACK Newcastle



Figure 10. STACK Seaburn

### 3.2 Amount

The proposed development comprises approximately 1,446 sq.m (15,564 sq.ft) of floor space over two levels, including back of house storage. With 2,470 sq.m (26,586 sq.ft) of open plaza seating areas over two levels.

## 3.3 Layout

The scheme falls into two distinct areas, a courtyard arrangement around 4no. London Plane trees to the north, and the under-croft space formed by the Mancunian Way. The layout has been designed to reflect this pattern with accommodation forming enclosed plaza seating areas in each space. The two plaza areas are connected to one another via a smaller plaza.

At ground floor the entrance to the development presents a gateway arch fronting onto Oxford Road, positioned similarly to the existing entrance. The entrance is flanked by two external seating areas, which serve the dual aspect coffee shop and street food units housed in shipping containers. To the north-western corner of the site two new outward facing retail stores will be provided. Within the development there is a large open plaza area with street food vendors and bars accommodated within shipping containers to the perimeter; to the west of the site, and aligned centrally to the plaza, there will be a large stage to host a broad range of entertainment and events. The courtyard area will make a feature of the retained mature trees and will be served by street food vendors and a bar, all accommodated within shipping containers.




Figure 11. Ground Floor Plan – Drawing ref. (1162.1-P0-20-001.2)

The first floor is accessed by several stairs and a passenger lift. At first floor over the main plaza, a void enables views of the stage, around which seating is arranged along with further street food vendors and bars. Over the entrance to the site there is a large seating area with glazed screen facing onto Oxford Road. To the courtyard area there is another smaller void, around which further seating is arranged, one street food vendor, and a collection of glazed back containers which offer covered/sheltered seating whilst allowing natural light to permeate through to Oxford House.




Figure 12.First Floor Plan - Drawing ref. (1162.1-P1-20-101.2)

Scale

The proposed development is to be constructed predominantly from 40ft shipping containers with occasional use of smaller infill containers. The scheme is a maximum of two high cube containers in height (2.89m each) giving an overall height of 5.8m. The layout has been designed around the profiled concrete beams of the highway, with as few containers as possible crossing these beams. Where the layout requires; 'standard' height (2.59m) containers will be used to ensure sufficient clearance to the underside of the flyover.

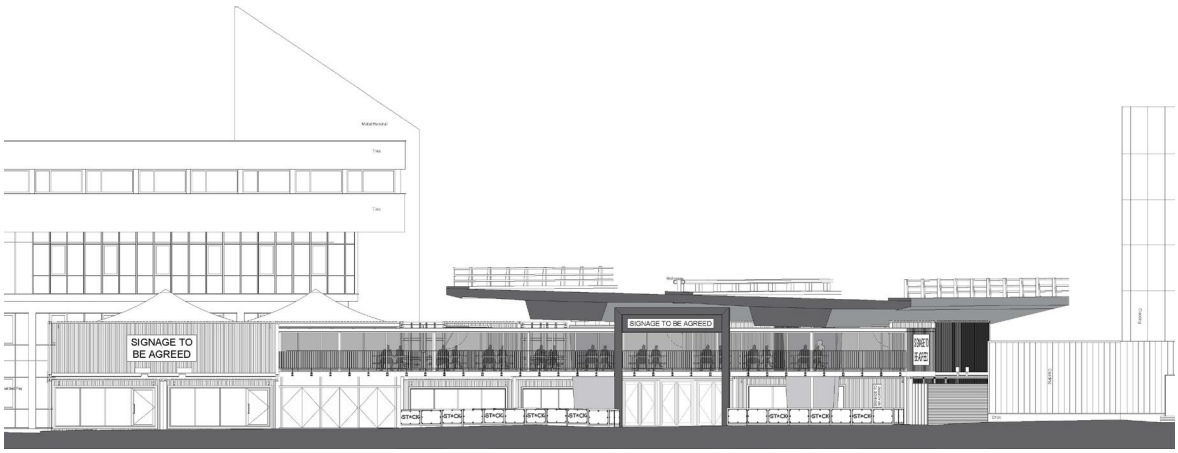



Figure 13.Proposed Elevation A-A - Drawing ref. (1162.1-EL-00-210.2)

## 3.4 Landscaping

Within the site there is a small area of landscaping, featured with in the paved forecourt to Oxford House, amounting to 4no. mature London Plane trees each approximately 12m in height. Construction methodologies appropriate for the protection of the trees will be employed and monitored to ensure no damage occurs to the retained trees.

There will be a number of individual timber planters and an additional two trees in large planters will be provided.

Located to the north and east of the retained trees a number of containers, at first floor, with glazed rear wall and open face will house enclosed covered seating, providing a more private environment in which to sit.

Refer to ecology report by Penny Anderson Associates (provided under separate cover)

## 3.5 Core Values

It is intended to produce a development of high quality to reflect the core values of the client, using sustainable materials in a contemporary style. This proposal introduces an innovative leisure and retail concept which has proven successful in other locations and continues the established model of acting as a catalyst for regeneration - by driving footfall and dwell time within an area leading to an increase in vibrancy and suitability for long term retail and business use.

## 3.6 Appearance

The proposed new development will be constructed from shipping containers with timber decking at upper level and tarmac to the ground floor plaza area. There will be steel handrails to both the upper-level plaza voids. The stairs will be of galvanised steel construction. Internally each container will be fitted out to the individual style, taste, and requirements of each occupier.

Entrance doors and glazed screens will all be double glazed with safety glass in aluminium frames.

## 3.7 Refuse

To be provided under separate cover by STACK (Manchester) Limited

## **4.0** Access

4.1 The site is located in a highly sustainable location on Oxford Road, within easy walkable distance to the university campuses, Oxford Road train station, and Manchester city centre. Oxford road also provides a key strategic public transport corridor, providing easy access to the Greater Manchester area. The Mancunian Way flyover provides easy access to a network of major roads connecting to the wider region, with parking provision located near the junction with the A34 approx. 350m from the site, and on Chester Street approx. 150m from the site.

4.2 Oxford Road is a busy and important corridor into and out of Manchester city centre. Directly adjacent to the site boundary there are two bus stops with a combined twenty-two bus services, connecting Manchester city centre to East and West Didsbury, Manchester Airport, Chorlton, Flixton, Stockport, and Manchester Royal Infirmary. As part of the Oxford Road Bus Priority Package the corridor prioritises bus and cycle movements, and general traffic is restricted by the use of bus gates. Manchester Oxford Road rail station is located 300m to the north of the site and provides access to regular local train services, Manchester Piccadilly offers further local and national rail services and is located 700m northeast of the site. Metrolink stations located at St Peter's Square and Manchester Piccadilly (600-700m walk from the site) provide tram links across the city.

4.3 Oxford Road features segregated 'Dutch-style' cycle lanes, making it a key route for cyclists commuting between the city centre and universities to residential suburbs to the south of the city. Cycle storage is catered for by the 4no extant Sheffield cycle hoops installed to Oxford Road as part of the Hatch Development, there is additional provision for cycle storage at All Saints Park (approx. 100m to the south) and at Oxford Road Station (approx. 350m to the north).

4.4 Vehicular access to the site is provided via Brancaster Road, facilitating access to the rear of the site for deliveries and collection of refuse. There is no public vehicular access, and no parking will be provided for the development.

4.5 Further information on Pedestrian, Cycle and Vehicular access is further provided under separate cover by Curtins.

4.6 Pedestrian Access to the site is via a single point of access off Oxford Road. In the same location as the former entrance for the HATCH development. The proposed entrance features a gateway arch to highlight the entrance. Set back from the footpath, lobbied entrance doors lead to the plaza within.

4.7 There are appropriate access and escape doors incorporated into the layout to satisfy the end user's requirements and statutory regulations. In addition to the lobbied entrance and adjacent an emergency exit will be formed onto the footpath of Oxford Road at the same location as employed by the Hatch development. Further escape routes are provided onto the service areas to the rear of the site.

4.8 The proposed development has been designed to comply with the relevant sections of *'Approved Document M: Access to and use of buildings - volume 2 (2015 edition incorporating 2020 amendments)'*. Reference has also been made to *'Designing for Accessibility'* published by the Centre for Accessible Environments and RIBA Enterprises (2004), '*British Standard bs 8300:2001*

*Design of buildings and their approaches to meet the needs of disabled people – code of practice'*, *'Planning and Access for Disabled People – A Good Practice Guide'* published by the Communities and Local Government Publications.

## 5.0 Sustainability

5.1 It is the developer's desire to produce a high-quality sustainable development which will use local resources during the construction phase and throughout the lifetime of the development, consequently contributing positively to the environment. The developer and their chosen contractor will work closely with the Environment Agency, local authority, industry bodies, subcontractors, and suppliers to develop initiatives on environmental management, waste minimisation, and reducing pollution.

5.2 The site is considered to be sustainably located on the Oxford Road Corridor with easy access by foot, cycle, and public transport. The local area includes a mix of commercial retail and residential properties and as such we consider it to be in accordance with the presumption in favour of sustainable development as outlined in the NPPF.

5.3 The developer acknowledges the importance of sustainable construction techniques, efficient use of materials, and sustainable waste management and intends to follow such an ethos as far as practicably possible.

5.4 Good site management and resource consumption practices will be ensured, to monitor CO2 arising from energy use and water consumption from site activities and operations, and the transport of construction waste and materials.

## 6.0 Operations

To be provided under separate cover by STACK (Manchester) Limited

## 7.0 Servicing

To be provided under separate cover by STACK (Manchester) Limited

## 8.0 Crime and disorder

To be provided under separate cover by Greater Manchester Police

## 9.0 Conclusion

9.1 The proposals within this planning application provide an important opportunity to revitalise and continue the use of a prominent site within Manchester's Circle Square development. The development will complement the existing retail and leisure provision of the area and add a vibrancy and contemporary twist to the mix already established. It will directly generate employment on site and indirectly to the wider region through support services and supply chains, bolstering existing businesses and consequently continuing to function as a catalyst for regeneration. The proposal is of a very high quality and will enhance the built and cultural environment in the area.

Please refer to the full planning submission for existing and proposed plans and proposed elevations, and complimentary reports and documents.