



August 2023 / 0601-RFM-XX-00-SP-L-0004-P01

Victoria House, Manchester Age Friendly Design

Age Friendly Design Elements

Consideration of Age-Friendly Design for Older and Disabled People

Recap of Condition 11 wording

(a) Details of (a) all hard (to include use of natural stone or other high quality materials) and (b) all soft landscaping works (excluding tree planting) which demonstrably fully consider **and promote inclusive access (including older and disabled people)**;

(f) Location and design of all street furniture including seating, lighting, bins, handrails, recycling bins, boundary treatments, planters and cycle parking provision: all to include features which **fully consider and promote inclusive access (which includes older and disabled people)**;

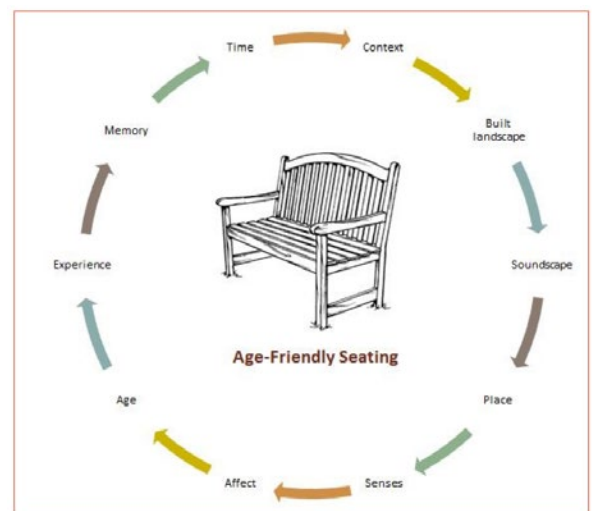
(g) Street lighting around the site **(which includes for consideration of older and disabled people)**;

(k) Details of how the design has minimised any potential hazards to the use of the public realm for the safe use of disabled people to include details of: designated routes for pedestrians; cyclists and vehicles; management of cyclists; kerb edges; crossing and controlled crossing design and location; location of drop kerbs (including level areas between grass and hardstanding); location of rumble strips; location of raised crossings; design and location of any pop up power supplies; location of on site vehicle parking and drop off points; management of motor cycle parking; provision of clear routes to ensure unrestricted access for all; and

The detailed scheme shall demonstrate adherence to the relevant sections of DFA2 and MCC-recommended guidance in relation to Age Friendly Public Realm including Age-Friendly Seating and Sense of Place and the Alternative Age-Friendly Handbook.

Extract from Age-Friendly Seating & Sense of Place (Barron, 2015)

1. Age friendly seating should not be a one size fits all model
2. A variety of seating should be installed...using 'Design for Access 2' as a benchmark of good practice
3. ...be wary of check lists. focusing on what seems basic, essential and or actionable can mean omitting the less obvious and more complex
4. Utilised as a place where older people can engage in activities, try new things and meet people
5. ...the potential of 'Sense of Place' to be utilised as a tool for community engagement
6. The interrelations between the permanent tangible - design- and the fleeting intangible - place - dimensions that form either a more or less pleasant place experience must not be overlooked
7. The city should be understood as a complex terrain...The aspects and qualities of places that are more fluid and less tangible area a significant part of the choice of which seat to utilise.



Extracted image from Age-Friendly Seating & Sense of Place (Barron, 2015) showing intangible dimensions

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Extract from Design for Access 2 (MCC, 2003)

- Seating should be provided at regular intervals (not more than 50m apart) in pedestrian areas and at transport interchanges
- Seating should be different heights to accommodate for various needs
- Seats should be located in safe, clearly visible and well lit areas
- Seats should be positioned off the footway, and should allow an area of 400mm in front of the seat
- A firm wheelchair parking area 900mm wide should be provided on both sides of the seating
- The seat level should be around 475-500mm from the ground
- Seat width should be 500mm and should include a back support and arm rests on both sides of the sitting position

Landscape Response

The vision for the Portugal Street East Masterplan is to shape and realise the city's ambitions to regenerate and transform the neighbourhood surrounding Piccadilly train station and create a sense of place for the area.

The PSE SRF document establishes a series of key aspirations that have informed the emerging design of the public realm, these include;

- A vibrant place making strategy
- High quality public and private amenity spaces
- Excellent pedestrian connections
- Active frontages
- Recognise streets are principal public spaces within the city
- Recognise Manchester's historic urban grain
- Consideration of heritage assets

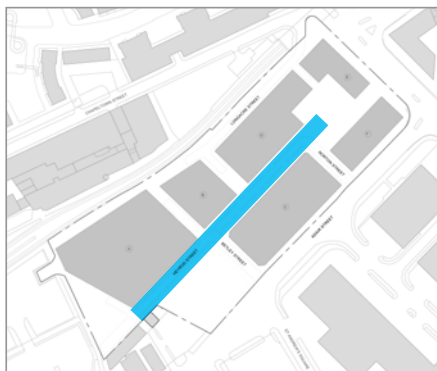
Through much dialogue and consultation with the city a series of three core principles were established from these aspirations. These principles informed; the design approach, principle frontages and key movement corridors, through the SRF. These are illustrated below;

Green Boulevard



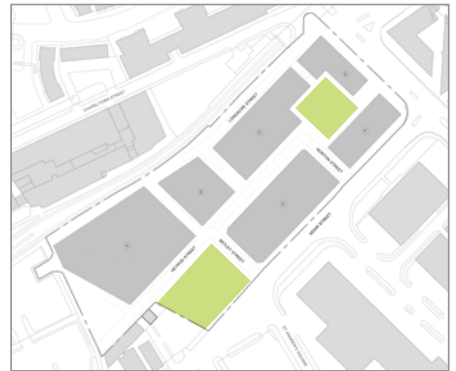
The Green Boulevard will be a key pedestrian route running alongside the existing tram lines with a mix of soft and hard landscaping. Plots will provide active frontage and offer a series of entrances along this frontage to positively activate the streetscape.

Avenue



The Avenue will be the major thoroughfare with generous pavement widths and high quality soft & hard landscaping. The street will incorporate tree planting and SUDs features. Main building entrances will face onto this route. There is also potential for other uses such as retail or commercial units to face onto this route.

Public Spaces



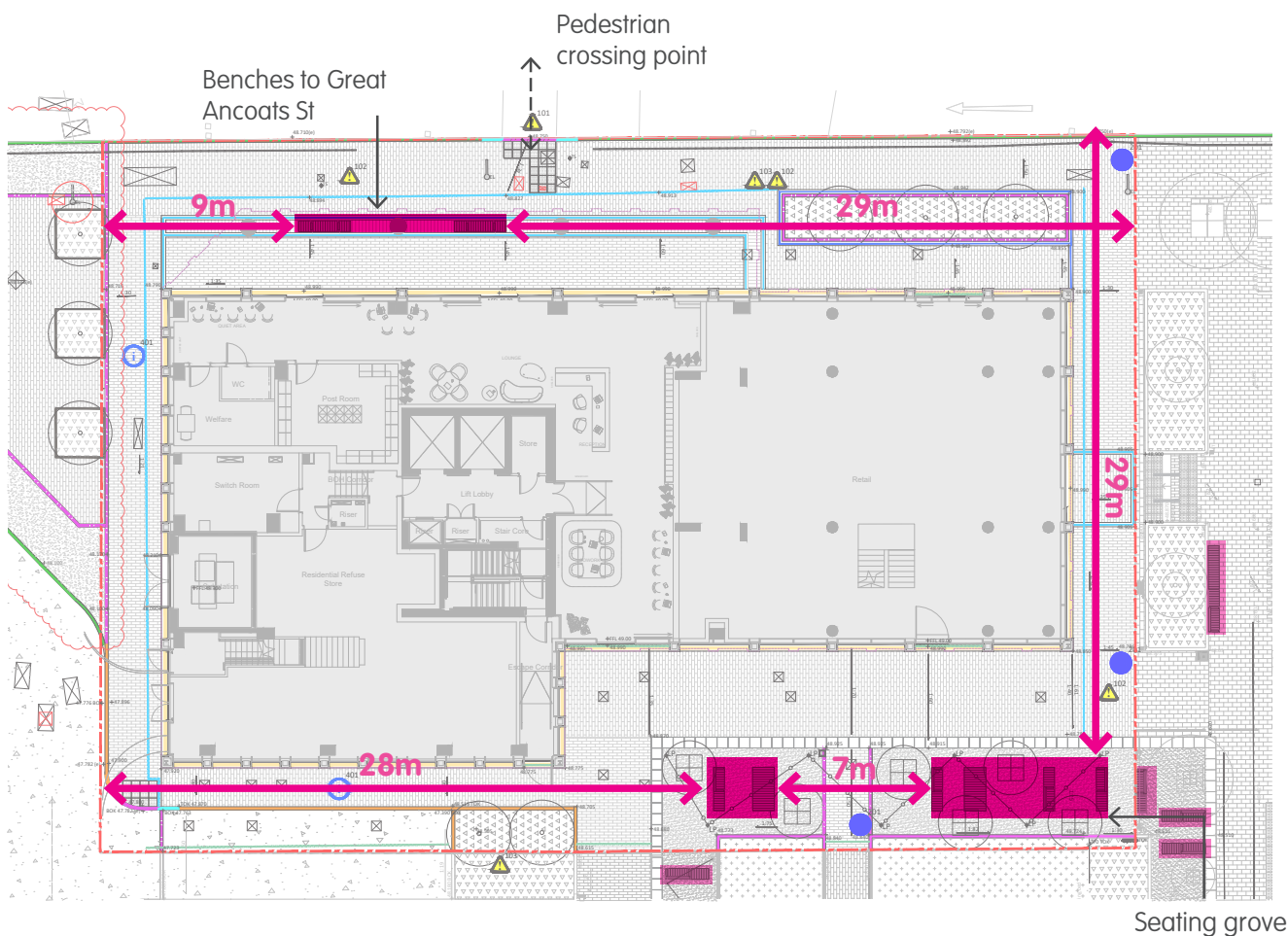
The main public spaces will offer a high quality amenity for the surrounding area. A mix of hard and soft landscaping will be used. The surrounding plots will reinforce the edge of the public space through active ground floor uses and key entrances.

Age Friendly Design Elements

As the first part of the public realm to be delivered, the design of 'The Square' which lies at the heart of this application and the neighbouring developments in Plots D (Castings) and F (Leonardo Hotel) considers and establishes the above design principles with a view to creating a space that can be enjoyed by all. A central lawn area from adjacent schemes creates a green focus around which seating is arranged within a wrap-around tree grove. This allows both passive and active engagement of the space; those seated can simply observe and quietly experience the square or alternatively the mixed arrangement of the seating facilitates social interaction with neighbours.

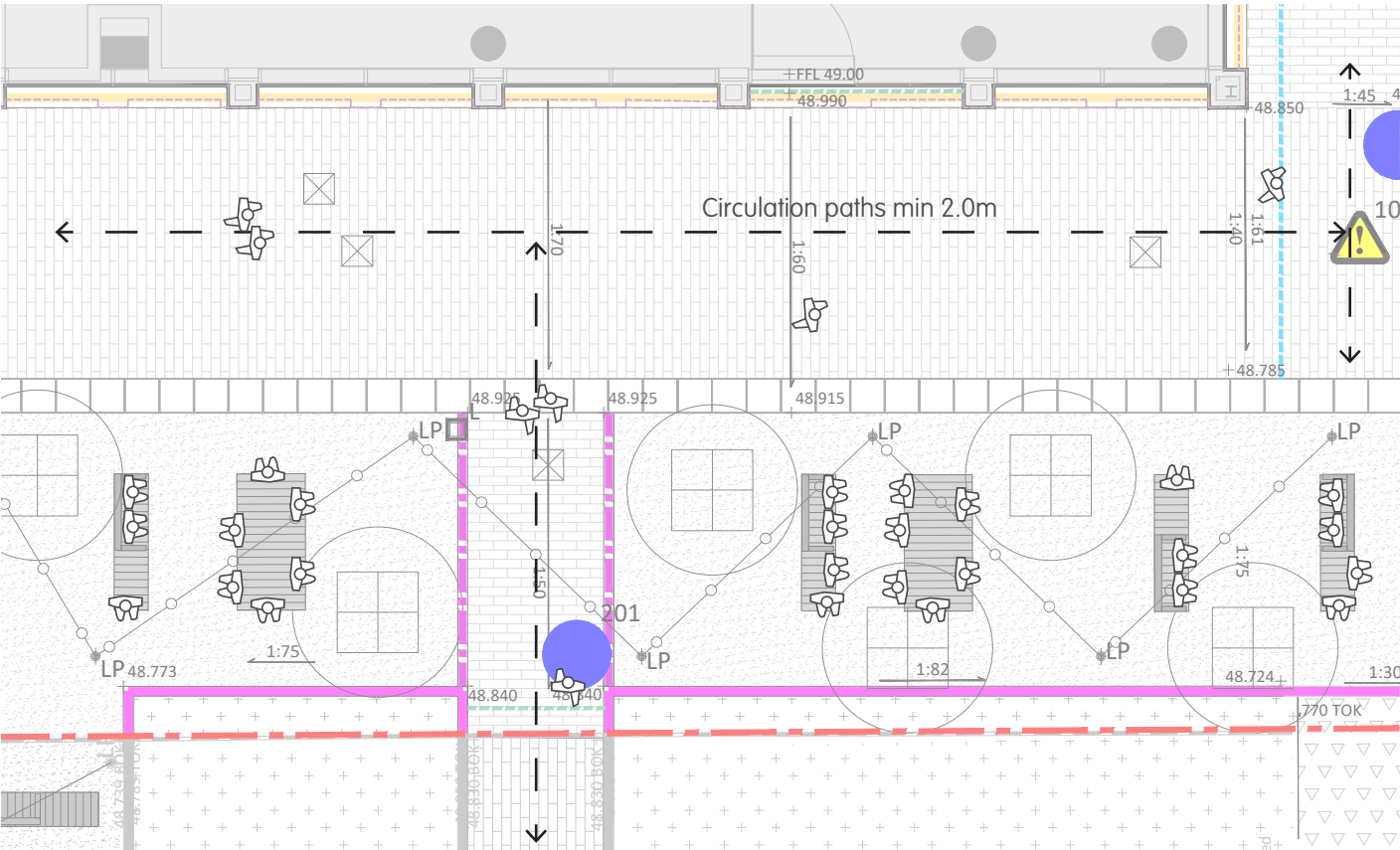
The following pages comprise a series of images to illustrate how the detailed design of these spaces achieve the following;

- ✓ Seating at regular intervals of less than 50m along primary pedestrian route and in main public realm space
- ✓ Variety of seating types and heights
- ✓ Choice of seating with back and arm rests or alternatively informal bench style
- ✓ Seating positioned off footways with 400mm clear access
- ✓ Wheelchair parking opportunities



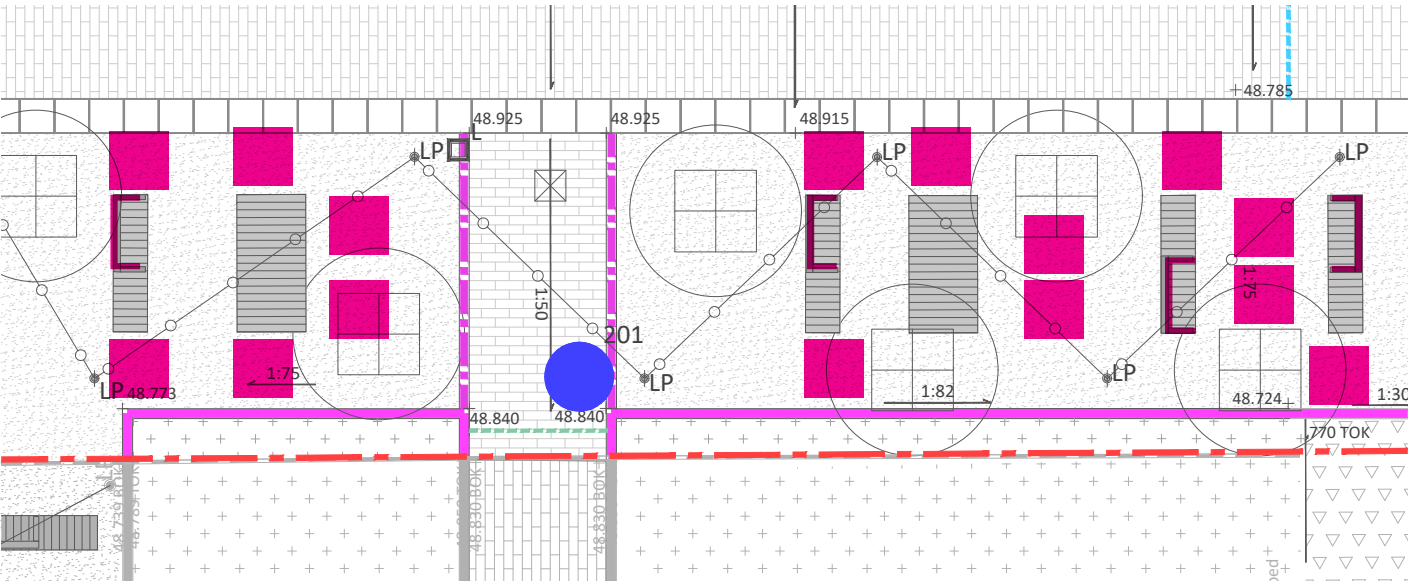
Above: Ground floor plan with seating areas and distances highlighted in magenta

Age Friendly Design Elements



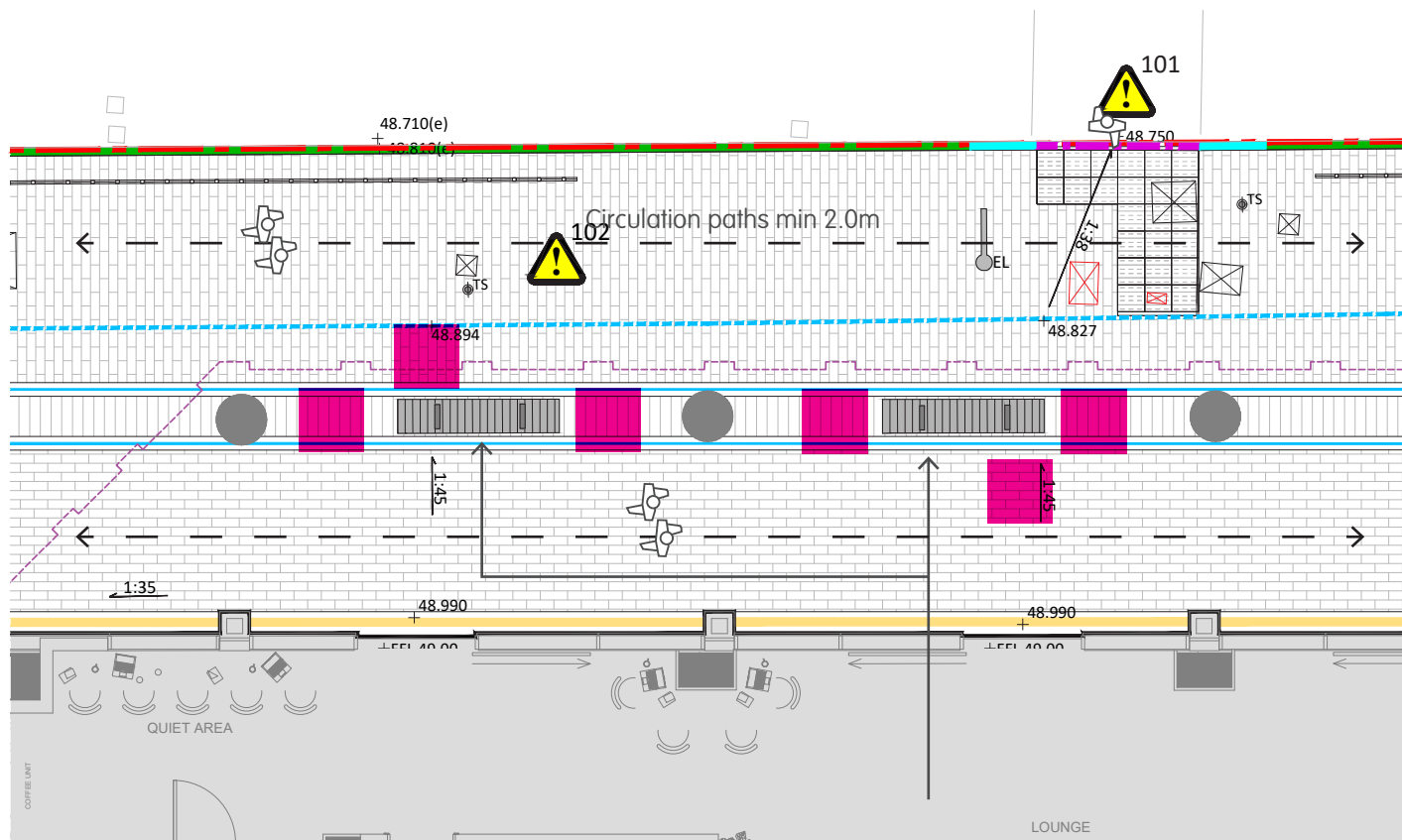
Above: Extract from ground floor layout showing mixed seating types offering a range of directions, aspects and seating positions. The mix of benches and seating plinths offer space for individuals, couples and groups to utilise the space creating a range of social experiences and outlooks for users.

Below: The spacing and style of seating also takes into account space for wheel chair users and for people with prams, ensuring everyone can sit and socialise together



- [Back and arm rests
- Wheel chair or pram spaces - 1m x 1m

Age Friendly Design Elements

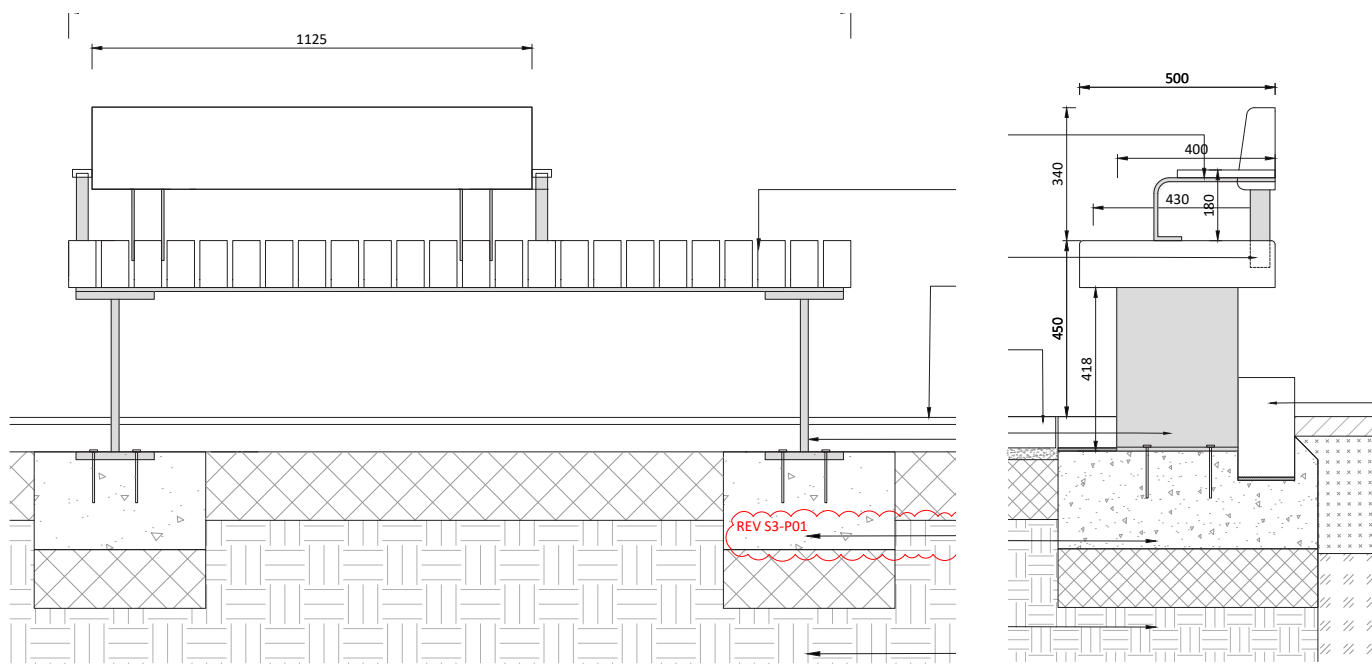


Wheel chair or pram spaces -
1m x 1m

2no. Timber benches along Great Ancoats Street

Above: Extract from ground floor GA RFM-XX-00-DR-L-0001-GF GA illustrating seating along GReat Ancoats edge and provision for wheel chair and pram spaces alongside

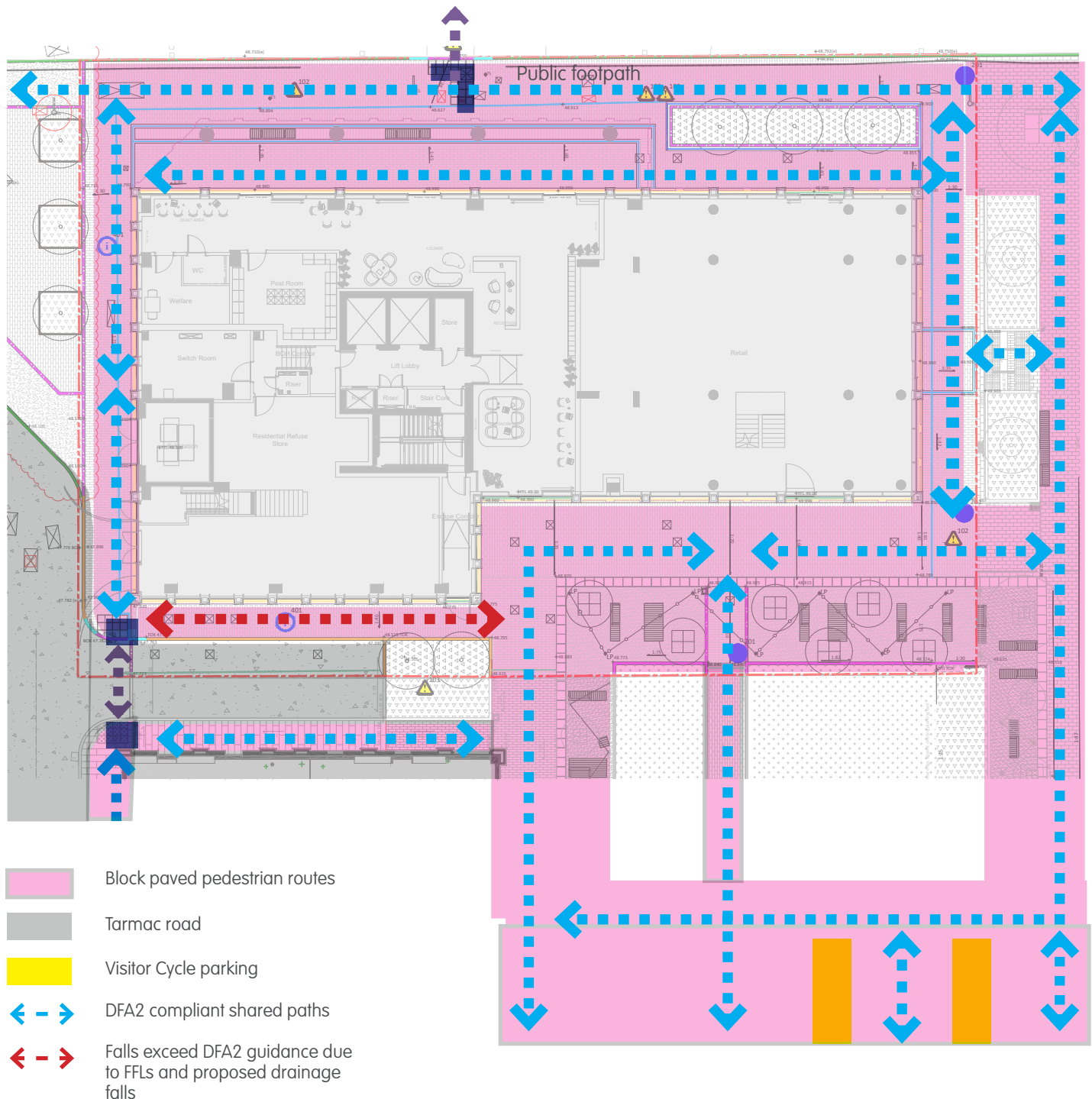
Below: Detailed section illustrating seating types with half including a back rest and arm rests and half open to both sides



Age Friendly Design Elements

The public realm design ensures safe use for disabled people and sufficient consideration has been given to minimised any potential hazards to the users. The below plan illustrates how the detailed design of these spaces achieves the following;

- ✓ Legible routes for pedestrians and cyclists
- ✓ Drop kerbs for safe crossings
- ✓ Provision for cycle stands in the wider SRF
- ✓ Smooth, even paved surfacing suitable for limited mobility or wheelchair users
- ✓ Clear visual demarcation of pedestrian areas with block paving and vehicular areas with tarmacadam

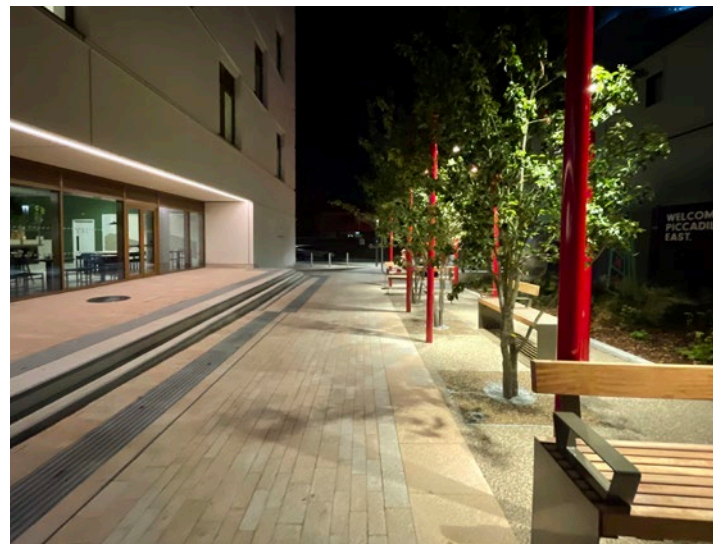
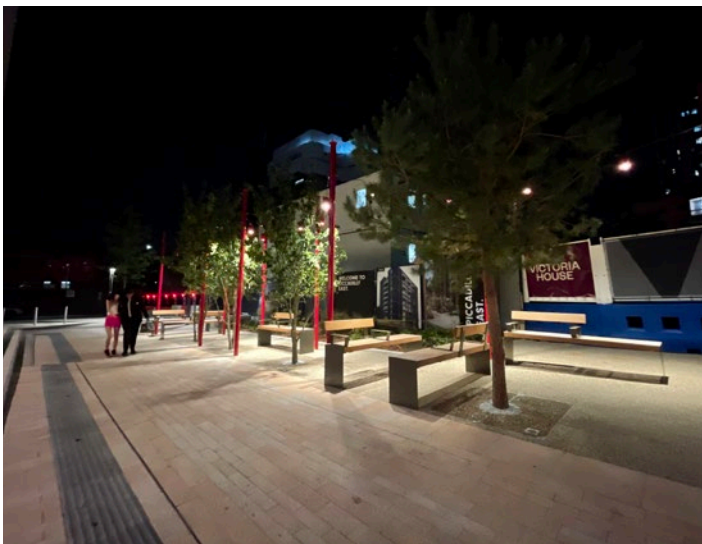


Extract from ground floor GA RFM-XX-00-DR-L-0001-GF GA; showing clear legible routes for pedestrian, cyclists, crossing points, drop kerbs, provision for cycle stands in the wider SRF.

Age Friendly Design Elements

The below photos are from Phase 1 of the Square outside of Adair Street Hotel. These demonstrate the following key elements linked with the Age Friendly design criteria:

- the character of the space,
- the general path widths,
- the style of seating,
- the type of planting with clear sightlines below the clear stemmed trees
- the lighting character and types of fittings
- visitor cycle hoops
- contrasting tactile paving to steps and handrails



Beehive Mill
Jersey Street
Manchester
M4 6JG

T 0161 397 4953

Tower Works
Globe Road
Leeds
LS11 5QG

T 0113 2454695

Thorn House
Rose Street
Edinburgh
EH2 2PR

T 0131 354 1876

E info@re-formlandscape.com
www.re-formlandscape.com

re-form
landscape architecture