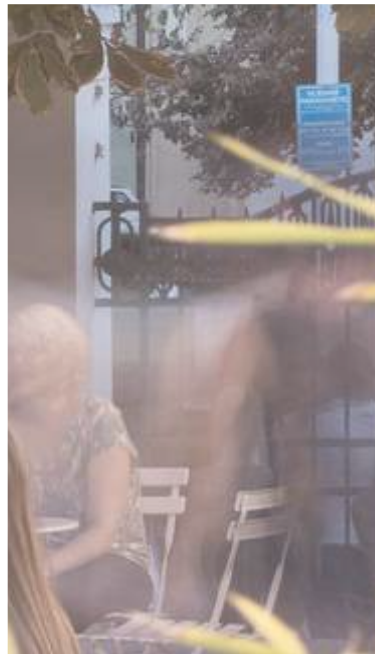
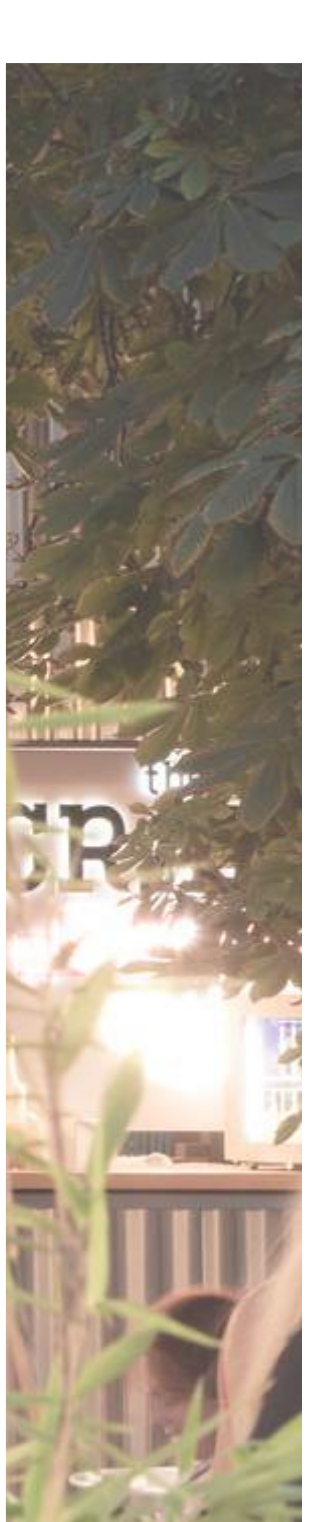
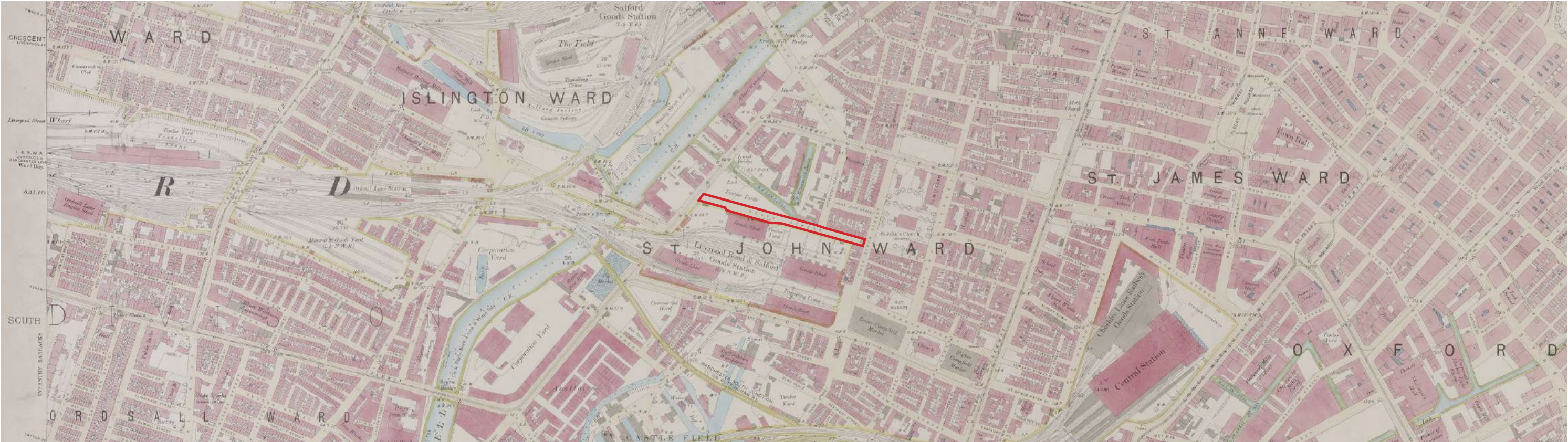






Map from 1896

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Introduction

This Design and Access statement is submitted as part of an application for planning consent for a temporary series of micro new-build retail and food/beverage units on Grape Street.

The design principles on which the proposal is based have been informed and defined by close consideration of the Manchester City Council planning policy requirements, the local context, the existing architecture and the Client's aspiration to achieve development of the highest architectural merit.

This Design and Access Statement has been written in accordance with the guidance provided within The Town and Country Planning (Development Management Procedure) (England) Order 2015.

The Planning Statement which forms part of this application demonstrates that the proposal conforms to the criteria set by national and local planning policy, and that the principle of development is both sustainable and desirable



Location

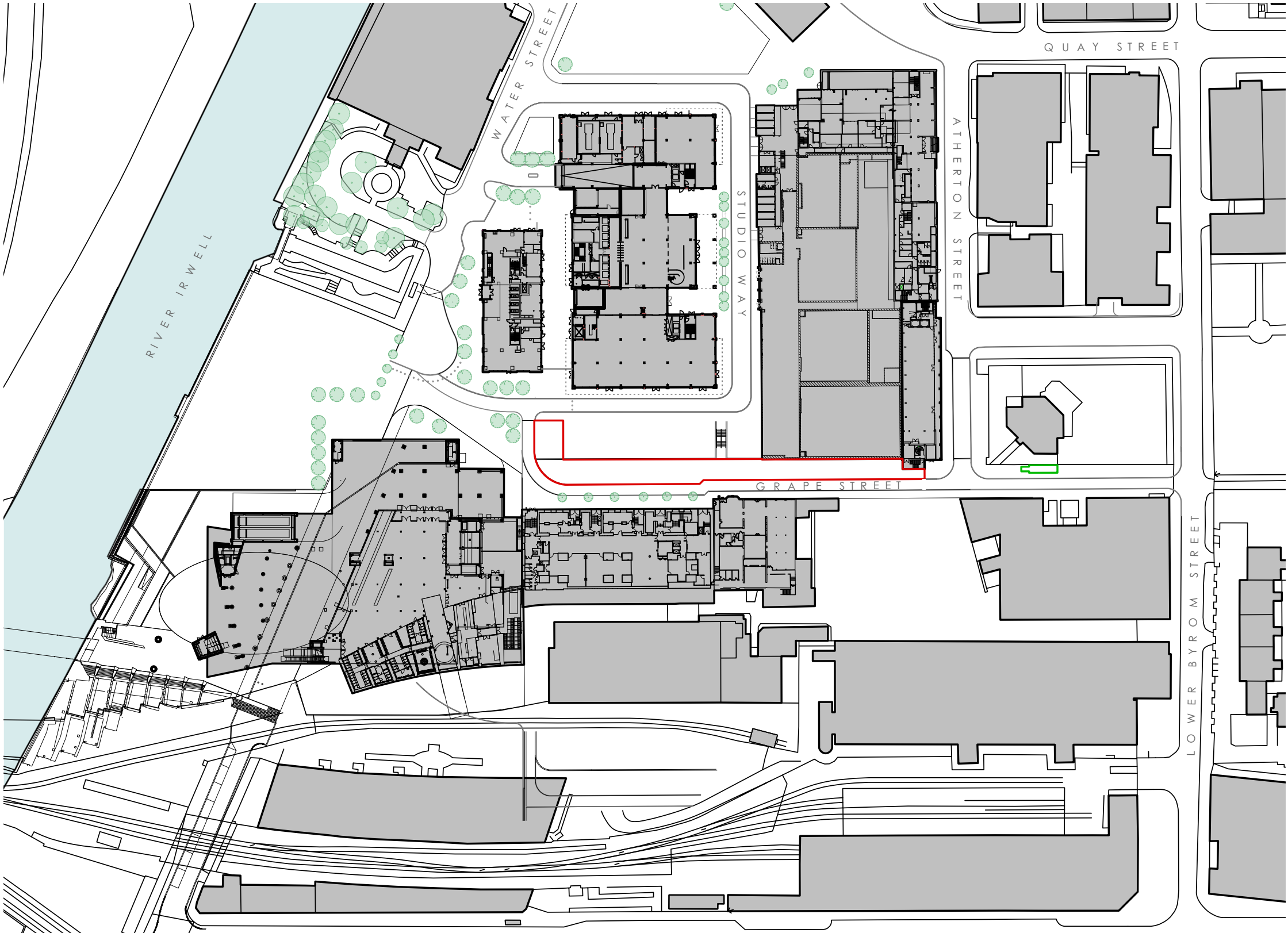
Grape Street is a significant route within the St John's estate, connecting Lower Byrom Street to Bonded Warehouse and The Factory

In addition to bringing in new customers to the area, the surrounding mixed use buildings provide an opportunity for a retail and F&B offering, which caters to local office workers, residents and members of the public visiting The Factory.

The proposals seek to activate the streetscape and introduce animation and atmosphere. It will create a venue for passing trade as well as a destination for independent shopping.

The proposed units are located along the generous pavement area to the northern side of Grape Street. At the western end of the street, the site runs along a retaining wall over the lower No. 1 Grape Street plot. At the eastern end of Grape Street, a new bin store is proposed.

- site location
- new bin store location



Planning Context

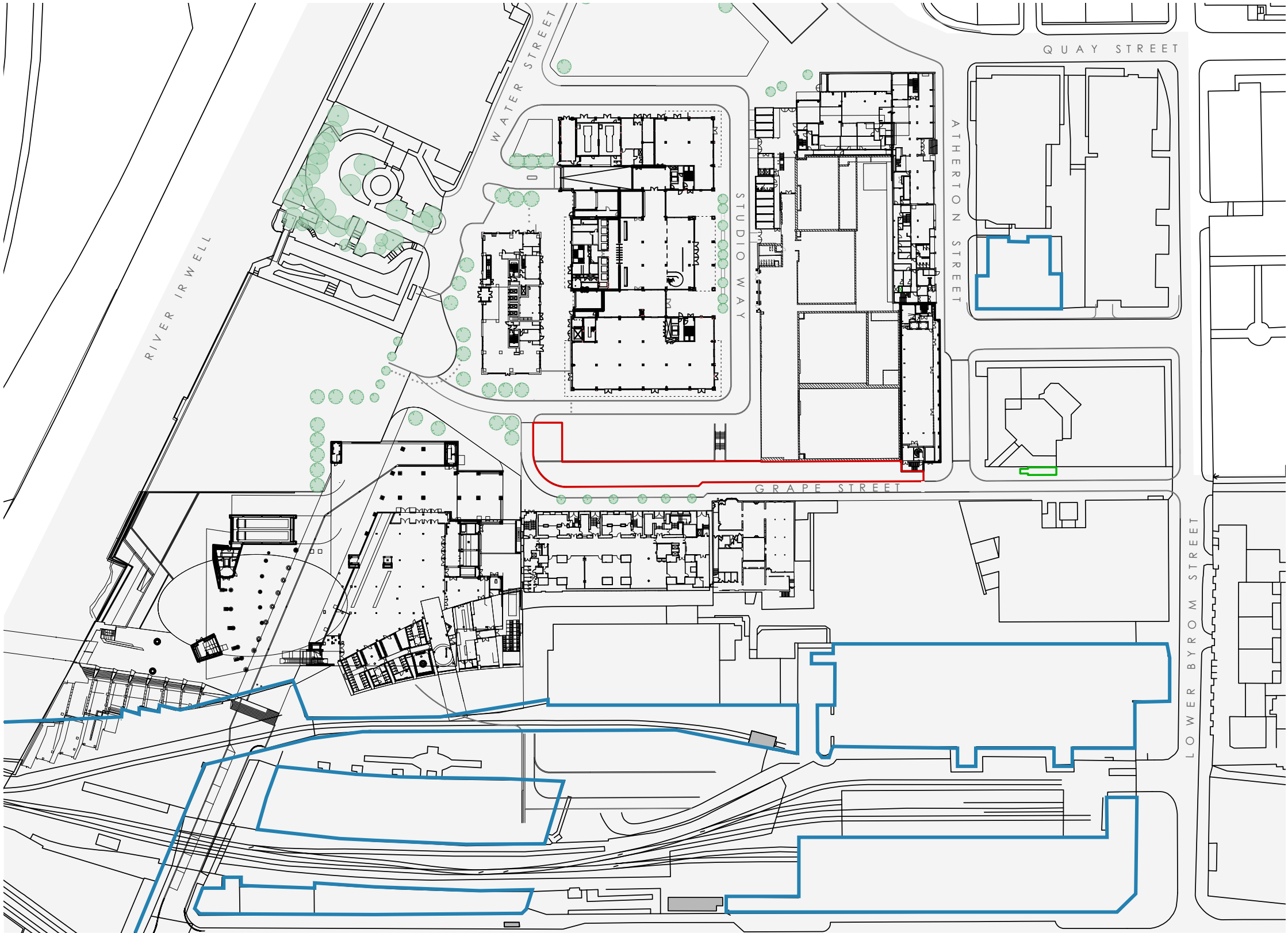
Grape Street falls entirely within the Castlefield Conservation Area, which is one of the largest conservation areas in Manchester.

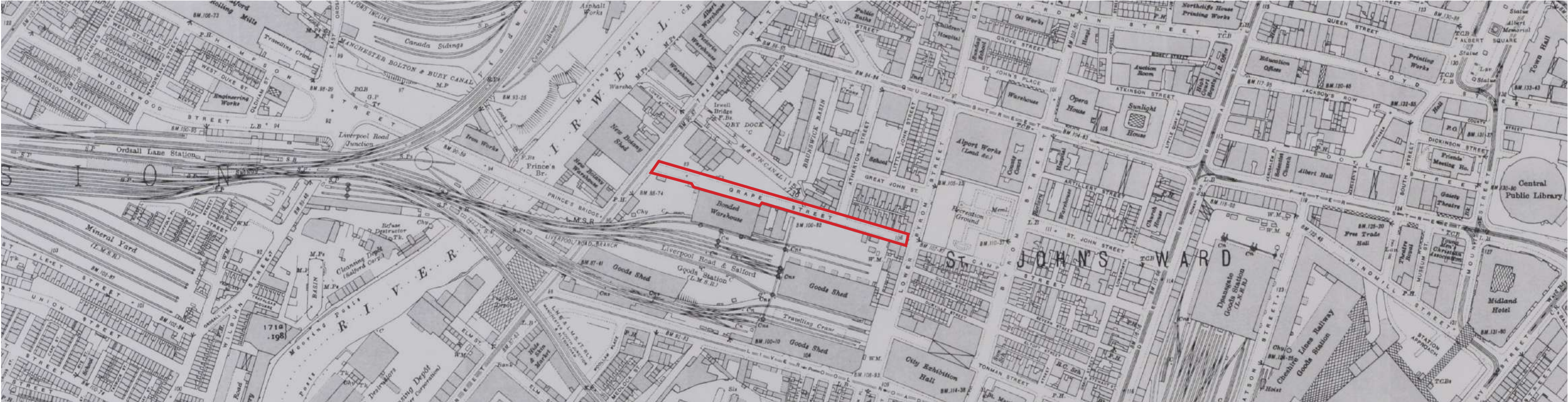
Today, uses in Castlefield are directed towards leisure, tourism and residential including a number of conversions of warehouses to residential use. Guidance for the area encourages new development that incorporates a mix of uses that is detailed within the St John's Strategic Regeneration Framework.

The proposed development use, will support economic growth and contribute to the aims of the St John's Strategic Regeneration Framework, as well as area specific policy covering the City Centre.

Two planning applications have recently been submitted for works to neighbouring sites, please see page 7 for details.

- site location
- new bin store location
- castlefield conservation area
- listed buildings





Map from 1934

Site History

St John’s and The Rail Industry

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

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

The River Irwell was made navigable in the 1720s allowing access to Liverpool via the River

Mersey. This led to the first quay on the Irwell and the construction of Quay Street to Deansgate. This in turn led to the construction of the Rochdale Canal which enabled coal to be delivered directly into the city which fuelled the industrial development of Manchester.

The Liverpool Road Station, now part of the Museum of Science and Industry (MSI), represents the world’s

first commercial passenger railway. The railway station opened in 1830 and was the terminus of the newly created line between Manchester and Liverpool. This soon became the centre of a railway network crossing the River Irwell with viaducts.

The regeneration of the surrounding area shows the influence this had, not only in terms of passengers but also in the

development of warehousing and distribution for the city and region as a whole.

The transport termini in Castlefield led to a large number of warehouses being built, satisfying the needs of Manchester’s growing population. These warehouses still stand today and form an indelible vista across St. John’s. One of the most prominent is the Bonded Warehouse

that now proudly sits at the centre of the St. John’s development, a fine example of late 19th Century industrial architecture that will remain prominent in the new neighbourhood.



Existing Site

Grape Street

Grape Street is currently undergoing significant public realm works, as part of the wider development of the St John's Estate.

A new black macadam road is being formed with pavements made from a mixture of cobbles, in-situ concrete and red brick. This variety of flooring materials reflects the

variety of styles and heritage of the surrounding buildings. The location and extent of these materials has been carefully chosen to relate to the surrounding context. Six new trees are also proposed along the Bonded Warehouse section of Grape Street.

There is a significant change in level between Grape Street and the

lower site (which fronts Studio Way). The new road is being ramped down at the west end to traverse this drop.

Once the public realm works are complete, there is a place-making opportunity to utilise the generous new pavements and bring activity and character to the street.

“A place-making Opportunity”



View looking west, towards The Factory (Feb 2024)



View looking east, showing the existing substations (Feb 2024)



Proposal

Retail and Food / Beverage Outlets

The primary objectives of the proposals are to enliven the street scene and provide food/beverage and retail offerings for members of the public visiting The Factory and the St John's Estate.

The new development will also serve workers from the surrounding offices, as well as residents from Union, the nearby co-living tower.

The proposals seek to align with the overall strategy of St John's and the Enterprise City development. Aiming to provide a refined street of independent and small businesses within retail, food and beverage that will introduce some locality to the St John's district, and bring more visitors into the estate.

The micro-scale and temporary nature of the proposals is designed to be sensitive to the surroundings and work with the character of Grape Street. The stacked containers will be playful and will bring activity and colour to the street, whilst their robust and industrial materiality will be suited to the look and feel of the site.

The intention is to create an eye-catching architectural scheme that increases the visibility of Grape Street in the wider area.



Proposed Layout

Activation of the streetscape

The units have been arranged in two clusters - location A to the west end which overlooks the lower site. And location B to the east end, which is against the facade of the Old Granada Studios.

These units have been arranged to create visual interest and provide pockets of sheltered space, which can be used for seating. One

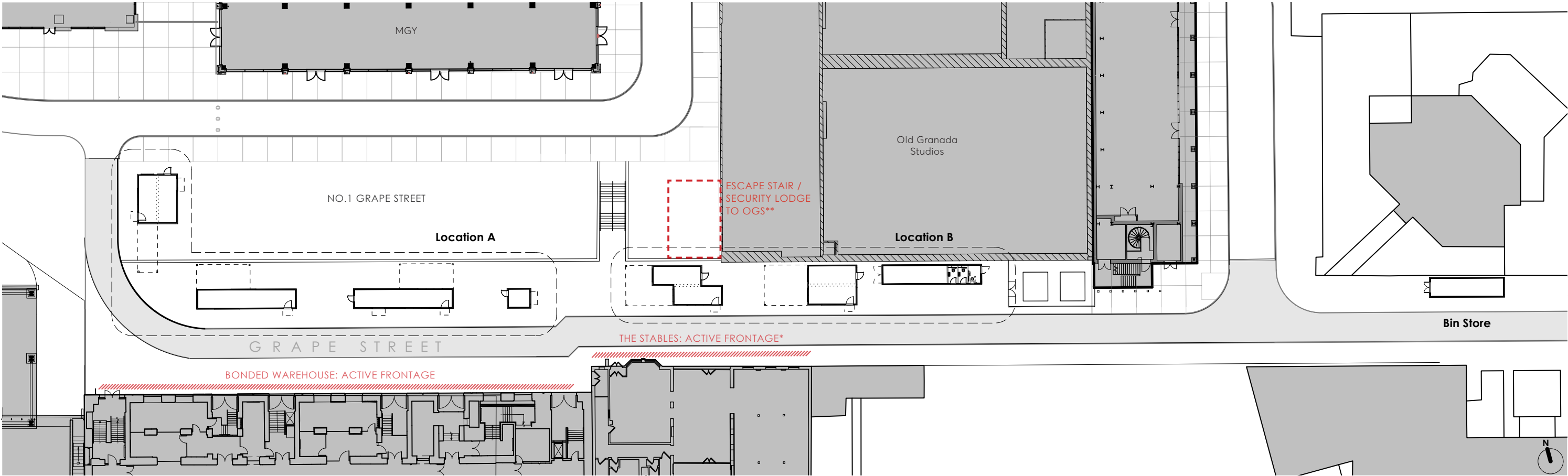
cantilevered unit and one vertical upstanding unit are proposed, to form place-making 'book ends' and add height and volume.

Soft, festoon-style lighting is proposed along the length of the development, spanning across the road. Each container will have space for planting and outside seating.

The new development will also compliment the active frontage of Bonded Warehouse on the other side of Grape Street.

A bin store is proposed at the east end of Grape Street. This location has been chosen to facilitate easy access for service vehicles coming from Lower Byrom Street.

“A high-end destination to activate the streetscape”



Location Plan

* Planning application for The Stables was submitted in October 2023, reference 138279/FO/2023
** Planning application for OGS Stairs was submitted in October 2023, reference 138362/FO/2023



Look & Feel

Materiality

The proposed look and feel is sleek and urban, with honesty in materials and a simple colour scheme. The proposals aim to set apart this development from other typical container projects. The design will be elevated and refined in comparison. The container typology and material also ties in with other developments in the St John’s Estate who also use shipping containers.

Stacking volumes

Upper level and vertical containers will form placemaking and add height and visual interest to the streetscape.

Glazed openings

New glazed doors and windows will be formed in the container walls to provide natural light and ventilation. In some units, these windows will act as serving hatches.

Signage

The upper level containers will feature graphics/signage, to reinforce the scheme as a destination, and to increase visibility from around the St John’s estate.

Lighting

Soft and atmospheric festoon-style lighting will activate the street at night.



Manifesto Market,Prague



Honesty in materials



Festoon lighting



Manifesto Market,Prague



Goon Yard, Vietnam



Proposed Plans

- F&B

Unit 01 285 sq.ft.
Unit 02 280 sq.ft.
Unit 03 60 sq.ft.
Unit 04 275 sq.ft.
Unit 06 285 sq.ft.

- Retail

Unit 05 275 sq.ft.

- Storage / WC

275 sq.ft.

- 1

Existing retaining wall
- 2

Existing stairs down to Studio Way
- 3

Standard-height container, stacked above (dotted)
- 4

Fabric canopies above entrance doors
- 5

Fabric canopies above outside seating
- 6

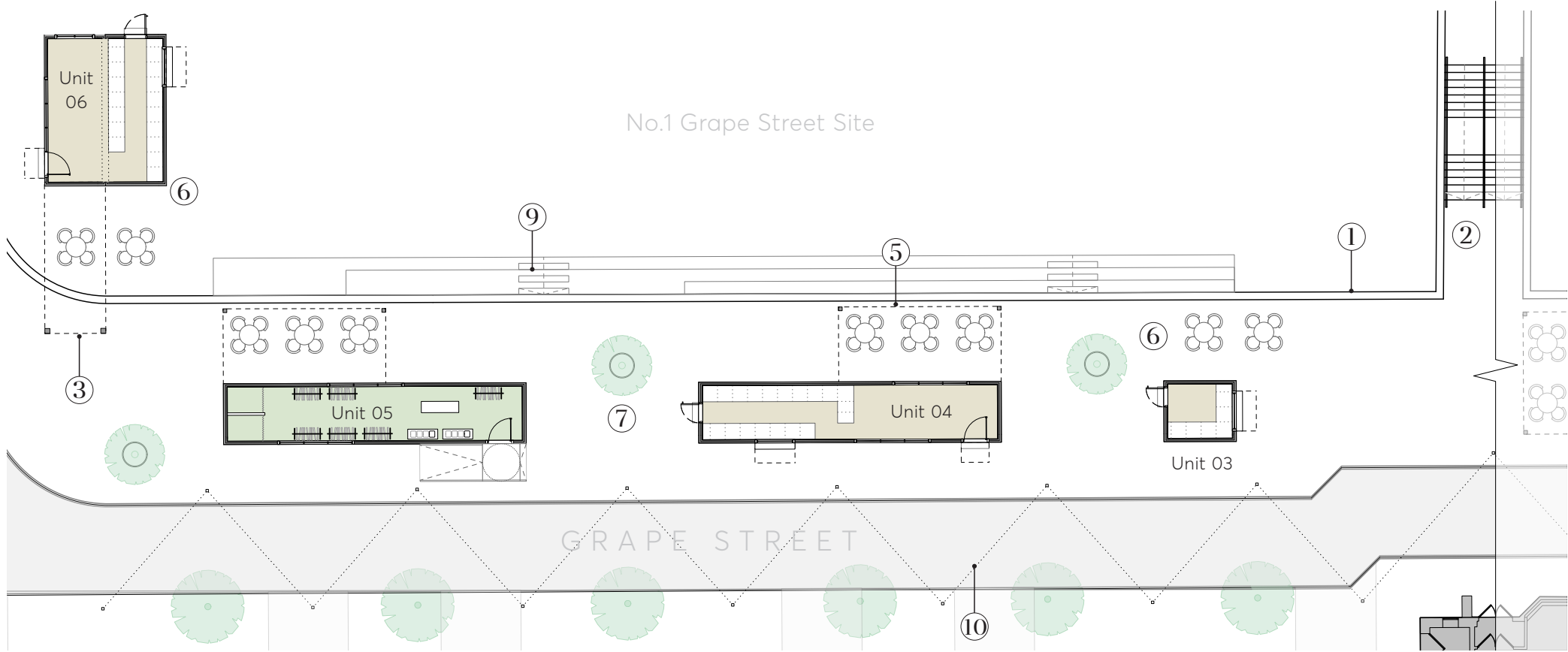
Indicative external furniture and plants
- 7

New trees in pots
- 8

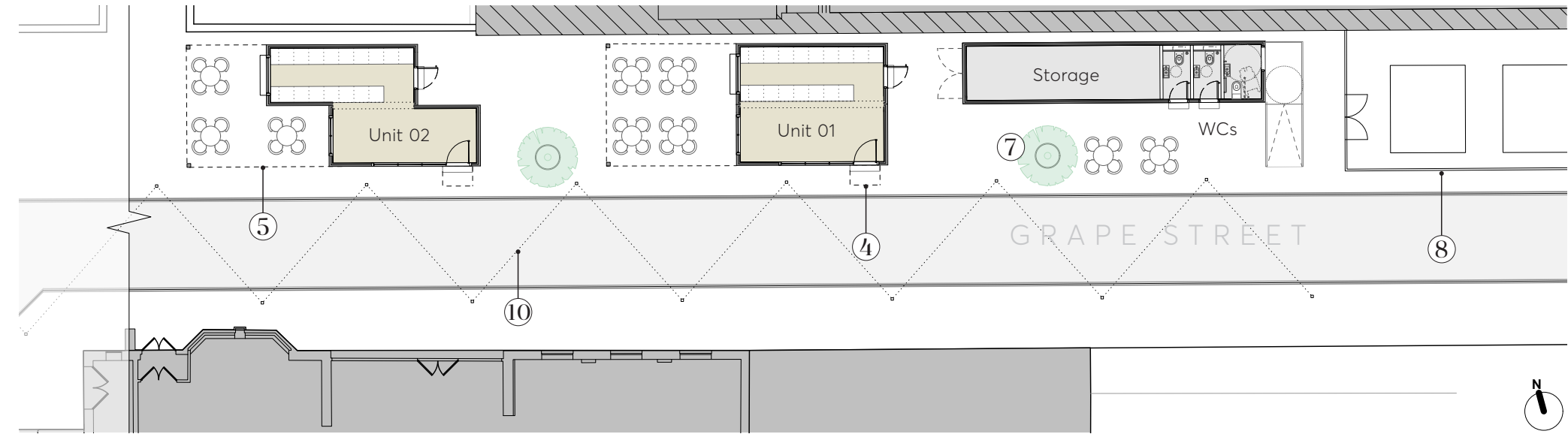
Fencing around existing substation
- 9

New steps down to 1 Grape Street
- 10

Festoon lighting, spanning from posts



Proposed Plan: Location A



Proposed Plan: Location B



Street Elevations

Proposed Streetscape

- ①

Existing retaining wall
- ②

Existing stairs down to Studio Way
- ③

Standard-height container, stacked above
- ④

Fabric canopies above entrance doors
- ⑤

Fabric canopies above outside seating
- ⑥

Indicative external furniture and plants
- ⑦

New trees in pots
- ⑧

Fencing around existing substation
- ⑨

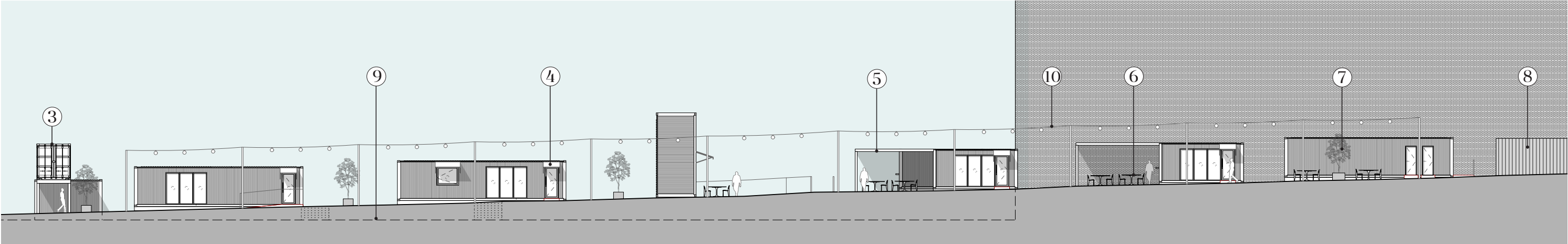
Line of the lower 1 Grape Street site
- ⑩

Festoon lighting
- ⑪

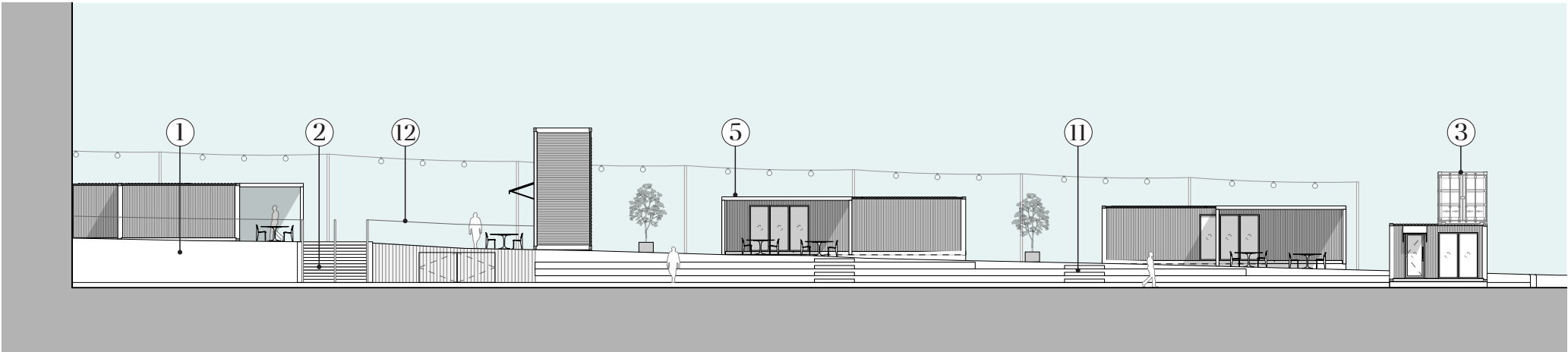
New steps down to 1 Grape Street
- ⑫

New balustrade, where required by BC

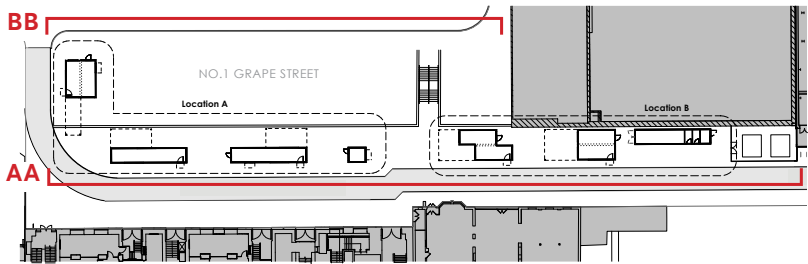
“Stacking volumes and sleek design”



Proposed South Elevation AA



Proposed North Elevation BB



Typical F&B Container

Indicative Fit-Out Layout



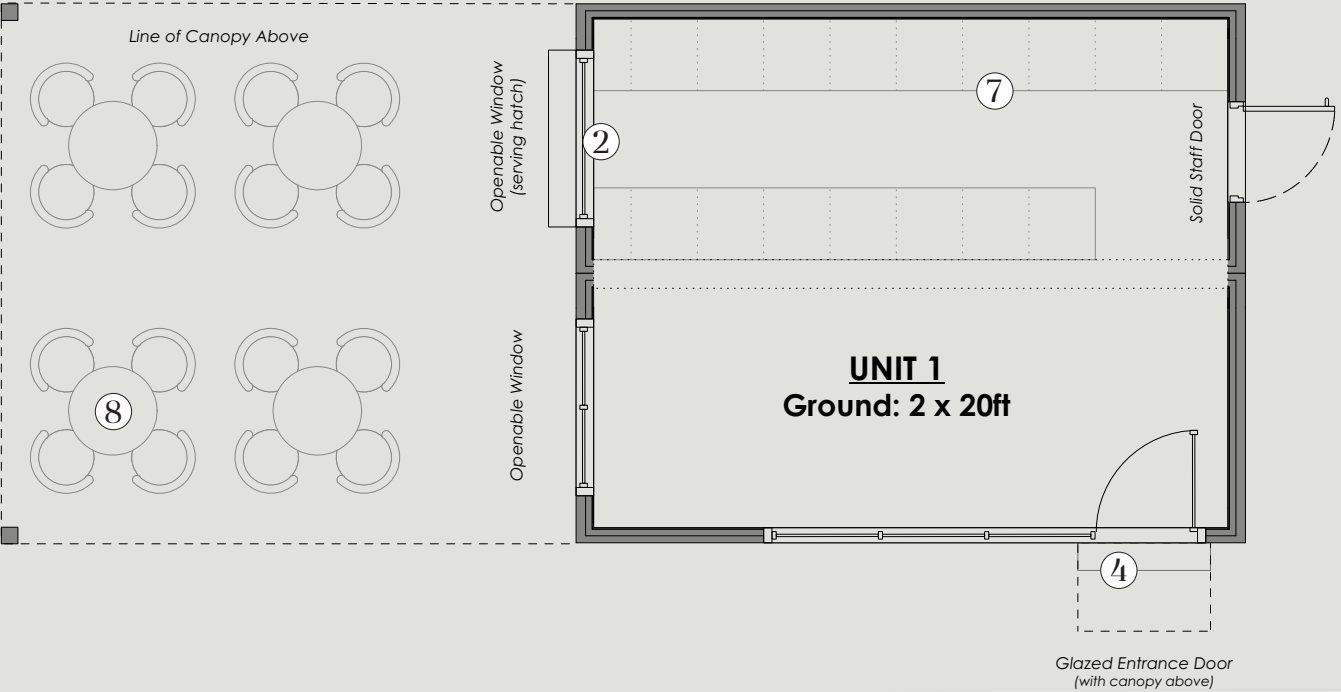
Precedent of serving hatch



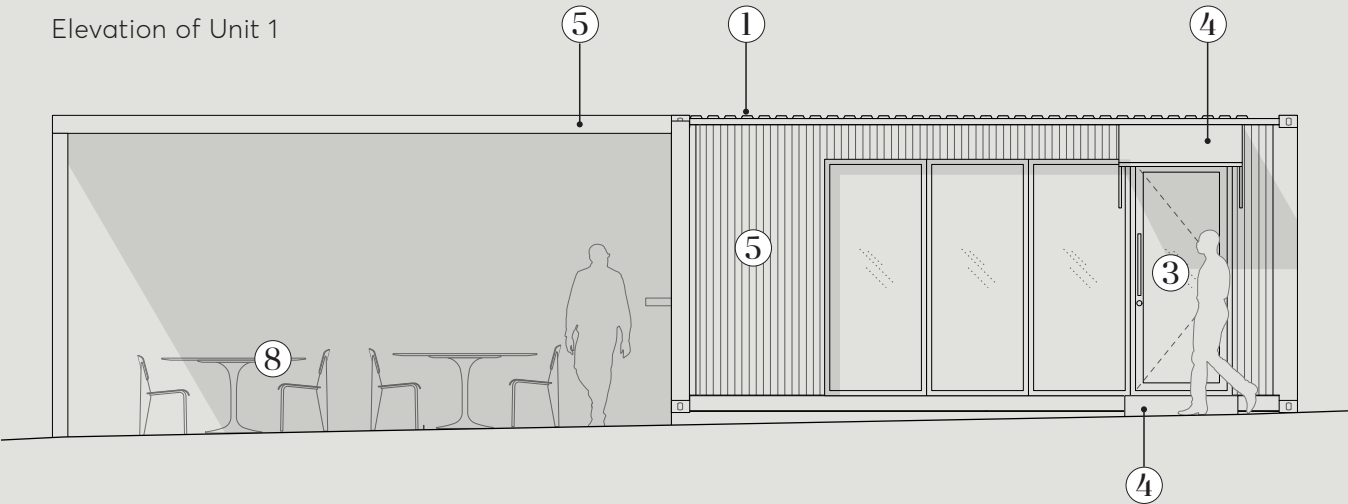
Precedent of canopy above glazed door

- ① Shipping container, sat on pads/sleepers
- ② Openable window, which will be used as a serving hatch
- ③ Glazed door and fixed glazed panels, frame colour tbc
- ④ Fabric canopy above glazed entrance door, colour tbc
- ⑤ Paint finish to container and canopy frame, colour tbc
- ⑥ Step up to entrance door
- ⑦ Indicative fit-out layout
- ⑧ Indicative external furniture

Indicative Fit-Out Plan of Unit 1



Elevation of Unit 1



Typical Retail Container

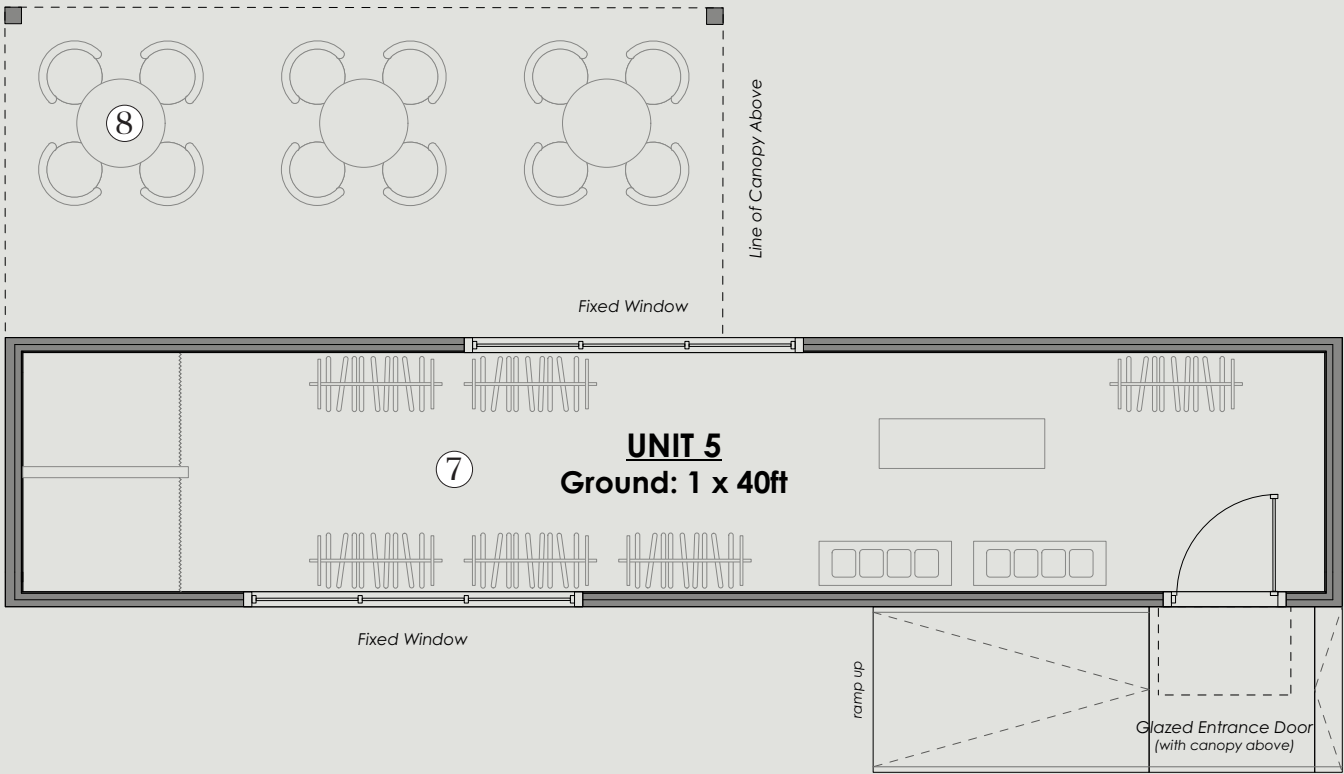
Indicative Fit-Out Layout



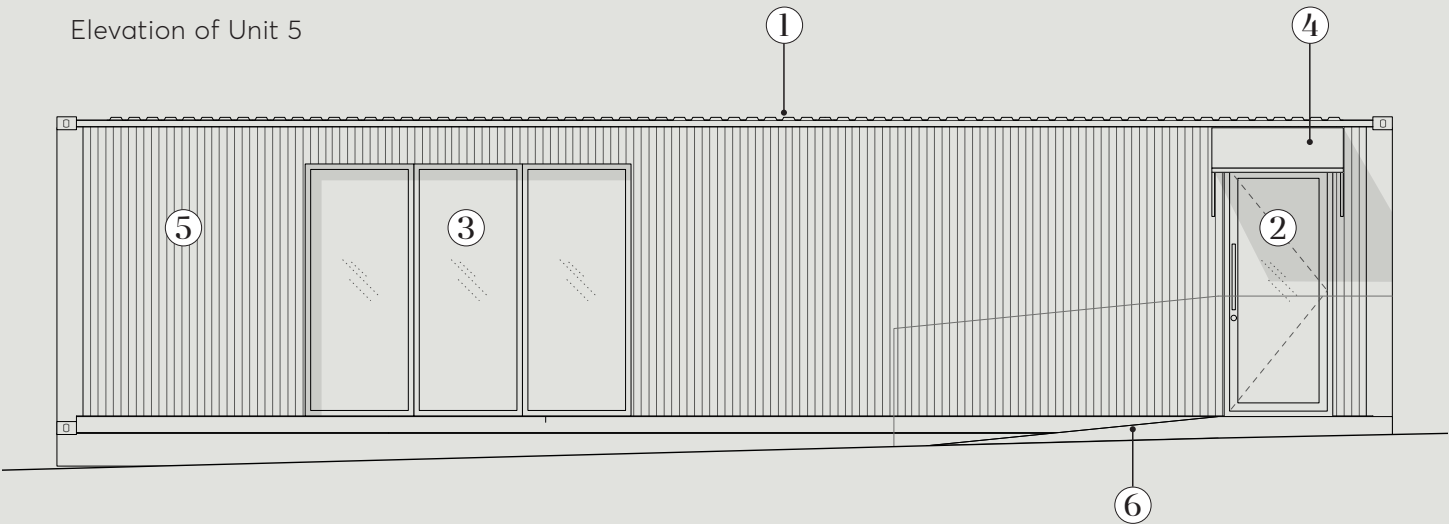
Precedent of canopy, with metal frame and retractable fabric

- ① Shipping container, sat on pads/sleepers
- ② Glazed door, frame colour tbc
- ③ Fixed glazing, frame colour tbc
- ④ Fabric canopy above glazed entrance door, colour tbc
- ⑤ Paint finish to container and canopy frame, colour tbc
- ⑥ Ramp/steps up to entrance door
- ⑦ Indicative fit-out layout
- ⑧ Indicative external furniture

Indicative Fit-Out Plan of Unit 5



Elevation of Unit 5



Shipping Containers

Specifications and Pros-Cons

We are proposing to use a mixture of 20ft and 40ft high-cube containers. High-cube containers are slightly taller than standard containers and offer more generous head-heights, appropriate for the proposed F&B and Retail uses.

We are proposing to stack one container on top of unit 6, which will not be accessible or used, and this container is proposed as being

a standard-height container (not high-cube), to keep the overall height lower.

Shipping containers offer multiple benefits and advantages, which especially suit a project of this size and nature.

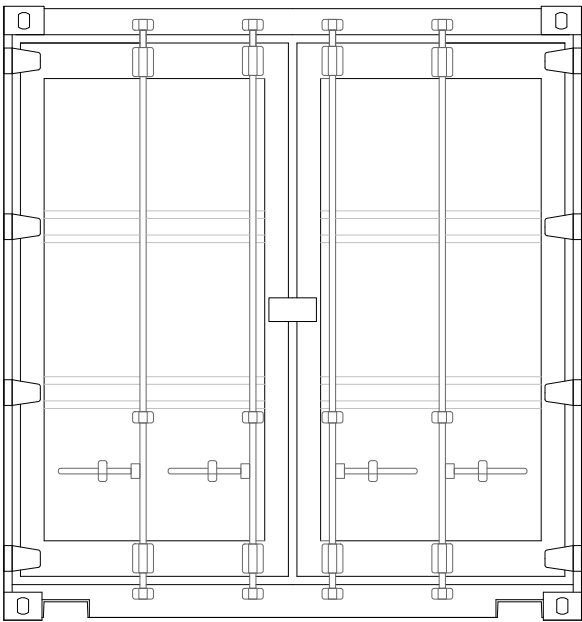
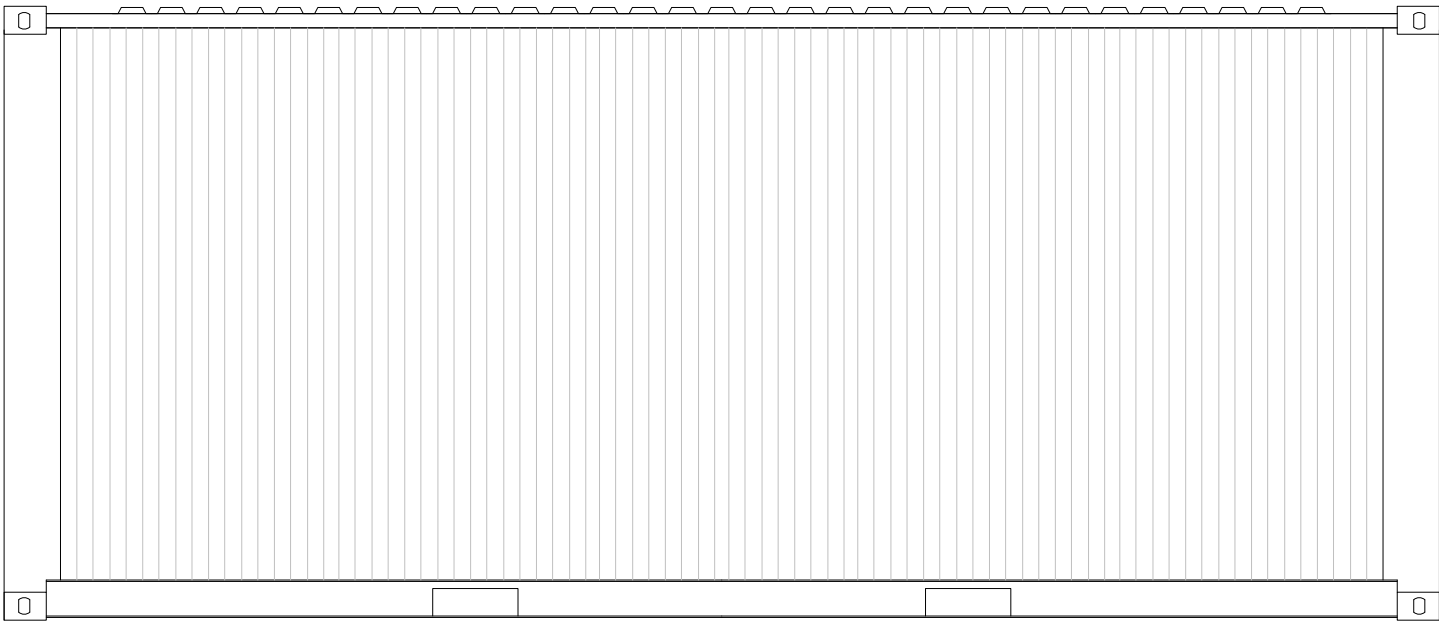
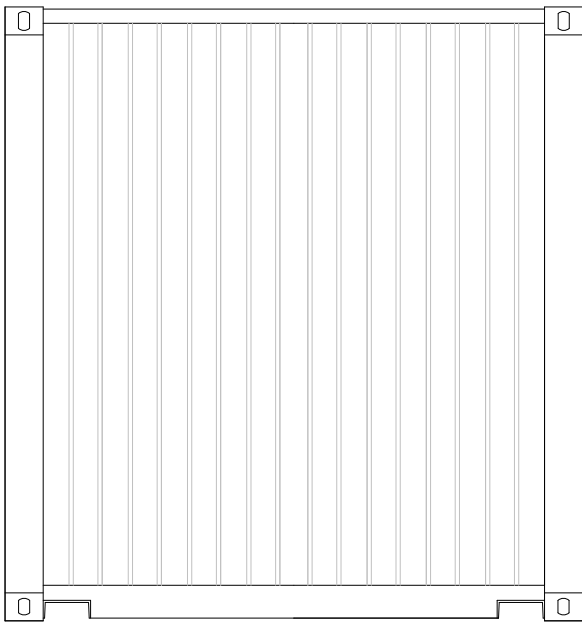
The methodology of construction will be as follows - structural modifications, window/door

openings, and the Cat A fit-out of the containers, will take place off-site. The containers will then be delivered to site and swiftly positioned in place. The Cat B fit-outs of the containers will then follow in-situ, subject to tenants requirements.

One of the key benefits of using shipping containers for this project, is the ability to fabricate off-site

and keep time on site to a minimum. This means minimal disruption to the surrounding businesses and the public moving through the site.

The containers can be easily modified in the future if tenant requirements change. And they can be re-purposed at the end of the projects lifespan.



Typical 20ft Container Elevations



Accessibility

Site Access

Within the St John's estate, pedestrians have free movement, while vehicle access is strictly controlled along one-way routes. We expect Grape Street to be used as an access route by pedestrians visiting The Factory. The site is well connected for public transport.

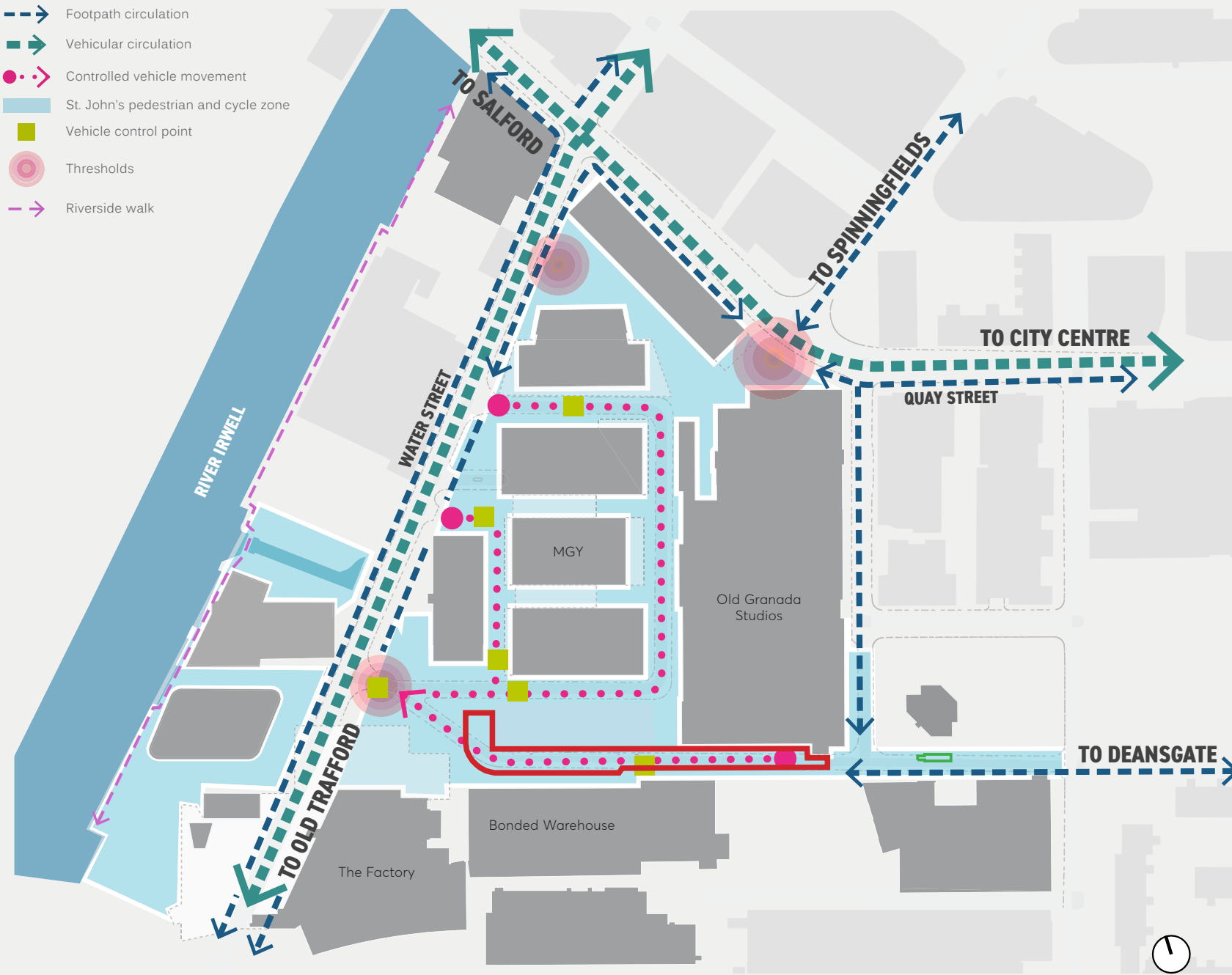
Access to the Containers

Due to the prefabricated nature of shipping containers, they are typically installed on top of a base formed of concrete pads/sleepers. This means level access is not achievable and we are therefore proposing stepped access to all F&B units.

Due to their small size, the F&B units have been designed with the majority of their seating located externally. The interior will house the kitchen/prep area and a small number of seats. The F&B units all also have serving hatches, where people can order and receive their goods from outside. This means that all the services the F&B units provide, can be experienced equally both externally and internally. Therefore, a person unable to access the interior of the unit due to the stepped access, will not be missing out on any services. The external sating area will be shielded from wind and heated during the colder months.

If a staff member of any of the F&B units were a wheelchair user, or unable to access the stepped entrances, then provisions are in place for a ramp to be retrofitted to the staff access doors.

The retail unit cannot offer the same services externally as they can internally. And so therefore, wheelchair access must be provided into the unit. We are proposing to install a ramp to facilitate this.



Movement Analysis Diagram (excerpt from a St John's public realm strategy)

- indicative site location
- indiactive new bin store location



Servicing & Waste

Service/emergency vehicles can access Grape Street from the east, along Atherton Street or Lower Byrom Street.

A new external bin store is proposed at the east end of Grape Street, on the generous pavement area. This bin store will be formed of

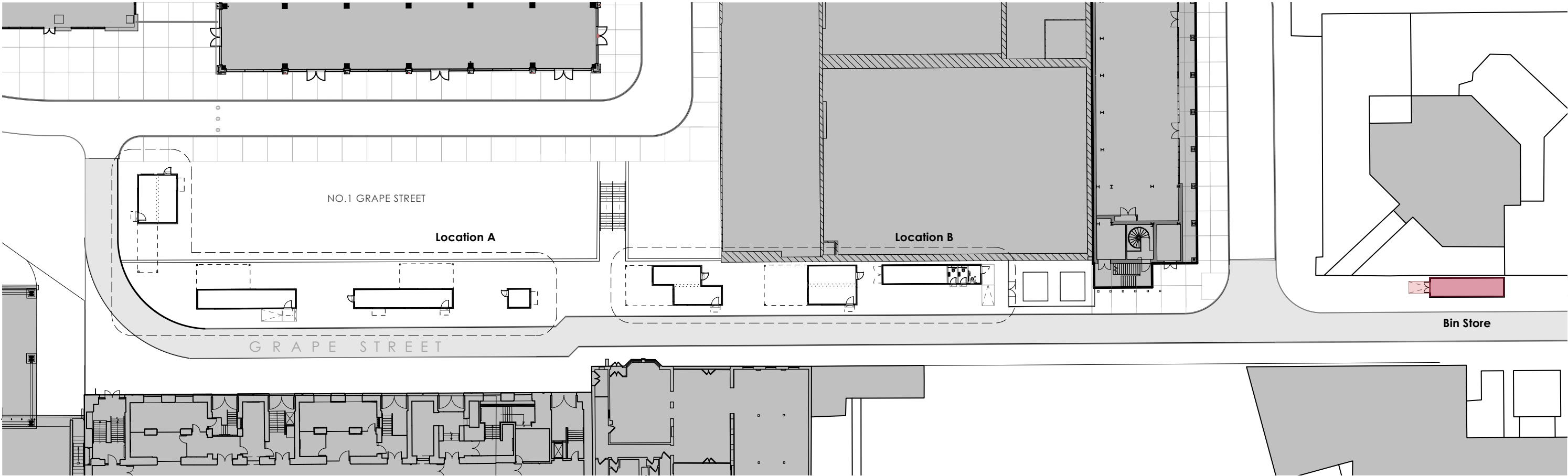
a single 30ft container, with a paint finish (colour tbc).

The container will be approx. ~9.1m in length and ~2.4m in width. It will be ~2.6m in height, plus a minimal base to allow for level installation.

The existing container doors will

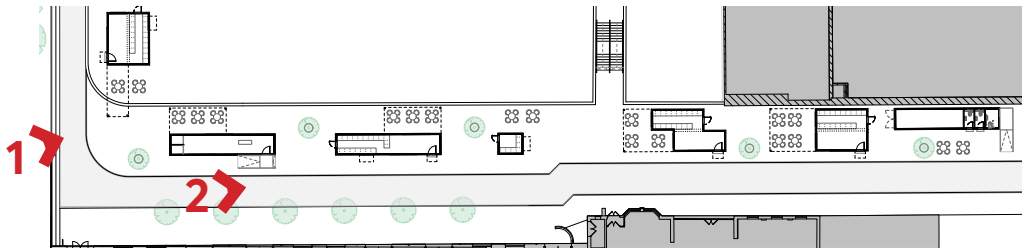
be sealed shut and not used. A new set of double doors will be installed, which will have locks/access control and will only be accessible by staff members.

The bin store will be ventilated, and a ramp will be installed to allow the bins to be wheeled in/out.



Visualisations

Proposed streetscape



View 1



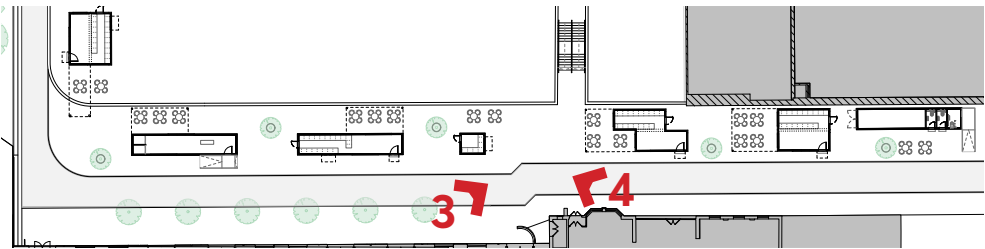
View 2

Please Note:
- Signage and branding is shown indicatively, details are to be submitted in a separate application
- Paint finish to container and canopy frame, colour tbc

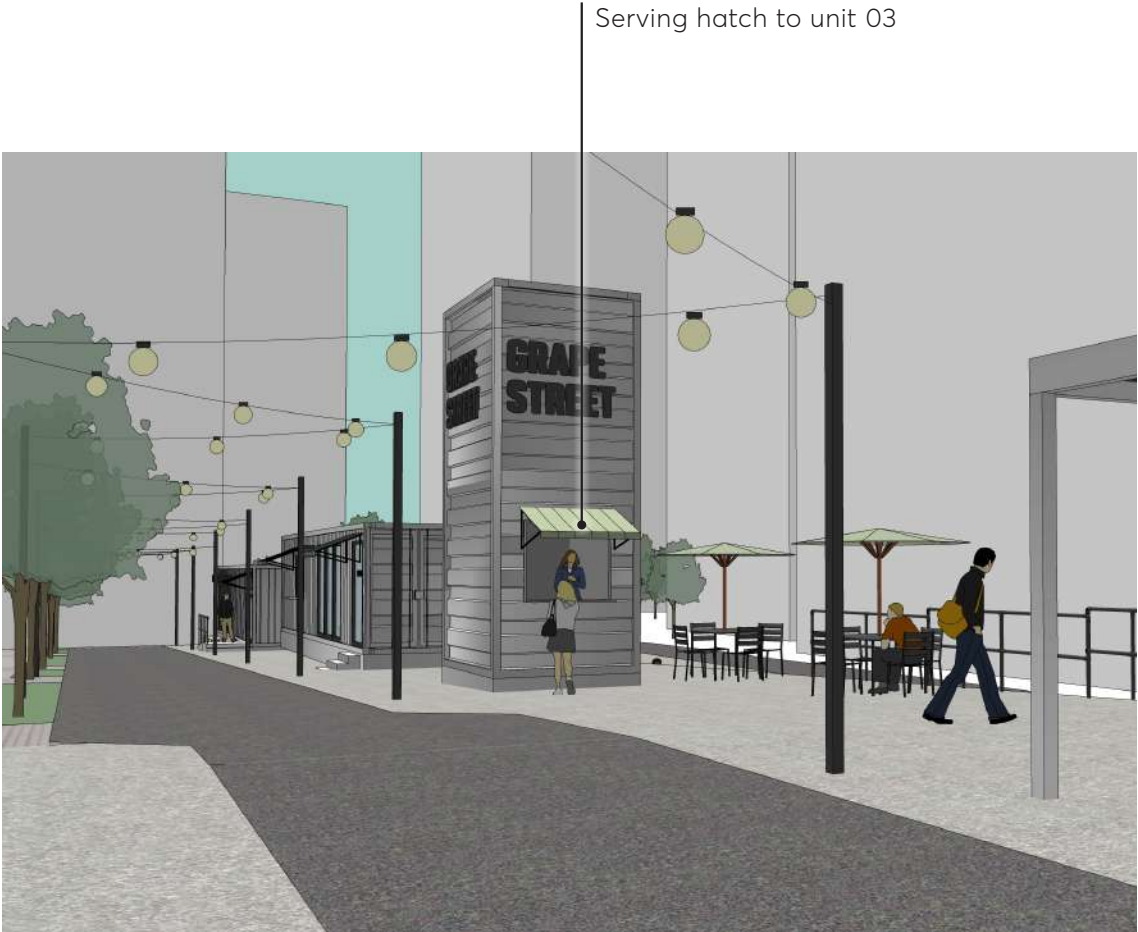


Visualisations

Proposed streetscape



View 3



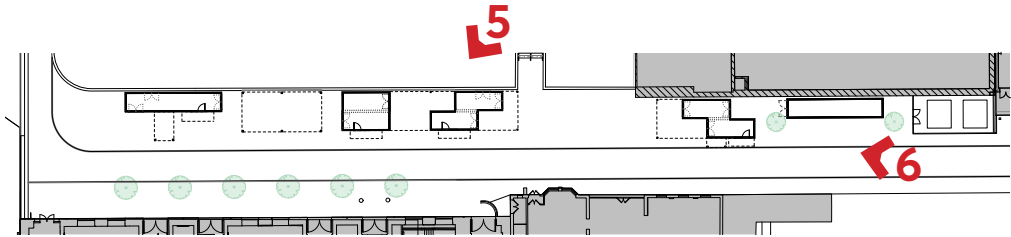
View 4

Please Note:
- Signage and branding is shown indicatively, details are to be submitted in a separate application
- Paint finish to container and canopy frame, colour tbc



Visualisations

Proposed streetscape



View 5

Existing stair down to lower level

Existing retaining wall

New steps down to 1 Grape Street

Retractable fabric canopies above outside seating



View 6

Festoon-style lighting along the street

Container used for storage and WCs (not operated)

Indicative furniture and planting

Please Note:
- Signage and branding is shown indicatively, details are to be submitted in a separate application
- Paint finish to container and canopy frame, colour tbc



