



CO-OP LIVE
SPORT CITY WAY CROSSING

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HVM PLANTERS AND BOLLARDS

As highlighted in the security-sensitive report from Buro Happold (BRA-BHE-ZZ-ZZ-RP-U-0001), the risk assessment has identified uncontrolled vehicle access as a potential threat to the OVG Manchester development and its users. Along Sport City Way, the implementation of static, retractable, and planter Hostile Vehicle Mitigation (HVM) bollards has been proposed to enhance protection. Additionally, the use of HVM planters has been adopted to improve the biodiversity rate of the entire project. The size of the planters was optimized during the design process to meet crowd management requirements, which necessitated more space for pedestrian flow. Where planters have been removed, they have been replaced with HVM bollards. This follow the design principles as presented in Riba 3 Report.

BURO HAPPOLD

OVG Manchester

SECURITY SENSITIVE

Security - Employers Requirements – Formerly known as ‘Security Operational Requirements’

BRA-BHE-ZZ-ZZ-RP-U-0001

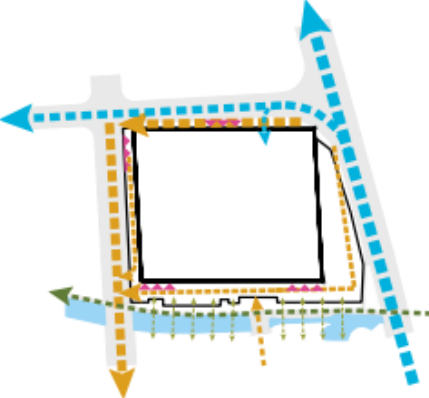
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29 June 2020

Revision P03

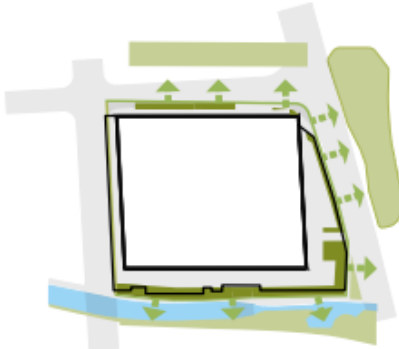
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RIBA STAGE 3 DESIGN REPORT EXTRACT



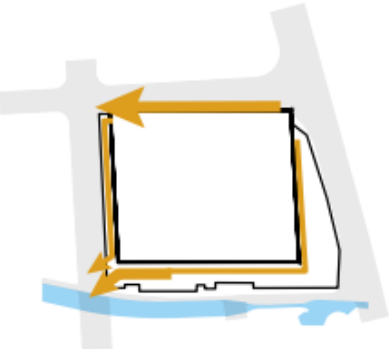
Site Access

Pedestrian movement and vehicular circulation around the site have been studied to provide an active frontage towards Ashton Canal.



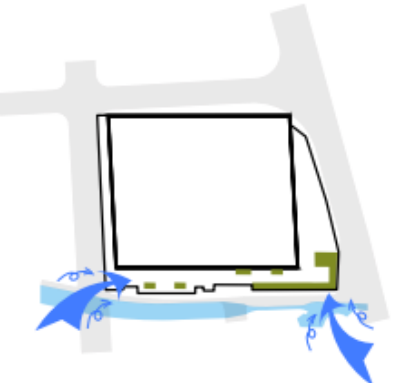
Biodiversity Green Ring

The proposal incorporates a green outdoor area that links with existing surroundings to enhance the green asset and biodiversity.



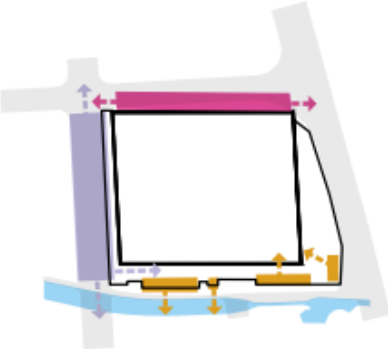
Crowd Flow

Egress flow hierarchy considered for relationship between outdoor spaces and surrounding opportunities.



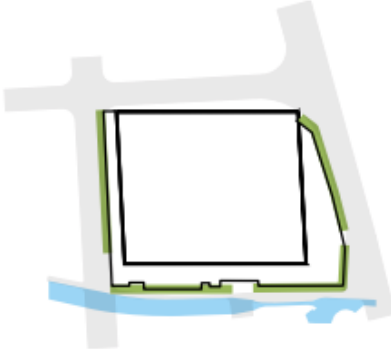
Wind Mitigation

Vegetation is placed in strategic areas to create comfortable zones and protect users from the wind.



Place Making

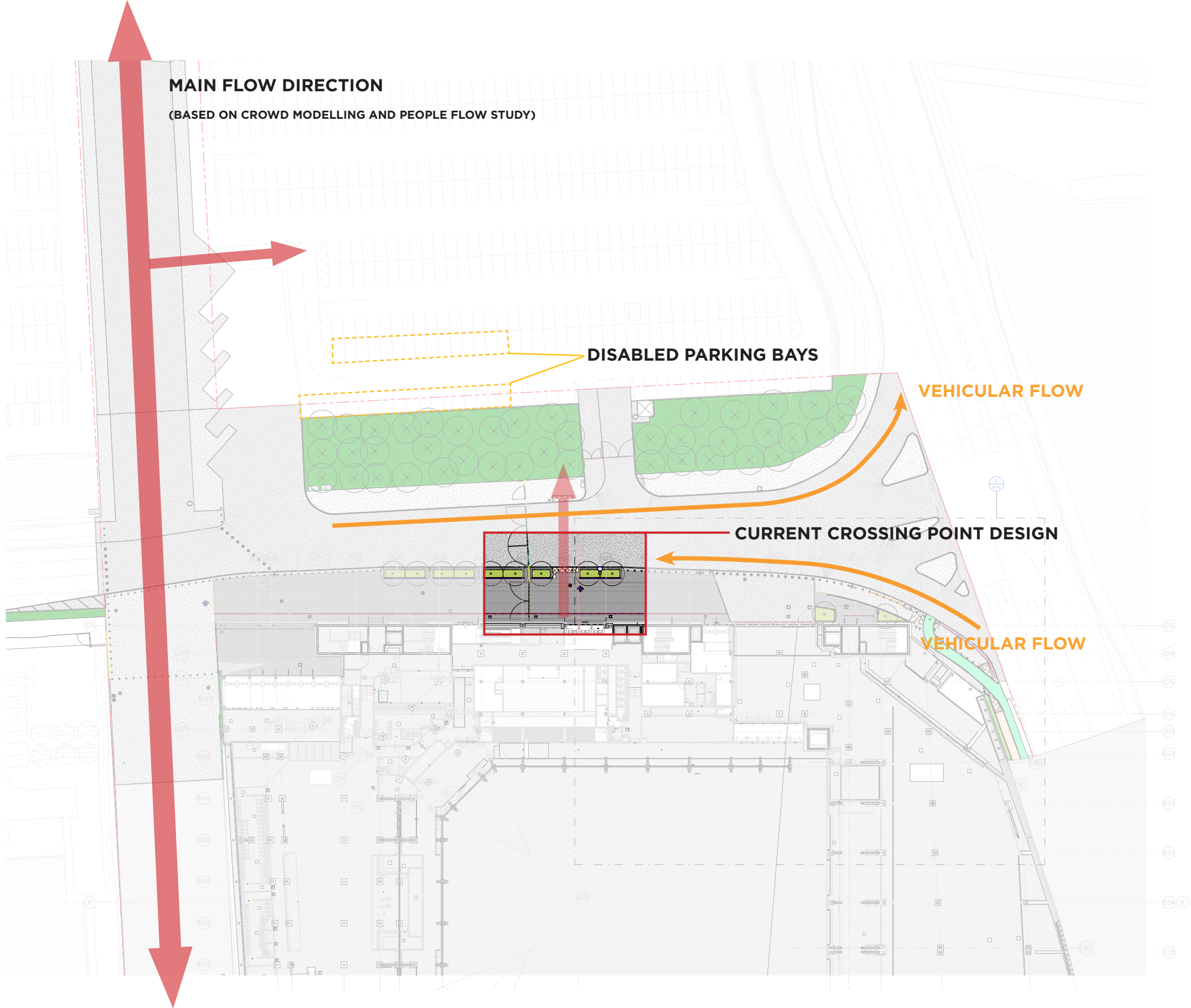
Public realm character areas suit both event and non-event day as part of visitor experience strategy.



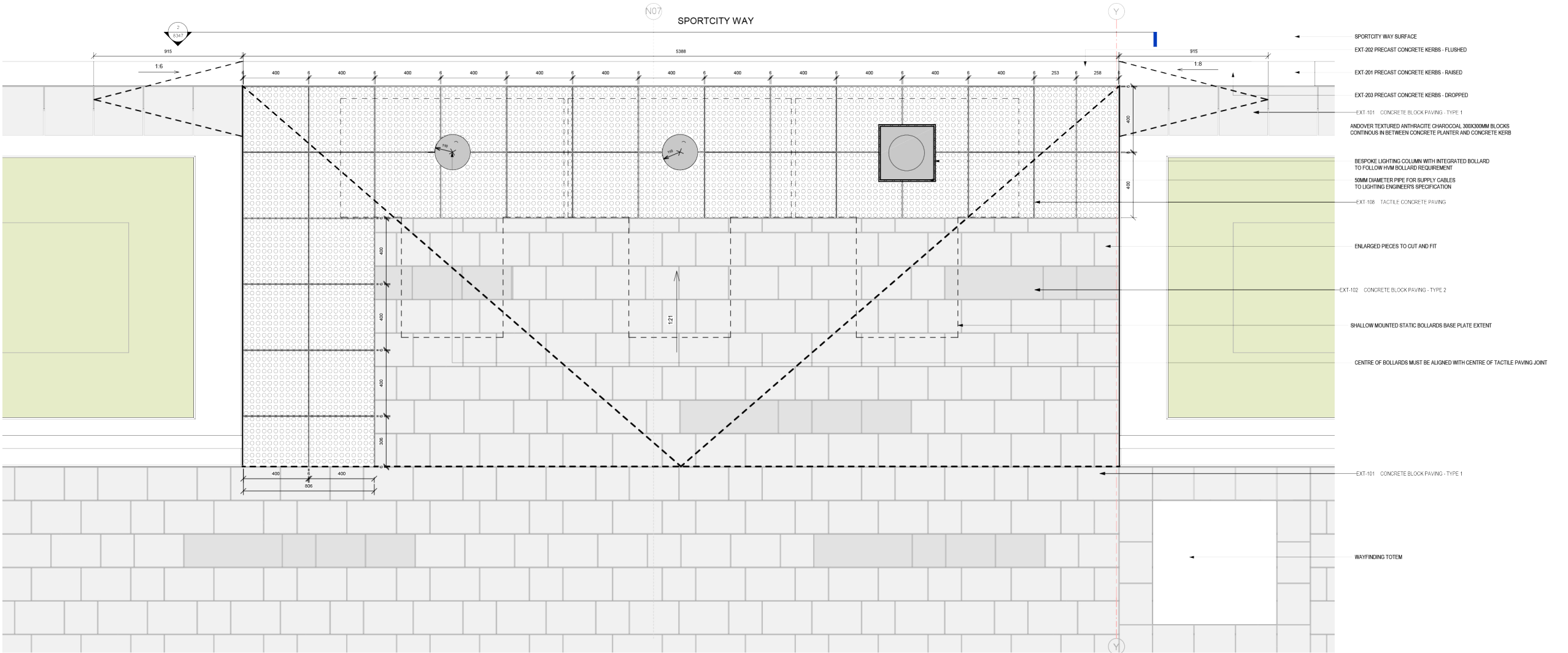
Vertical Green

Green screens are used to complement user experience and reinforce the green component of the site.

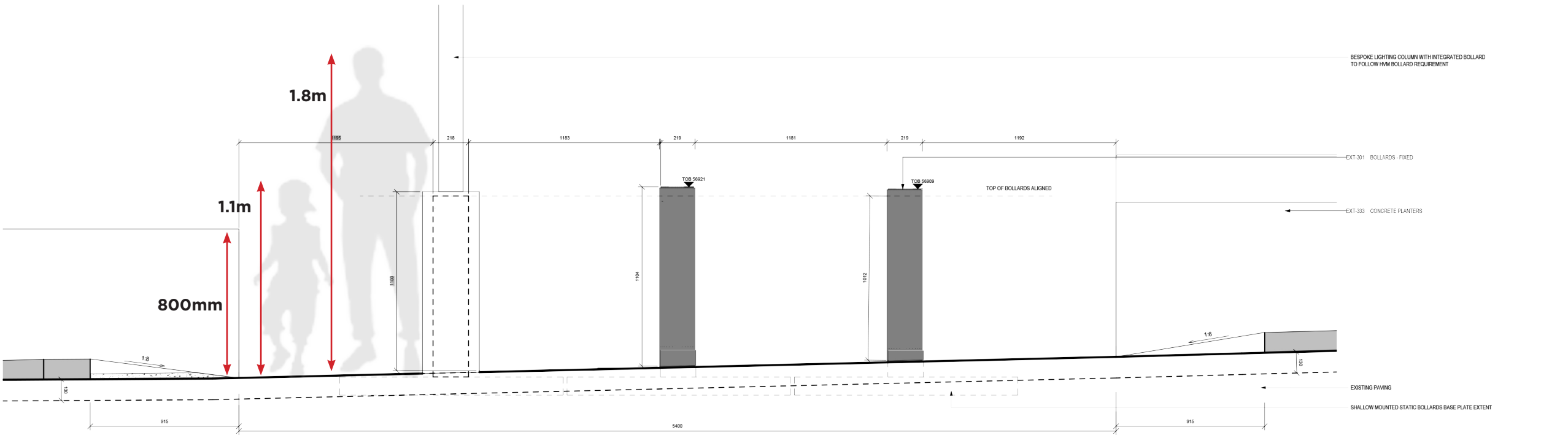
SCW CROSSING DESIGN



SCW CROSSING DESIGN - ZOOM IN PLAN



1 SPORTCITY WAY CROSSING_DETAIL PLAN



2 SPORTCITY WAY CROSSING_DETAIL SECTION

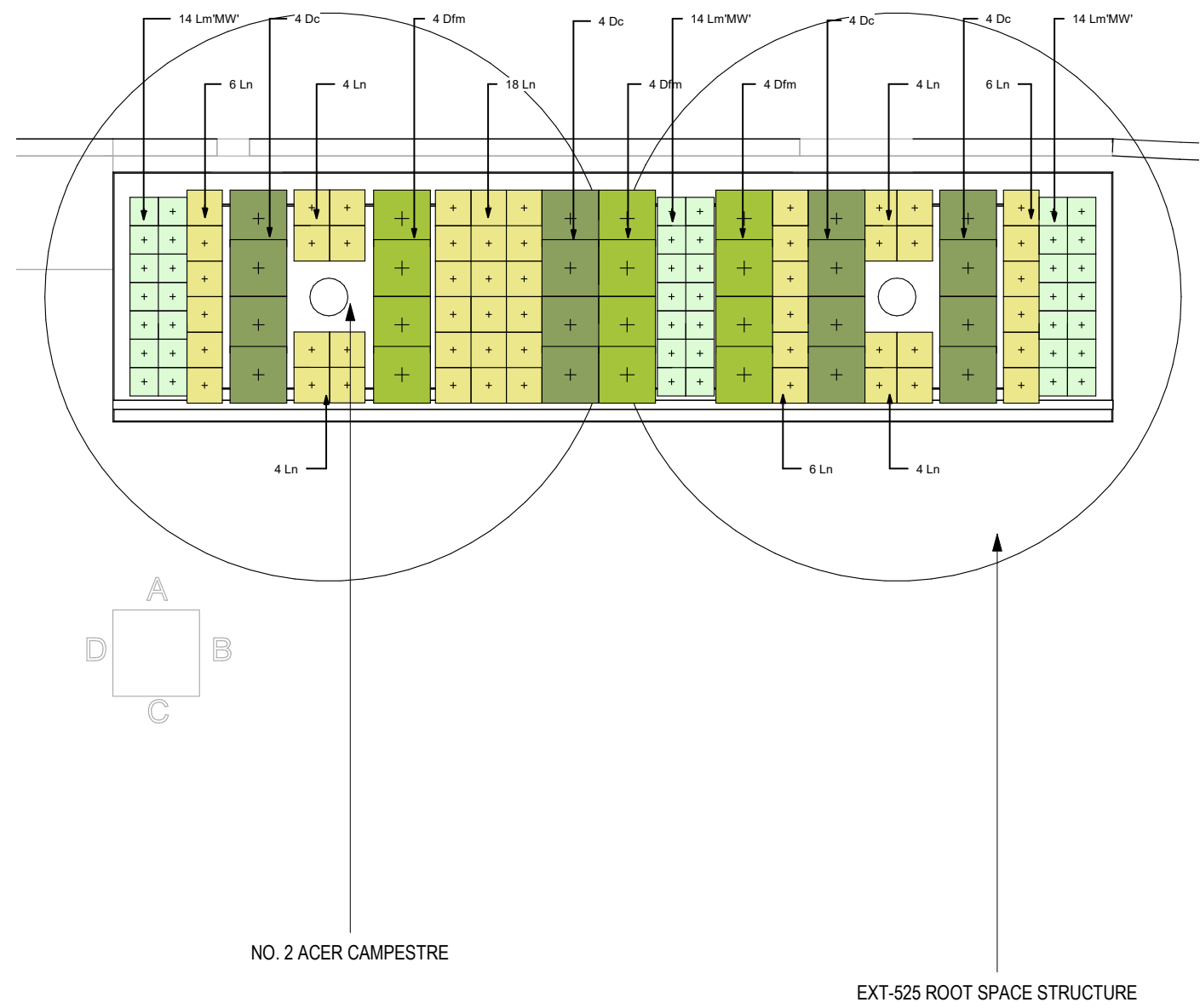
SITE IMAGES - PLANTER HEIGHT

PLANTER HEIGHT 800mm FROM FFL: The planter located at the crossing point has been meticulously designed to adhere to the guidelines required for SECURED BY DESIGN (SBD) accreditation. This ensures that the height of the planters does not exceed 1000mm, and the tree canopies are maintained at a minimum of 2000mm above the ground for clear visibility and safety.



SITE IMAGES - TREE CLEAR STEM AND PLANTING SPECIFICATIONS

SELECTION OF LOW PLANTING SPECIES FOR THE PLANTERS



Species
<i>Acer campestre</i>
<i>Dryopteris filix-mas</i>
<i>Deschampsia cespitosa</i>
<i>Luzula nivea</i>
<i>Liriope muscari</i> 'Monroe White'

TREES SPECIFIED WITH 2m CLEAR STEM TO GUARANTEE VISIBILITY



CONCLUSIONS AND RECOMMENDATIONS

The HVM Planter is designed to optimize visibility while meeting essential security standards. Positioned at a strategic crossing, this planter stands at a height of 800mm, ensuring clear sightlines for both drivers and pedestrians. Its height allows unobstructed views for all individuals crossing the road, particularly from the direction of oncoming vehicles. The planter is filled with low-growing vegetation to maintain transparency across the area, and any trees included will have a clear trunk up to 2 meters above the base, further supporting unimpeded visibility.

It's important to note that:

- this crossing serves as a secondary route, with Joe Mercer Way being the primary thoroughfare.
- for those accessing the DDA car parking, the quickest route is via Joe Mercer Way, as the disabled parking spaces are located on the western side of the lot.
- The road has a speed limit of 20 mph, indicating it is designated for slow traffic.

RECOMMENDATIONS:

Regular maintenance is required to ensure that the plants do not exceed the maximum height, thereby maintaining the intended aesthetic and compliance with size specifications.



