Materials Review

Issued — 13 August 2024

FIRST ST. PLOT 9

PLANIT

Materials Review

Concerns have been raised by Manchester City Council as to the use of concrete paving within the First Street Plot 9 development whilst reviewing the material samples supported as part of Condition 14 discharge.

Feedback to date has focussed on the use of the 'green-gap concrete paving' identified on the planning drawings as 'Paving Type D'.

This report explains the use of 'Paving Type D' and suggests an alternative 'gap' material other than lawn.

We understand that some concerns from MCC have been raised on other projects across the city with regards the success of the green-gap paving and how the aesthetic can be perceived as being unmanaged.

We have taken this opportunity to expand on our explanation of the general use of concrete paving across the development should more general concerns be raised.

Material Context

The plan opposite identifies generally where concrete block and insitu concrete surfaces are being proposed across the Plot 9a and Plot 10b developments.

The primary thoroughfare along First Street is paved with Yorkstone to tie into the first phase of the original first street masterplan. This will extend south to meet Hulme Street adjacent the Downing Development plot.

Around the northern, western and southern frontages of the Plot 9a development, concrete paving is proposed in various forms:

North: Concrete block paving & green-gap paving (Paving Type D) maximising greening and permeable surfaces along River Street.

South: Large format 2m x 2m cast concrete units creating a robust servicing area

West: Concrete block paving along servicing route, parallel to Medlock Street.

Natural Yorkstone

Concrete Block Paving - Including permeable green-gap features

Insitu concrete / large format 2mx2m cast concrete units



First St - Yorkstone



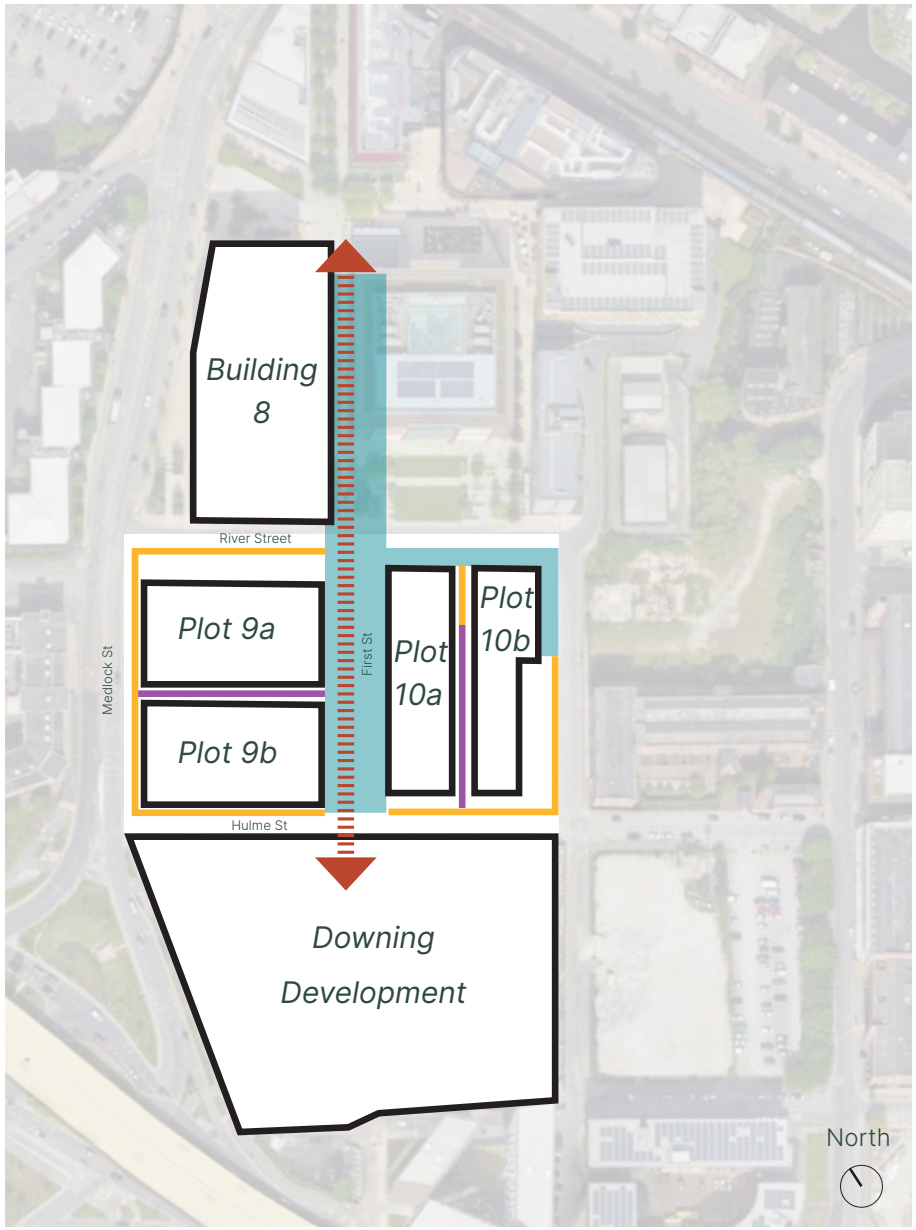
River St - Green-Gap Concrete



Service Zone - Cast Concrete 2m x 2m units



Medlock & Hulme St Frontages - Concrete block



Paving Type D

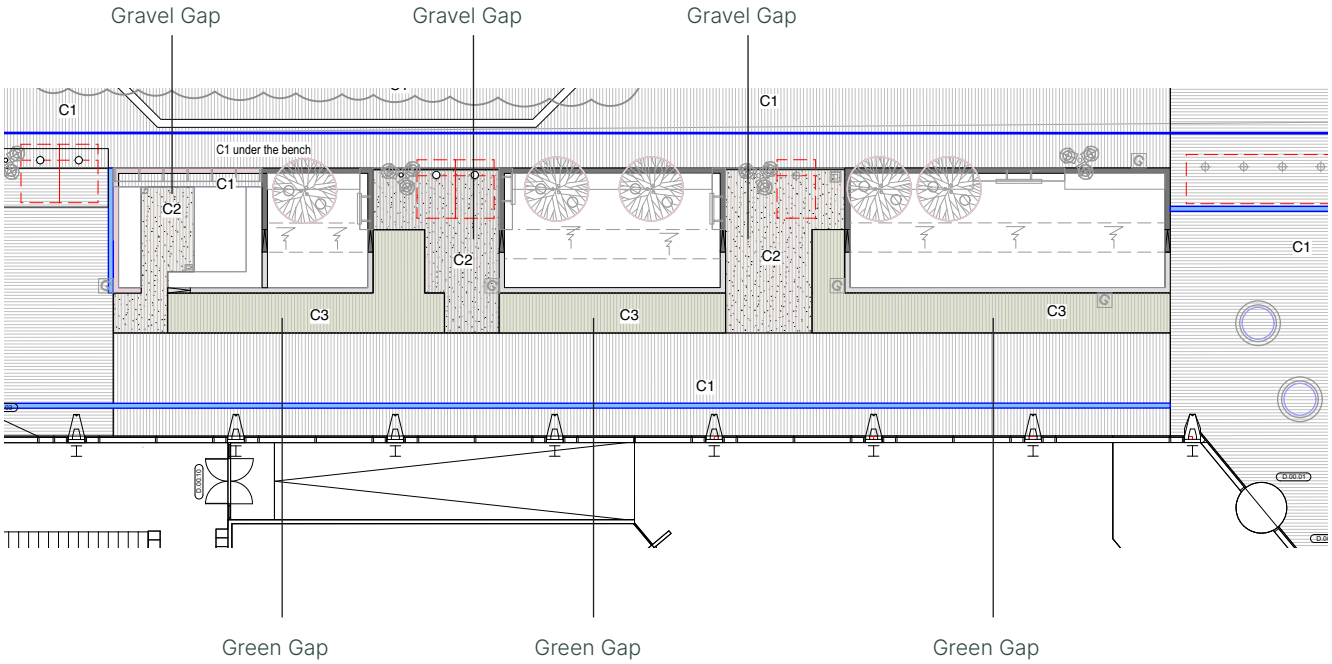
Along River Street, permeable concrete paving (Type C3 opposite) has been specified to introduce additional SUD features across the scheme. During the planning stage this paving was identified as 'Paving Type D'.

The paving is made visually permeable by introducing gaps in the paving course, achieved through built-in spacers.

Gaps are filled with topsoil and seeded with lawn with the aim of blurring the boundary between paving and planting.

An alternative to the green-gap could be to extend the use of the gravel-gap paving. This surface (Type C2 opposite)replaces the lawn with gravel. Extending the gravel gap paving would unify the linear planting zone along River Street, simplify the maintenance requirements and could be perceived by MCC as a much 'neater' finish.

Images of both are shown opposite.





Green Gap - Lawn



Gravel Gap