

RED BANK

OUTLINE PLANNING APPLICATION

Design & Access Statement Addendum

July 2023



Far East
Consortium

MACCREANOR
LAVINGTON



SCHULZE
GRASSOV

The team behind this application

The Red Bank team is led by the Far East Consortium (FEC) who have assembled an international team to bring local, national and European skills to develop proposals for the Masterplan. FEC have delivered multiple high-quality developments across the country. In Manchester they have partnered up with MCC to deliver a major extension to the city in the form of Manchester Victoria North. Several developments within this area already have planning permission and are underway, including Meadowside and Victoria Riverside.

Far East Consortium	Client / Applicant
Arcadis	Project and Cost Management
Avison Young	Planning / Environmental Impact Assessment
Counter Context	Consultation
Earnscliffe	Access
Hoare Lea	Fire
Maccreeanor Lavington	Design Lead and Masterplanning
Open	Landscape / Townscape and Visual Impact Assessment
Pillar	Visualisation
Schulze + Grassov	Public Realm
Useful Projects	Sustainability
WSP	Engineering

Revision	Date	Description
-	12/07/2023	FOR PLANNING

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ADDENDUM SCOPE

1

SUMMARY

Introduction

Summary of the changes

The Outline Planning Application 136812/00/2023 was validated on Tue 09 May 2023. The following changes have been made to the application through the determination process:

- The Demolition Plan RDB-MLM-00-RF-DR-AR-111003 P1 was further annotated to clarify the proposed demolition strategy within the context of wider discussions with the Environment Agency regarding flood risk management and ground conditions;
- The width of the carriageway of Dantzie Street was adjusted from 6.2 metres to 6.5 metres.

Illustration of the Outline Planning Application Illustrative Scheme.



DANTZIC STREET

2

DANTZIC STREET

Carriageway Width

The Masterplan has been designed to prioritise walking and cycling through maximising public realm areas and reducing carriageway widths to encourage lower vehicle speeds.

Transport for Greater Manchester (TfGM) have set out a desire to future-proof Dantzic Street as a potential bus route. The information provided indicated that large vehicles, including buses, would not be able to comfortably pass one another, if the carriageway was set at 6.2 metres. On this basis, the application drawings have been adjusted to indicate the carriageway width of 6.5 metres.

The text and diagrams opposite refer to the section of the Design and Access Statement (DAS) that require adjusting as a result of this design change. Any changes to the text or annotations are underlined.

Masterplan Framework | Movement | Key Street Principles | DAS page 48

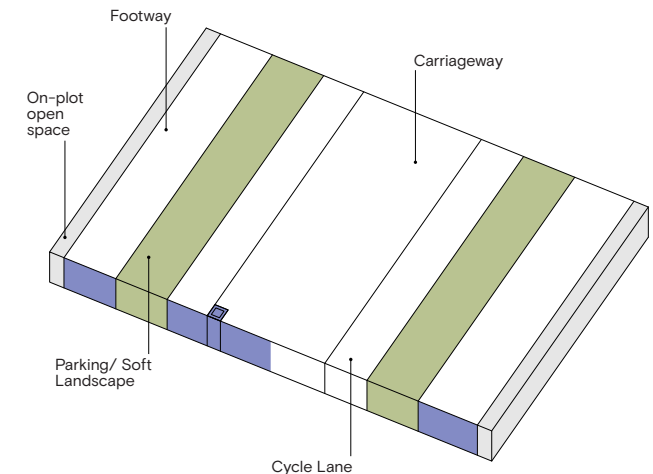
Multi-modal high street principle

The carriageway width for an active travel corridor is 6.5m. This balances the desire to reduce traffic speeds while retaining easy passing distances for larger vehicles, therefore future-proofing Dantzic Street as a potential bus route

Drawing key:

- Car parking or soft landscape
- On-plot open space
- Utility corridor

Multi-modal high street principle



Public realm & landscape appearance illustrative principles | DAS page 141-142

Carriageway definition

To reduce traffic speeds across the masterplan and develop a district for walking and cycling a variety of carriageway widths should be used. All carriageways will have a double kerb edge where one is flush with the carriageway acting as a visual speed reducer.

Multi-modal corridors will have a width of 6.5m this safeguards the use of larger vehicles in the future while keeping a tight street section.

Dantzic Street

