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April 2025

Riverpark Road, Manchester
Design & Access Statement



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01

Introduction

Introduction

Application

This Design & Access Statement (DAS) has been prepared by AEW Architects on behalf of Kellen Homes and Great Places Housing Group in support of a full planning application submitted to Manchester City Council (MCC). It provides background context and detailed insight into the design proposals for the redevelopment of the land adjacent to Riverpark Road (former Riverpark Trading Estate).

This DAS outlines the proposed redevelopment of the site, covering aspects such as access, layout, scale, landscaping, and appearance. The scheme comprises 498no. high-quality homes, including 277no. apartments and 221no. houses, alongside amenity facilities and supporting infrastructure.

This statement has been structured in accordance with CABE's 'Design and Access Statements: How to Write, Read and Use Them'. It aims to clearly communicate the design process, scheme evolution and rationale underpinning the finalised proposals that seek to create a high quality and inclusive development that will add value to the surrounding area of Riverpark Road.

Structure

This is a statutory document outlining the design evolution of the proposed development. It details how the key principles - use, amount, layout, scale, appearance, landscape, access, and inclusive design - have been considered and developed.

The document also includes a landscape strategy and details of the access design. The DAS is structured into seven sections, as follows:

1.0 Introduction
Provides an overview of the application, the site, and the key parties involved in delivering the project.

2.0 Site Analysis
Analyses the application site within its wider regional and local context, with particular focus on its relationship with Philip's Park.

3.0 Design Development and Engagement
Explores the design evolution, incorporating feedback from consultations and pre-application discussions, leading to the final design proposals.

4.0 Proposal
Explores the proposed design, the architectural vision, including materiality, house and apartment elevations, and floor plans.

5.0 Access
Outlines proposed access arrangements, pedestrian, cycle, and vehicle movement, as well as parking, refuse, and fire strategy.

6.0 Landscape
Covers key landscaping considerations, including the masterplan's open spaces, tree and planting strategy, SuDS, and biodiversity enhancements.

7.0 Sustainability
Summarises the Green Blue infrastructure.

Applicants & Design Team

AEW Architects have been appointed by Kellen Homes to lead the preparation of this Design and Access Statement.

Kellen Homes is property developer focused on providing high-quality modern and energy efficient homes across North-West England.

Great Places Housing Association is a profit-for-purpose organisation that gives back to customers, communities and colleagues. Great Places Housing Association exists to improve the lives of the people living in their 26,000 homes across the North West and Yorkshire. Working to provide a wide-range of services and promoting partnership work to create vibrant, sustainable communities.

Design Team

The team entails a variety of specialists comprising of:
+ Client: Kellen Homes Ltd & Great Places Housing Association
+ Planning Consultants: Euan Kellie Property Solutions
+ Architects: AEW Architects Ltd
+ Highway Consultants: Curtins
+ Landscape Consultants: CW Studio Ltd

Design Brief

This briefing note has been prepared on behalf of Kellen Homes to provide key information regarding an upcoming full planning application for the proposed redevelopment of the site adjacent to Riverpark Road.

The project presents an exciting opportunity to regenerate the former Riverpark Road Trading Estate in East Manchester (M40 2XT). The proposed development seeks to secure full planning permission for approximately 498no. new homes, comprising a mix of houses and apartments.

Euan Kellie Property Solutions has been appointed to prepare and submit the full planning application to Manchester City Council (MCC), the relevant Local Planning Authority (LPA).

Description of Development

The proposed development seeks full planning permission for:

"Erection of a residential development comprising 498 dwellings (including a mix of housing types and tenures) together with landscaping, sustainable drainage features, pedestrian footways, vehicular accesses and highways, parking provision and other associated works"

Supporting Documents

The planning application submission includes the following supporting documents:

Planning Application Forms and Certificates

Scheme Plans prepared by AEW Architects
- + Site Location Plan
- + Existing and Proposed Site Plan
- + Proposed Plans, Elevations

Landscaping Plans by CW Studio Ltd

Topographical Survey by JPL Surveying

Computer Generated Images (CGIs) / Verified Views prepared by Ambiente

Noise and Vibration Assessment prepared by e3p

Statement of Community Involvement prepared by Lexington Communications

Economic Statement prepared by Donald Webb Associates

Heritage Assessment and TVIA prepared by Stephen Levrant Heritage Architecture

Archaeological Desktop Study prepared by Fenix Heritage

Energy and Environmental Standards Statement prepared by ensphere

Ventilation Strategy prepared by Ventaxia

Phase 1 and 2 Ground Conditions Assessment and Remediation Strategy prepared by e3p

Waste Management Strategy prepared by Kellen Homes

Construction Management Plan prepared by Kellen Homes

Air Quality Impact Assessment prepared by Redmore

Flood Risk Assessment and Drainage Strategy prepared by Townsend Water Engineering

Preliminary Ecological Appraisal and Bat Survey prepared by Enzygo

Biodiversity Net Gain Metric prepared by Enzygo

Transport Assessment and Travel Plan prepared by Curtins

Tree Survey / Arboricultural Survey prepared by Enzygo

Broadband Connectivity Statement prepared by Kellen Homes

Crime Impact Assessment prepared by Greater Manchester Police

Fire Statement prepared by Ashton Fire

Wind Assessment prepared by ArcAero

Local Labour Agreement prepared by Kellen Homes

Affordable Housing Statement prepared by Great Places Housing Group

Planning Policy Context

The site falls under the jurisdiction of Manchester City Council, and its development will be guided by the following planning policies and frameworks:

The Development Plan

+ Manchester Core Strategy (Adopted 2012)
+ Saved Policies of the Manchester Unitary Development Plan (UDP) (Adopted 1995, with relevant policies saved in 2012)
+ Places for Everyone (Adopted 2024)

Supplementary Planning Documents & Guidance

+ Guide to Development in Manchester SPD (Adopted 2007)
+ Design for Access 2 (Adopted 2003)
+ Manchester Residential Design Guidance (Published 2016, considered a 'Material Consideration' in planning decisions)

Other Relevant Planning & Regeneration Documents

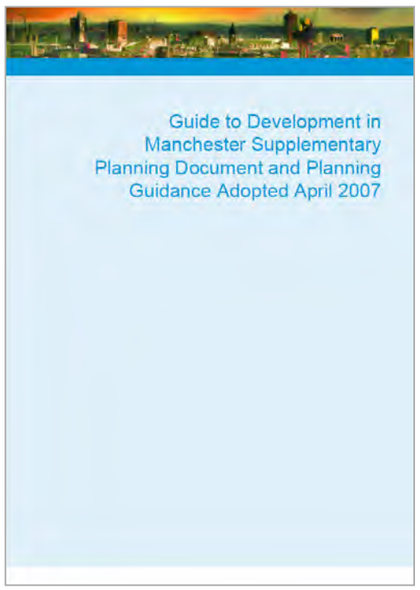
Eastlands Regeneration Framework (Updated 2019, considered a 'Material Consideration' in planning decisions)

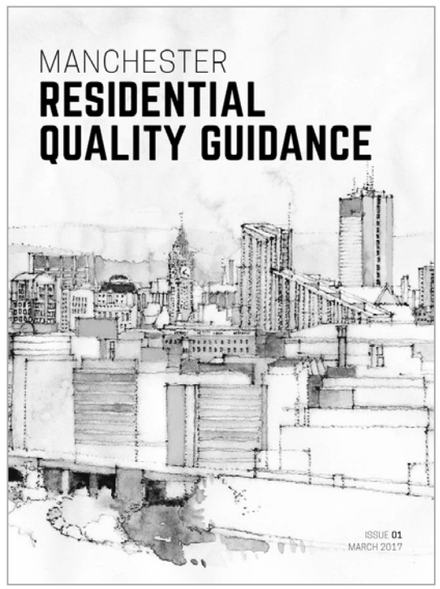
Environmental Impact Assessment (EIA)

Given the scale of the proposals, there is an Environmental Impact Assessment (EIA) in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017.

Euan Kellie Property Solutions will oversee the coordination of this process, providing a template for all technical chapters to be included in both the Scoping Report and the final Environmental Statement (ES).









Eastland’s Regeneration Framework

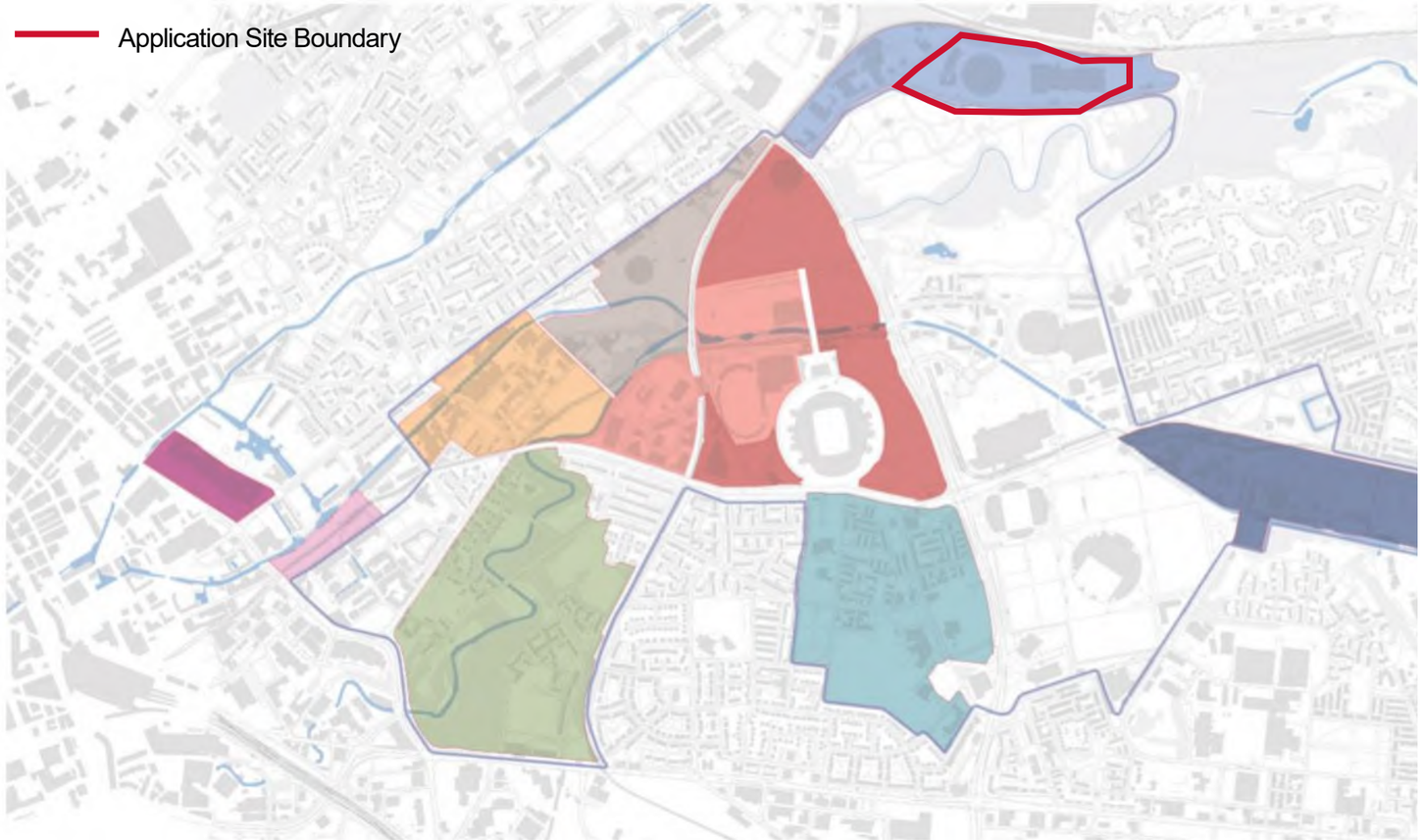
In 2011, Manchester City Council approved the Eastlands Regeneration Framework (ERF) to guide development within the Etihad Campus and surrounding areas. The ERF is a strategic plan developed to guide the transformation of East Manchester, particularly the area surrounding the Etihad Stadium.

The Framework was updated in 2019 as the Eastlands Strategic Regeneration Framework (ESRF), specifically referencing the application site and reinforcing key development principles.

The ESRF highlights the need for a diverse range of housing options, ensuring affordability for local residents across private sale, shared ownership, affordable rent, and social rent. It also emphasises that collaborations with Registered Social Landlords (RSLs) should be integral to future development proposals.

In line with broader regeneration goals, the Framework supports increased housing density, provided that residential quality is maintained. The site, situated within the Regional Centre, benefits from a highly sustainable location with excellent access to public transport and nearby District Centre amenities.

Additionally, the ESRF advocates for strong connections to Philip’s Park, ensuring the northern boundary of the park is activated to enhance accessibility and integration with the surrounding community. This aligns with the overarching ERF objectives of fostering sustainable growth, high-quality housing, and well-connected public spaces.



* Eastlands: New Opportunities - Key Sub-Areas previously presented in the Manchester Council March 2019 Update Document

- Etihad Campus: Sports and Innovation Zone
- Etihad Campus: Commercial Zone
- Holt Town Central
- Holt Town East
- Lower Medlock Valley
- Beswick
- The Croft Street Triangle and Eccleshall Street
- Pollard Street/ New Islington Metrolink
- Central Retail Park
- Philips Park / Riverpark Road

Manchester Core Strategy



18,280

residential units to be delivered by 2027

51%

of current housing consists of 2-bedroom houses or apartments





At least

65%

of the units have 3 bedrooms.

Manchester Core Strategy

Policy H1 – Housing Strategy:
Ensures a mix of housing types and tenures to meet diverse needs, including affordable and family housing.

Policy H4 – East Manchester
East Manchester is expected to contribute around 30% of new residential development (approximately 18,280 homes) between 2009 and 2027. The focus will be on family housing and high-quality, high-value developments, where sustainable.

Policy EC3 – The Regional Centre –
Within the Regional Centre, priority will be given to employment-generating developments, including offices and commercial spaces. However, housing is also considered an appropriate use, with higher-density residential developments generally suitable depending on site and location.

Policy SP1 – Spatial Principles –
Outside the Regional Centre, the aim is to develop neighbourhoods of choice, offering high-quality, diverse housing centred around district centres to meet local needs, all within a distinct and well-designed environment.

Delivery Strategy

Policy	Project/Programme	Responsible Agencies	Source of Funding	Timescale
H4	Delivery of around18,280 residential units	Developers including Registered Providers	Developers	2009-2027
Breakdown over the lifetime of the Core Strategy within East Manchester (net units)				
Time period	Average annual provision			Total provision for period
March 2011-2016	750			3,760
March 2016-2021	1,370			6,860
March 2021-2027	1,240			7,450
N.B. 210 units (net) were completed in the period 31st March 2009-31st March 2010 and it is estimated that there will be no net completions between 31st March 2010 and 31st March 2011 as demolitions will exceed completions.				

Policy	Indicator	Target
H4	Number of net units provided since 2009 in East Manchester	18,280 in total by 2027 • 750 p/a 2011-2016 • 1,370 p/a 2016-2021 • 1,240 p/a 2021-2027
	Proportion of schemes where at least 65% of the units have at least 3 bedrooms	55%

Policy H4 - Housing Need and Demand Assessment 2010

Supplementary Planning Documents and Guidance

The Guide to Development in Manchester

The Guide to Development in Manchester - Supplementary Planning Document and Planning Guidance (SPD) was officially adopted on 11 April 2007. The Guide is a refreshed and updated version of the original Guide to Development in Manchester that was published in 1997 and was hailed as a major success.

The Guide reflects the growing recognition, at all levels of Government, of the importance of attractive, well designed, well maintained, neighbourhoods, in supporting sustainable development and 'neighbourliness'.

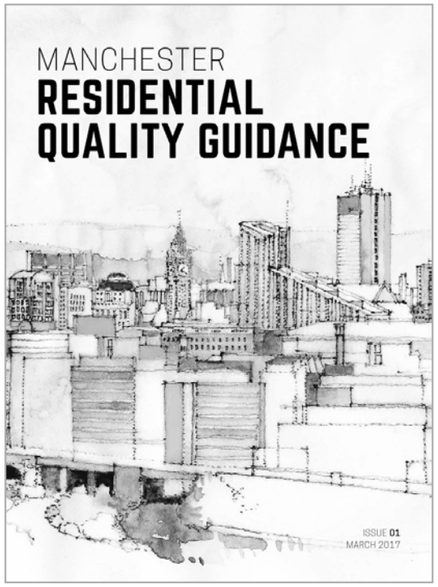
In particular, in recent years, the publication of the Government's Neighbourhood Renewal Strategy and Planning Policy Statement 1: Delivering Sustainable Development; and the establishment of the Commission for Architecture and the Built Environment (CABE), with the publication of its key document 'By Design', has reaffirmed this commitment to design quality.

The Guide to Development in Manchester - Supplementary Planning Document and Planning Guidance aims to support and enhance the ongoing shaping of the City by providing a set of reasoned principles which will guide developers, designers and residents to the sort of development we all want to see in Manchester.

Its role is to inform the ongoing development of the City over the next decade by highlighting its many and varied existing qualities and describing how they can be enhanced in the future.

Manchester Residential Quality Guidance

The scheme has been designed in accordance with the Manchester Residential Quality Guidance and Places for Everyone.



The Manchester Strategy

The Manchester Strategy (Our Manchester) sets out a vision for the city to become one of the world's leading cities by 2025, playing a key role in tackling climate change while ensuring that residents from all backgrounds feel safe, have opportunities to succeed, and enjoy a high quality of life.

A major part of this vision, outlined in the Manchester Residential Growth Strategy, is the delivery of at least 25,000 new homes over the next decade to support the city's projected economic and population growth. Ensuring high-quality development is essential for Manchester's future, as some schemes have failed to maintain the design standards set at the planning stage—an issue this guidance seeks to address.

Another key ambition of Our Manchester is for the city to achieve zero carbon status by 2050, with a target to reduce CO2 emissions by 41% by 2025 as part of the Manchester: A Certain Future strategy. Sustainability must therefore be embedded at every stage of city development.

In March 2015, Manchester adopted the London Housing Design Guide space standards as an interim measure while preparing its own Manchester-specific guidance. These standards have helped improve the quality of new residential developments, but space is just one factor in creating attractive and sustainable neighbourhoods.

The Manchester Residential Quality Guidance builds on this by providing clear direction on what is required to create thriving, high-quality, and sustainable communities, enhancing the city's overall liveability and appeal.

Application Site

The application site is situated on Riverpark Road, off Briscoe Lane, which connects to Alan Turing Way (A6010).

Located in the Eastlands area of Manchester, the site lies approximately 1.5 miles north-east of Manchester City Centre. It has an industrial character, featuring a mix of buildings and uses, primarily employment-related, including offices, light industrial units, and warehouses (B1, B2, and B8 uses), as well as previously housing an abattoir.



SITE PLAN

Application Site Boundary



02

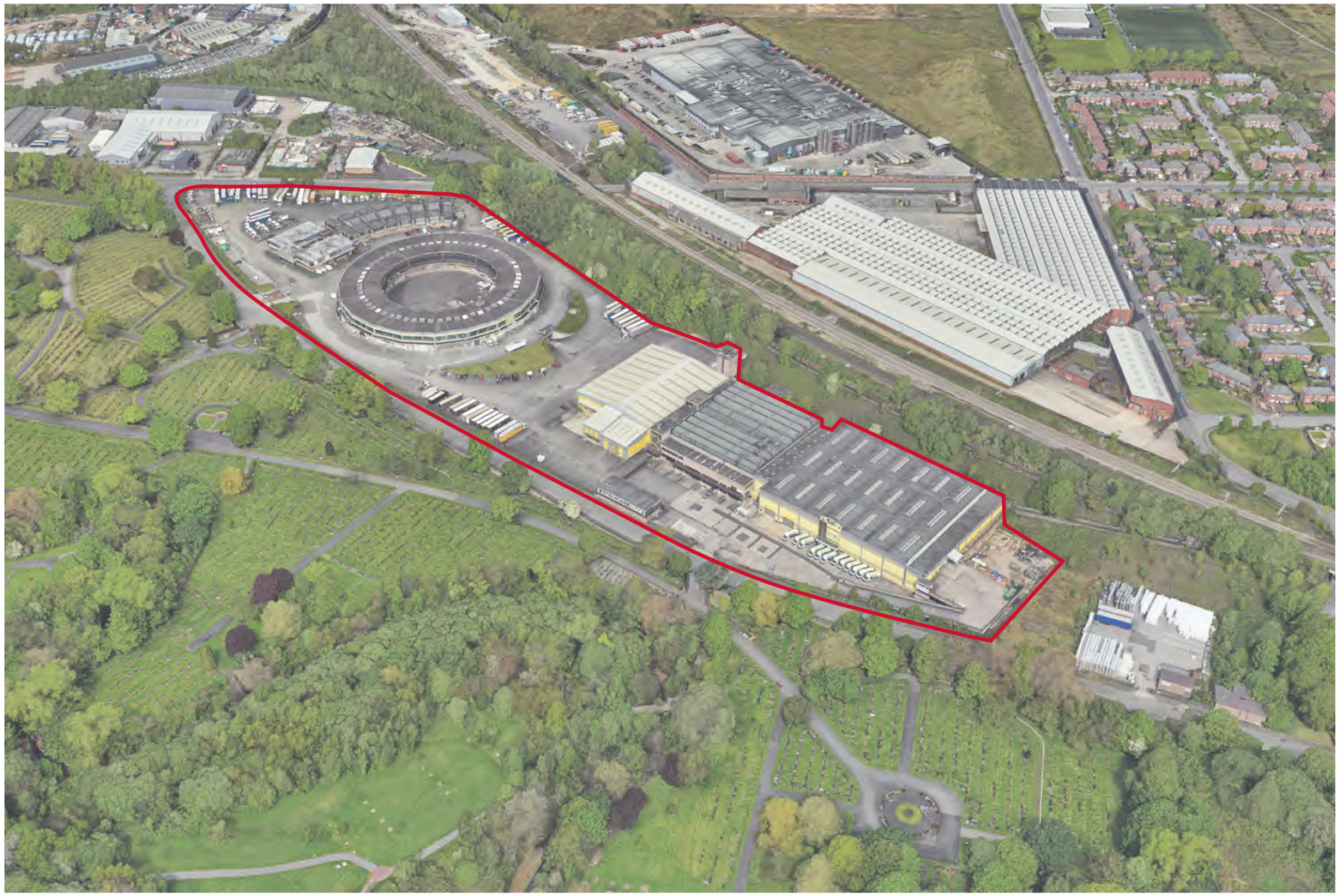
Site Analysis

Site Location

The site area is approximately 6.5 hectares (16.07 acres) and comprises of both soft and hard landscaping. The existing site has provided multiple opportunities for the development of improvement strategies, detailed on this page.

The South-West boundary of the site is characterised by Philips Park Cemetery, heritage industrial surroundings. Clayton Vale and a combination of modern and traditional housing. Key viewpoints are to be established at the corners of the site, through the creation of two new link roads along the site's eastern-southern axis.

The proposed development and associated landscaping plan will provide an enhanced network of connections to improve the wider residential presence. At present, the area suffers from a divide from north-east to west, with poor pedestrian connectivity. This would be greatly improved through enhancements to the ecology and safety of the local area; which would encourage residents to travel by foot, therefore promoting an active and healthy lifestyle.



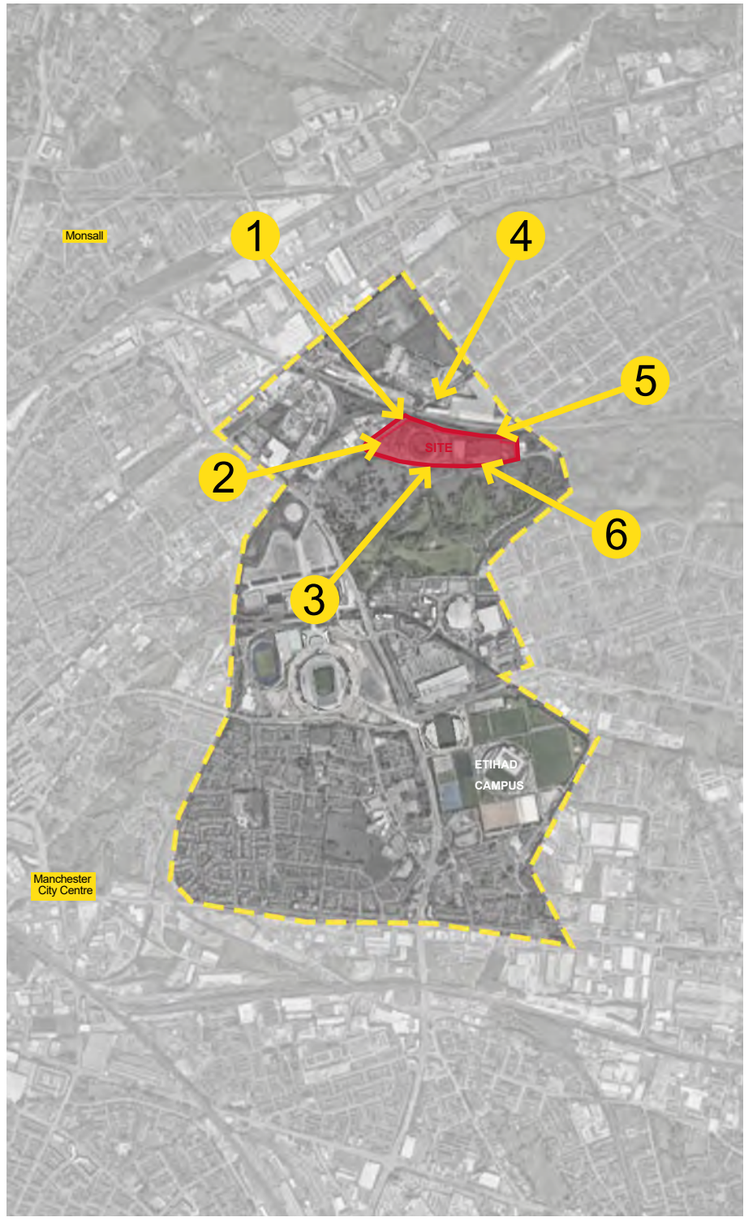
Opportunity to improve east to west vehicular connectivity with new proposed link roads

Opportunity to enhance security and quality of the existing pedestrian link to Philip's Park and Etihad Stadium

Opportunity to enhance the existing amenity offering through a strategic landscaping scheme

Opportunity to unify local area character and improve quality of the public realm for residents.

Site Imagery











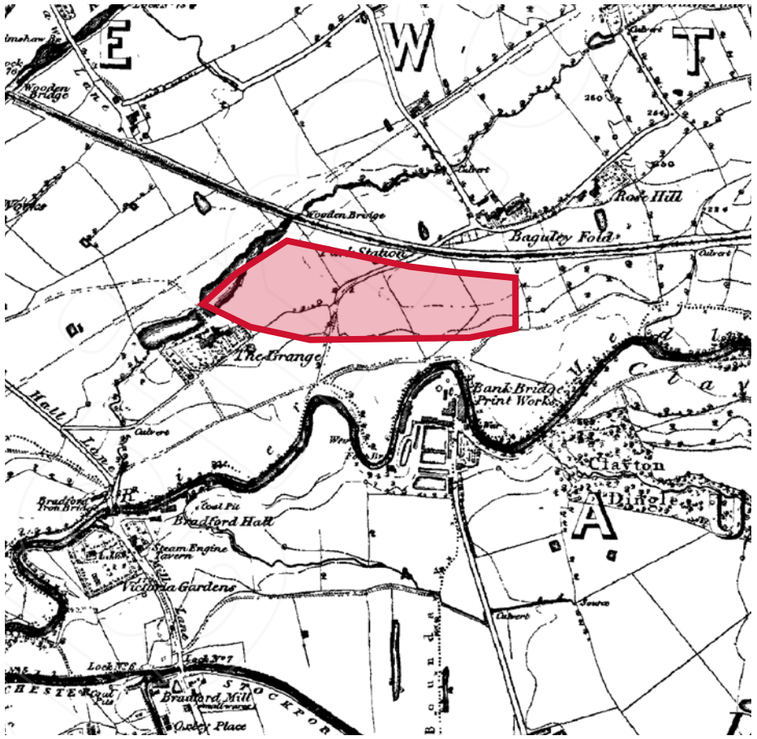




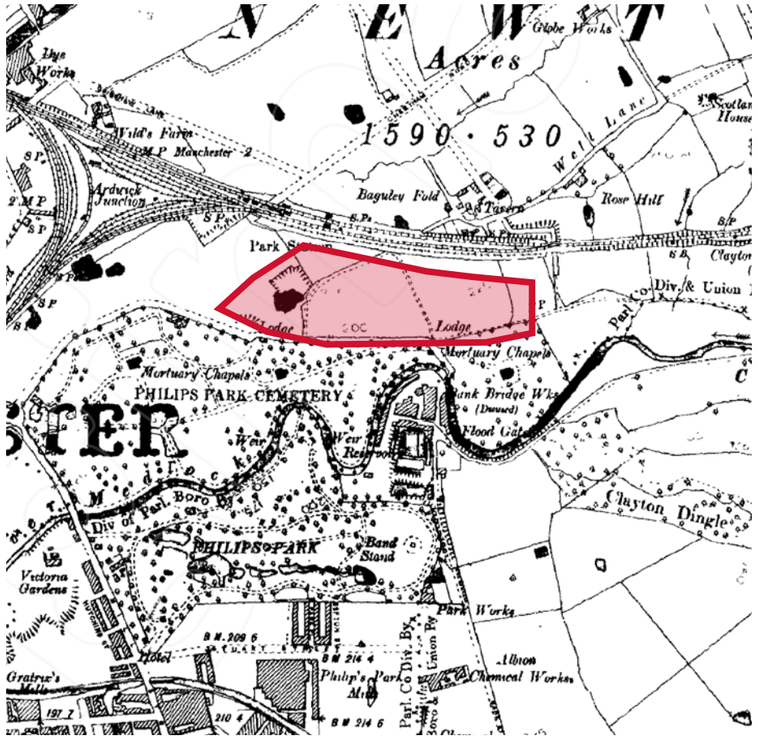
Aerial views onto the site

Historic Mapping

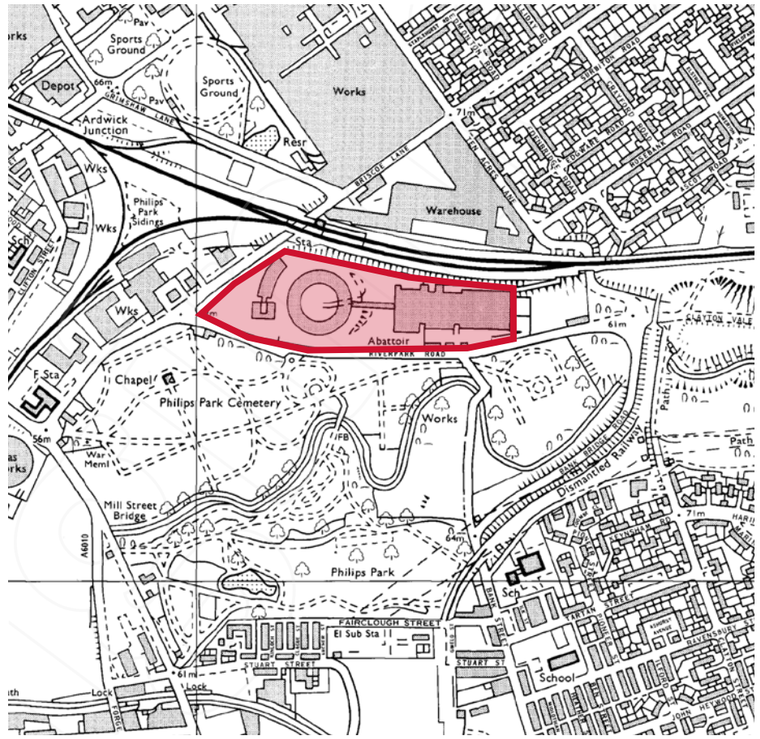
The following maps convey the historic changes around the site over the last 185 years. The area saw the introduction of an abattoir in 1966 with the site chosen due to it's close proximity to the train line and radial roads. This closed in 2000 as a meat production and is not let out as units.



1840s



1890s



1990s

Site Approach

The approach to site is the corner bound by Briscoe Lane and Riverpark Road primarily from the A6010(M) motorway, either heading north along the access road or south from the nearby roundabout. The surroundings are characterised by a utilitarian atmosphere, dominated by commercial properties and large parking areas that create a sense of detachment from the urban fabric. The area lacks a cohesive identity, with industrial buildings set back from the roadway, surrounded by chain-link fencing and minimal landscaping. Notably, the Riverpark itself, while not formally recognised as a heritage asset, exhibits signs of neglect, with unkempt green spaces and disused facilities that detract from the overall aesthetic.

The adjacent vacant lots and poorly maintained areas further diminish the quality of the public realm, presenting challenges for community engagement and accessibility. This provides opportunity to draw links across the adjacent Philip's Park - helping to unify the local area.



View from the junction of Briscoe Ln and Riverpark Rd



Site approach East onto Riverpark Road



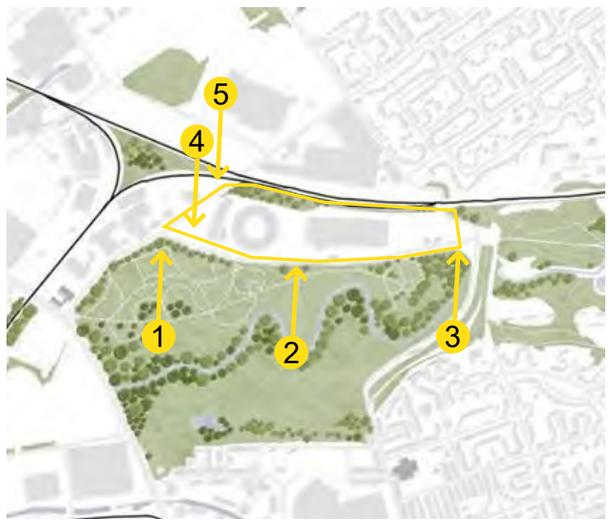
Site approach North onto Briscoe Lane

Existing Public Realm

The Riverpark Trading Estate is situated in an industrial and commercial area near the River Medlock, characterised by warehouse buildings, limited green spaces, and infrastructure primarily designed for vehicular traffic. As it is currently used for trading and light industrial purposes, the public realm lacks pedestrian-oriented features, with few designated walkways or high-quality public spaces. A major influence on the site's environment is the 'Our Rivers, Our City' strategy, which identifies Manchester's waterways—including the Medlock— as underutilised public spaces. The area surrounding the trading estate does not yet fully benefit from improved riverfront access, green corridors, or pedestrian-friendly pathways, meaning that pedestrian movement remains limited and disconnected from other urban amenities

Walk-ability and Connectivity

The area surrounding the site does not currently prioritise pedestrian movement. Existing footpaths and crossings are minimal, and many routes are interrupted by road infrastructure that favours vehicular access over pedestrian comfort. The Medlock River acts as both a natural feature and a barrier, with limited pedestrian crossings in the vicinity. The general street environment lacks features such as street trees, benches, and wayfinding signage that would improve walk-ability.



Public Transport Access

Public transport in Manchester is relatively well-developed, but accessibility to the site is not as strong as in more central areas. While bus routes operate in nearby areas, there is a reliance on main roads, meaning walking to transit stops can be inconvenient due to a lack of direct pedestrian-friendly connections.

Public Safety and Urban Environment

Due to its industrial setting, the public realm around the site is not highly pedestrian-friendly, particularly in the evenings when activity declines. The lack of street lighting, passive surveillance (eyes on the street), and active frontage (shops, cafes, or residential areas) contributes to a less inviting pedestrian experience. The presence of underutilised spaces, such as vacant and fenced-off areas, can further impact perceptions of safety and ease of movement.

Conclusion

As it stands, the public realm around Riverpark Trading Estate is largely shaped by its industrial function, offering limited pedestrian-friendly infrastructure. Walk-ability is constrained by a lack of crossings, green spaces, and direct routes to key transport links. The surrounding area is primarily car-oriented, with pedestrian and cycling access being secondary considerations. Improvements in connectivity, public realm design, and safety measures would be necessary to enhance accessibility and make the area more user-friendly for pedestrians and cyclists.







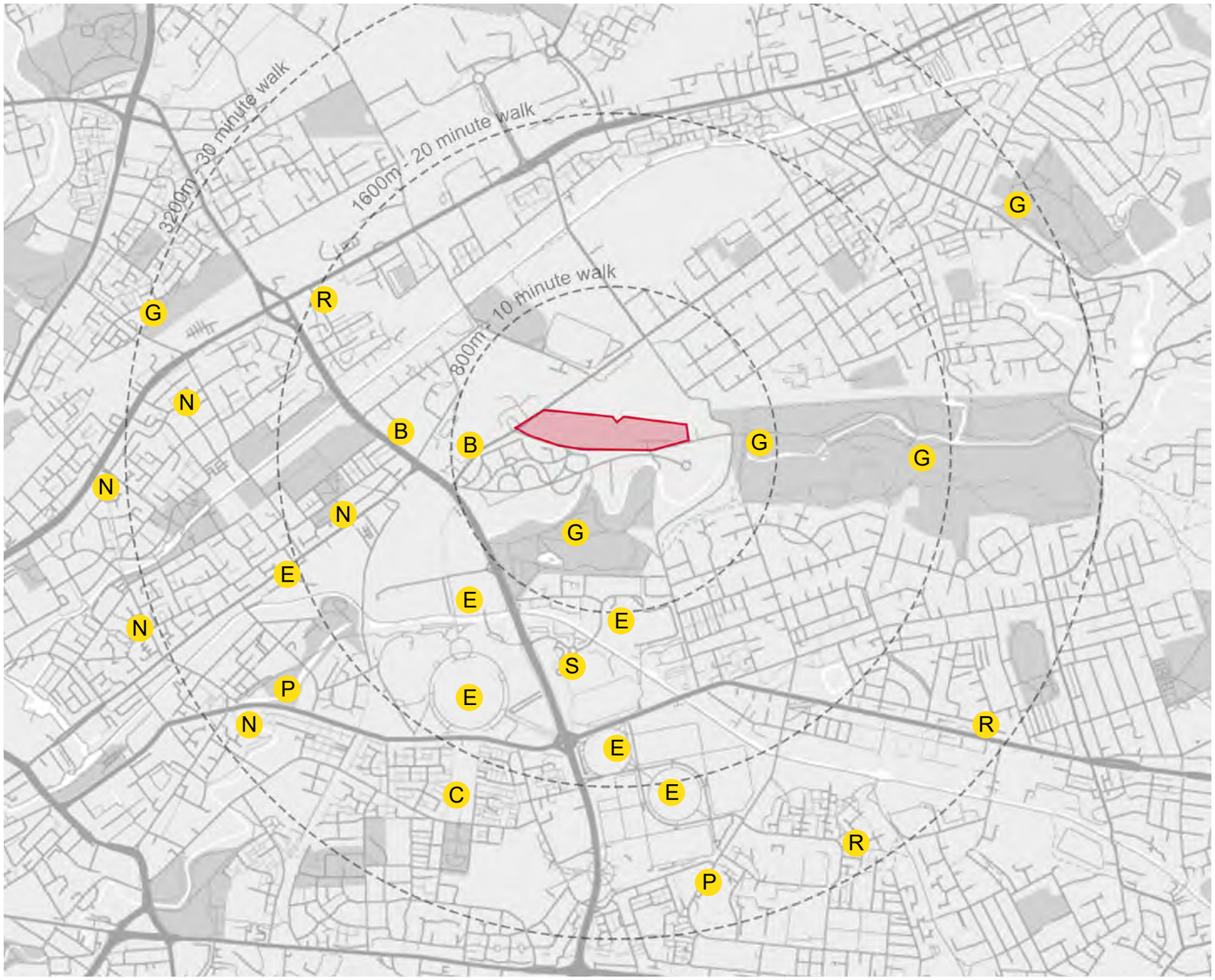




Locality

The site sits approximately 3.7km north-east of Manchester City Centre. There are a number of local facilities within a 45 minute walk of the site, including:

- B Bakery/Cafe
- C Community centre
- E Entertainment
- G Green space (including parks & allotments)
- H Health facilities
- N Newsagents / Convenience stores
- P Post Office
- R Religious facility
- S Supermarket



Local amenities map

Transport Links

Public Transport
The site is well connected to public transport links, with bus stops on Briscoe Lane, adjacent to the site, as demonstrated by the map to the right. Routes 74 / 76 / 76A provde a high-frequency bus service to Manchester city centre (approx. 20 mins in duration) and other surrounding areas from early in the morning to near midnight.*

The site is also a 20 minute walk away from Etihad Campus, Clayton Hall and Velopark metro link tram stops and is well situated to benefit from tram links being within walking distance of two lines.

Cycle Network
There are also existing cycle lanes connecting the site and with the potential for the proposal to link existing cycle lanes.

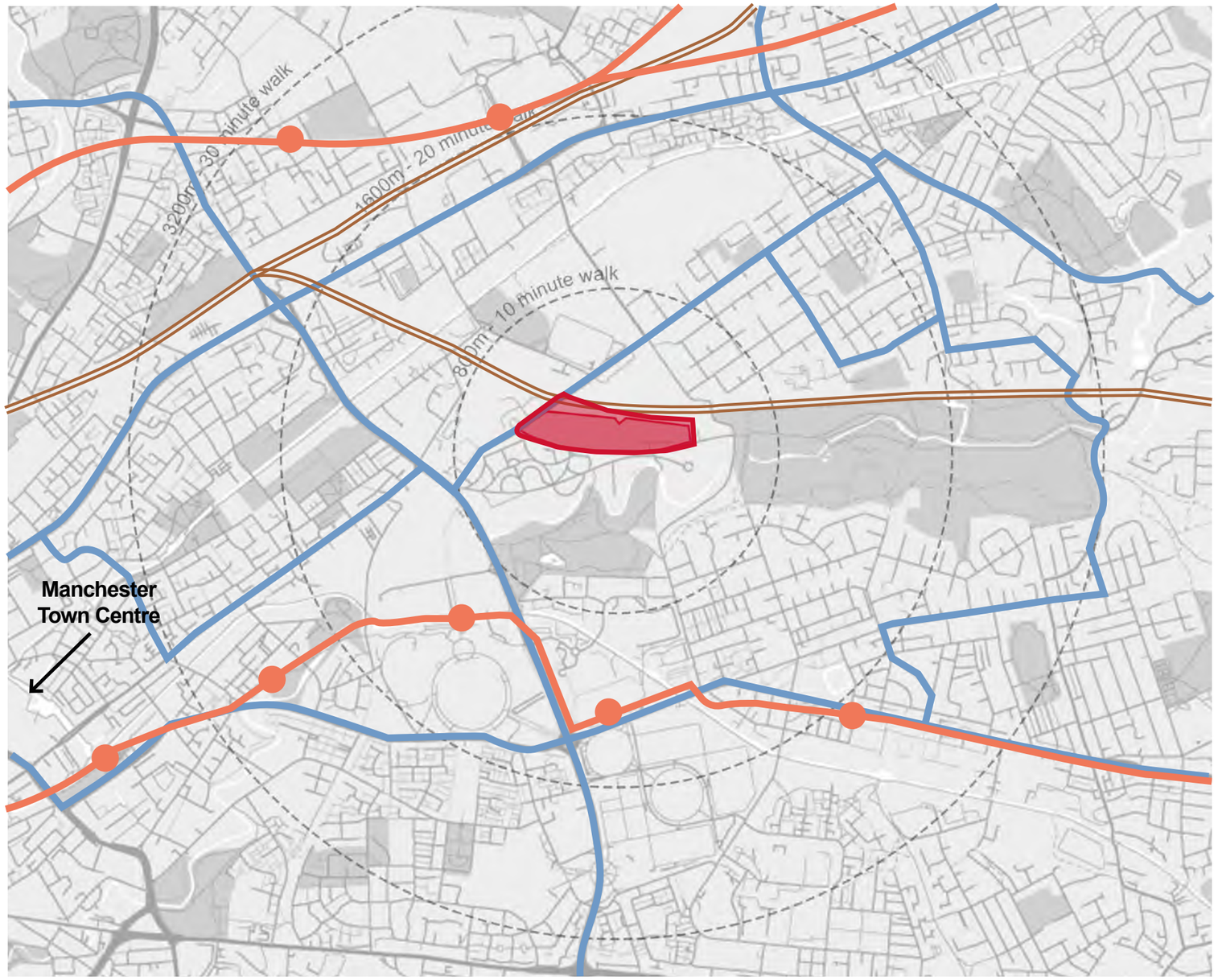
There are stands for Starling Bank Bikes – Greater Manchester's cycle hire scheme – on the footway at the corner of the Riverpark Road / Briscoe Lane junction, a c. 95m walk from the nearest proposed dwelling and c. 650m from the furthest, although these are not currently in use.

The site however is well situated to benefit from the existing stands if TfGM decides to bring them back into use.*

Car parking
Along the southern side of the road, double yellow lines are present for c. 145m, while there is parallel parking bays provided along the remaining c. 613m (with a capacity of approximately 120 spaces).

Double yellow lines are provided along the entire northern side and no parking is permitted*.

For more details, refer to the Transport Assessment by Curtins.



Bus routes

Railway line

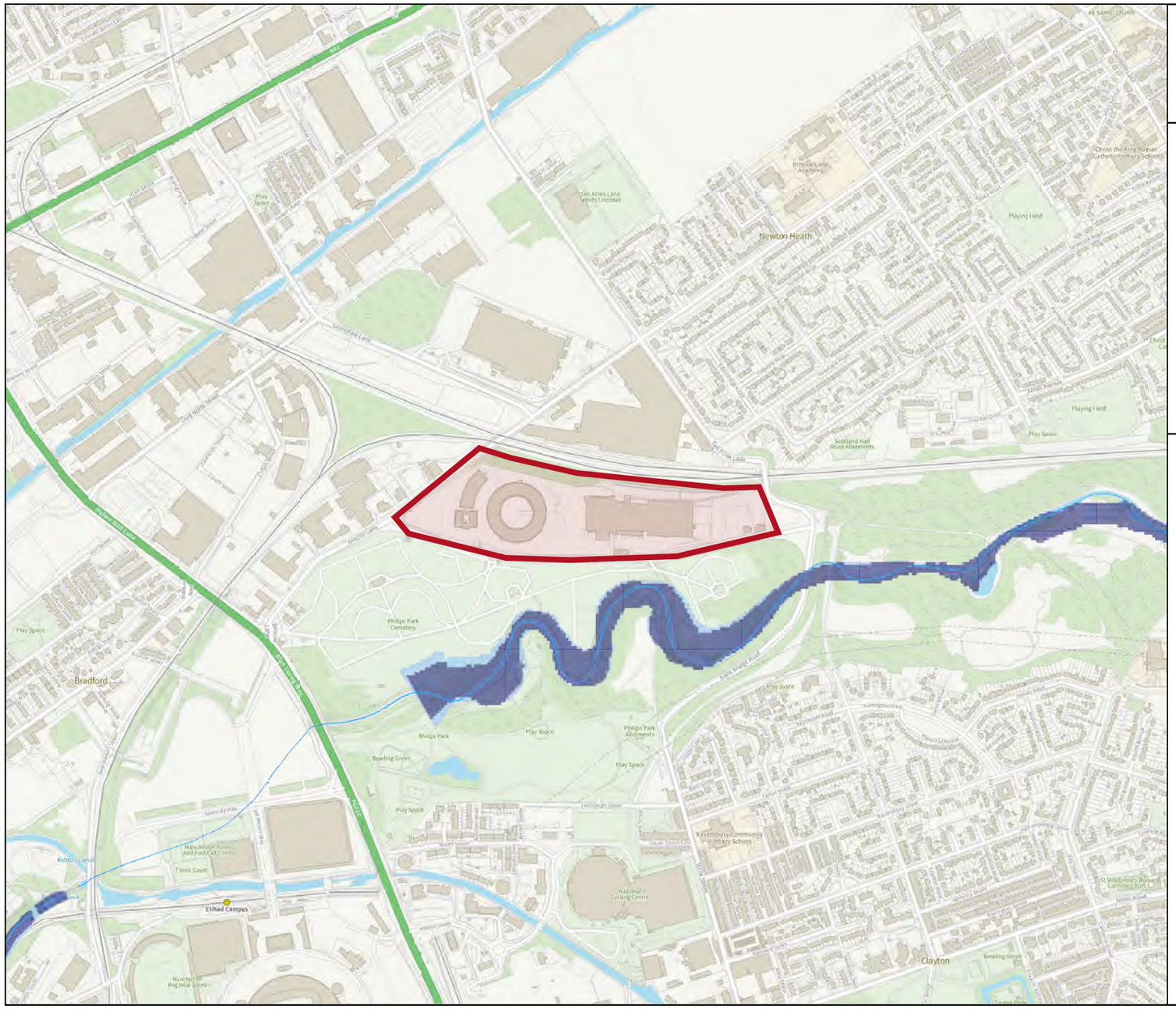
Tramline

* Excerpt from the Transport Assessment by Curtins.

Flood Zone

The site sits within Flood Zone 1 as shown by the map on the right.

For more details refer to the Flood Risk Assessment by Townsend Water Engineering.



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Contextual Analysis



The photos shown on this page demonstrate the adjacent local housing vernacular around the site.













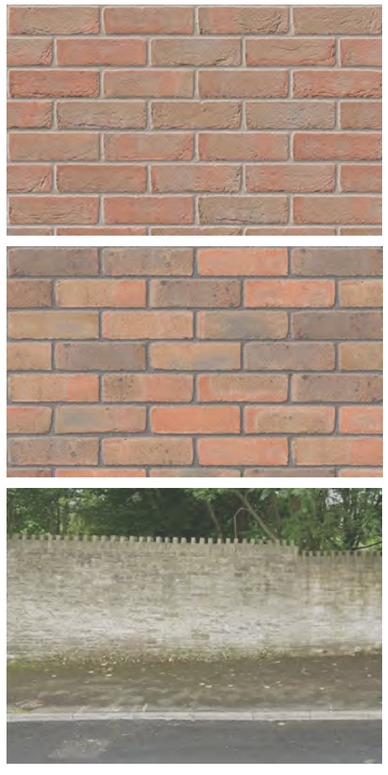
Context views around the site

Contextual Analysis

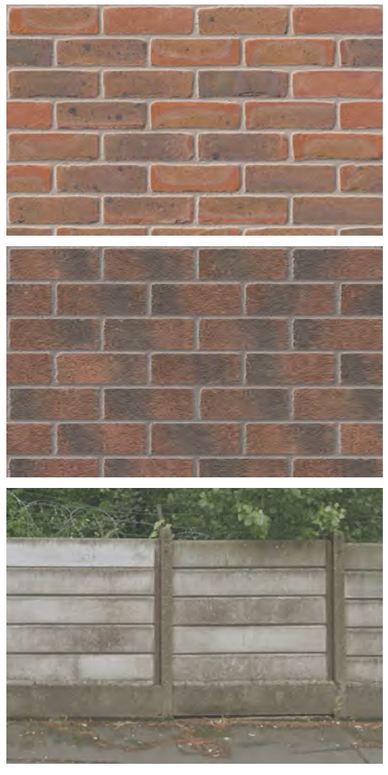
The local contextual style consists mostly of traditional terraces which define the streetscape. These are predominantly two-storey, with some three-storey variations, featuring traditional pitched roofs establishing a strong gable motif.

The majority of these roofs are finished in brown tiles, with some in slate grey and a handful in red tiles. A shallower pitch, metal-clad roof is a notable feature of the non-residential buildings in the area, particularly on the community centre, which is an immediate neighbour to the site.

The terraced houses incorporate defensible space fronting the street, with the dominant boundary treatment consisting of low-level timber fences with concrete posts. A review of the local materiality highlights a mix of red and buff/yellow brick, complemented by dark-stained timber detailing and red tile accents on house elevations. A local brick palette reflecting these materials is identified below:



Riverpark Road existing stone wall to Phillip's Park



Briscoe Lane existing wall



Aerial view looking north-east across the site

Opportunities and Constraints

The site is bound by Riverpark Road to the south, the Manchester to Huddersfield railway line to the north, Ten Acres Lane to the east, and Briscoe Lane to the west.

There is potential for creating an active street frontage onto Briscoe Lane and Riverpark Road, with a potential feature focal corner on the junction of the two roads with views onto Philip's Park.

Placemaking and Housing Delivery

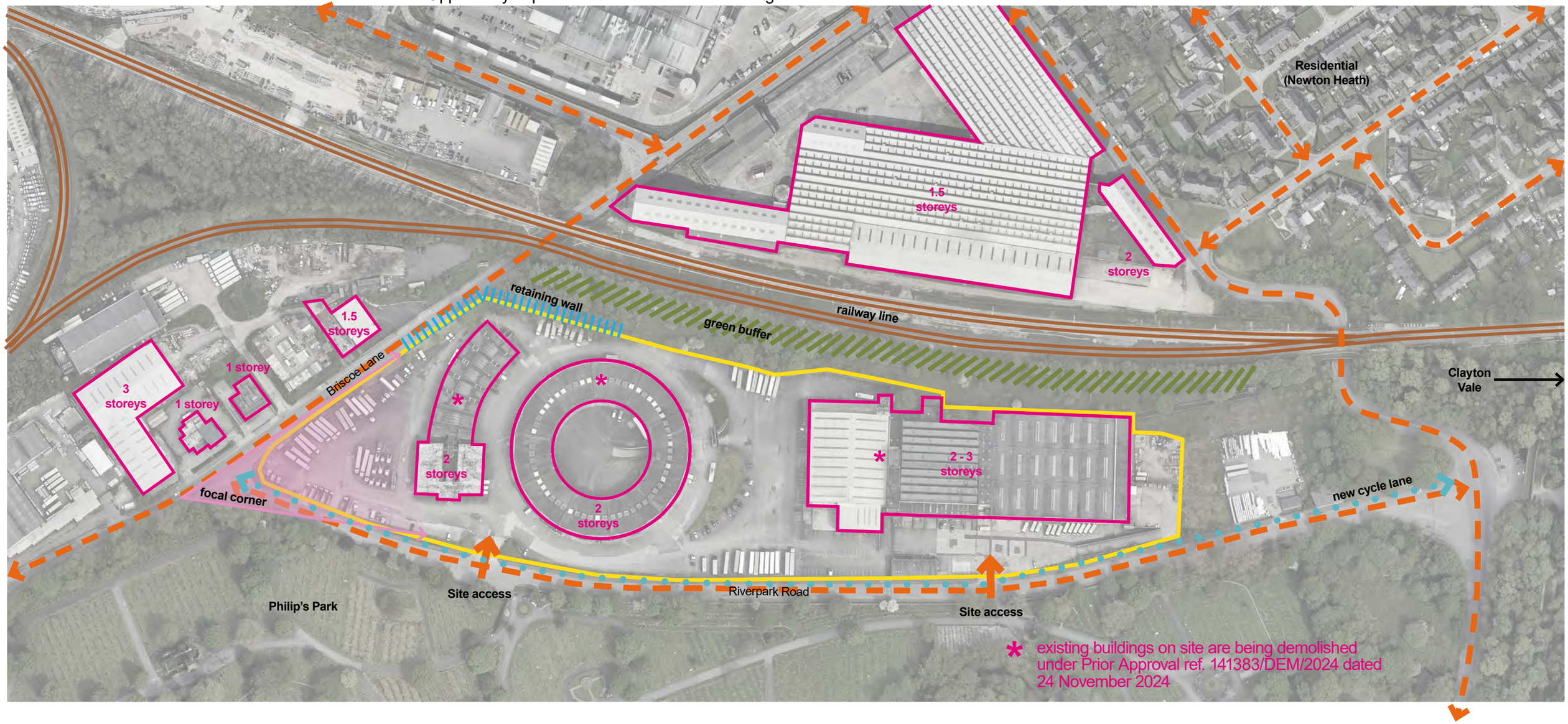
+ Opportunity to unify local area character and improve quality of the public realm for residents.
+ Scope to provide private amenity space for residents within development linking through to Philip's Park and Clayton Vale green infrastructure.

Green Infrastructure and Environmental Enhancements

+ Providing more green infrastructure on the site from it's current use
+ Opportunity to enhance the existing amenity offering through a strategic landscaping scheme.
+ Opportunity to provide sustainable urban drainage and swales on site.

Access and Connectivity

+ The site provides an opportunity to connect with Philip's Park and Clayton Vale walking routes together with public transport.
+ Opportunity to provide cycle lane to connect to the local cycle network and Clayton Vale.
+ Opportunity to improve east to west vehicular connectivity with new proposed link roads.
+ Opportunity to enhance and security and quality of the existing pedestrian links to Philip's Park and Etihad Stadium.



03

Design Development and Engagement

Timeline

January 2024

February 2024

#0

March 2024

High-level conversation with MCC

Feedback

A need for establishing the principles of the residential development, specifying a mix of housing and apartments with the inclusion of on-site affordable housing.

#1

April 2024

Pre-Application Meeting

Feedback

Commentary on proposed redevelopment showed an overall support for the scheme: mainly noting the balance of affordable housing across the whole scheme with the expectation of delivering 200no. affordable homes.

May 2024

June 2024

#2

July 2024

Pre-Application Meeting

Feedback

Commentary on proposed building heights were provisioned to be successful but requires an undergoing of more massing testing to capture what is the most successful massing form for the site. This was taken forward and actioned appropriately.

August 2024

#3

September 2024

Pre-Application Meeting

Feedback

Planners feedback was positive especially in regard to place-making - further assessment on wider impact and experience from site surrounding. Relationship between blocks to be more thoroughly considered.

October 2024

#4

November 2024

Public Consultation

Online Exhibition

Monday 11th - Monday 25th September 2024

Online Consultation

Monday 11th - Monday 25th September 2024

December 2024

#5

January 2025

Pre-Application Meeting

Feedback

Revisions following January feedback saw to an incentive to be more well considered regarding landscaping, place-making and car parking strategy

#6

February 2025

Pre-Application Meeting

Feedback

Feedback saw to a focus on site wide window proportions and place-making throughout the development. This also extends into green links and a pressing focus on place-making for residents.

March 2025

Planning Application

Pre-application consultations

#0 March 2024 - High level Conversation

The **first discussion** was in **March 2024 by Kellen Homes**. Key discussions and comments received in response to the pre-application submission were as follows:

+ Establishing the principles of the redevelopment of the site for residential development, detail the mix of housing and apartments including on-site affordable housing.
+ Due to strategic location there will be high expectations for what can be achieved on this site.
+ Scheme needs comprehensive review after some more detailed feasibility work.

Actioned next steps include:

+ Positioning of the apartment blocks needs to be reviewed: some provision for higher density in West side of the site.
+ Location of car parking and visual impact needs to be considered.
+ Riverpark Road frontage development is key, no continuous row of car parking.
+ Quality must be achieved for housing/apartments.

#1 April 2024 Pre-Application

The **first pre-application meeting** was in **April 2024** and was delivered **by Calderpeel Architects.** Key discussions and comments received in response were as follows:

+ Proposed redevelopment as presented by Calderpeel architects was supported.
+ Delivery of 200no. new affordable homes is crucial for balance across the whole scheme.
+ Proposed creation of linkages to the park would be supported.
+ Density on Western side is supported with a potential for height opportunity on Riverpark Road.
+ Discussions regarding car parking with a need to compromise with MCC highways, ie. 60% car parking site wide would be appropriate.

Actioned next steps include:

+ Understanding strategic significance of Riverpark Road to the highway network.
+ Design development on the proposed street hierarchy needs to be taken further. For example, extent of shared spaces, width of streets, green links to park, required car parking etc.

#2 July 2024 Pre-Application Summary

The **second pre-application meeting** was in **July 2024** and was delivered **by Calderpeel Architects.**. Key comments received in response to the pre-application submission were as follows:

+ Building heights in western side of site are successful but requires more massing testing to capture what is most successful for the site.
+ Elegant forms must be introduced where heights are, preference for heights to step down towards the east.
+ Proposed apartment block settings is quite important as well as delivering quality landscaping/ amenity space for residents.
+ Happy with the development of the housing and precedent imagery provided.

Actioned next steps include:

+ Undertake testing for heights to understand what is the correct proposed height for the site and surroundings: consider key viewpoints in the process.
+ Begin to develop landscape concept proposals.
+ Confirm the outcome of the traffic surveys and parking surveys along Riverpark Road.

Design Development

The initial design back going back to September 2024 was a mixture of seven apartment blocks ranging from a 19 storey tower, a 12 storey tower, an 8 storey block, 6 storey blocks and 4 storey blocks together with 3 storey town houses and 2 storey family dwellings. The design evolved through extensive dialogue with MCC to ensure that all the parking for the apartments was hidden away to provide strong active frontage to Riverpark Road and Briscoe Lane. The scheme had a linear public realm linking Briscoe Lane to Riverpark Road and beyond to Philip's Park and the Cemetery.

This design development by Calderpeel Architects formed the basis of a pre-application meeting with the council in September 2024.

Sketch Iteration #1



Sketch by Calderpeel Architects

Sketch Iteration #2



Sketch by Calderpeel Architects

Sketch Iteration #3



Sketch by Calderpeel Architects



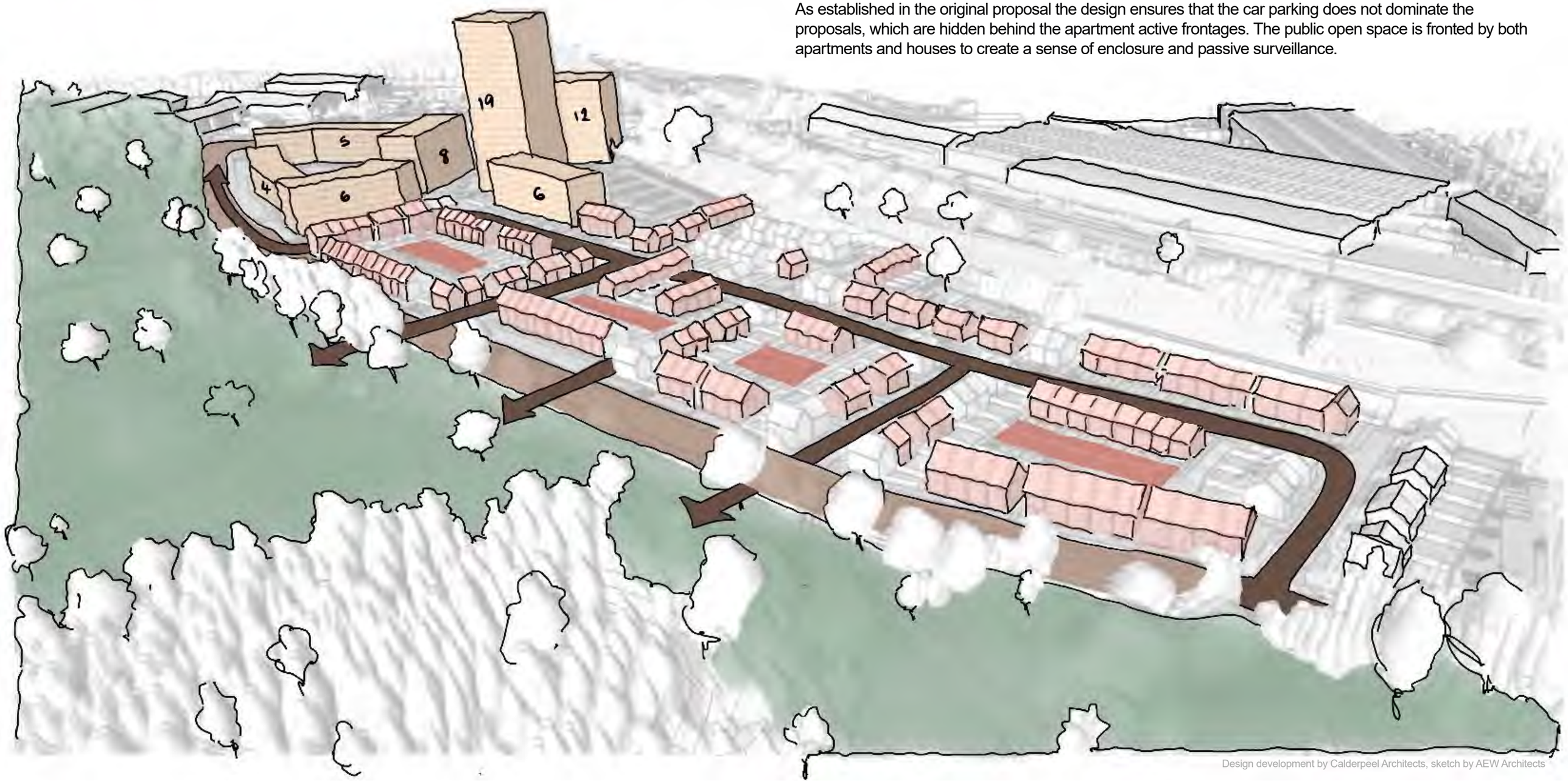
Drawing by Calderpeel Architects

Design Development

This design development by Calderpeel Architects formed the basis of a pre-application meeting with the council in September 2024.

Financial modelling during the design process determined buildings at 19 and 12 storeys were not viable and as such a rethink on the design strategy was required. Most of the concepts and principals established in the original design were kept however the massing of the apartments was greatly reduced. The linear public open space link from Briscoe Lane to Riverpark Road was omitted in lieu of a more usable public open space at the heart of the proposal to be enjoyed by the wider development residents.

As established in the original proposal the design ensures that the car parking does not dominate the proposals, which are hidden behind the apartment active frontages. The public open space is fronted by both apartments and houses to create a sense of enclosure and passive surveillance.



Design development by Calderpeel Architects, sketch by AEW Architects

Pre-application consultations

#3 September 2024 Pre-Application (Calderpeel Architects)

The design development by Calderpeel Architects on the previous pages, formed the basis of a pre-application meeting with the council and the following feedback was made in response.

Feedback:

+ Place-making feels much more considered, including consideration to how the proposals would be experiences from surrounding
+ Maximum height of apartment buildings are to be 4 storeys
+ Affordable apartment provision to be 104no.

Actioned Next Steps:

+ Scale and massing is well-considered, however work is to be done to get the relationship between adjacent blocks right. (Some relief is required to be provided to the lower block fronting Riverpark Road)
+ Architectural language of the taller built form needs to be developed and carefully considered as the scheme develops.

This feedback informed further design development which then led to a public consultation in November 2024.

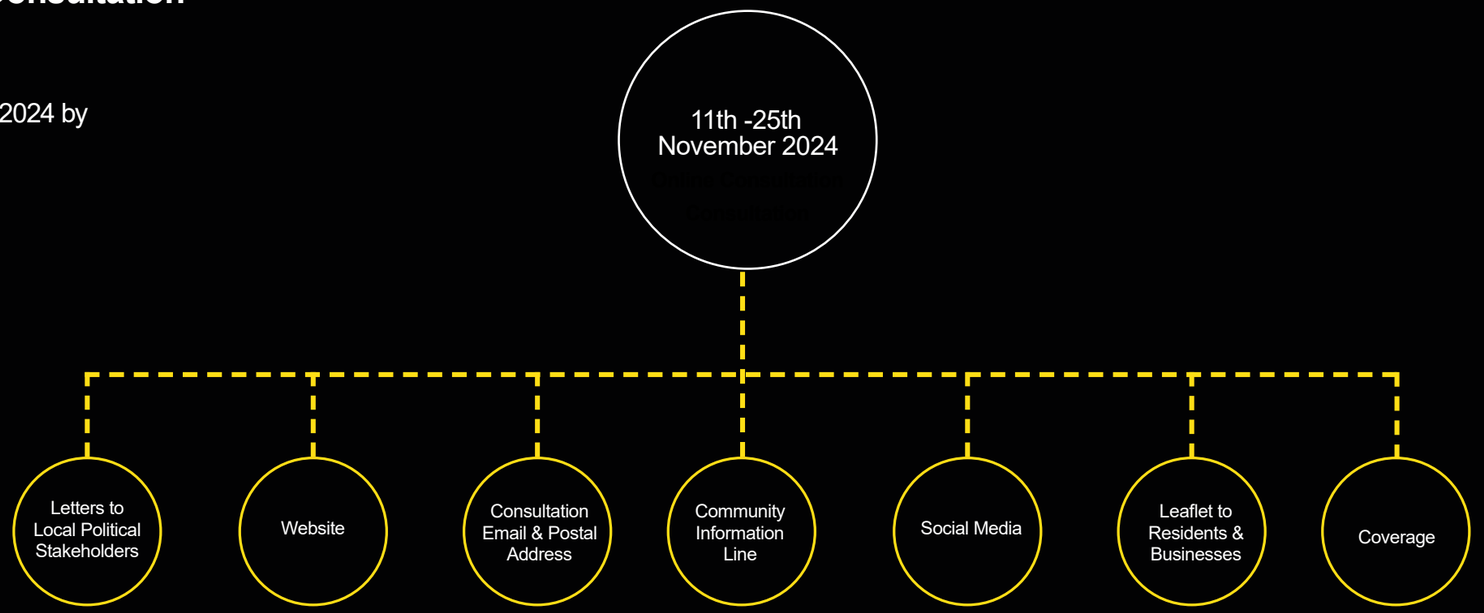


Design development pages by Calderpeel Architects

Public consultation

#4 November 2024 Public Consultation (Kellen Homes)

A public consultation was held in November 2024 by Kellen Homes



Public Consultation November 2024

Summary

In preparing proposals for a new housing development at Riverpark Road, the Applicant conducted a pre-application consultation in line with Manchester City Council's Statement of Community Involvement, the Localism Act 2011, the National Planning Policy Framework, and National Planning Practice Guidance. This consultation provided an opportunity for residents, politicians, and stakeholders to learn about the plans and offer their feedback.

The consultation approach, which has been transparent and accessible to all, has provided an opportunity for residents, local businesses and other stakeholders to learn about the proposals and provide their feedback.

The Applicant and the wider development team would like to extend their appreciation to all who participated in the consultation process and shared their views on the plans. The consultation garnered 75 responses from interested parties, with the majority expressing support for the proposals and highlighting the importance of the need for new, and affordable, housing in the local area. However, concerns regarding the scheme's impact on local infrastructure and services, local traffic and the height of the proposals have been recognised.

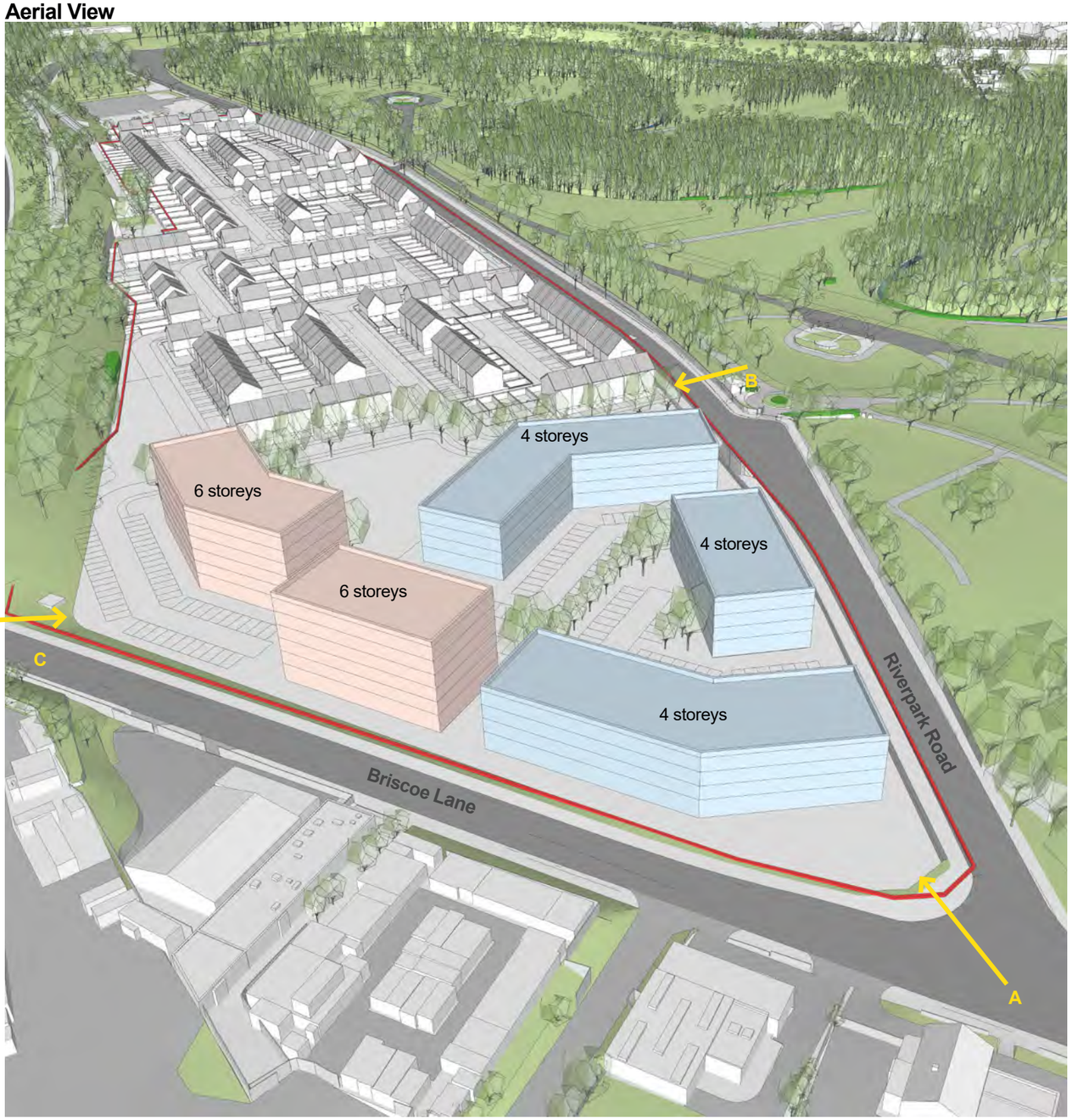
This report reflects the views expressed by residents, local businesses and other stakeholders during the public consultation and addresses feedback received regarding the development. Feedback has been considered and channels of communication will remain open so that the local community can contact the Applicant's team throughout the planning process.

*Summary taken from SOCC Report by Lexington

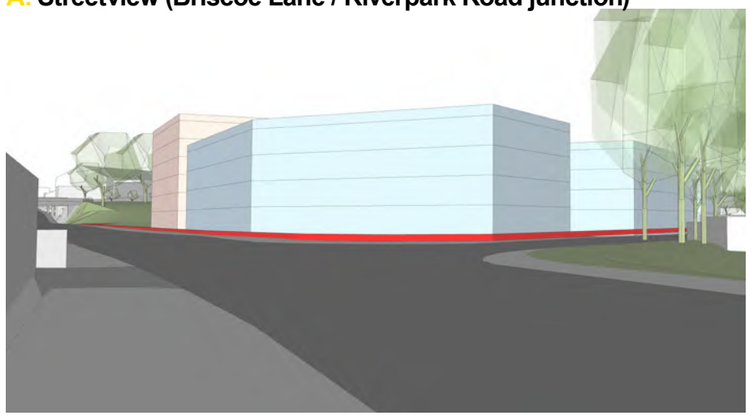
Design Development

Following the public consultation further design development was explored, by AEW Architects. This then formed the basis of another pre-application meeting with the council in January 2025.

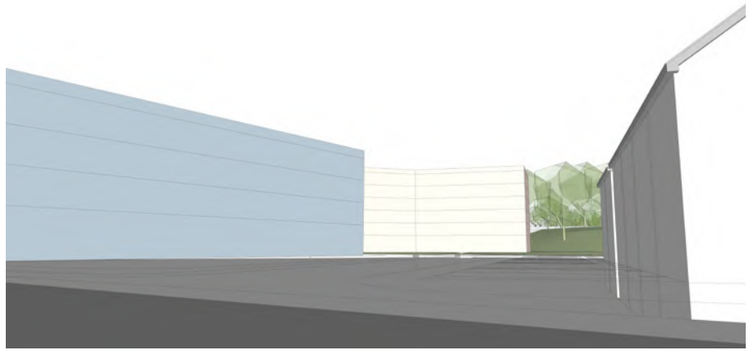
Aerial View



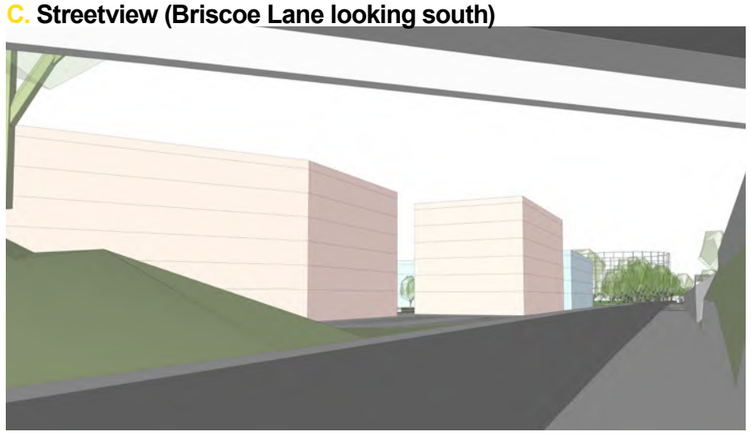
A. Streetview (Briscoe Lane / Riverpark Road junction)



B. Streetview (Riverpark Road looking north)



C. Streetview (Briscoe Lane looking south)



After further viability assessments, a maximum of 6no. storeys across the apartment blocks was been deemed the most viable option. The different massing was explored across the site and where a mix of 4no. and 6no. storeys for the apartments has been developed. This design development formed the basis of another pre-application meeting with the council in January 2025, led by AEW Architects.

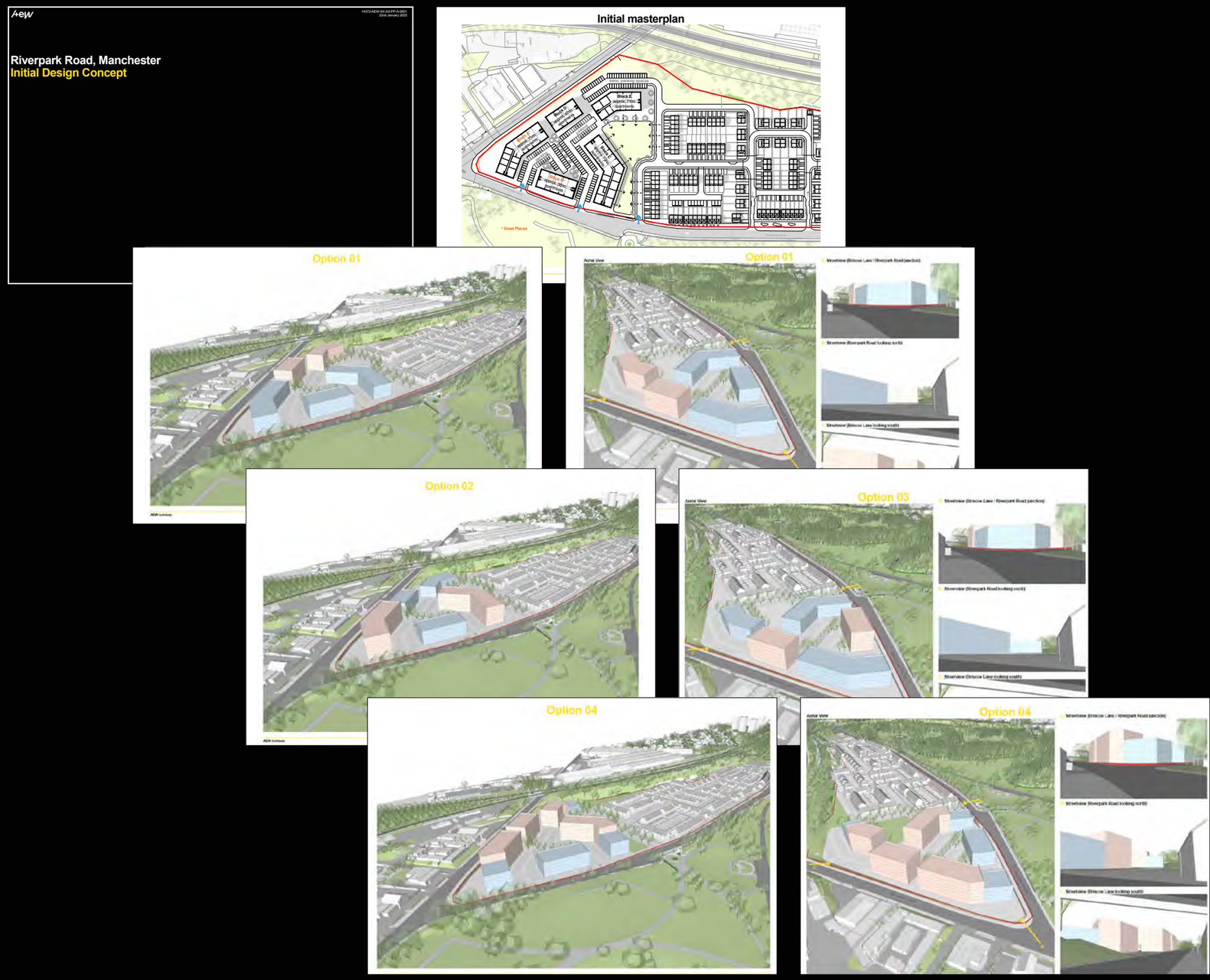
Pre-application consultations

#4 January 2025 Pre-Application (AEW Architects)

The design development by AEW Architects on the previous pages, formed the basis of a pre-application meeting with the council and the following feedback was made in response.

Feedback:

+ Principal of block placement, parking courts and storey heights (as per mark-up) agreed
+ Landscaping scheme must be high quality and place-making must be at heart of development
+ Car parking courts must have landscaping and be softened.
+ Security railing must be bespoke designed if required and form part of landscape strategy
+ Close gap and views into parking courts where possible (blocks A&B)
+ Explore private / secure pedestrian link from Briscoe Lane for residents
+ Parking dominates the site so, place making aspects of this are to be special
+ Creation of a meaningful area of open space and link to Briscoe Lane is welcomed
+ Clear strategy for the car parking courts to break down the hard-standing and provide a green setting to the car parking and buildings
+ Trees and other forms of planting will need to be evident within these spaces
+ Understand the need for boundary treatment but this is not a fortress - needs to be a bespoke solution to this and one that works with the landscaping at the site and the building lines
+ The view of the parking areas from the public domain needs to be minimised without significant steps forward with this, its simply over development of the site given the way the car parking is manifesting itself



Design Development

Following the pre-application meeting, with the site layout largely agreed in principle and the massing across the site, the design of the apartments in terms of materiality and detailing was explored to establish a finalised design.

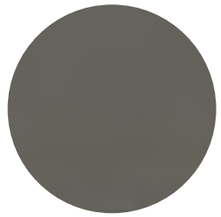
With a design principle established, this was fed back to the council through another pre-application meeting in February 2025 discussing the developing detail.



Brick T1



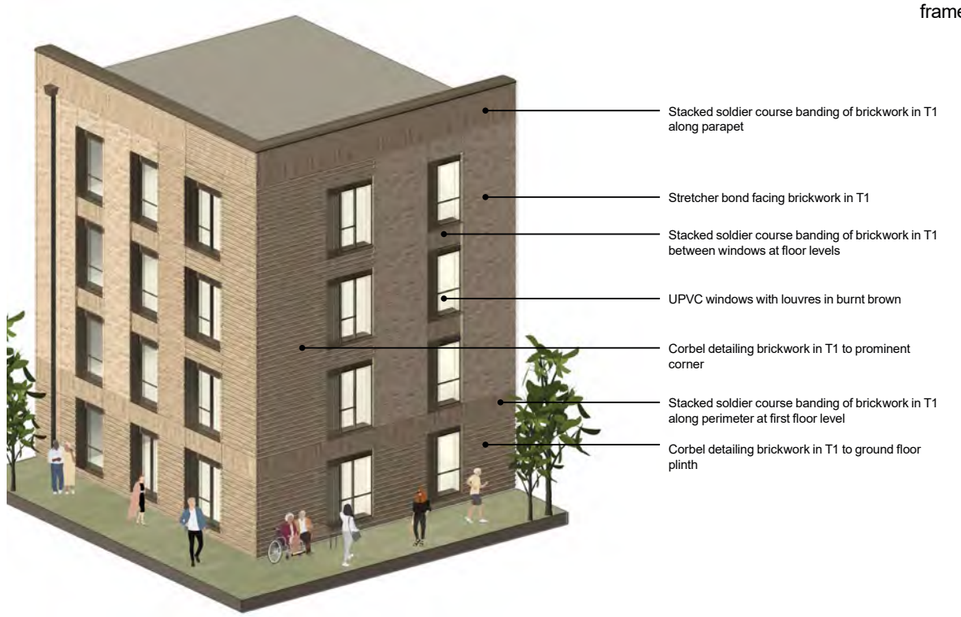
Brick T2



Burnt Brown
(windows and door frames / parapet capping / RWPs)

Brick Detailing Evolution







Pre-application consultations

#5 February 2025 Pre-Application (AEW Architects)

The design development by AEW Architects on the previous pages, formed the basis of a pre-application meeting with the council and the following feedback was made in response.

Feedback:

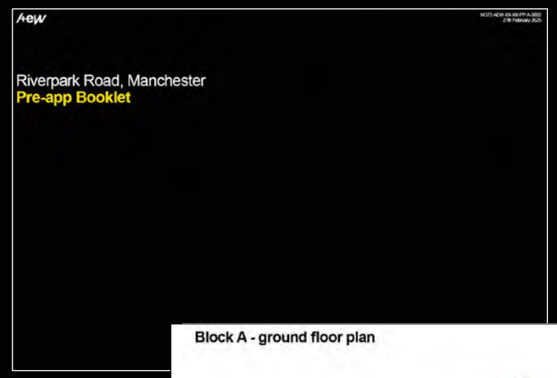
+ Experience and setting is really important with MCC keen to ensure any development is a safe environment and has green links.
+ Smaller pockets of place making are essential to improve how people experience moving through the development area.
+ Well proportioned windows across the whole development area.
+ One Brick Type should be used for the houses without overly complicating the facades
+ Street trees are a priority so a hierarchy can be established
+ Quality Bricks - not to mix bricks on one block but rather to integrate Brick change per block

Actioned Next Steps:

+ Focusing on place-making across the whole development
+ Two window bay types only for the apartments
+ Landscaping and boundaries to be introduced as part of house frontages

Following this, the design has been developed further to respond to the comments from the council and progressed for planning submission.

The next section explores the proposed design.



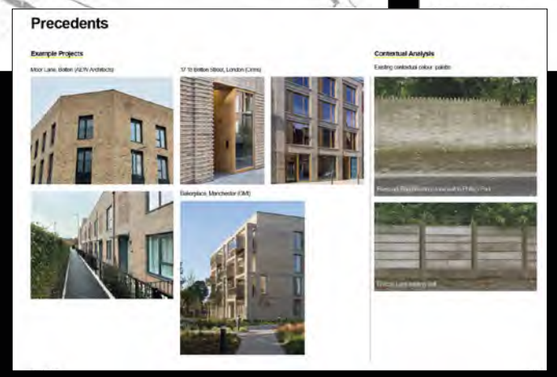


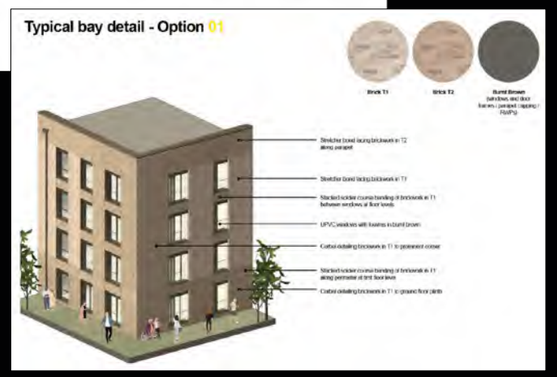












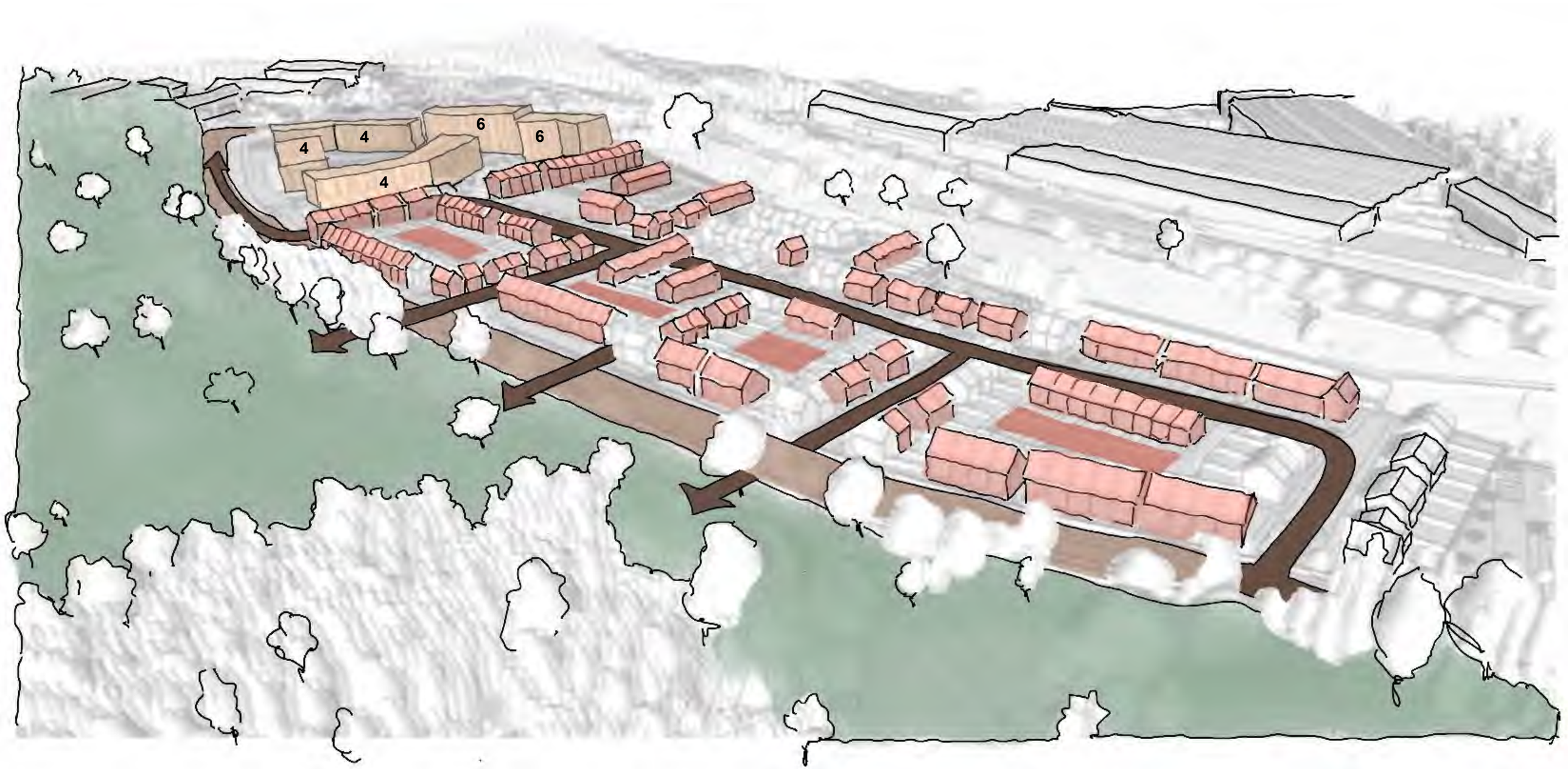
04

Proposal

Masterplan Response

The housing layout remains the same as the previous design iterations focussing on the principals already established. The apartment blocks have been placed to form an active frontage to both Briscoe Lane and Riverpark Road with a much gentler mid-rise scale to the apartment blocks which feels more appropriate to the local context.

The corner of Briscoe Lane and Riverpark Road is held by a four storey apartment block as through testing of the scale, proved that anything greater than four storeys was proving to be too dominant. It was however important that the development did not feel too flat and so two, six storey blocks were introduced to break up the massing along Briscoe Lane.



Proposed Site Layout

The proposed site layout has been informed by the site analysis and thorough testing during the pre-application process. The current layout establishes the most viable and efficient response and proposed masterplan for the site.

The housing is located to the east of the site, linking back to the Newton Heath housing to the north-east and the apartment blocks are located to the west to provide a frontage to Briscoe Lane and Riverpark Road. The proposal provides 498no. new dwellings across the 5no. apartment blocks and 221no. houses

277no. Apartments in total
+ 104no. affordable - social rent apartments with 52no. parking spaces
+ 173no. open market apartments with 102no. parking spaces

221no. Houses in total
+ 29no. affordable - social rent
+ 81no. affordable - shared ownership
+ 111no. open market

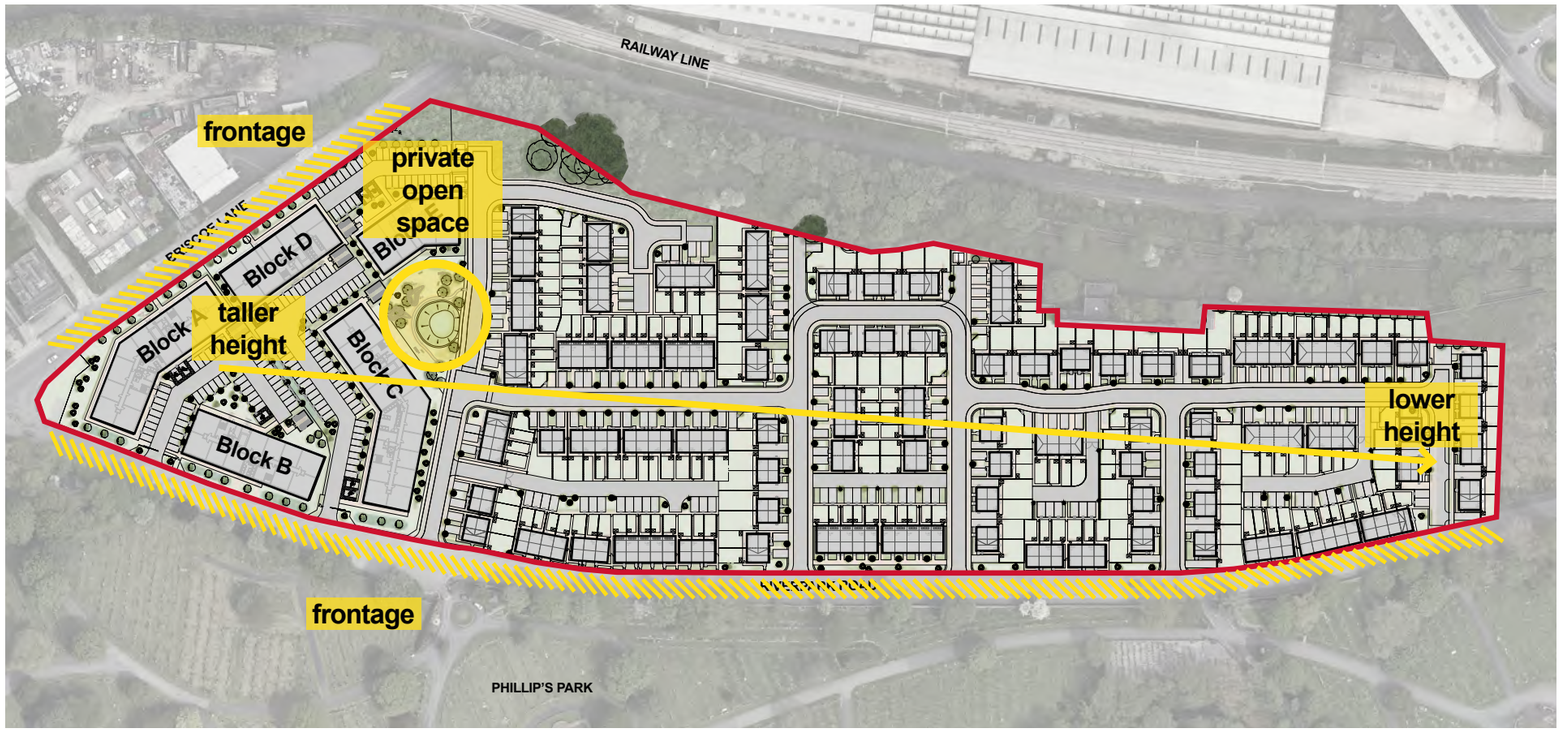
15no. M4(3) adaptable dwellings in total (3.3% across the entire scheme)
+ 11no. M4(3) adaptable apartments
+ 4no. M4(3) adaptable houses

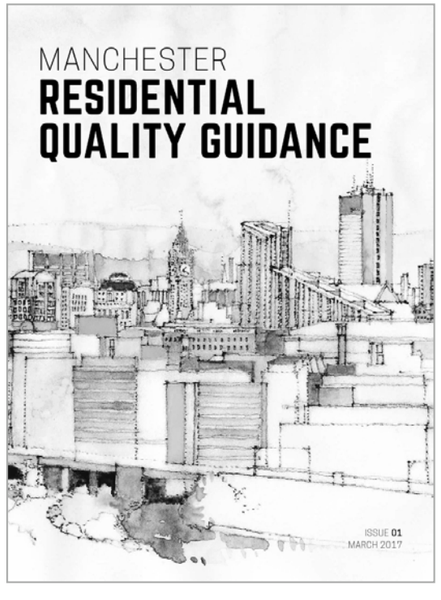


Design Response

The design response is informed by Manchester Residential Quality Guidance, as below:

+ Consideration has been given to neighbourhood, street, block formation and building scale.
+ The choice of materials and architecture derives from local context and distinctive character to ensure it feels a part of Manchester.
+ Active frontages to both Bricoe Lane and Riverpark Road have been to be provided to ensure the street spaces are animated.
+ The road network within the site is legible with a clear hierarchy and connect well to the existing street structure with a dedicated cycle lane running the full length of Riverpark Road.
+ Private open space is provided within the site to provide a sense of place.
+ The street structure is designed to connect pedestrian movement with Philip's Park.
+ The density of the development is deemed appropriate for the area and context.
+ The street scene to Riverpark Road is strong to replicate the existing wall enclosing Philip's Park.
+ The development has been designed to establish a mix of tenures and people to create a sense of community.
+ Medium rise apartments and housing allow people to communicate whilst the private open space creates a place for people to congregate and socially interact.
+ The houses and apartments meet the market composition and need whilst addressing the needs of a diverse and inclusive community.
+ All principal entrances for the apartments and houses are orientated towards the street increasing visibility.
+ The cars have been appropriately dealt with by concealing then where possible behind built form to ensure the street scenes are not car dominated.
+ Bin storage has been accommodated within each apartment block and within each individual house in accordance with MCC's standards.
+ Space and daylight has been considered when composing the layout ensuring that the apartment blocks are adequately spaced and the scale does not adversely affect the housing.
+ Adequate storage is being provided within each dwelling typology.





Street Hierarchy

The street hierarchy informs the design of the apartments and the houses, in terms of height, scale and massing and materiality.

Main Arterial Route

Secondary Route

Tertiary Route



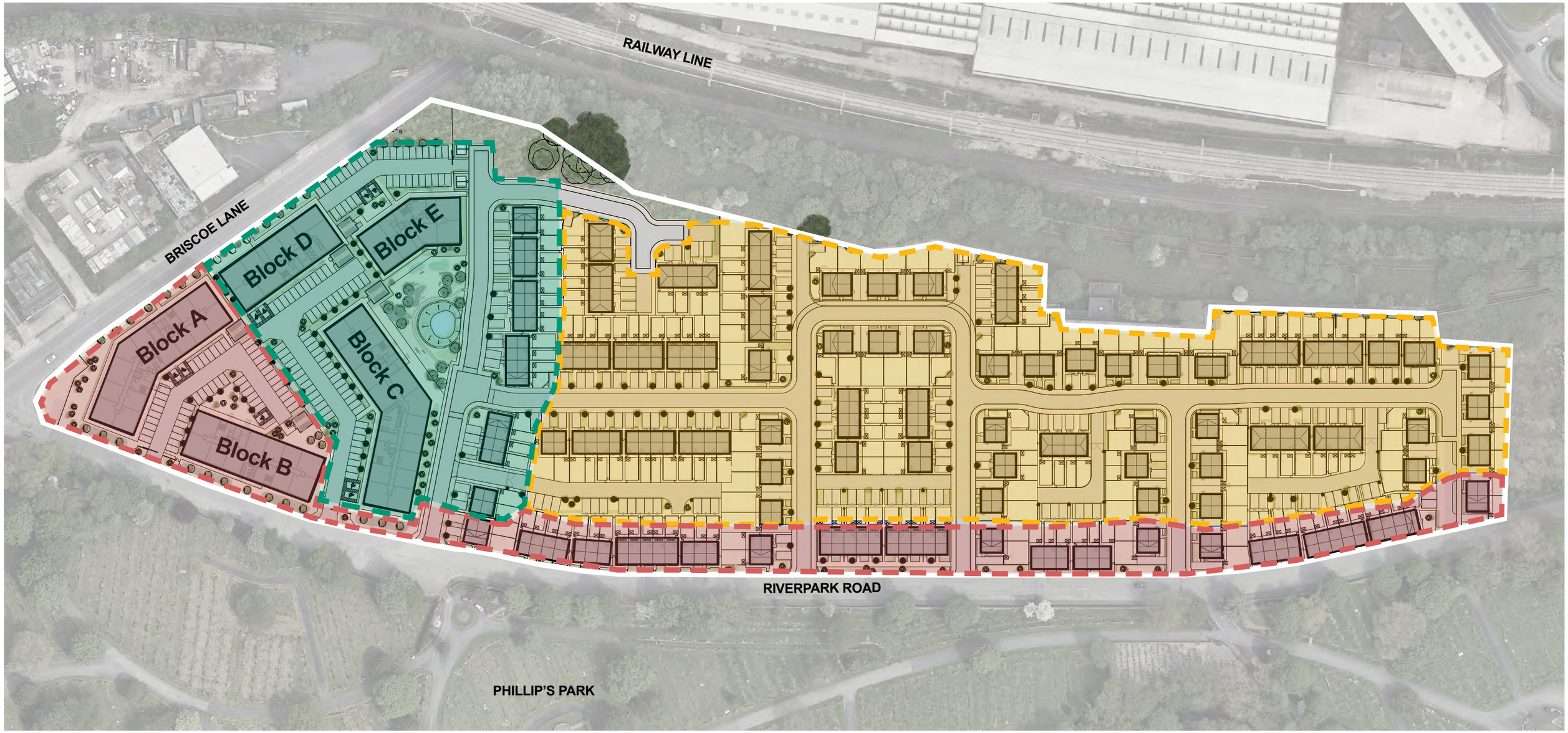
Character Areas

The site plan has been split into three distinct character areas which are defined by Riverpark Road, Apartment character zone and the main body of the site (refer to grading plan for elevation styles and materials plan for brick selection and tonality).

Riverpark Road Character Zone - The brick choice has been derived from the colour palette and tonality from the existing Riverpark Road wall enclosing Phillips Park providing a synergy between the wall and apartment blocks.

Apartment Character Zone – The brick choice and colour has been derived by blending the tonality of the Riverpark Road apartment character areas and wider context.

Main body of the site - Three storey town houses have been placed to assist in the transition of scale through the site from the apartments. The window proportions and brick selection have been designed to complement the apartment blocks.



Storey Heights

The proposed building heights have been thoroughly developed through the pre-application process and through rigorous testing and development. The proposal has been developed as the most viable and suitable to the existing context.

Key

- 6no. storeys
- 3no. storeys
- 4no. storeys
- 2no. storeys



Tenure Mix

The proposal for the 498no. new homes will provide a mixture of tenures:
+ Affordable - Shared Ownership
+ Affordable - Social Rent
+ Open Market

Key

- Affordable Housing - Shared Ownership
- Affordable Housing - Social Rent
- Open Market



Apartment Layout

Affordable - Social Rent

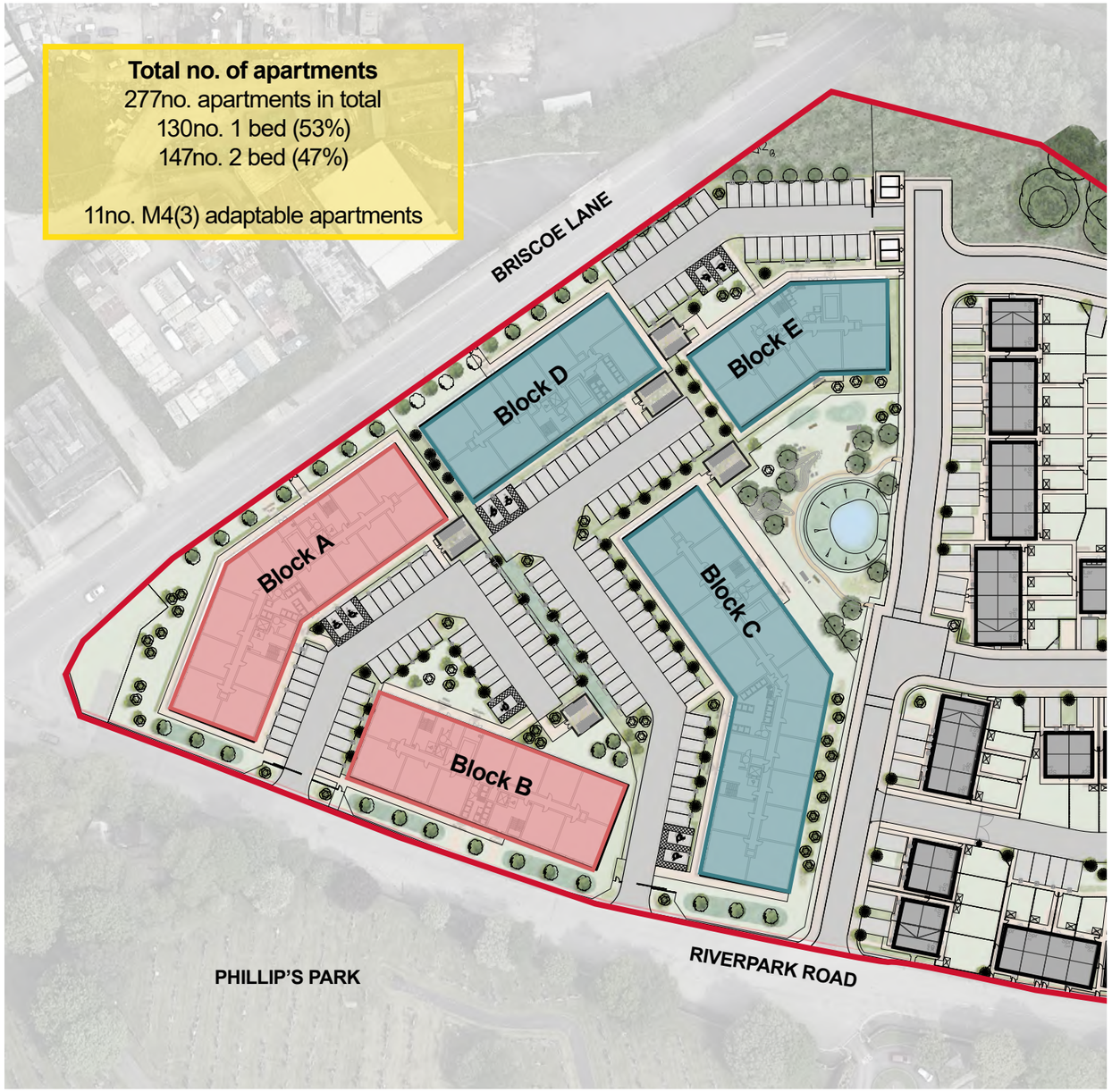
Block A (4no. storeys)
58no. apartments in total
35no. 1 bed (60.3%)
23no. 2 bed (39.7%)

11no. M4(3) adaptable apartments
8no. 1 bed M4(3) apartments
3no. 2 bed M4(3) apartments

Block B (4no. storeys)
46no. apartments in total
30no. 1 bed (65.2%)
16no. 2 bed (34.8%)

Total Affordable - Social Rent
104no. apartments total
65no. 1 bed (62.5%)
39no. 2 bed (37.5%)

11no. M4(3) adaptable apartments



Open Market

Block C (4no. storeys)
69no. apartments in total
30no. 1 bed (43.5%)
39no. 2 bed (56.5%

Block D (6no. storeys)
58no. apartments in total
23no. 1 bed (39.7%)
35no. 2 bed (60.3%

Block E (6no. storeys)
46no. apartments in total
12no. 1 bed (26.1%)
34no. 2 bed (73.9%)

Total Open Market
173no. apartments in total
65no. 1 bed (37.6%)
108no. 2 bed (62.4%

Contextual Analysis - Materiality

Accents

Taupe (Grey Beige RAL 1019)

Black

Facing Brick

Brick 03 - Red Brick A - Grainger Gold Autumn (Ibstock) with medium grey mortar

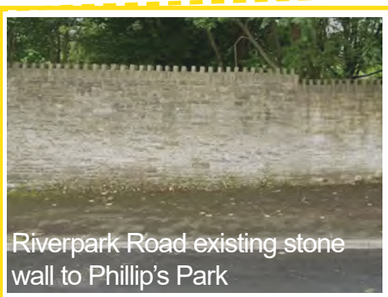
Brick 04 - Red Brick B - Hardwicke Welbeck Autumn (Ibstock) with medium grey mortar

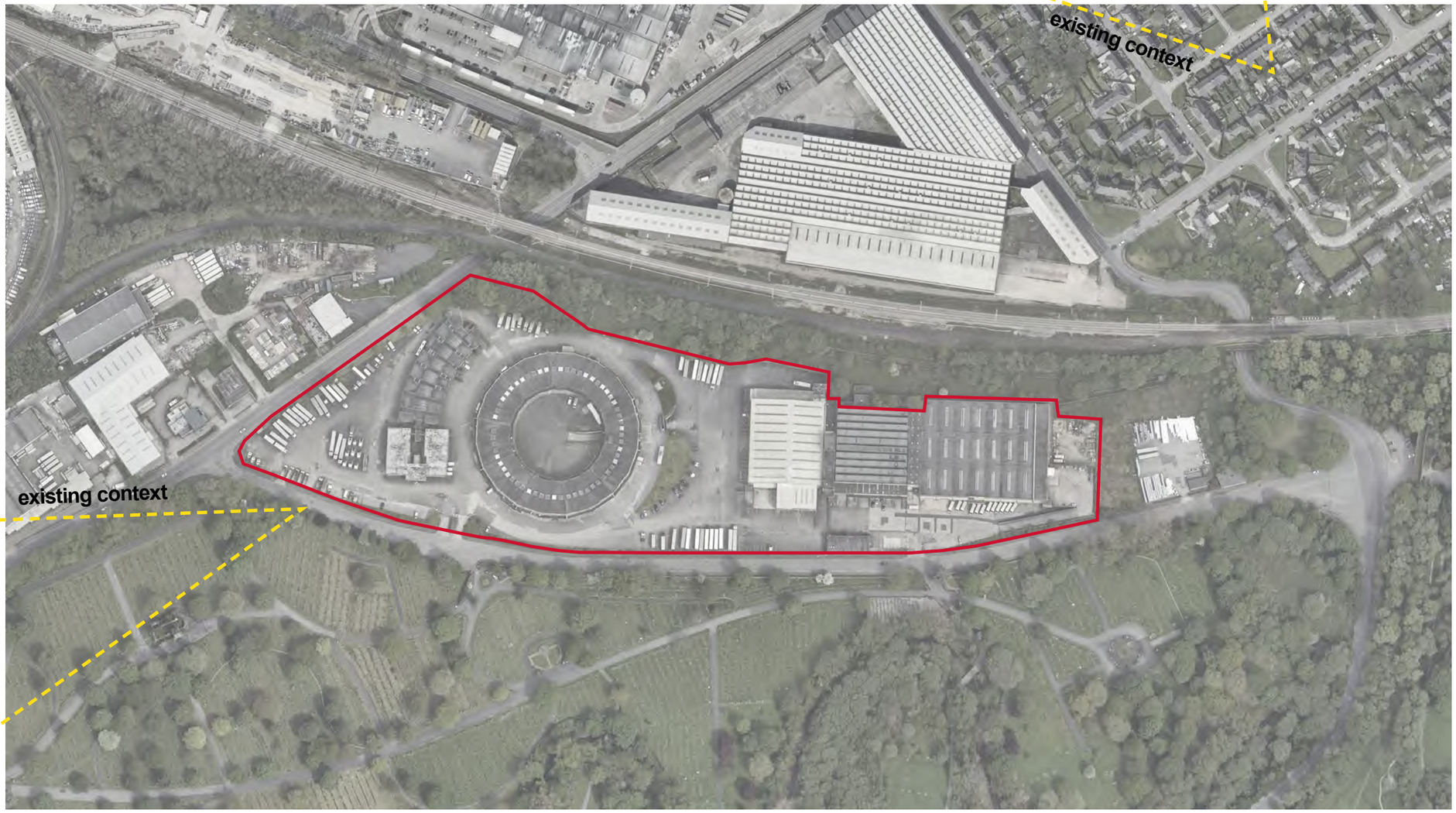


Facing Brick

Brick 01 - Buff Brick - New Ivanhoe Cream (Ibstock) with light buff mortar

Brick 02 - Brown Brick - Milburn Ashen Brown Blend (Ibstock) with medium grey mortar





Materiality Plan

Key

Brick 01 - Buff Brick
New Ivanhoe Cream
with light buff mortar



Brick 02 - Brown Brick
Milburn Ashen Brown Blend
with medium grey mortar



Brick 03 - Red Brick A
Grainger Gold Autumn
with medium grey mortar



Brick 04 - Red Brick B
Hardwicke Welbeck Autumn
with medium grey mortar





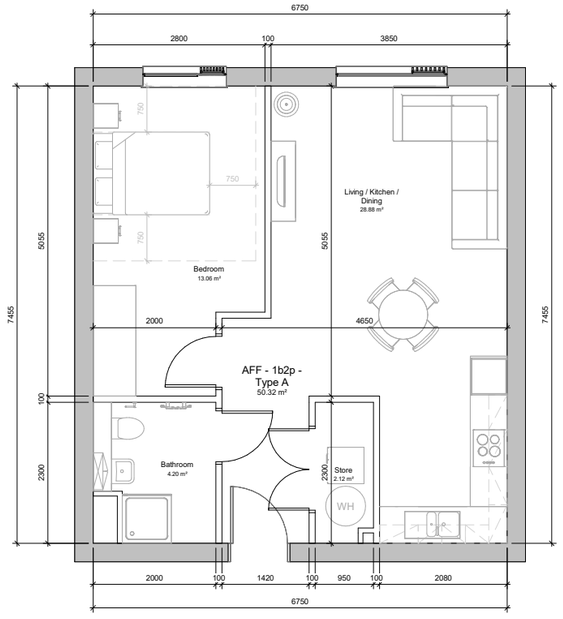
Typical Apartment Layouts

Affordable - Social Rent
Blocks A and B

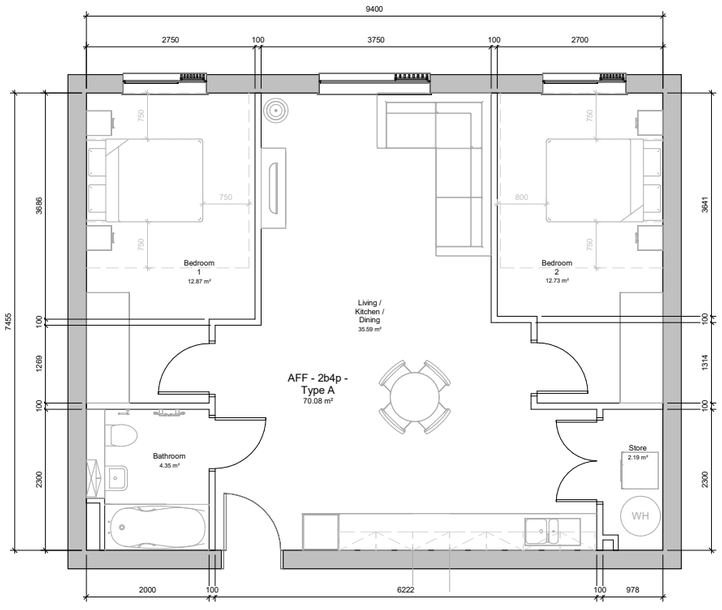
The scheme includes apartments that are all designed to NDSS (Nationally Described Space Standards) and Manchester's Emerging Space Standards (as set out in the Manchester Residential Quality Guidance), as a minimum with many of the apartment types across all apartment blocks exceed these standards.

Block A includes adaptable apartments that meet the building regulations M4(3) adaptable requirements with the addition of fully accessible bathrooms designed to building regulations M4(3) requirements.

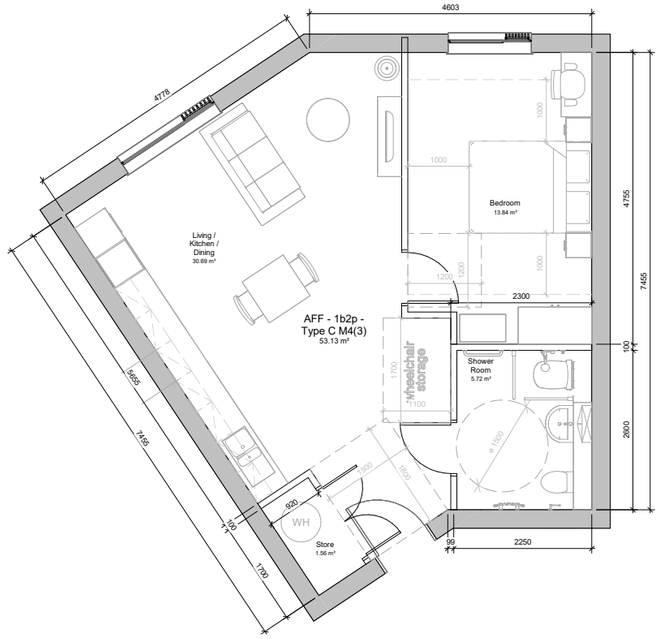
There are 11no. M4(3) adaptable apartments in Block A, which equates to 4% across all the five apartment blocks.



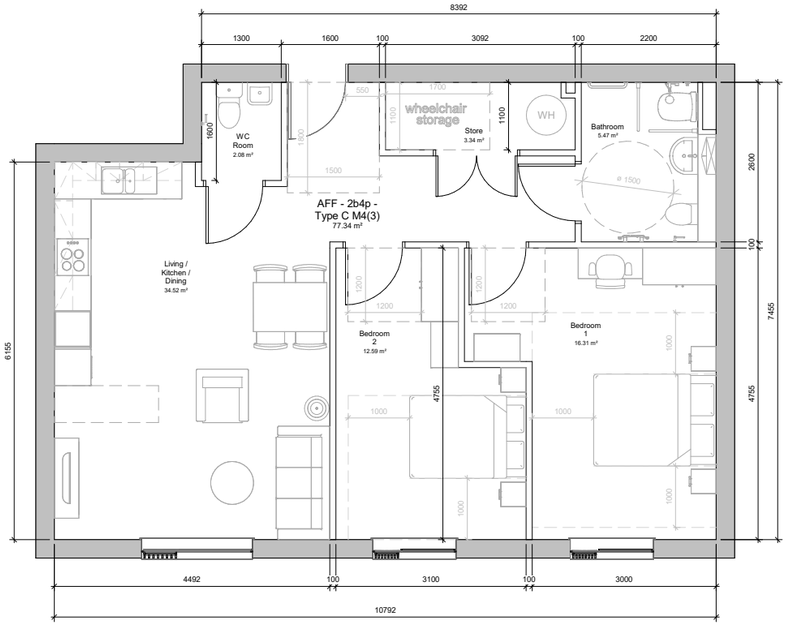
1 bed / 2 person Apartment (Standard)



2 bed / 4 person Apartment (Standard)



1 bed / 2 person Apartment M4(3) adaptable

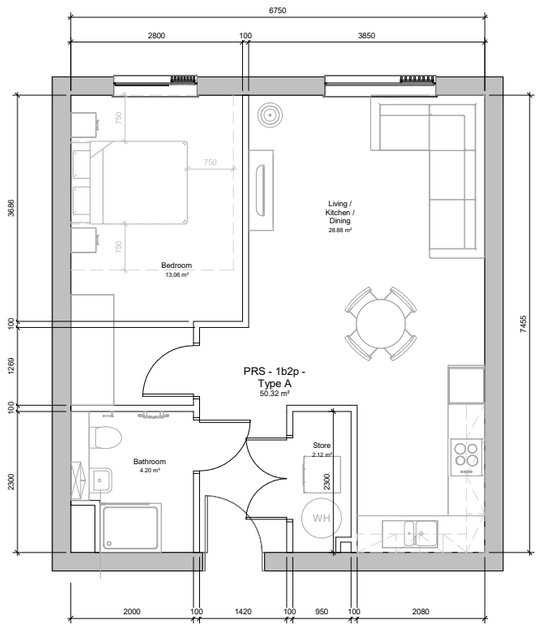


2 bed / 4 person Apartment M4(3) adaptable

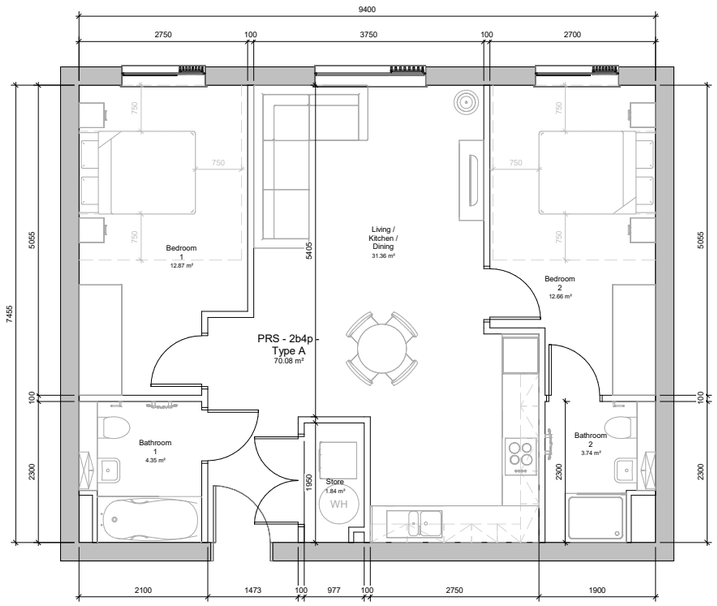
Typical Apartment Layouts

Open Market (PRS)
Blocks C, D and E

The scheme includes apartments that are all designed to NDSS (Nationally Described Space Standards) and Manchester's Emerging Space Standards (as set out in the Manchester Residential Quality Guidance), as a minimum with many of the apartment types across all apartment blocks exceed these standards.



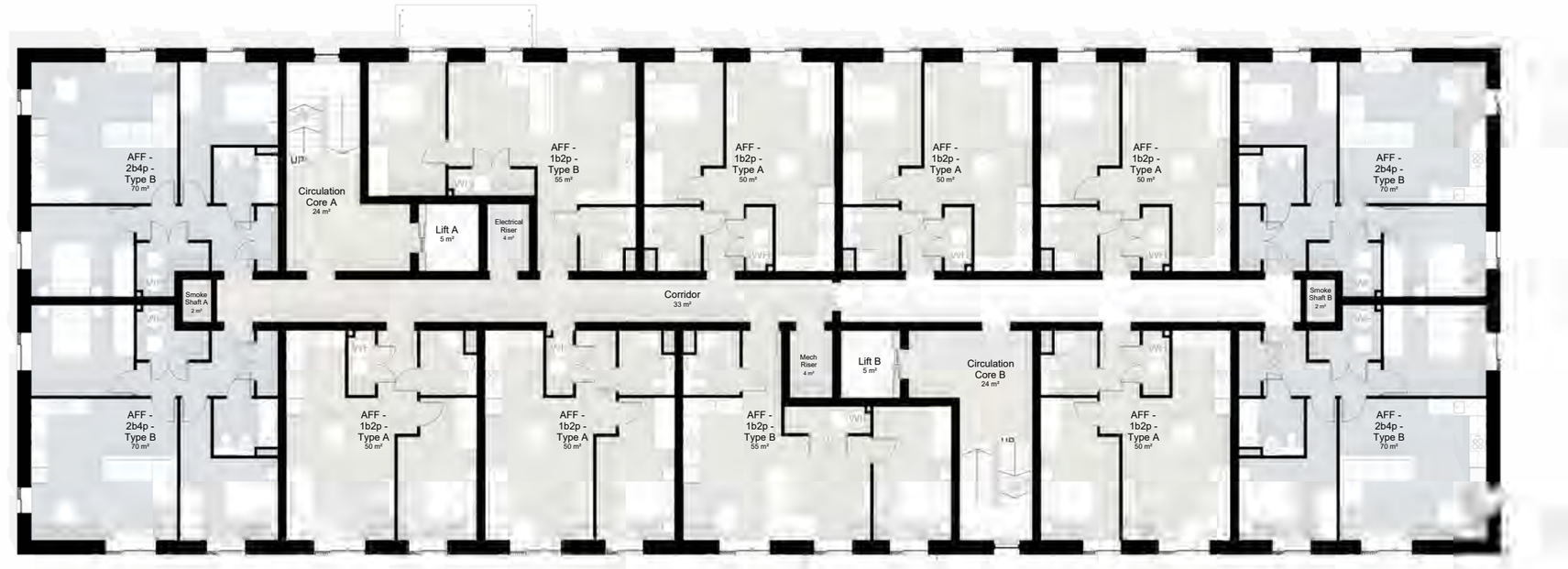
1 bed / 2 person Apartment



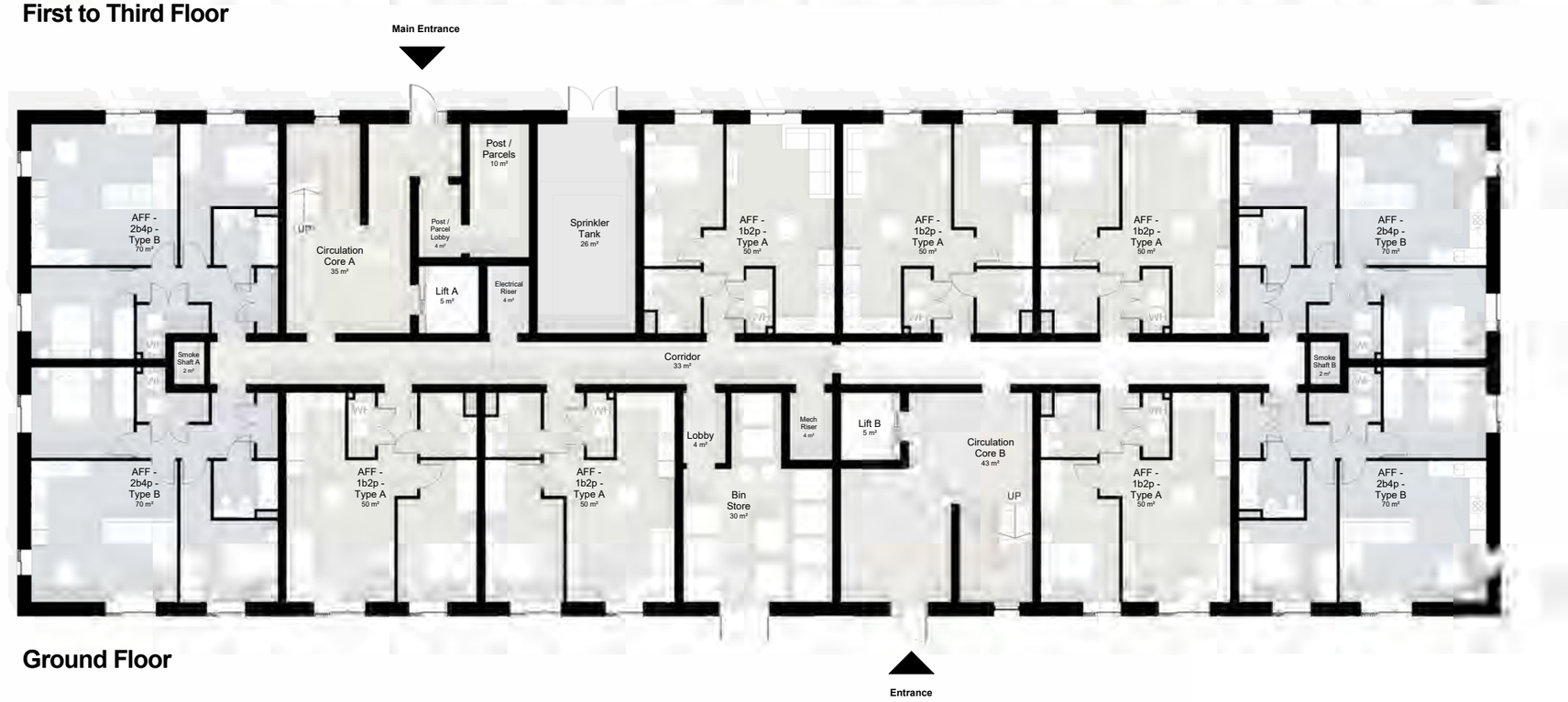
2 bed / 4 person Apartment

Layout

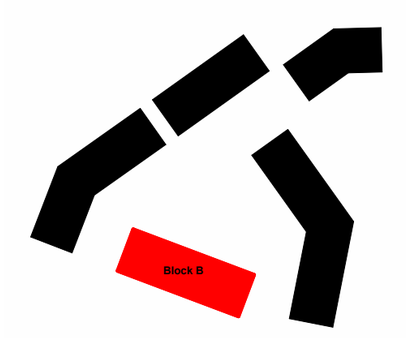
Example Typical 4no. storey
Block B (Affordable - Social Rent)



First to Third Floor

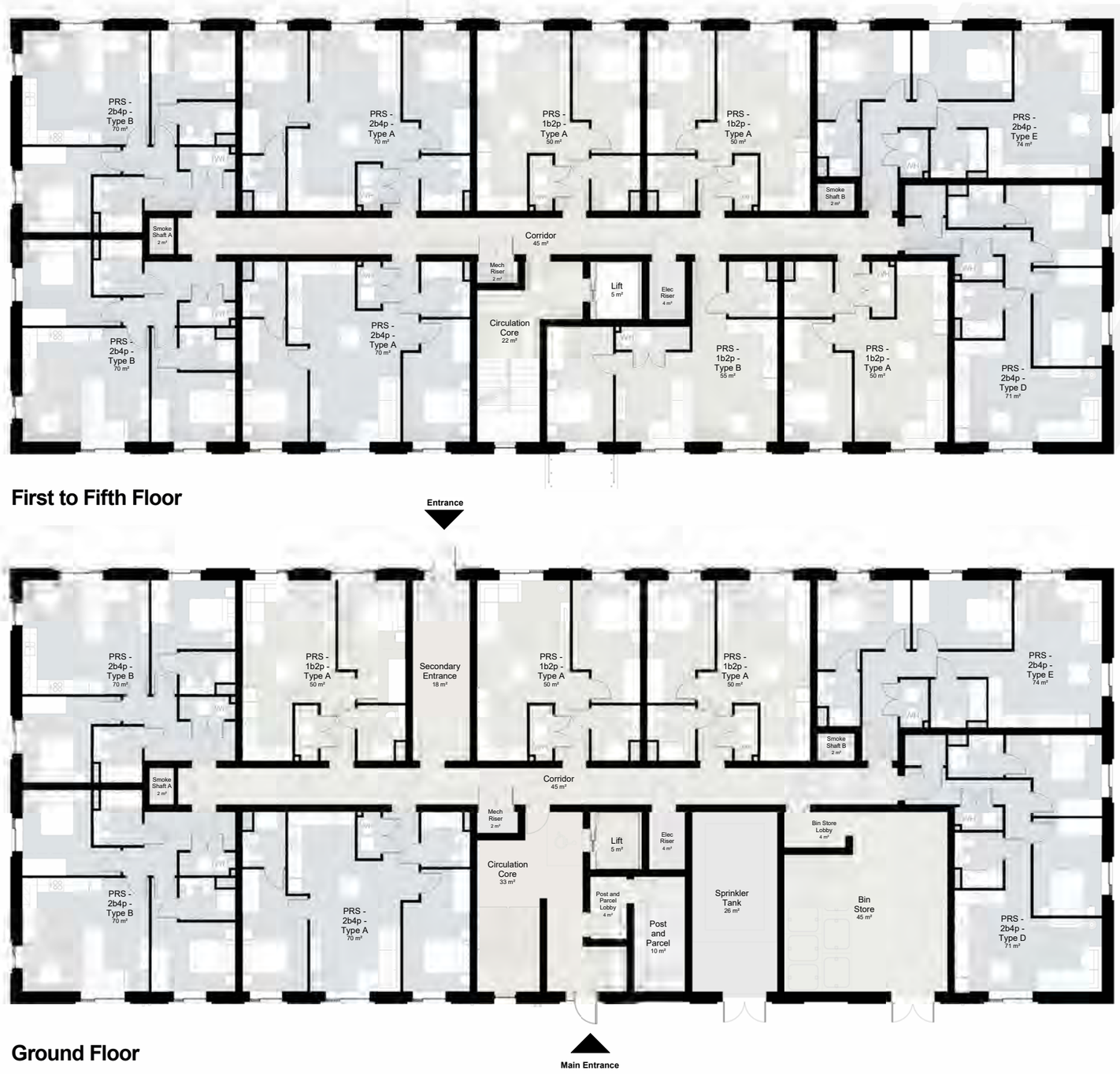


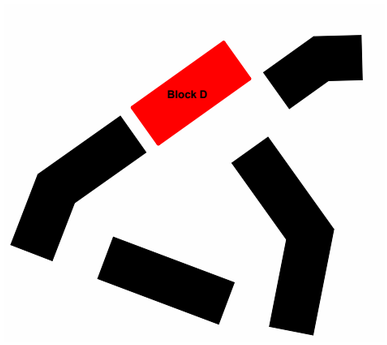
Ground Floor



Layout

Example Typical 6no. storey -
Block D (Open Market PRS)





Architectural Expression

Through extensive dialogue with MCC, it was agreed that the apartment blocks should have a brick facing material.

The 4no. storey blocks have a rigour and rhythm to the window proportions and spacing. The living spaces have a projecting brick cowl to add modelling to the elevations and to accentuate the depth of brick reveals. Vertical stretcher brickwork has been introduced between window heads and cills to express a sense of verticality to the blocks.

The 6no. storey apartment blocks have a set back reveal instead of the projecting brick cowl to help break up the massing. The principals of the window proportions and the stack bonding remain the same to unite the apartment block architecture.

The windows have a vertical louvre to aid with the ventilation strategy.

Brick choice and tonality for apartment blocks A & B have been derived from the existing Riverpark Road wall enclosing Phillips Park. Variation in the tonality through the development is provided in a change in the colour palette with a shift towards a red brick to tie in with the wider housing stock.

Moor Lane, Bolton (AEW Architects)





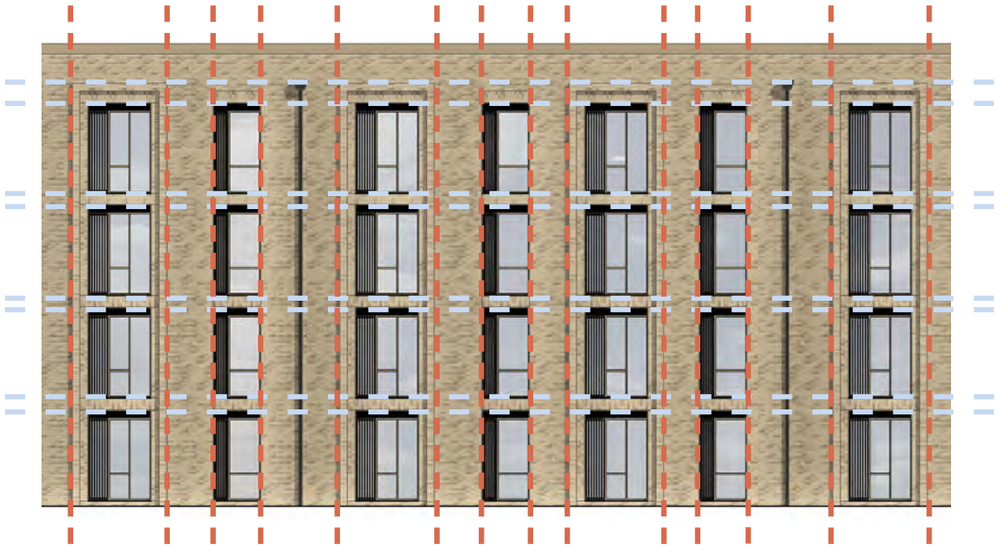
17-18 Britton Street, London (Orms)





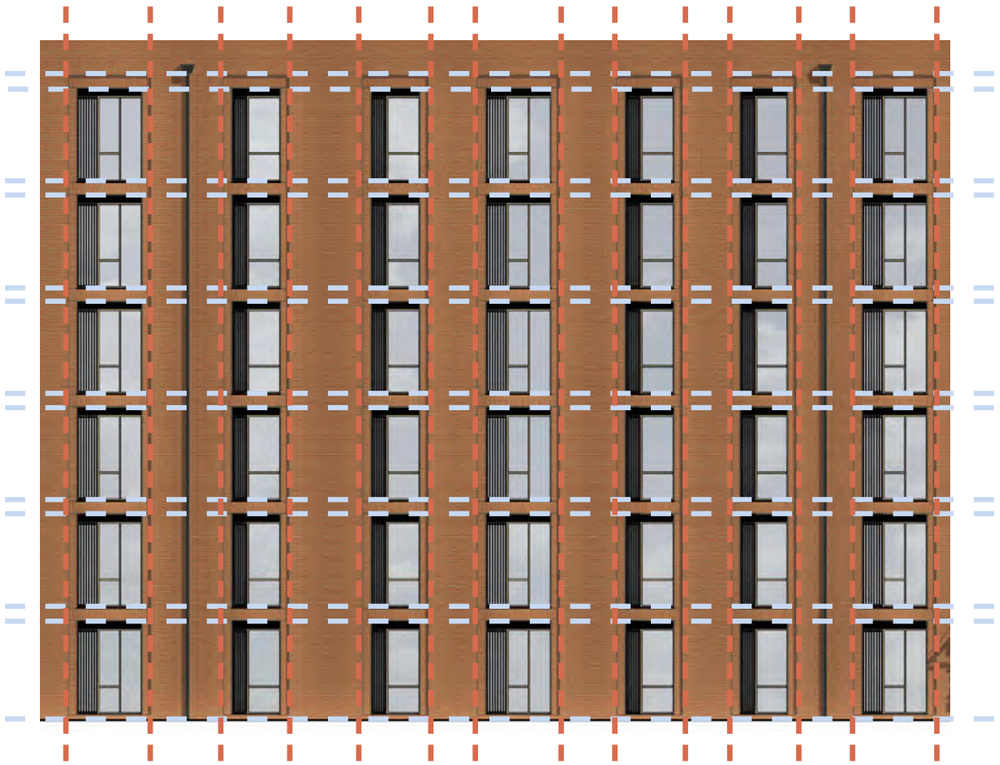
Bakerplace, Manchester (OMI)



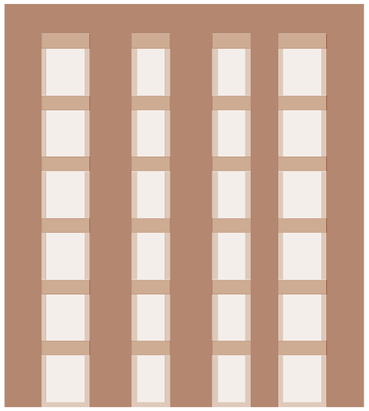


4no. storey example - Block B





6no. storey example - Block D

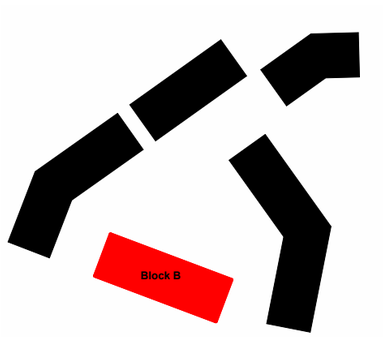


Typical Apartment Block Elevations

Example 4no. storey block - Block B



14372-A





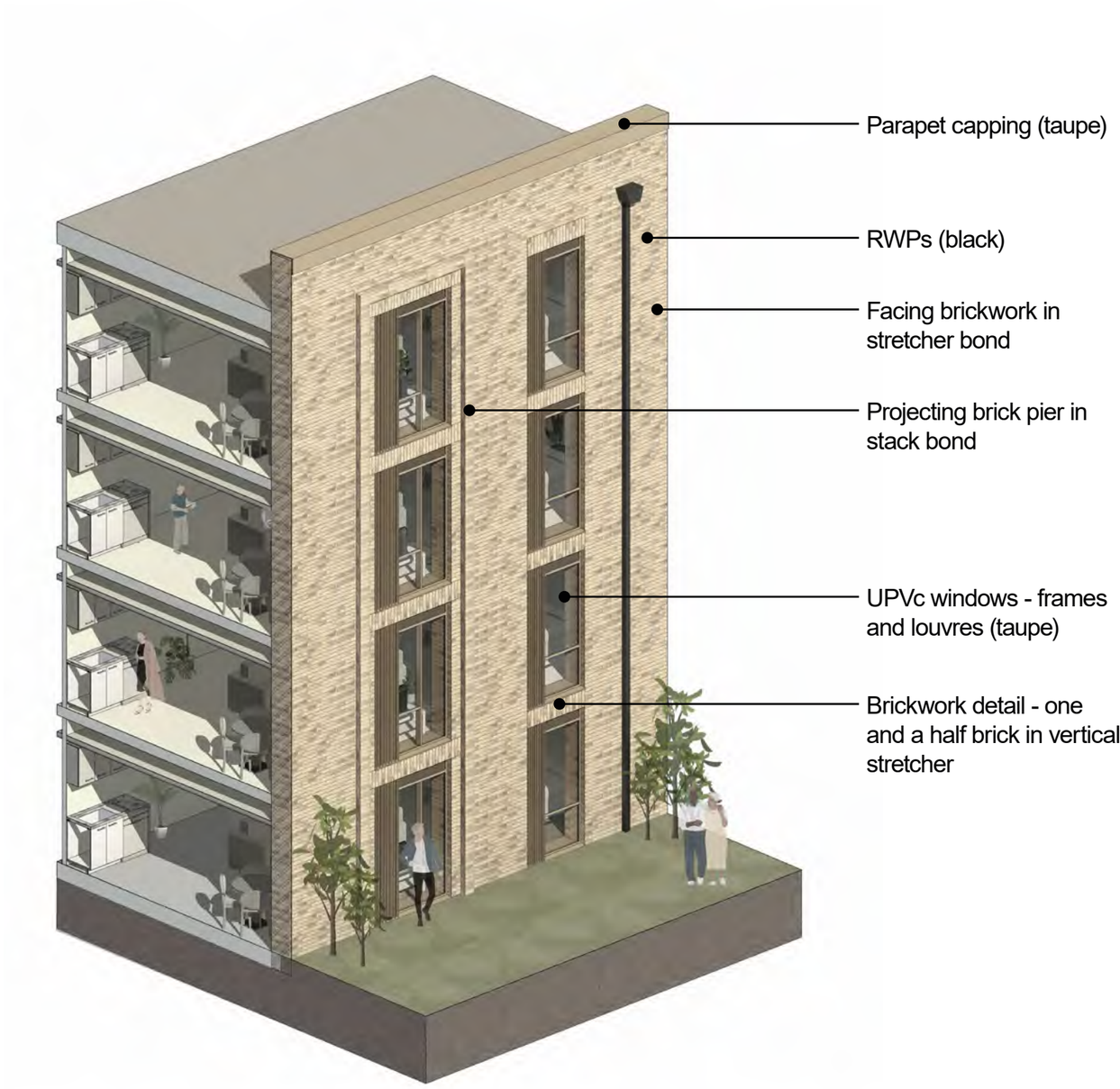
Bay Study

Example 4no. storey block - Block B

Across the apartments there are two design principles which have been established, one for the 4no. storey blocks and another for the 6no. storey blocks.

4no. Storey Design Principle
The bay study demonstrates the design principles for the external facade of the 4no. storey apartment blocks. This has been developed in response to the site's location and context.

+ The facing brick in stretcher bond, responds to the building's locality. In this instance, the block fronts Riverpark Road and thus the buff brick links back to the existing retaining wall around Philip's Park. As the apartments move towards the existing housing, the colour changes to brown, then red to link back to the context.
+ The projecting brick pier / cowl is in stack bond, which frames the windows on three sides, adding depth and articulation to the elevations.
+ Between the windows and at floor levels, there is brick detail in the form of one and a half brick in vertical stretcher, to add interest and differentiate from the facing brick courses.
+ Window, door frames, solid doorsets and parapet cappings are in taupe to compliment the brick



Facing stretcher bond



One and a half brick vertical stretcher



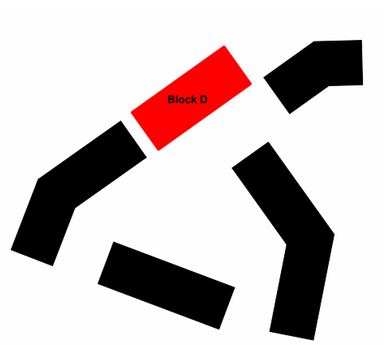
Taupe



Typical Apartment Block Elevations

Example 6no. storey block - Block D







Bay Study

Example 6no. storey block - Block D

Across the apartments there are two design principles which have been established, one for the 4no. storey blocks and another for the 6no. storey blocks.

6no. Storey Design Principle
The bay study demonstrates the design principles for the external facade of the 6no. storey apartment blocks. This has been developed in response to the site's location and context.

+ The facing brick in stretcher bond, responds to the building's locality. In this instance, the block is further away from Philip's park, closer to the former CWS site with red brick buildings.
+ There is recessed brickwork framing the windows, from full height up the building, in stretcher bond to add depth and atriculation, expressing the verticality.
+ Between the windows and at floor levels, there is brick detail in the form of one and a half brick in vertical stretcher, to add interest and differentiate from the facing brick courses, framing the windows and breaking up the verticality.
+ Window, door frames, solid doorsets and parapet cappings are in taupe to compliment the brick whilst remaining consistent across the site to unify the building's design.



Facing stretcher bond



One and a half brick vertical stretcher



Taupe



Housing Layout

The houses are positioned to the east of the site, to connect back to the existing Newton Heath residential area, and positioned away from the main road of Briscoe Lane.

Affordable - Social Rent / Shared Ownership

110no. houses in total
+ 35no. 2 bed houses (32%)
+ 65no. 3 bed houses (59%)
+ 10no. 4 bed houses (9%)

+ 4no. M4(3) adaptable houses

Open Market - PRS

111 houses in total
+ 32no. 2 bed houses (29%)
+ 62no. 3 bed houses (56%)
+ 17no. 4 bed houses (15%)

Total no. of houses

221no. apartments in total
67no. 2 bed houses (30%)
127no. 3 bed houses (57%)
27no. 4 bed houses (12%)

4no. M4(3) adaptable houses

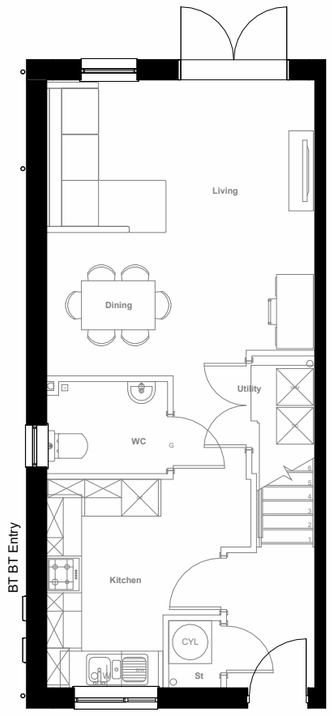


Typical Floor Plans

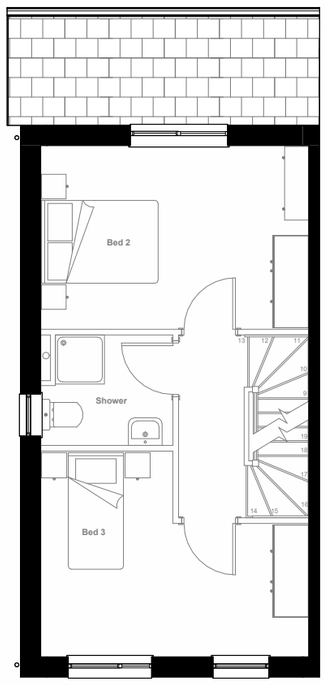
Building on Kellen Homes standard house typologies, they have been adapted for a more context led approach to the elevations. The houses have been designed to NDSS and Manchester's Emerging Space Standards (as set out in the Manchester Residential Quality Guidance), as a minimum.

The following pages explore the floor plans and elevation of a typical 3 storey (4 bed) house.

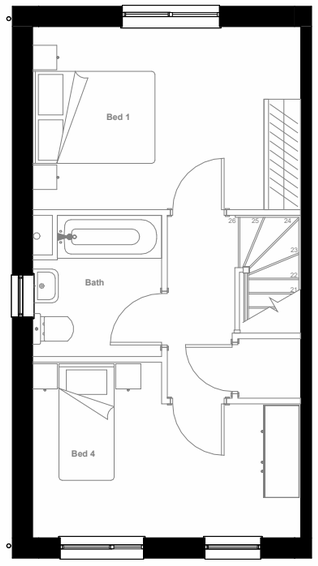
Typical 3no. Storey - 4 bed
Larch House Type - End of Terrace



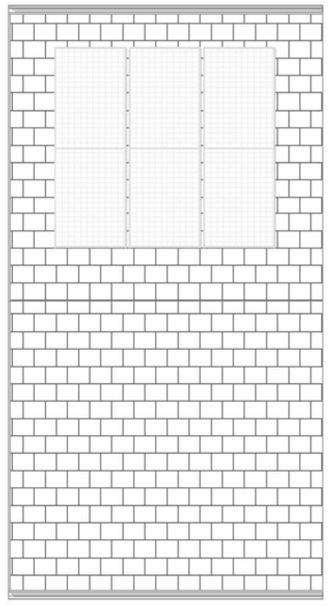
Ground Floor



First Floor



Second Floor



Roof Plan

Typical Elevations

Building on Kellen Homes standard house typologies, they have been adapted for a more context led approach to the elevations.

Typical 3no. Storey - 4 bed
Larch House Type - End of Terrace



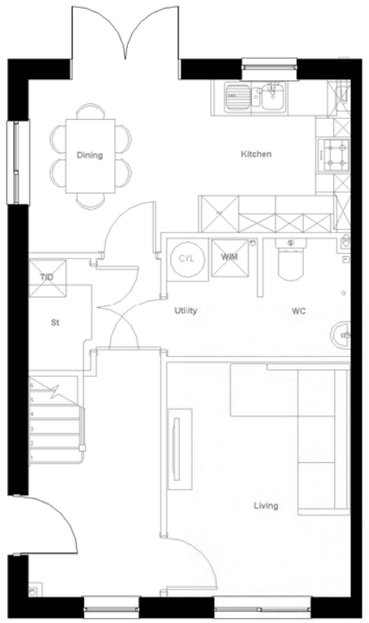
Front elevation **Side Elevation** **Rear Elevation**

Typical Floor Plans

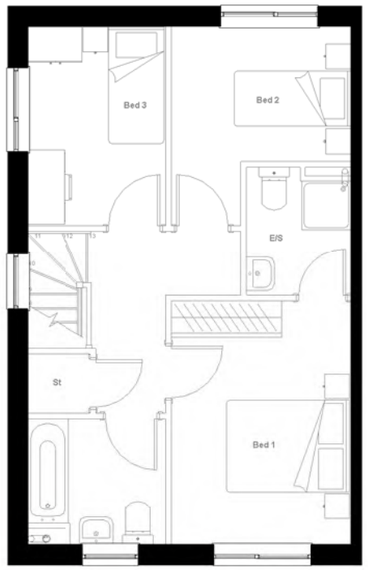
Building on Kellen Homes standard house typologies, they have been adapted for a more context led approach to the elevations. The houses have been designed to NDSS and Manchester's Emerging Space Standards (as set out in the Manchester Residential Quality Guidance), as a minimum.

The following pages explore the floor plans and elevation of a typical 2 storey (3 bed) house.

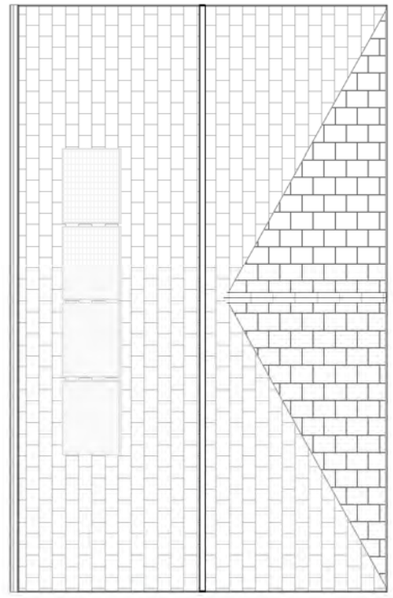
Typical 2no. Storey - 3 bed
Linden House Type - End of Terrace



Ground Floor



First Floor



Roof Plan

Typical Elevations

Building on Kellen Homes standard house typologies, they have been adapted for a more context led approach to the elevations.

Typical 2no. Storey - 3 bed
Linden House Type - End of Terrace



Front elevation

Side Elevation

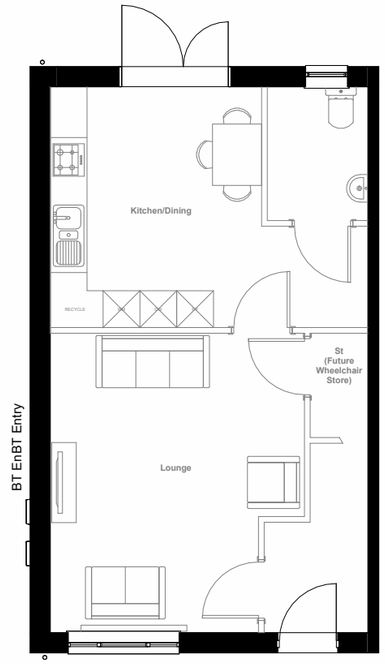
Rear Elevation

Typical Floor Plans

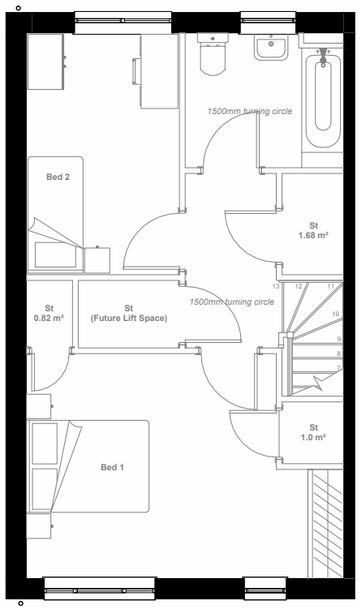
The scheme includes houses which have been design to M4(3) adaptable standards, there are 4no. M4(3) adatable houses across the site.

The following pages explore the floor plans and elevation of a typical 2 storey (2 bed) M4(3) adaptable house.

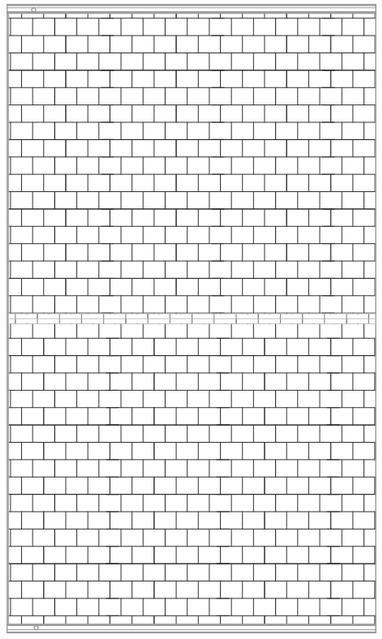
Typical 2no. storey M4(3) adaptable house
ADU House Type - Semi detached (2 bed)



Ground Floor



First Floor



Roof Plan

Typical Elevations

The following pages explore the floor plans and elevation of a typical 2 storey (2 bed) M4(3) adaptable house.

Typical 2no. storey M4(3) adaptable house
ADU House Type - Semi detached (2 bed)



Front elevation

Side Elevation

Rear Elevation

House Design

Window Proportions

The proposed window proportions for the house types have taken inspiration from the local housing stock on Sandal Street, Rosebank Road and Tartan Street.

Window head and cill details have been omitted to provide a clean crisp modern aesthetic. Horizontal transoms have been introduced to the glazed panels to provide a residential aesthetic.

A stacked header bond detail between the apartment windows is being used to mimic some of the window head details of the existing housing stock on Rosebank Road.

Immediate Area





Sandal St





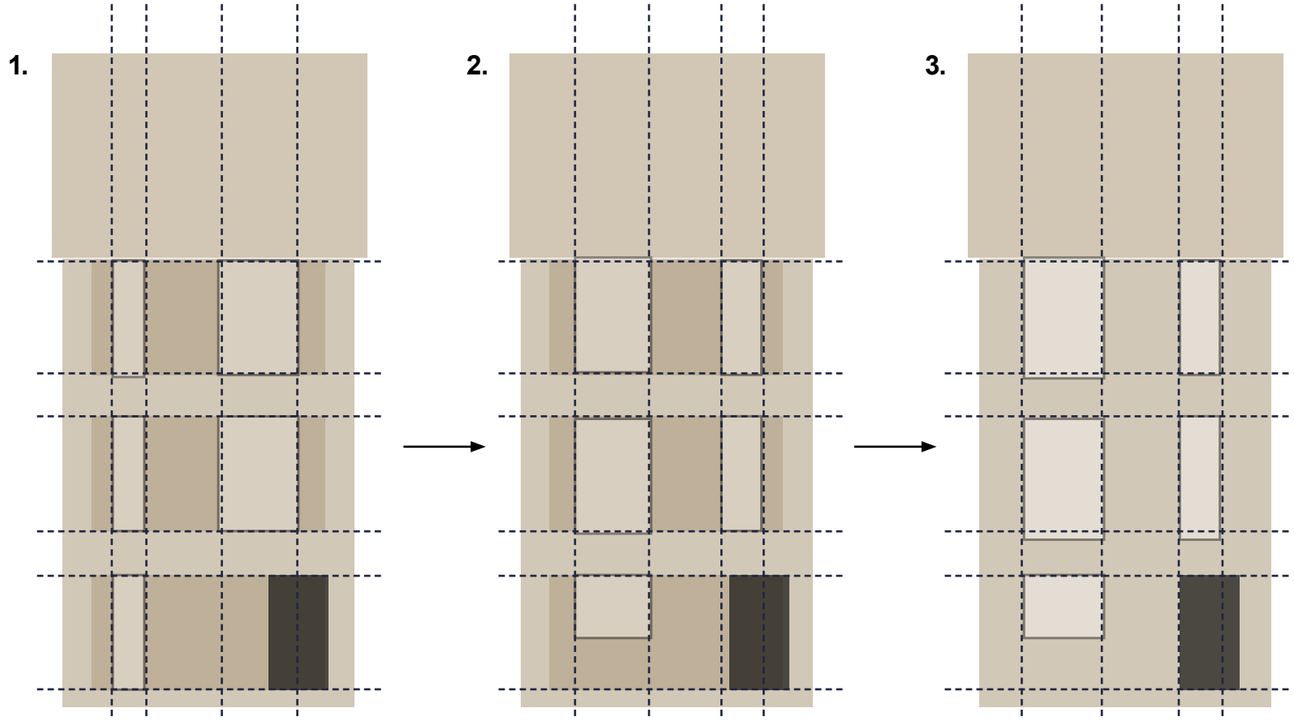
Tartan St



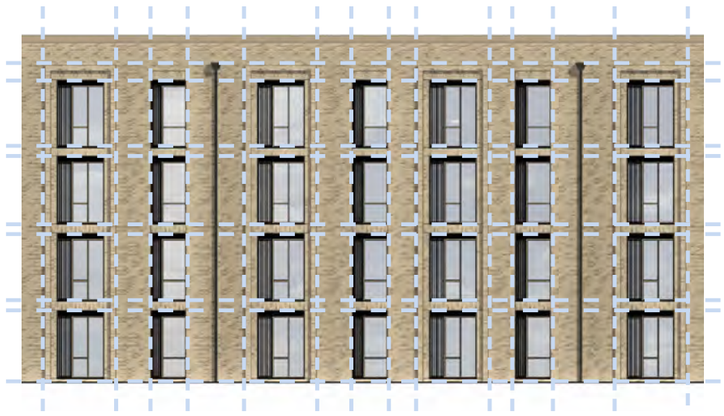


Rosebank Rd

House Iterations



Apartment elevation used as a reference



Streetscenes

Reference Key





1. Briscoe Lane



2. Riverpark Road



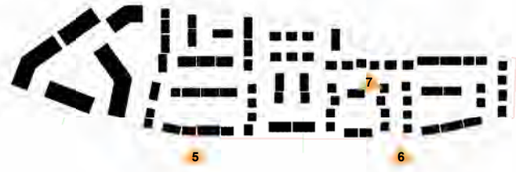
3. Road 1 Public Open Space



4. Road 1 (Houses)

Streetscenes

Reference Key





5. Riverpark Road



6. Riverpark Road



7. Road 2

Streetscenes

Reference Key





8. Road 3A

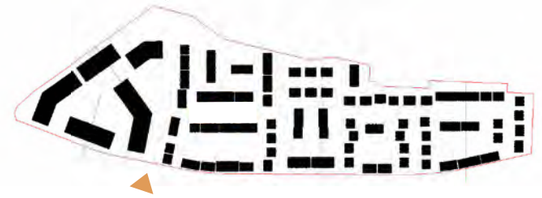


9. Road 3B

3D views

From Riverpark Road, looking north

Reference Key



3D views

From the junction of Riverpark Road and Briscoe Lane

Reference Key



View from the junction of Riverpark Road and Briscoe Lane

05

Access

Design Standards

Nationally Described Space Standards (NDSS)

The apartments and houses have been designed as a minimum in accordance with guidance from the nationally described space standard as set out by the UK Government.

Manchester's Emerging Space Standards

The apartments and house have also been designed to NDSS and Manchester's Emerging Space Standards (as set out in the Manchester Residential Quality Guidance), as a minimum.

Approved Document M (Volume 1: Dwellings) 2015

Block A (Affordable - Social Rent) includes adaptable apartments that have been designed to meet M4(3) adaptable requirements as set out in Approved Document M (Volume 1: Dwellings) 2015.

Inclusive Design

The proposed scheme has been designed in line with guidance in Approved Document M (Volume 1 and 2, 2015), and as such:

+ level access to the buildings has been provided with no ramps
+ canopies provide shelter above each apartment building and entrance to the houses
+ corridors to apartments are min. 1500mm wide
+ lift access is provided to each apartment block, doubling up as an evacuation lift
+ 5% accessible parking is provided to the apartments
+ 3% M4(3) adaptable dwellings have been provided across the scheme: 2no houses and 11no. apartments

Transport

Public Transport
The site is well connected to public transport links, with a bus stops on Briscoe Lane adjacent the site.

The site is also a 20 minute walk away from Etihad Campus and Clayton Hall metro link tram stops.

Cycle Provision
External covered and secure cycle stores are provided to each apartment block, providing the following:

Block A (58no. apartments) - 60no. cycle spaces
Block B (46no. apartments) - 48no. cycle spaces
Block C (69no. apartments) - 60no. cycle spaces
Block D (58no. apartments) - 60no. cycle spaces
Block E (46no. apartments) - 48no. cycle spaces

Each house has it's own bike storage located in individual gardens.

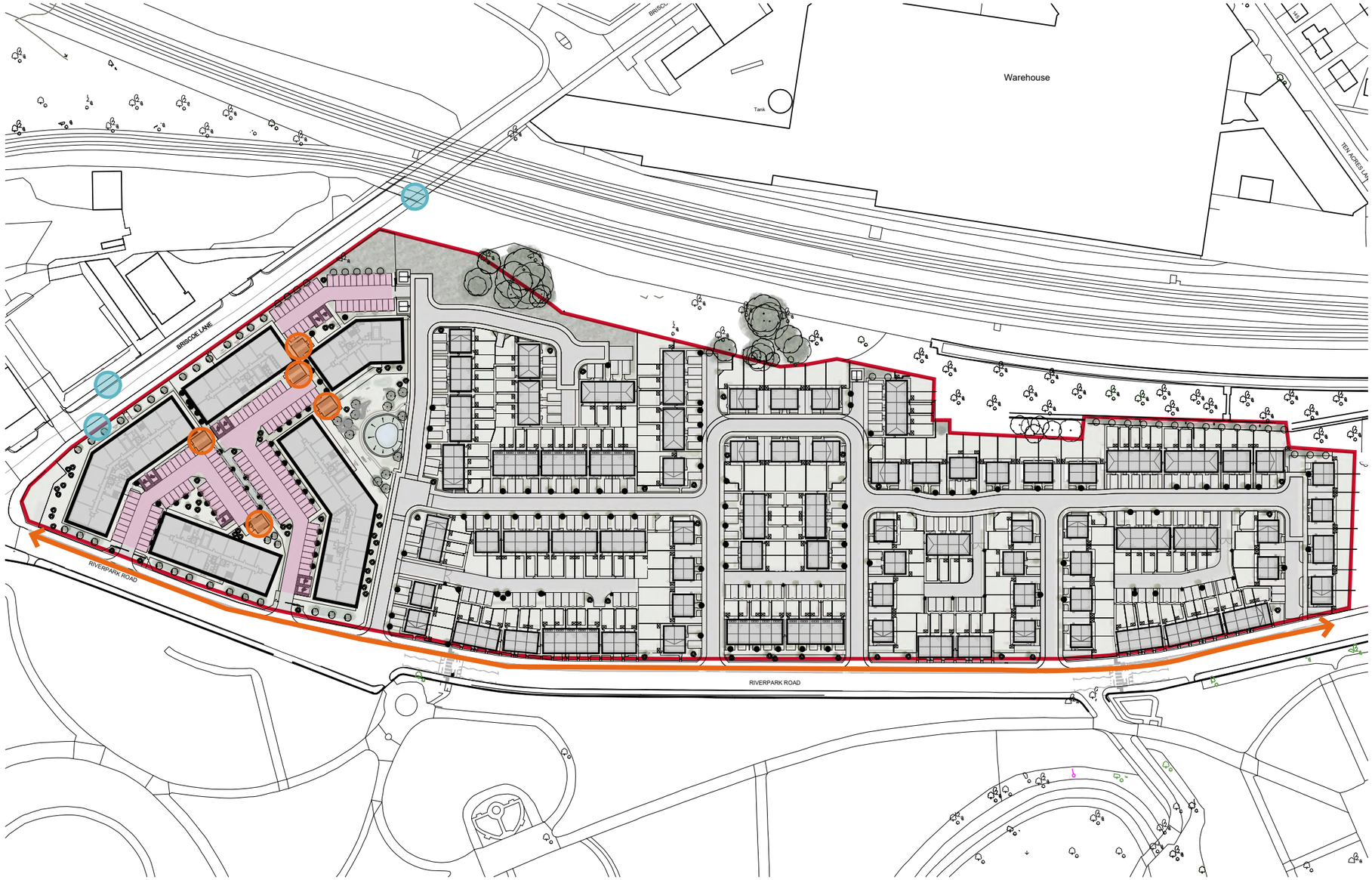
There is also a new cycle lane proposed to Riverpark Road, adjacent Philip's Park to provide a safe route for cyclists, linking to existing cycle routes.

Car parking
A minimum of 50% parking is provided to the apartment blocks as below:
Block A and B (104no. apartments) -
52no. parking spaces (incl. 3no. accessible)
Block C and D (127no. apartments) -
64no. parking spaces (incl. 4no. accessible)
Block E (46no. apartments) -
38no. parking spaces (incl. 2no. accessible)

There is one parking space per house provided to the houses.

EV charging is also provided.

For more details, refer to the Transport Assessment by Curtins.

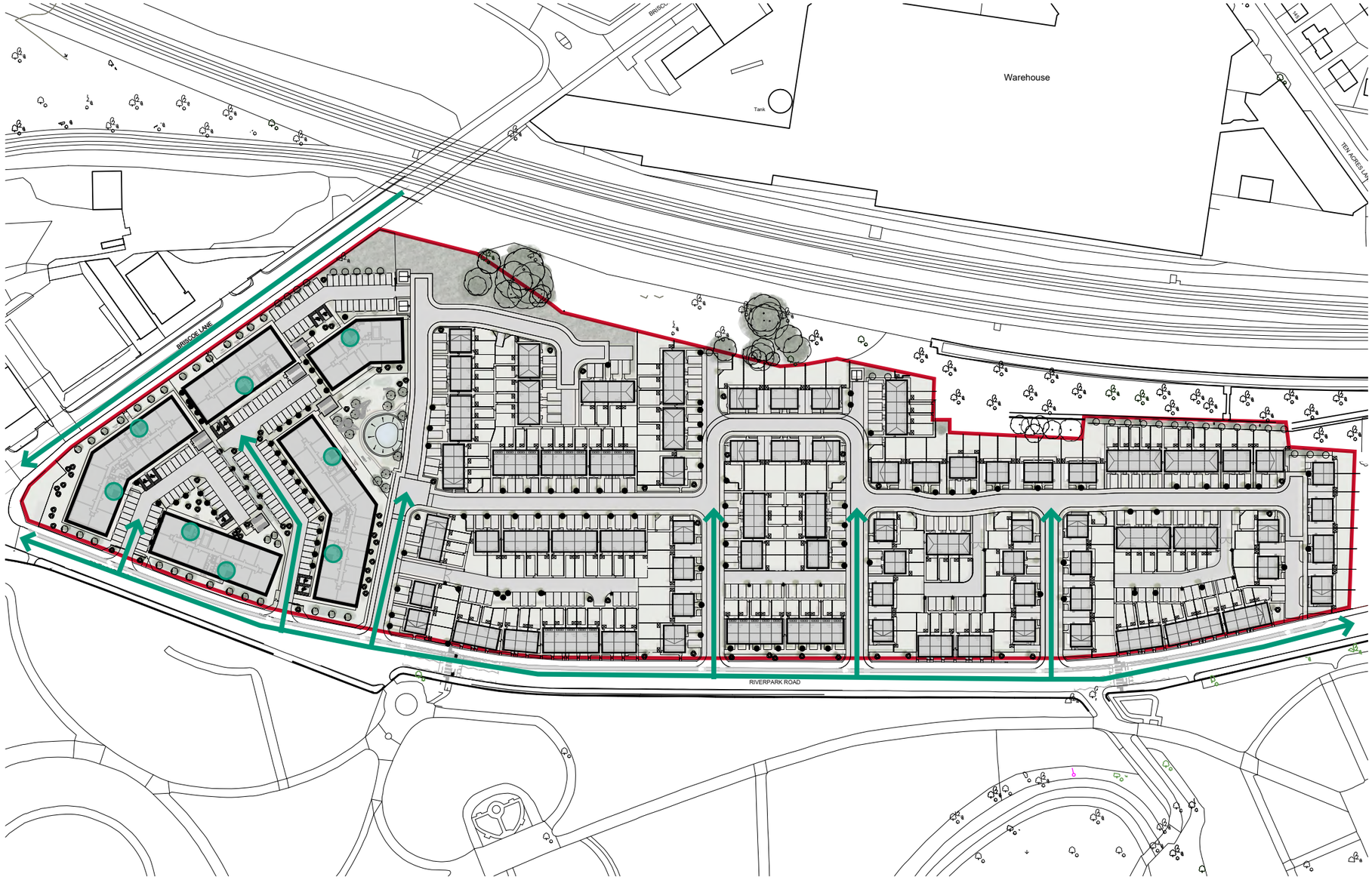


Fire Service Access

The fire service access is from Briscoe Lane and Riverpark Road.

The apartment buildings have one or two cores, depending on the size of the building, with a dry riser and evacuation lift.

Refer to the fire strategy by Ashton Fire for more information.



Circulation core with evacuation lift and dry riser

Refuse and Servicing Strategy

Apartments

Refuse collection
Each apartment has a designated internal refuse store.

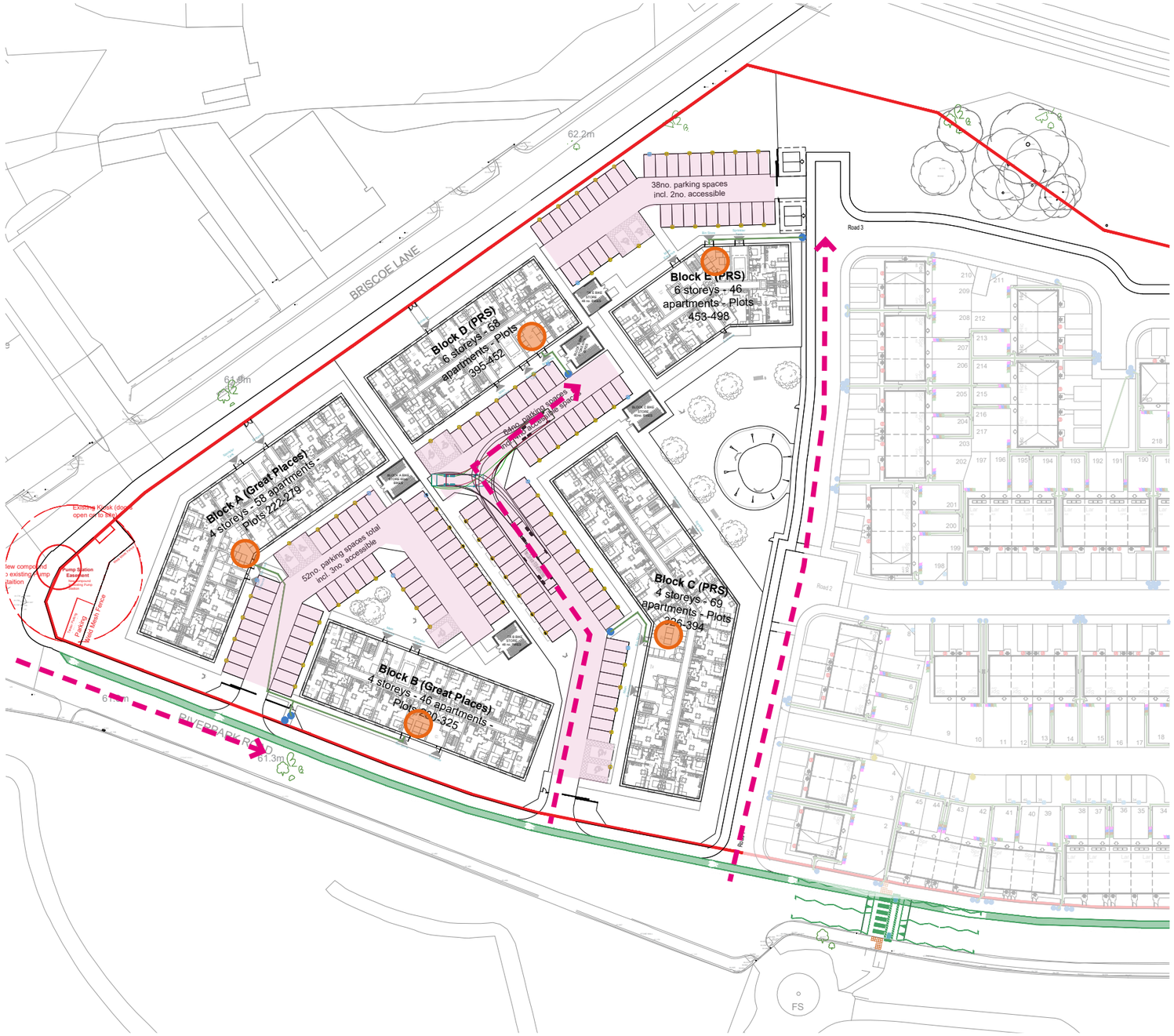
Internal refuse store locations

Refuse collection for Blocks A and B (Affordable - Social Rent) will be managed by the provider and Blocks C, D, and E (Open Market) will be managed by a private company.

The refuse provision has been calculated by using Manchester City Council's Waste Storage and Collection Guidance for New Developments GD 04 (September 2023)

Block A (58no. apartments) - 12 x 1100L bins and 3 x 240L bins
Block B (46no. apartments) - 11 x 1100L bins and 2 x 240L bins
Block C (69no. apartments) - 15 x 1100L bins and 3 x 240L bins
Block D (58no. apartments) - 12 x 1100L bins and 3 x 240L bins
Block E (46no. apartments) - 11 x 1100L bins and 2 x 240L bins

Servicing
The car parks provide an area for servicing where the designated space will be cordoned off when required. The plant spaces are located within the building and accessed externally for authorised users only.



Refuse and Servicing Strategy

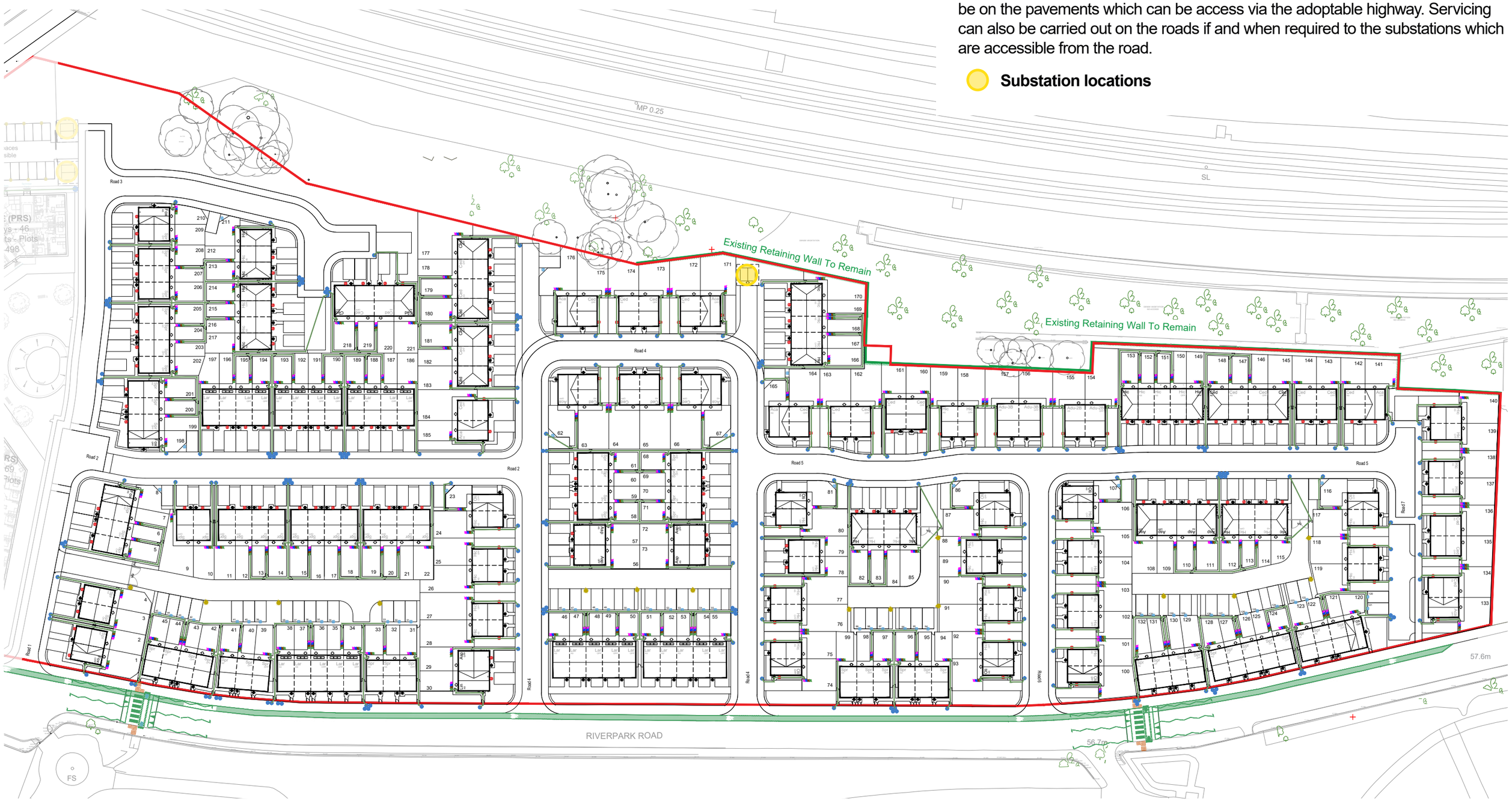
Housing

Legend

- Collection point
- Route of bins from dwelling
- Bin storage area

Each house has it's own desinated bin storage area and the collection points will be on the pavements which can be access via the adoptable highway. Servicing can also be carried out on the roads if and when required to the substations which are accessible from the road.

Substation locations



Boundary Treatments

Apartments

The proposed scheme aims to:

+ improve natural surveillance across the site
+ create active frontages across all sides of the buildings overlooking shared communal spaces

The apartments will be entirely enclosed by a fenceline, providing security, with separation between the affordable - social rent (Blocks A and B) and open market (Blocks C, D and E) blocks. Pedestrian and vehicle access to the car park will be access controlled.

The main entrances to the apartment blocks will have secure access (fob or intercom), with access restricted to residents and authorised users only.

The open space in the centre of site (between Blocks C and E) is an open and public space.

Refer to the Boundary Treatments Plan by Kellen Homes for more details.



Legend

- 900mm Timber Knee Rail Detail Refer to: KD-A-505
- 1.5m Bespoke Metal Railing
- 2200mm Acoustic Feature Timber Fence Detail Refer to: KD-A-511
- 2400mm Acoustic Feature Timber Fence Detail Refer to: KD-A-511
- 2100mm Feature Timber Fence Detail Refer to: KD-A-503
- 1800mm Bespoke Metal Railing
- 1800mm Timber Post and Fence Detail Refer to: KD-A-500
- 3500mm Timber Fence Detail Refer to: KD-A-500
- 1800mm Feature Timber Fence Detail Refer to: KD-A-503
- 900mm Steel Railing Detail Refer to: KD-A-520
- 1000mm Feature Gabion Basket Wall Detail
- Retaining Gabion Wall with Timber Post and Fence Detail
- 1800mm Timber gates to be erected to rear gardens (as indicated on site layout).
- 1800mm Steel gates to be erected to rear gardens (as indicated on site layout).
- 1m Steel gates

Boundary Treatments

Housing

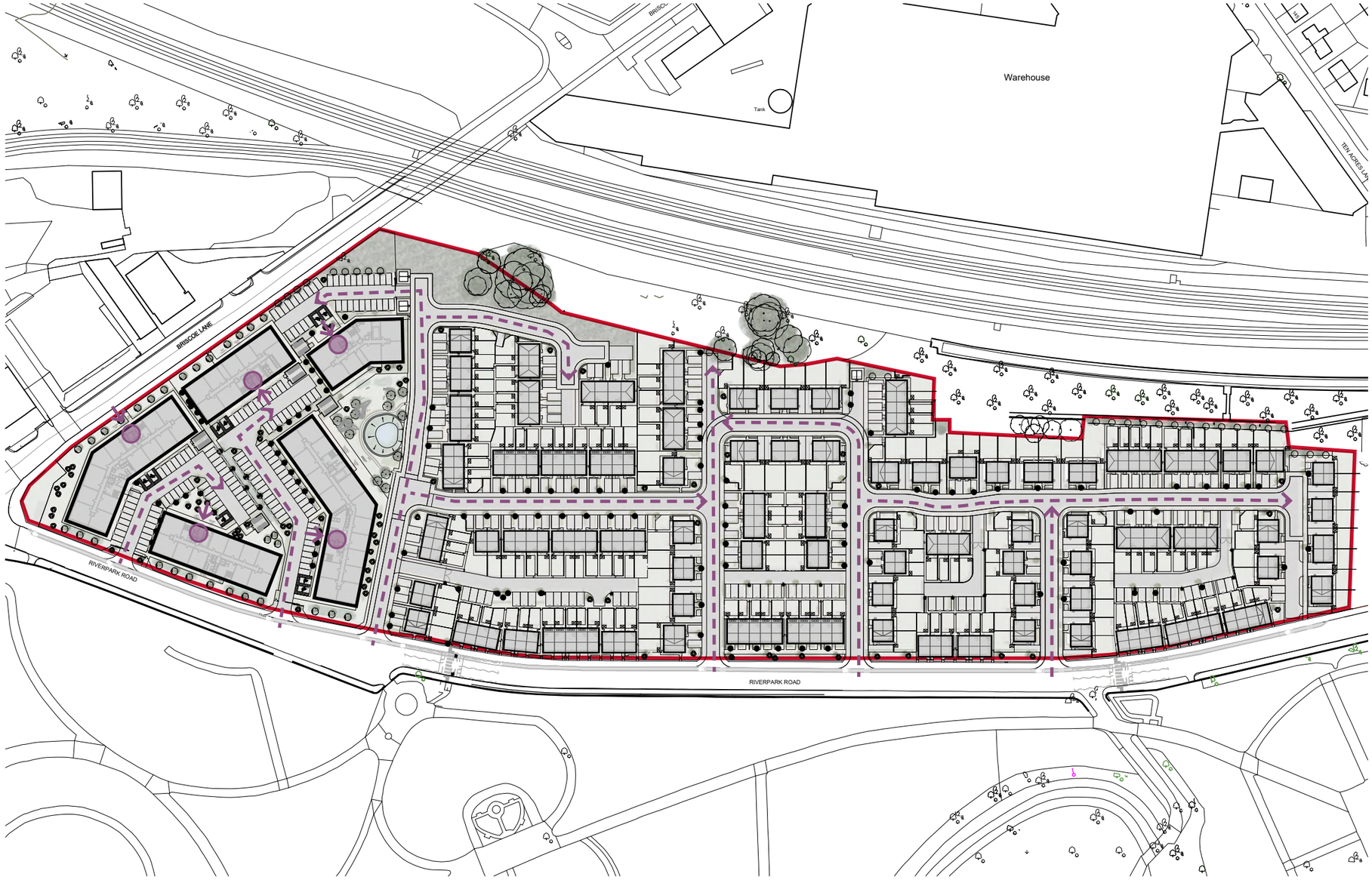
The houses fronting Riverpark Road have secure fenceline to the fronts of the houses to provide security from the road and pavement with gates for resident access only. Each house then has it's own garden enclosed by a fence with gates and shared access for bins and escape.



Post and Deliveries

Apartments
Each apartment block has a designated secure post room accessed from the main entrance. This will be access controlled, where the delivery person will have special access to the post room only.

Houses
Deliveries for houses will be through a letter box in the door.



Cleaning and Maintenance Strategy

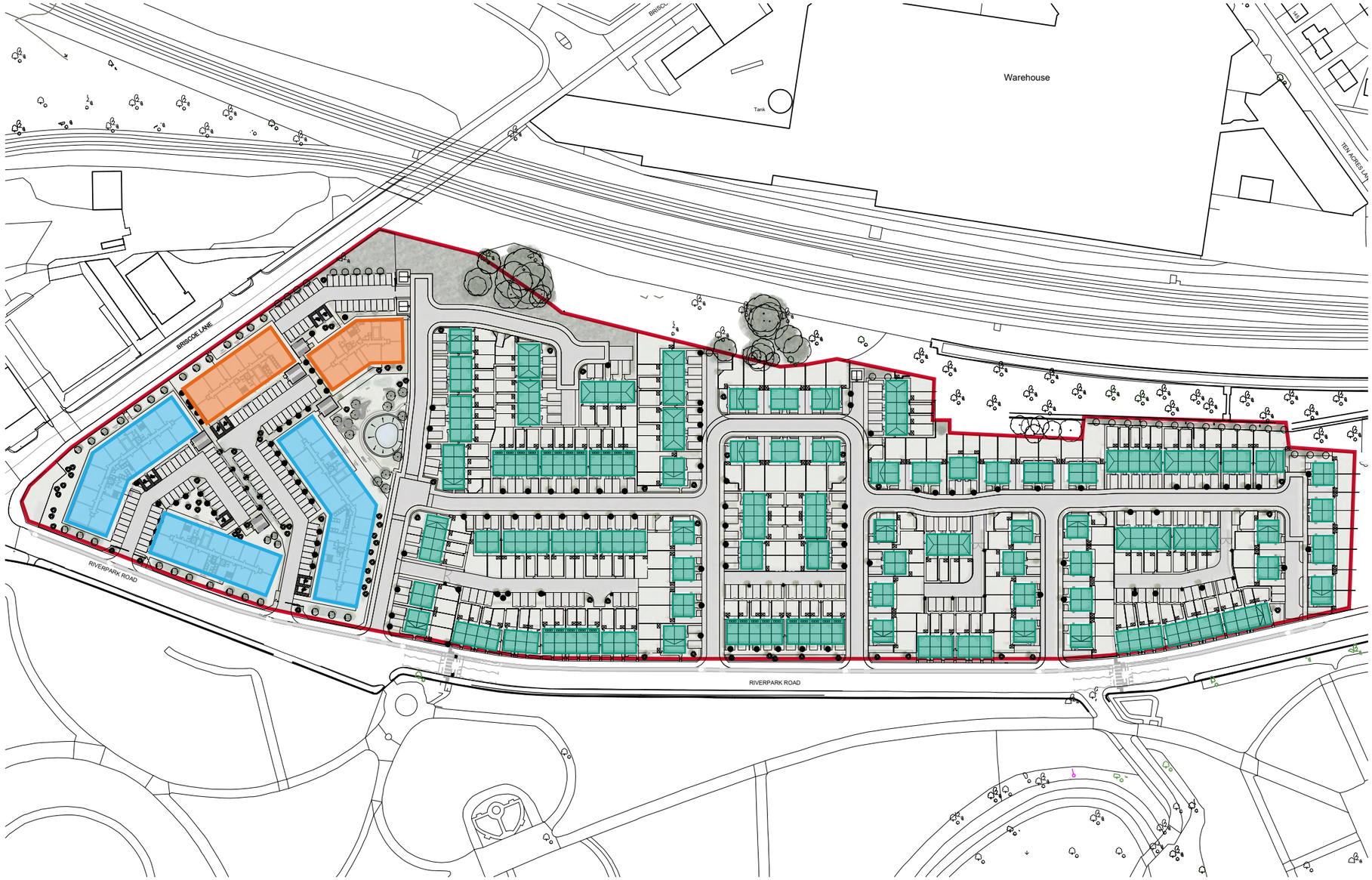
The proposed cleaning and maintenance of the apartments and houses will be via:
+ handwash
+ pole wash

Houses
Cleaning of gutters and roof access can be via scaffolding or a ladder by specialists if required.

Apartments
For the apartments, a MEWP is proposed to access the higher areas of the building.

Replacement of windows can be internally via the lifts or via a MEWP or scaffolding if required.

Access is required to the roof for infrequent maintenance and cleaning of the roof and the PVs. Access is from an access hatch at the top of the stair core, which will be locked and only specialist access permitted, where the specialist are required to bring their own ladders. There is an 1100mm high parapet around the perimeter of the roof for safety.



6 storey apartment

4 storey apartment

2 or 3 storey houses

06

Landscape Proposals by CW Studio Ltd

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Landscape Architects

Masterplan

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Landscape Strategy



Key

- Planning Red Line Boundary
- Existing trees to be retained and protected in accordance with BS5837: 2012 Trees in Relation to Design, Demolition and Construction - Recommendations.

Hard Landscape

- P01 Public Realm Paths (Pedestrian) Resin bound gravel with granitic paving bands and edging Colour: Buff
- F01 Public Realm Bench
- F02 Public Realm Play Boulders
- F02 Public Realm Stepping Logs

Soft Landscape

- T01 Specimen Tree - 13 No. Semi mature specimens, with a height of 6-7m and minimum clear stem of 2m
- T02 Street Tree - 30 No. Extra heavy standard trees, with a height of 3.5-4.5m and minimum clear stem of 1.75m
- T03 Standard Tree - 120 No. Heavy standard trees, with a height of 3.5-4.25m and minimum clear stem of 1.75m
- T04 Multi Stem - 75 No. Multistem, with a height of 3-4m.
- T05 Hedgerow Tree - 28 No. 10-12cm girth, with a height of 3-3.5m, container grown.
- H01 Native Hedgerow - 250m Native species hedge planting minimum 800mm high. Planted in 2 staggered rows, 350mm apart with 4no. plants per m.
- H02 Ornamental Hedgerow - 1130m Single species ornamental hedge planting minimum 800mm high. Planted in 2 staggered rows, 350mm apart with 4no. plants per m.
- PT01 Ornamental Garden - 920m^2 Planting swathes to front gardens including ornamental grasses, shrubs, bulbs and flowering perennials.
- PT02 Shrub Planting - 1600m^2 Block planting of flowering, evergreen shrubs maintained at 0.9m high to front garden boundaries and car parks.
- PT03 Wildflower Meadow & Bulb Planting - 193m^2 Wildflower and grass turf and / or seed with bulb planting in swathes and to hedgerow edges.
- PT04 Amenity Grass - 15120m^2 Lawns established by turf / seed mix to private gardens and amenity spaces within development.
- PT05 Scrub Planting - 269m^2 Block planting of evergreen shrubs, grasses and perrenials maintained at 0.9m high to boundaries.
- PT06 Perennial Planting - 213m^2 Perennial and ornamental grass planting with seasonal bulbs.
- PT07 Marginal - 144m^2 Aquatic herbaceous flowering perennials and grass species to perimeter of pond.
- PT08 Rain Gardens / Swales - 489m^2 Moisture tolerant herbaceous flowering perennials and ornamental grasses.
- PT09 Woodland - 1779m^2 Native predominant woodland tree mix containg both evergreen and deciduous species.

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Precedent - Play & Social Amenity

Spaces for Community & Wildlife

The Brickworks Park will be a destination for residents to socialise, play and relax in a natural setting.

Play and amenity elements such as stepping logs, pump tracks to picnic tables support opportunities for physical and social activities outside.

Furniture will be sturdy, robust and comfortable for all ages and abilities.

Small spaces through the development could also support ‘play on the way’ features to link the streets with the park.



01



02



03



04



05



06

01 Social seating among naturalistic planting
02 Unprescribed play objects such as logs and boulders
03 Informal seating for sitting or lounging
04 Changing levels provide interest when learning to cycle
05 Play on the way opportunities across the site
06 Changing levels create opportunities for climbing up & sliding down

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Precedent - Stormwater Retention & Sustainable Drainage

Managing Water Creatively

The public space is designed to capture and hold water supporting a sustainable approach to drainage.

Indentations in the park act as playful separate areas when dry, and hold stormwater when it rains heavily.

Creating variations in topography makes a more ecologically and visually interesting park, and the new community will enjoy exploring and spending time in here, whatever the weather.

Dry ‘riverbeds’ of stone will also be a nod to the site’s name of Riverpark Road.



01



02



03



04



05

01 Dry river bed with boulders and planting
02 Secondary paths in the Grønningen-Bispeparken
03 Stepping stones in Hassett Park by JILA
04 Crescent Gardens raingarden planting by Robert Bray Associates
05 Varying levels in Grønningen-Bispeparken

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Precedent - Boundaries

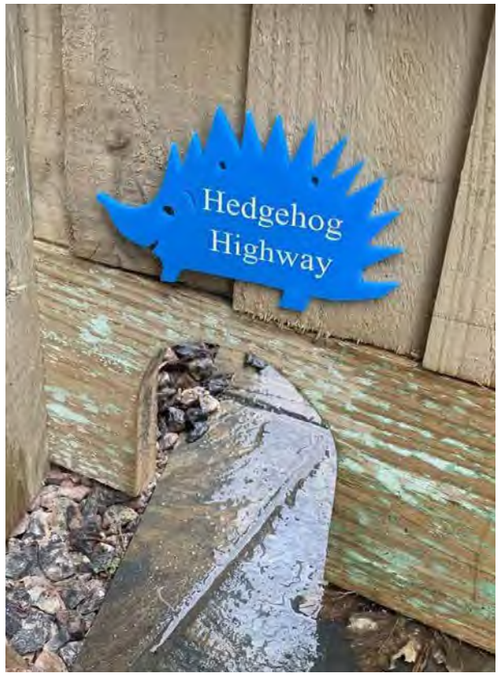
There are several boundary typologies across the site. Some provide privacy, and others simply indicate an ownership boundary.

The materiality reflects materials currently found on and close to the site including references to the brickworks and the stone wall to Phillips Park Cemetery.

Where boundaries separate private gardens from habitat areas, there should be consideration for the movement of wild life such as hedgehogs.



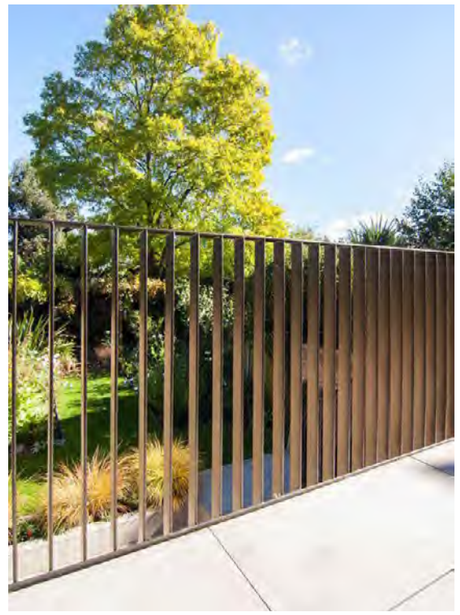
01



02



03



04



05



06



07

01 Gabions with reclaimed brick
02 Hedgehog Holes in garden fencing
03 Gabion walls
04 Simple powdercoated railings
05 Brick rubble on the site which could be reclaimed
06 Timber fencing to garden boundaries
07 Stone wall to Philips Park Cemetery

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Precedent - Frontage to Dwellings

Dwellings will have a variety of planting from a small area of lawn and garden scale tree and hedging to a strip of ornamental shrub, perennial and bulb planting.

This softens and breaks up the visual mass of hard materials, and it also creates a welcoming yet defensible space for residents to feel at home.



Mix of shrub, perennial and bulb planting provides seasonal colour, structure and texture



Formal hedge planting between dwellings



Evergreen shrub and bulb planting to corner verges



Planting softening the frontage and providing seasonal colour and texture



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Brickworks Park Illustrative Plan



Key

01	SuDs Pond
02	Wetland Planting
03	Footpath
04	Informal Play
05	Seating
06	Meadow Planting
07	Specimen Trees
08	Swales

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Brickworks Park Illustrative Section



Inclusive, social seating helps to build a community in the park



Wildflower and soft ornamental planting in swathes around the path - bordering fences, paths and topography



Swales and rain gardens will hold storm water and reduce flooding





Wildlife pond stores water in a storm event, reducing flooding



Recycled bricks in gabion as bug hotel



Recycled brick furniture & paving

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Planting Proposals

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Planting Palette for Brickworks Park

Types of Planting

Planting in this park will celebrate the landscape's history as a claypit and brickworks.

Vibrant, warm tones will represent the golden shades of kiln-fired bricks, with flashes of purple and white like the streaks of silt in local clay.

Slight changes in topography that represent the clay ponds will hold water during storm events, and be places to play when dry. Plants in here will be water and drought tolerant. Drifts of wildflowers, seasonal bulbs and ornamental grasses will create a soft escape in the heart of this community, a place for people to come together and relax in nature.



Scarlet Spindle
Euonymus europaeus



Sea Buckthorn
Hippophae rhamnoides



Wildflower Seed Mix for Clay Soils similar to this product



Black-eyed Susan 'Goldsturm'
Rudbeckia fulgida sullivantii 'Goldsturm'



Verbena
Verbena bonariensis



Purple Japanese Barberry
Berberis x media 'Red Jewel'



Dogwood
Cornus sanguinea



Heather 'Firefly'
Calluna vulgaris 'Firefly'



Black Lilyturf
Ophiopogon planiscapus 'Nigrescens'



Primrose
Primula vulgaris



Honesty
Lunaria annua



Dwarf Mugo Pine
Pinus mugo mughus



Choisya
Choisya x dewitteana 'Aztec Pearl'



Russian Sage
Salvia yangii



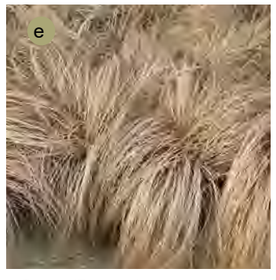
Fountain Grass
Pennisetum alopecuroides 'Hameln'



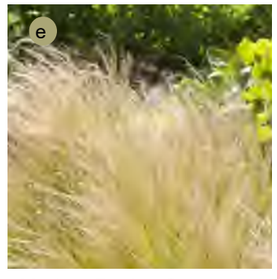
Switch Grass 'Hot Rod'
Panicum 'Hot Rod'



Red Hot Poker
Kniphofia



Carex 'Bronze'
Carex comans 'Bronze'



Mexican Feather Grass
Stipa tenuissima 'Pony Tails'

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e = evergreen n = native

Planting Palette for Courtyards & Dwelling Frontages

Types of Planting

Planting on the streets will create green shade to keep the community cool in summer, and will provide seasonal colour and interest all year.

Ornamental planting will provide texture, colour and seasonal interest to frame people's homes.

Trees here will act as a stepping stone for birds and bats travelling from the park to the bank of trees along the train tracks.

Hedges will create rhythm and gentle separation between neighbouring front spaces.

Robust groundcover can grow between grasscrete pavers on parking spaces, softening the streetscape further and growing a green, welcoming neighbourhood.



Sweet Gum
Liquidambar styraciflua



Magnolia
Magnolia grandiflora



River Birch
Betula nigra



Wildflower Seed Mix for Clay Soils similar to this product



Carex 'Bronze'
Liquidambar styraciflua



Dwarf Mugo Pine
Pinus mugo mughus



Mexican Feather Grass
Stipa tenuissima 'Pony Tails'



Beech
Fagus sylvatica



Tulip 'Orange Emperor'
Tulipa 'Orange Emperor'



Verbena
Verbena bonariensis



Black-eyed Susan 'Goldsturm'
Rudbeckia fulgida sullivantii 'Goldsturm'



Red Hot Poker
Kniphofia



Tulip 'West Point'
Tulipa 'West Point'



Heather 'Firefly'
Calluna vulgaris 'Firefly'



Italian Daffodil
Narcissus italicus



Creeping Juniper
Juniperus horizontalis



Saffron crocus
Crocus sativus



Aleutian Maidenhair Fern
Adiantum aleuticum

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e = evergreen n = native

Planting Palette for Rain Gardens

Types of Planting

Rain garden planting to be selected will be happy in either dry or waterlogged conditions. Chosen plants will provide varying structure, seasonal interest, food and shelter for wildlife, as well as exciting colours.



Elder
Sambucus nigra



Dogwood
Cornus sanguinea



Bugle
Ajuga reptans



Black Eyed Susan
Rudbeckia birta



Soft Rush
Juncus effusus



Stinking Hellebore
Helleborus foetidus



Male Fern
Dryopteris felix-mas



Broad Buckler Fern
Dryopteris dilatata



Astilbe x arendsii ‘Fanal’



Montbretia
Crocosmia ‘Lucifer’



Persicaria bistorta ‘Superba’



Carex testacea



Geranium pratense



Yellow Flag
Iris pseudocaris



Plantain Lilies
Hosta spp.



Switch Grass
Panicum virgatum



Luzula nivea



Nordic Inkberry
Ilex glabra ‘Chamzin’

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e = evergreen n = native

Planting Palette for Boundaries

Types of Planting

Native hedgerows will act as visual and noise boundaries, as well as habitat for local ecology.

Scrub planting will provide seasonal interest as well as habitat and foraging opportunities for wildlife.



Hawthorn
Crataegus monogyna



Holly
Ilex aquifolium



Blackthorn
Prunus spinosa



Kilmarnock Willow
Salix caprea 'Kilmarnock'



Hazel
Corylus avellana



Crab Apple
Malus sylvestris



Dog Rose
Rosa canina



Elder
Sambucus nigra



Guelder Rose
Viburnum opulus

e = evergreen n = native

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Soil Management Plan

The Need for a Soil Management Plan

A Soil Management Plan is essential to ensure the successful creation of a safe and healthy environment for gardening and plant growth. Proper soil management is crucial to support not only successful planting but also the health of the soil beneath, enabling it to hold water, nourish plants, and serve the needs of a new community.

The build-up beneath planting or turf must be designed and installed with careful attention to the soil's condition. If the soil is contaminated, a clean cover system must be implemented, as outlined in BRE465 standards. The upper layers of the soil (subsoil and topsoil) must be handled with care, avoiding handling when plastic, and should be decompacted properly once laid.

This site's soil is likely to be predominantly clay, which is more suitable for ecological areas like parks or boundaries due to its lower fertility. For private gardens, imported topsoil must be sourced carefully—only natural or manufactured topsoil should be used, as skip or brownfield waste could present chemical and physical risks to future residents.

By prioritizing soil management, a sustainable and safe environment can be created for gardening and landscaping.









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Sustainable Drainage Principles

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Drainage Principles

To mitigate the impact of the development the following drainage principles have been developed:

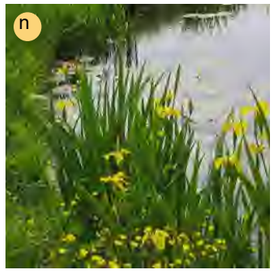
- Incorporation of a swale within the central greenspace & parking as part of drainage strategy
- Permeable materials to driveways
- Water butts to properties
- Paving area drained to planting



Bibury Village



Example of dry swale



Iris pseudacorus



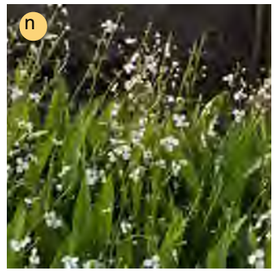
Persicaria bistorta



Myosotis scorpioides



Juncus effusus

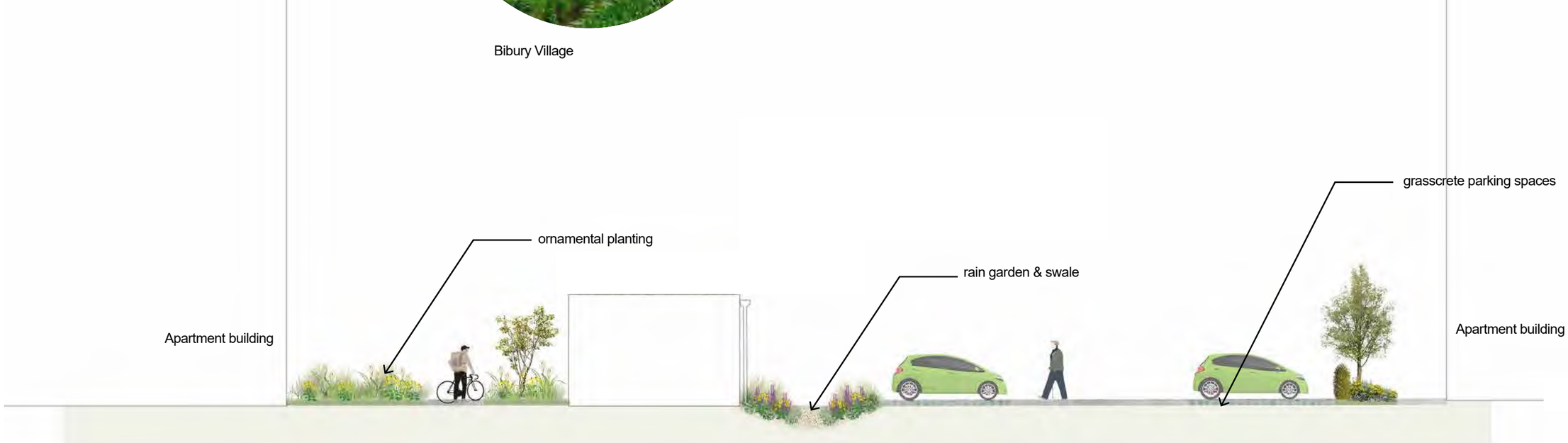


Alisma plantago-aquatica



Carex otrubae

n = native



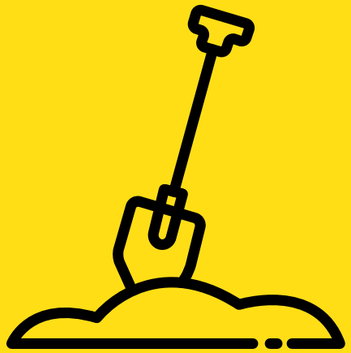
Not to scale - an example section showing drainage principles incorporated into design.

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Sustainability Principles



Material Choice
Conscious specification of materials



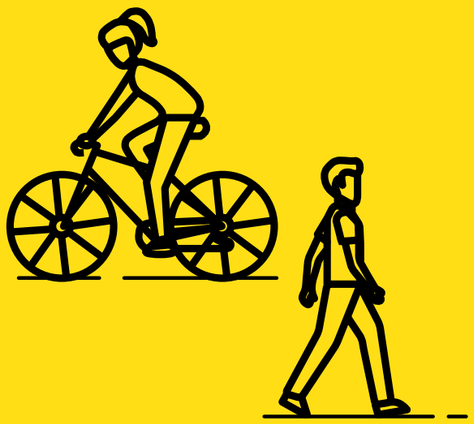
Soil Management
Utilisation of on site materials, minimising imported growing medium, NO PEAT



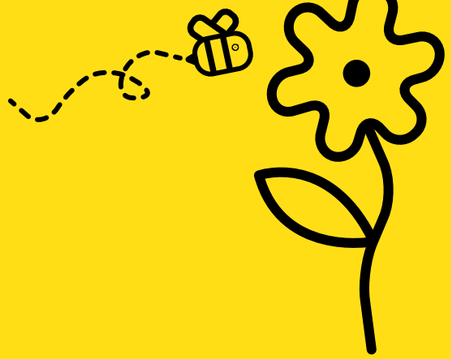
Waste Reduction
Utilise existing features, re-use materials, reduce off site waste



Trees and Habitat
Integration and enhancement of existing trees and habitat, where selective removal is required materials will be re-utilised



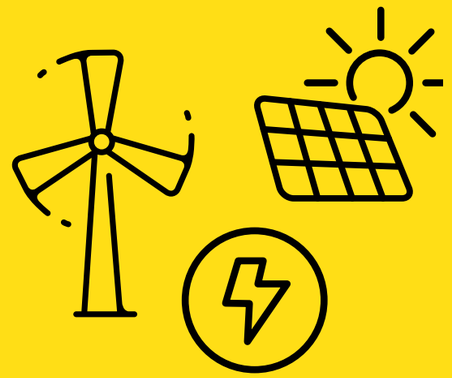
Active Travel
Enabling sustainable travel to be the easy choice for local trips



Planting Choice
Diversity of species for climate resilience, provision for pollinators and tolerance of drought conditions



Water Management
Designing for sustainable drainage and reduction in water usage



Energy
Utilisation of renewable sources for electricity

07

Sustainability

Green and Blue Infrastructure Statement

The Green and Blue Infrastructure Strategy for Manchester highlights the vital role that green and blue spaces play in shaping a sustainable, healthy, and vibrant city. These infrastructures are essential in improving the urban environment, supporting biodiversity, and addressing climate change. The following statement details how the proposed development contributes to these goals.

Enhancing Existing Green and Blue Spaces:

+ The scheme will enhance the surrounding green and blue infrastructure, particularly by connecting the development to nearby green areas such as Philips Park and through new pedestrian and cycling routes. This will encourage active use of the spaces, contributing to better health and wellbeing.
+ The development will incorporate sustainable drainage systems (SuDS) to manage stormwater, helping to mitigate flood risks and improve water quality, while creating green corridors throughout the site.

Integrating Green and Blue Infrastructure into New Developments:

+ The development will be closely connected to a wider network of green and blue spaces, creating a green heart for the neighbourhood. Public gardens, parkland, and water features will serve as valuable open spaces that promote social interaction and provide opportunities for relaxation and recreation.
+ By embedding green and blue infrastructure within the project, the development contributes to Manchester's growth while ensuring the creation of a high-quality, sustainable living environment.

Expanding Connectivity to Green and Blue Spaces:

+ The development will enhance access to existing green spaces, including Philips Park, through pedestrian and cycling links. This will improve connectivity to the broader green infrastructure network, ensuring that green spaces are easily accessible to residents and visitors for leisure and outdoor activities.
+ Green corridors within the site will connect to local transport routes, encouraging sustainable travel options and ensuring that green infrastructure is accessible across the wider city.

Raising Awareness of Green and Blue Infrastructure Benefits:

+ An Environmental Impact Assessment has been completed to ensure the project meets the 10% biodiversity net gain requirement. The development will include native plantings, wildlife corridors, and other features that support local biodiversity and enhance environmental sustainability.
+ This development will contribute to raising Manchester's profile as a city committed to sustainability and environmental health, creating a high-quality living environment that attracts both residents and businesses.

Through the integration of green and blue infrastructure, this development will contribute to Manchester's environmental, social, and economic goals. By improving access to green spaces, enhancing biodiversity, and supporting climate resilience, the scheme will play a crucial role in creating a more sustainable and vibrant future for the city. The Green and Blue Infrastructure Strategy for Manchester highlights the vital role that green and blue spaces play in shaping a sustainable, healthy, and vibrant city. These infrastructures are essential in improving the urban environment, supporting biodiversity, and addressing climate change. This statement details how the proposed development contributes to these goals.

For more information, please refer to the Sustainability and Environmental Standards Statement and Energy Statement by Ensphere.

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