PLOTS NT02-04 NEW TOWN, VICTORIA NORTH

FULL PLANNING APPLICATION

Design & Access Statement

April 2023



Far East Consortium

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open optimised environments

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Document history

Version	Date	Description
P1	24.02.23	Draft issue 1
P2	08.03.23	Draft issue 2
P3	17.03.23	Planning review
P4	03.04.23	Issued for approval
P5	18.04.23	Issued for approval

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Illustrated cut-away perspective showing the buildings embedded in the landscape

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1 Introduction

1.1 Executive summary
1.2 Details of client and design team
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1 Introduction
1.1 Executive summary

Development context
NT02-04 are the first three plots to be developed within the proposed Red Bank neighbourhood masterplan. The residential-led mixed use offer provided by these plots will collectively deliver 1,551 high quality homes alongside commercial, social and community space, public realm and landscaping in this exciting new extension to Manchester City Centre.

The scheme falls under the wider Victoria North regeneration area, formerly the Northern Gateway, a joint venture between Far East Consortium (FEC) and Manchester City Council to regenerate an area to the north of central Manchester and deliver approximately 15,000 new homes over the next 15 to 20 years. The detailed design proposals described within this Design and Access Statement adhere to the principles established by the SRF. The site lies next door to Victoria Riverside, one of the first development phases of the Northern Gateway Strategic Regeneration Framework (SRF), currently on site, and the design of NT02-04 references the scale, massing, form and material quality found at Victoria Riverside.

Concept
The design responds to key principles of the SRF and the Red Bank masterplan as follows:
- Deliver a unique and high quality residential-led regeneration scheme
- Improve permeability and accessibility throughout the public realm, encouraging pedestrian activity to surrounding natural infrastructure
- Introduce streetscapes that have a domestic scale while reflecting the character of the location at the edge of the city centre.
- Create high density landmark buildings to reinforce gateway moments

The proposals at NT02-04 provide solutions to some of the challenges of the site itself, including sloping topography, an operational railway viaduct along the southern boundary and a gas main below the site. These solutions seize the opportunity to create a new and fantastic extension to the city centre; promoting active travel, introducing high quality public realm with green spaces for residents and the public to enjoy, in a lively and well connected neighbourhood.

Key design features
The proposals have been designed from the ground up, from district to doorknob, prioritising the design of public realm and street experience of future residents and visitors. The public realm draws on the surrounding natural environments of the proposed City River Park and Travis Island Wetlands and provides a high quality landscape scheme throughout the proposal. Buildings have been positioned to provide strong street frontages, with breaks in the massing to allow inclusive access to all areas of the scheme, and views and daylight into the development. Locations of taller buildings are staggered to maximise separation, visual permeability, and views to the surroundings.

Internal building functions have been arranged to maximise active ground floor frontages, allowing for a safe and lively street environment. The functions include generous, visible and welcoming residential entrance lobbies, and retail and F&B opportunities. ‘Launch pad’ interventions within the public realm provide a range of functions complementary to uses in the surrounding buildings.

The residential offer includes a mix of 1-bed, 2-bed and 3-bed apartments and townhouses. A number of the homes are provided private external amenity space in the form of balconies, and all homes have access to landscaped communal courtyard areas. Further amenity space is provided in the ‘Clubhouse’, a singular building offering a wide range of attractive and engaging amenity functions for residents of the development, alongside commercial space available to the public; a social hub within the masterplan.

Facades throughout the scheme have been developed with a varied palette to provide differentiation across the 1,551 homes. Buildings have a unique visual identity, through the choice of brick type or the colour of aluminium cladding details, though the composition has been considered holistically to provide a coherent overall character.



1 Introduction
1.2 Details of client and design team

This document has been prepared by Hawkins\Brown, Maccreanor Lavington, Open and Schulze+Grassov in conjunction with the professional team listed on the right, and forms part of the detailed planning application for Red Bank Plots NT02-04.

The plot location is shown on drawing RDB-MLA-00-XX-DR-AR-00010001, contained within the application drawings which accompany this application.

The purpose of this document is to set out the design response to this site. This includes the analysis, design development and concepts that have been applied to the proposals.

Associated documents
This document should be read in conjunction with all other application documents, which include:

- Application Forms, Notices and Certificates
- Planning Statement
- Tall Building Statement
- Environmental Statement, incl. technical chapters relating to:
  - Townscape and Visual Impact
  - Ecology
  - Cultural Heritage
  - Ground Conditions
  - Flood Risk and Drainage
  - Transport and Access
  - Air Quality and Dust
  - Noise and Vibration
  - Daylight and Sunlight
  - Wind
  - Socio Economic
  - Human Health
  - Climate Change
  - Effects Interactions
  - Schedule of Mitigation
- Local Labour Agreement
- Statement of Community Involvement
- Broadband Connectivity Assessment
- Crime Impact Statement
- Fire Safety Statement
- Sustainability Strategy
- Environmental Standards Statement (including Energy and Circular Economy Statement)
- Biodiversity Net Gain Assessment
- TV Reception Survey
- Utility Statement
- Financial Viability Assessment
- Water Framework Directive Report

Client team

Client
Far East Consortium

Consultant team NT02-04

Architect
Hawkins\Brown (NT02-03)
Maccreanor Lavington (NT04)

Structural and civil engineer
RoC

Landscape architect, design
Schulze+Grassov

Landscape architect, executive
Open

Planning and EIA consultant
Asteer Planning and Avison Young

MEP engineer
Futureserv

Fire engineer
Hoare Lea

Cost consultant
Arcadis

Principal designer
Hawkins\Brown (NT02-03)
Maccreanor Lavington (NT04)

Acoustic engineer
WSP

Facade engineer
WSP

Transport consultant
WSP

Heritage consultant
WSP

Daylight/sunlight consultant
WSP

Wind consultant
WSP

Ecologist
WSP

Hydrology and flood risk
WSP

Sustainability consultant
WSP

Public consultation
Counter Context

1 Introduction
1.3 Planning context

Victoria North
In April 2017, MCC appointed FEC as its Joint Venture investment and delivery partner, to accelerate the delivery of the Victoria North opportunity. This appointment was the conclusion of an international marketing exercise that commenced in April 2016. Since making this appointment, in February 2019, MCC approved the Northern Gateway Strategic Regeneration Framework (SRF), which provides an updated vision, core objectives and development framework to guide the regeneration of Victoria North with a focus on the provision of housing and supporting infrastructure investment. The SRF is a material consideration in the determination of all future planning applications in the area.

The SRF states that Victoria North is a unique opportunity to deliver transformational regeneration on an unprecedented scale in Manchester and help to fulfil its potential as a truly innovative, sustainable and world-class city. The regeneration of this area to the north-east of the City Centre has the potential to unlock significant residential-led development that will positively contribute to the growth of Manchester and the wider city region. Victoria North is one of the UK's largest residential-led regeneration schemes and a unique opportunity to deliver 15,000 new homes and a world-class City River Park for Manchester.

Initial Development Area
This Initial Development Area comprises land owned/ controlled by FEC, MCC and third-party landowners, and has been identified by the JV as having the potential to deliver an estimated 5,500 residential units across 21 housing development plots, of which circa 4,800 units will be delivered on land owned/ controlled by the JV. The development project on land owned / controlled by the JV, known as the Red Bank Neighbourhood, will make an important contribution towards the delivery of the wider SRF vision, comprising a strategic scale of development covering an area of approximately 20 hectares within the Lower Irk Valley.

Infrastructure Funding and Consented Works
The JV has secured £51.6 million from the Government's HIF to help unlock the housing potential at Red Bank. The funding will be used to address a series of up-front infrastructure requirements to support the delivery of the new homes and green spaces at Red Bank. Alongside the delivery of the HIF infrastructure works, JV investment is focused on plot development and housing delivery, whilst also addressing challenges/ opportunities in adjoining neighbourhoods to ensure the delivery of the wider Victoria North Initiative, in accordance with the aspirations and timescales of the SRF.

The infrastructure and enabling works, and the plot development on land controlled and owned by FEC and MCC at Red Bank and New Town constitutes the "development project". Due to the HIF funding and programme requirements, it was decided to approach the delivery of this development project by progressing a series of planning applications.

This full planning application is the fifth planning application submitted at the site, but the second application submitted by FEC. The application follows the three previous grant of planning permissions for HIF enabling and infrastructure works obtained by MCC. The three consented HIF applications are listed below:

- Application 1: MCC Reference: 132252/VO/2021- City Council Development for enabling works including tree and vegetation removal, creation of a temporary haul road and demolition of the Creamline Dairies buildings in association with the future delivery of the new Red Bank Neighbourhood. Granted 23 December 2021.
- Application 2: MCC Reference: 133143/VO/2022- City Council Development for the creation of development platforms, including remediation and earthworks, and change in site levels, to allow delivery of future residential-led development at the Red Bank Neighbourhood, together with the construction of a new road and priority junction from Red Bank, new drainage infrastructure, utility and services connections and diversions, preparatory tree and shrub clearance, and demolition of certain existing structures, along with the creation of new and improved green infrastructure and landscaping including the improvements of St Catherine's Wood to form part of a City River Park, and other associated works. Granted 14 July 2022.
- Application 3: MCC Reference: 135190/VO/2022- City Council Development for utility and services connections and diversions to Dantzic Street, Dalton Street and Collyhurst Road associated with the delivery of future residential-led development at the Red Bank Neighbourhood, Victoria North. Granted 8 December 2022.

Red Bank Illustrative Masterplan
Maccreanor Lavington Architects and Schulz Plus Grassov Urban Designers have been commissioned by FEC to produce a cohesive Illustrative Masterplan for Red Bank.

The Illustrative Masterplan is based on a series of site wide strategies which identifies MCC's intentions for Red Bank, including the works approved under Applications 1 and 2 (described above). The overarching vision for Red Bank is to create a community through the development of thriving neighbourhoods which will provide new homes for a diverse mix of people, alongside the long-term infrastructure to help these communities to develop sustainability. The plans for Red Bank Masterplan area include:

- Up to 4,800 new homes across a range of tenure types and sizes, including affordable homes, set within high quality public realm;
- The Masterplan provides for 5 hectares of new or improved green space which includes the new park at St Catherine's Wood. As part of Application 2, MCC secured planning approval for the new park at St Catherines Wood which extends to # hectares and is therefore excluded from the outline application;
- New commercial, social and community facilities;
- New walking and cycling routes to improve connections between neighbouring communities; and within Red Bank itself;
- Improvements to the River Irk to enhance the river environment;
- A new sustainable neighbourhood enabling zero carbon.

NT02-NT04 Full Planning Application
This Design and Access Statement relates to a full planning application proposing residential led buildings on three plots of land to the south of Dantzic Street and north of the railway viaduct known as plots NT02, NT03 and NT04. The proposed residential led mixed use development will provide a total of 1,551 apartments and town houses and will be supported by residents amenity space within a 'clubhouse', together with flexible non-residential commercial, social and community uses at lower levels. The full application site has an area of 2.81 hectares.

Relationship to Separate Red Bank Outline Planning Application on Land to the North of Dantzic Street
Concurrently to this full planning application, FEC has also submitted an outline planning application at Red Bank for a residential led mixed use development. This outline application also forms part of the JV Partnerships first phase of residential-led mixed-use development in the Red Bank neighbourhood. This outline planning application covers an area extending to 11.16 hectares of land north of Dantzic Street. The outline application seeks outline consent, with all matters reserved, for the following elements:

- Up to 3,250 residential units (Use Class C2 and C3);
- Up to 6,300m2 GIA non-residential development (across uses E, F and Sui Generis);
- Up to 3,250m2 GIA clubhouse residential amenity buildings;
- Up to 3,250m2 GIA health centre uses (Use Class E);
- Up to 2,750m2 GIA primary school use (Use Class F1(a));
- Car parking and cycle storage provision, comprising 1 cycle parking space per dwelling (up to 3,250) and 12% car parking provision.

2 SRF and masterplan principles

2.1 SRF summary
2.2 Location within masterplan
2.3 Density and mix
2.4 Spaces and uses
2.5 Public realm

2 SRF and masterplan principles
2.1 SRF summary

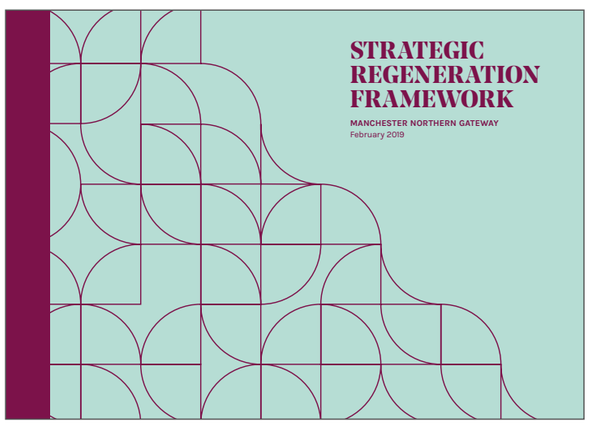
The Northern Gateway SRF was endorsed by Manchester City Council in February 2019 as a material consideration in the determination of future applications within the Northern Gateway (later rebranded Victoria North).

The Northern Gateway SRF supports the delivery of approximately 15,000 new homes over a fifteen to twenty year period. This document replaces the Lower Irk Valley Neighbourhood Development Framework, published July 2016.

The Northern Gateway includes indicative design and development principles which have informed the development of the scheme proposals.

The Core Objectives of the Northern Gateway are to;

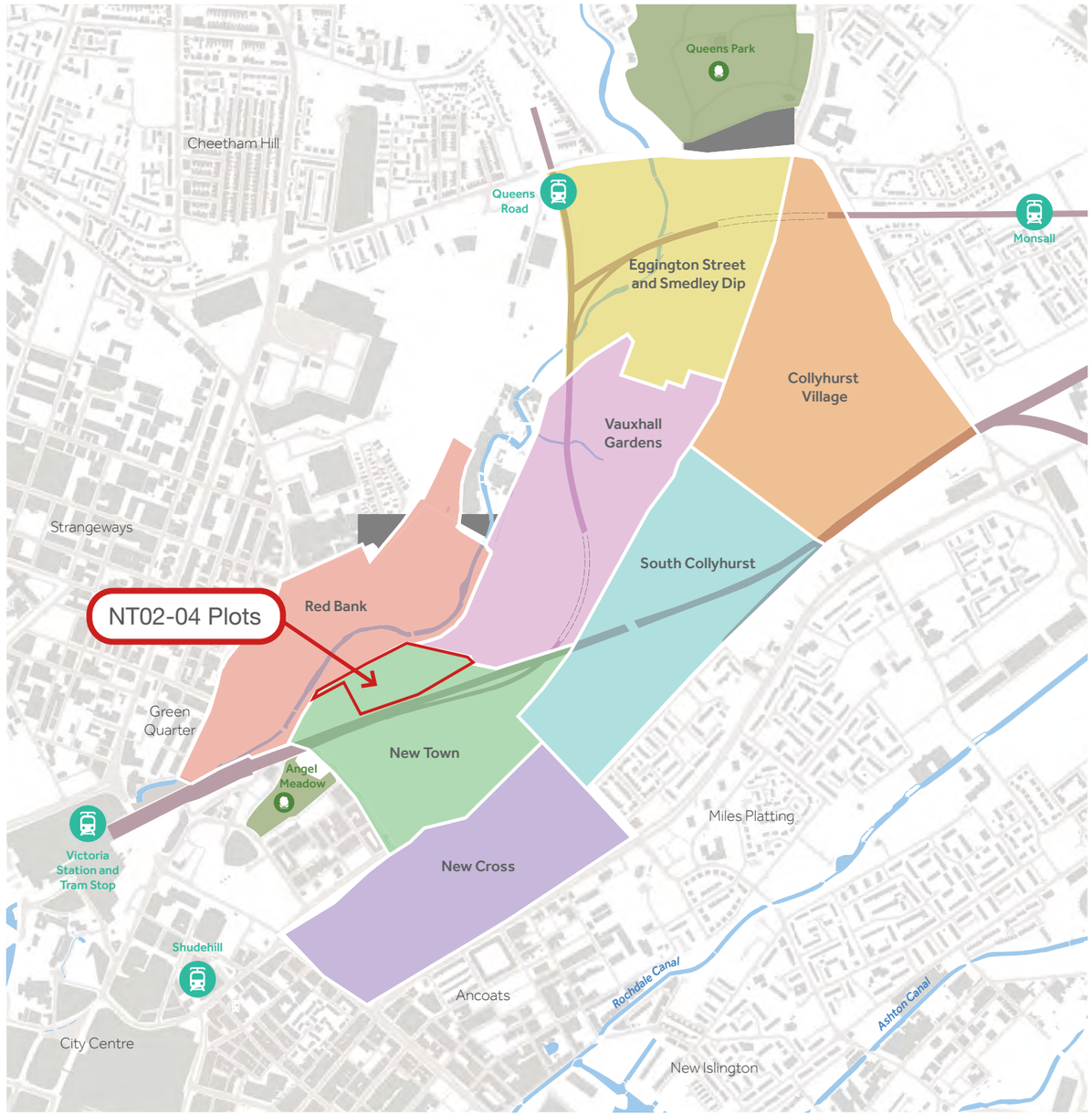
- Deliver a unique and high quality residential-led regeneration scheme
- Create a varied network of high quality green streets and public open spaces
- Create Manchester's unique City River Park
- Build on the best of what is there
- Improve connectivity across the Northern Gateway and beyond
- Create new gateways to and from the City centre
- Deliver truly sustainable places



Northern Gateway Strategic Regeneration Framework
2019

"New Town will be a residential-led neighbourhood at the southern extent of the Northern Gateway and represents an opportunity to establish a range of higher-density housing types and tenures, that support Manchester's diverse and growing population."

Pg 115, Northern Gateway SRF



Extract from the Northern Gateway Strategic Regeneration Framework
2019

2 SRF and masterplan principles
2.1 SRF summary

This page presents the Illustrative Masterplan for New Town from the SRF and shows land use, active frontages, locations for landmark buildings, key pedestrian, and cycling and vehicle routes.

New Town Spatial Framework

"The North bank of the River Irk at Union Bridge presents an opportunity for a Gateway Square to mark the main arrival into Red Bank from New Town, along Gould Street"

Pg 125, Northern Gateway SRF

A considered approach to views and vistas will be encouraged. Wherever possible, blocks should be oriented towards the Irk Valley to maximise views to greenery from residential units and in the public realm [...] Views to the City centre skyline will also be prioritised.

Pg 135, Northern Gateway SRF

"The location of landmark buildings will reinforce key gateways such as the junction of Gould Street and Dantzic Street."

Pg 121, Northern Gateway SRF

"Breaks in building massing will be required to ensure that riverside open spaces enjoy adequate levels of light"

Pg 121, Northern Gateway SRF



Extract from the Northern Gateway Strategic Regeneration Framework
2019

- Site boundary
- Key active frontages
- Commuter cycling route with public realm enhancement to main road
- SRF development areas
- Local walking and cycling route with green links
- Proposed Gateway Square
- Opportunities for distinctive landmark buildings with a focus on height
- Viaduct passages

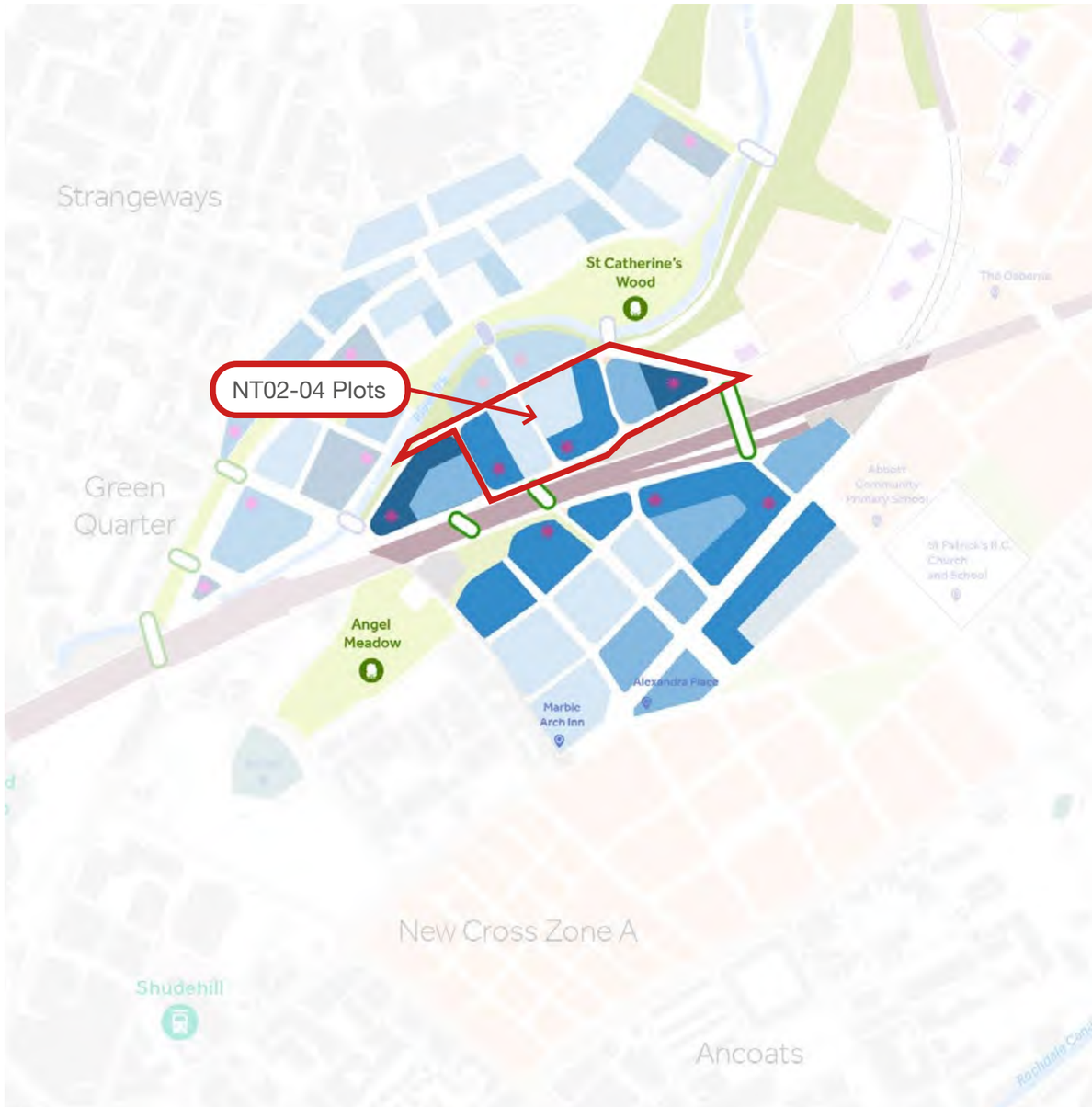
2 SRF and masterplan principles
2.1 SRF summary

Key views in New Town are described as:

- North towards the River Irk and St Catherine's Wood
- North East along the valley corridor
- South towards Angel Meadows/City Centre

"Breaks in building massing will be required to ensure that riverside open spaces enjoy adequate levels of light"

Pg 17, Northern Gateway SRF



Extract from the Northern Gateway Strategic Regeneration Framework
2019

Key

- Site boundary
- Up to 6 storeys
- Up to 8 storeys
- Up to 12 storeys
- Up to 16 storeys
- Opportunities for distinctive landmark buildings with a focus on height
- Viaduct passages


Red Bank boundary
NT02-04
NOMA
Victoria Station
Arndale Centre
Victoria North

2 SRF and masterplan principles
2.2 Location within masterplan

The Illustrative Masterplan shows FEC's illustrative outline proposals for the residential led mixed use development at Red Bank Neighbourhood (proposed under Application 4) and their detailed landscape proposals for the New Town neighbourhood plots to the south of Dantzic Street (proposed under this application - Application 5).

The Masterplan also identifies MCC's intentions for Red Bank and shows the HIF infrastructure works and new park at St Catherine's Wood which have been granted full planning permission under Application 2.

The Illustrative Masterplan comprises 15 development plots including:

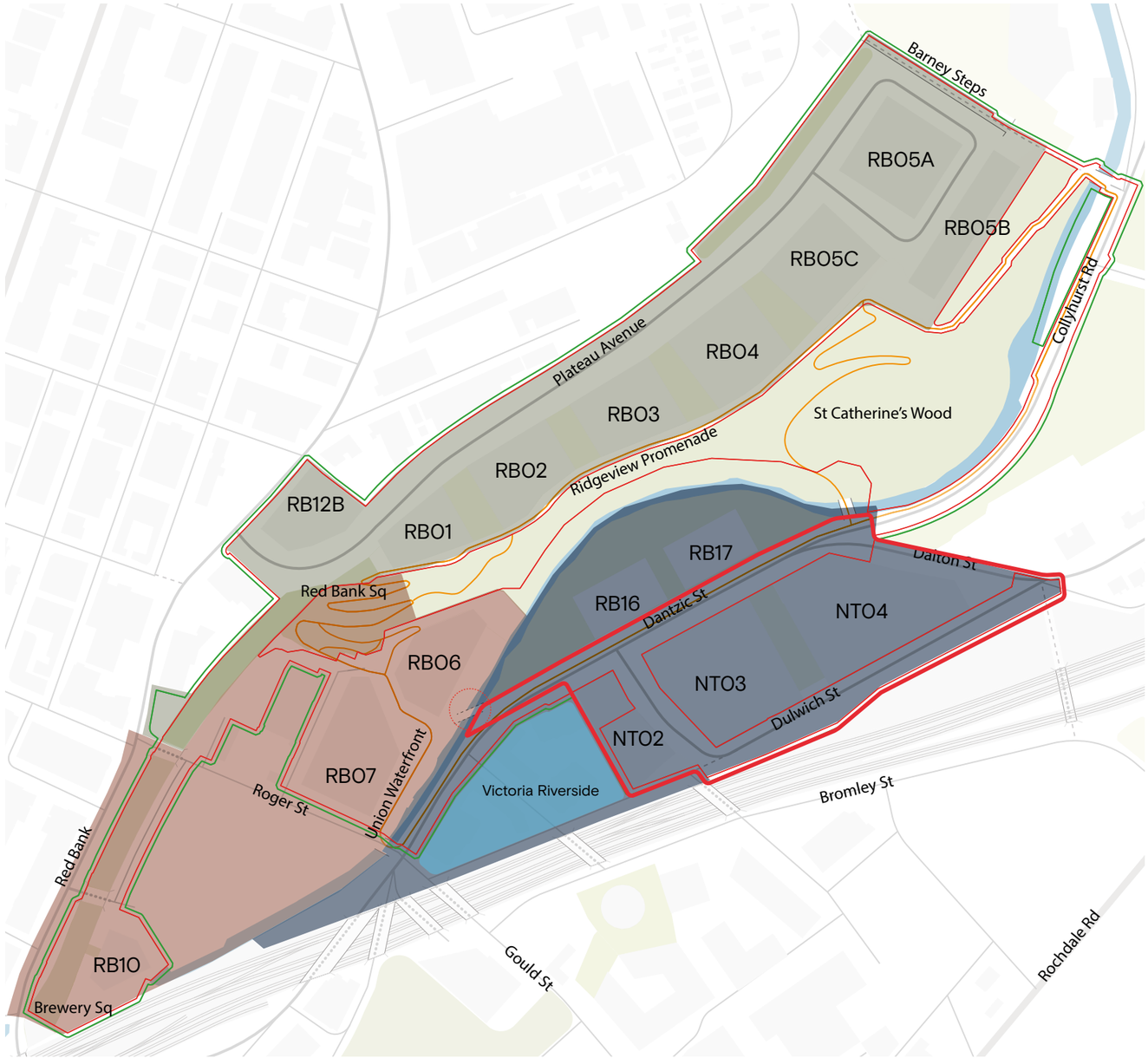
- Outline Application Area (Application 4) - RB1 - RB4, RB5A-RB5C, RB6 - RB7, RB10 and RB16 - RB17

- Full Application Area (This Application - Application 5) - NT02-NT04

This diagram locates the detailed plots within the Red Bank neighbourhood context.

Key

- Red Bank Viaduct
- New Town
- Plateau
- Climate loop
- Potential bridge (not part of this application)
- Masterplan boundary)
- Outline Application boundary
- Victoria Riverside full planning permission (126944/FO/2020)
- Detailed plots NT02-04 boundary



Three interconnected neighbourhoods
Extract from Red Bank Outline Application DAS by Maccreanor Lavington and Schulze+Grassov with OPEN and Useful Projects

Red Bank Masterplan
The design for NT02-04 will relate to the wider vision for Red Bank with particular reference to the key strategy of the masterplan to create neighbourhoods with distinct areas of character differentiated by:

– Density and height
– Uses
– Building typology
– Dwelling mix

Proposed overall mix across outline application area
1-bed - 25%
2-bed - 63%
3-bed - 12%

Family homes (3Bed) to be focused on lower density areas > leading to higher ratio of 1Bed and 2Bed homes in mid and/ or high density areas including NT02-04 which form the early phases of the Red Bank masterplan.

Proposed overall mix across detailed plots NT02-04

NT02-04 proposal	Quantity	Percentage of total
Number of homes	1,551	100%
1-bed	642	41%
2-bed	828	54%
3-bed	81	5%

Key

- Masterplan boundary
- Outline Application boundary
- Detailed plots NT02-04 boundary
- Potential bridge location subject to FRA
- Higher proportion of family homes
- Higher proportion of 1 and 2 bed apartments



Residential uses
Extract from Red Bank Outline Application DAS by Maccreanor Lavington and Schulze+Grassov with OPEN and Useful Projects

2 SRF and masterplan principles
2.4 Spaces and uses

The Illustrative Masterplan proposes new high quality public spaces including Dantzic Street and Travis Island. It also identifies MCC's intentions for Red Bank and shows the new park at St Catherines Wood which has been granted full planning permission under Application 2. NT02-NT04 will relate to these spaces by providing:

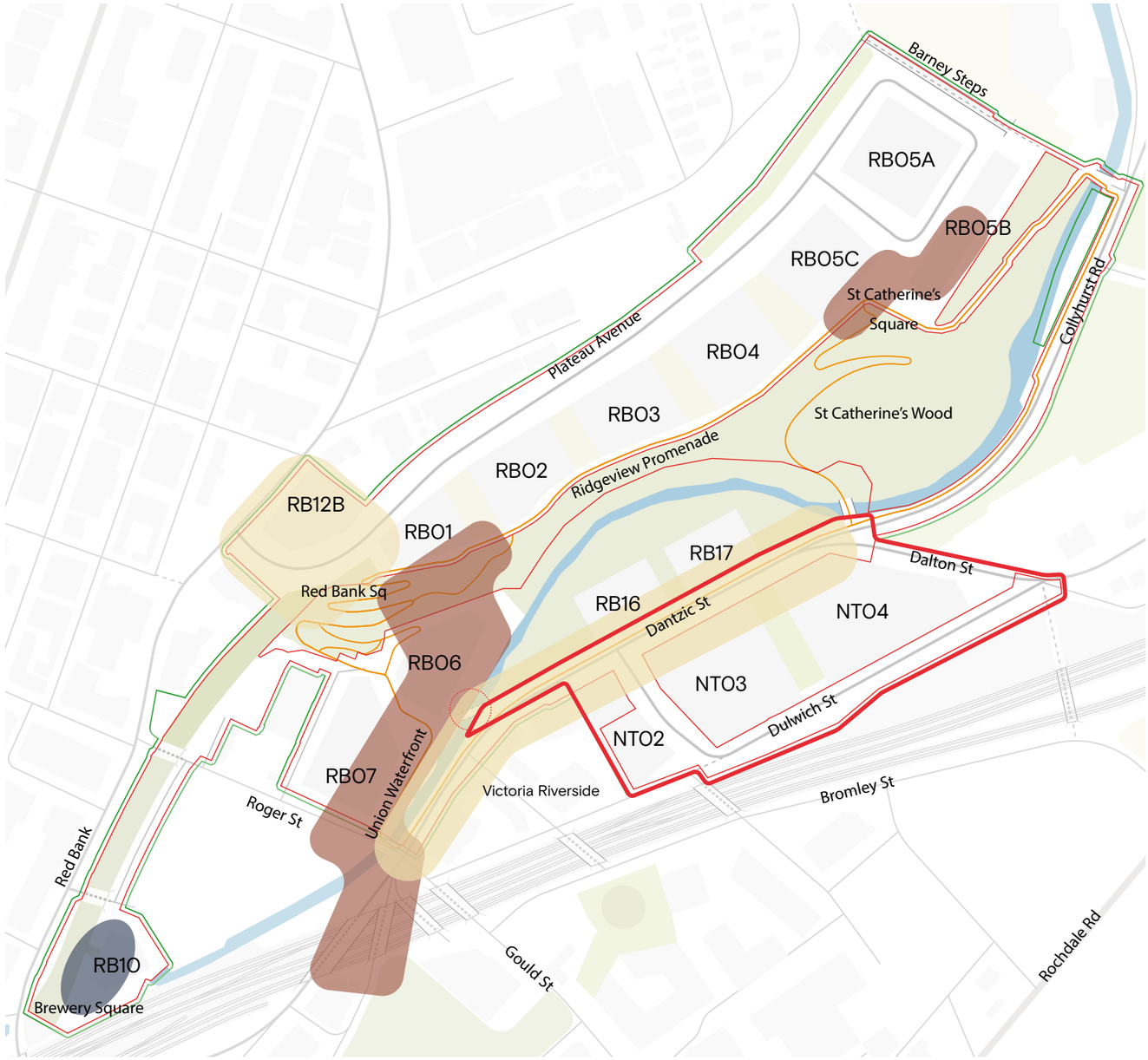
- Backdrop and definition of the spaces
- Activation and active frontages
- High-quality views

The plot design will also relate to the uses framework of the masterplan, and be reflected in the frontage types of the buildings:

- Commercial uses / frontages to Dantzic Street
- Remainder as residential active frontages

Key

- Masterplan boundary
- Outline Application boundary
- Detailed plots NT02-04 boundary
- Potential bridge location subject to FRA
- Community / cafés / restaurants
- Commercial / retail
- Exchanging / making (incl. existing uses)



Use character areas
Extract from Red Bank Outline Application DAS by Maccreanor Lavington and Schulze+Grassov with OPEN and Useful Projects

Connecting Greenspaces
Red Bank is a key connection between the River Irk valley and Angel Meadow Park. The ambition is to maximise green connections through both public realm and architectural interventions.



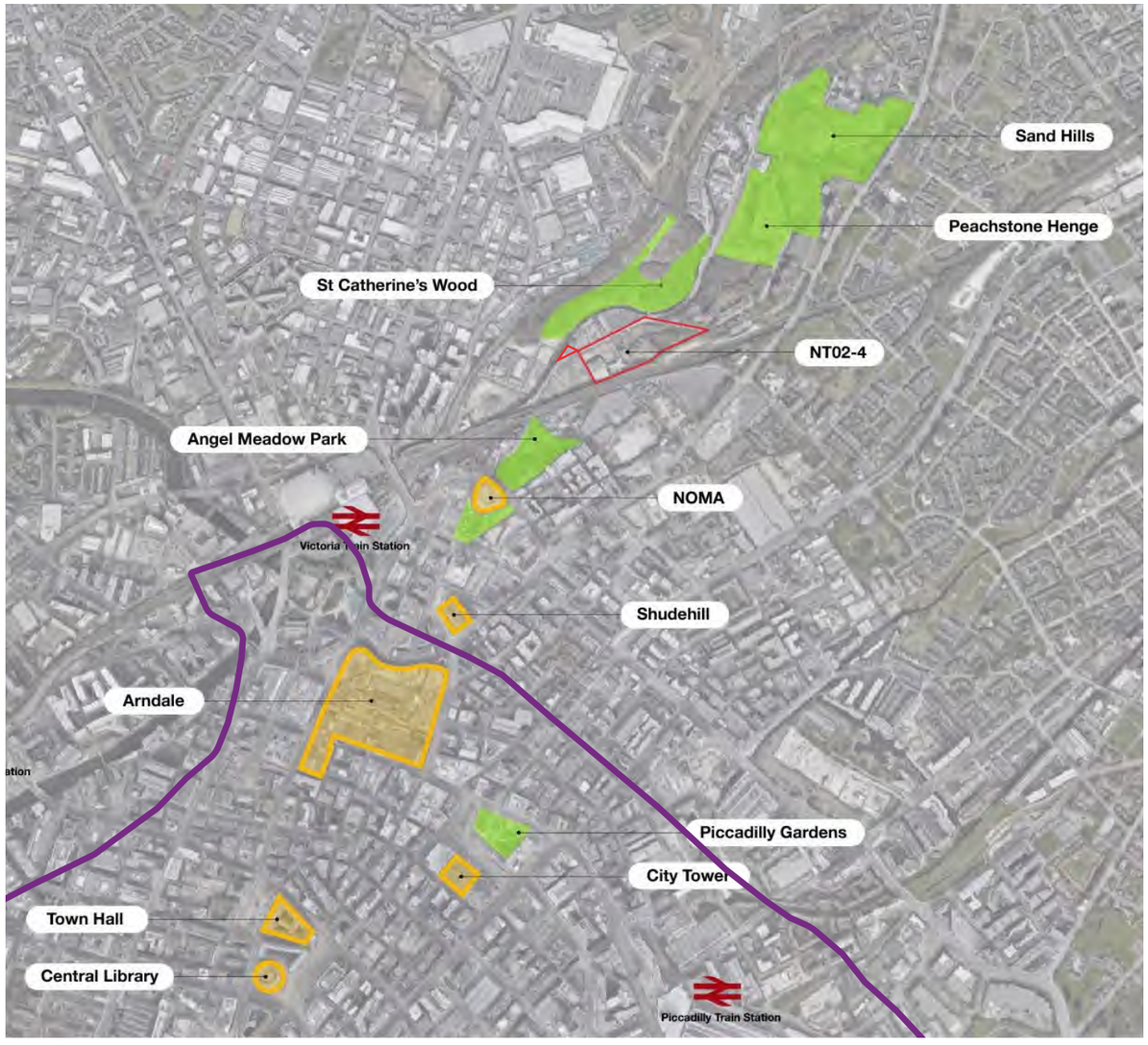
Greenspaces
Red Bank Masterplan Character Areas - Maccreanor Lavington and Schulze+Grassov with OPEN and Useful Projects

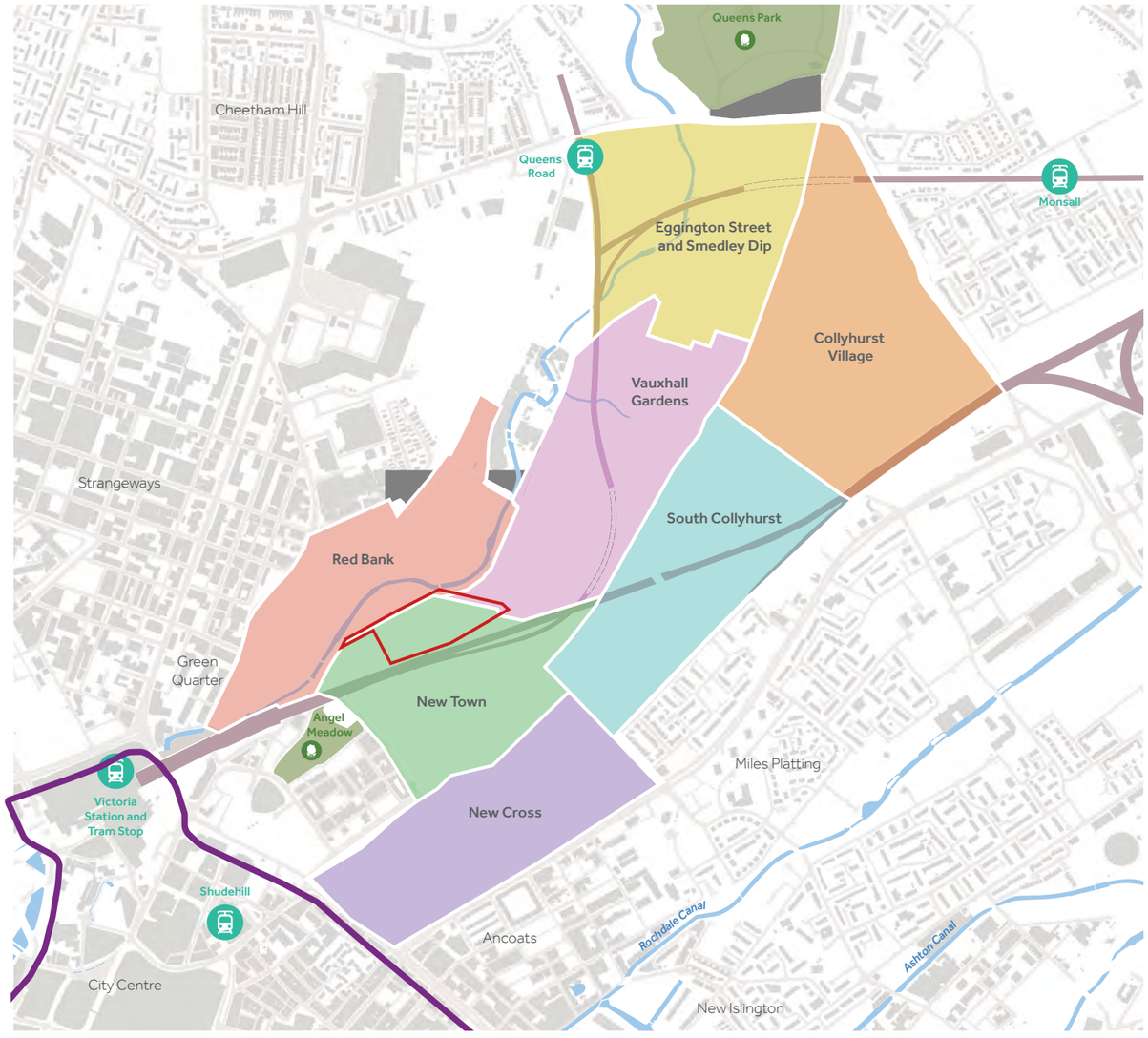
3 The site and local context

3.1 Site location
3.2 Historic context and local character
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3 The site and local context

3.1 Site location





Manchester City Centre

Site location

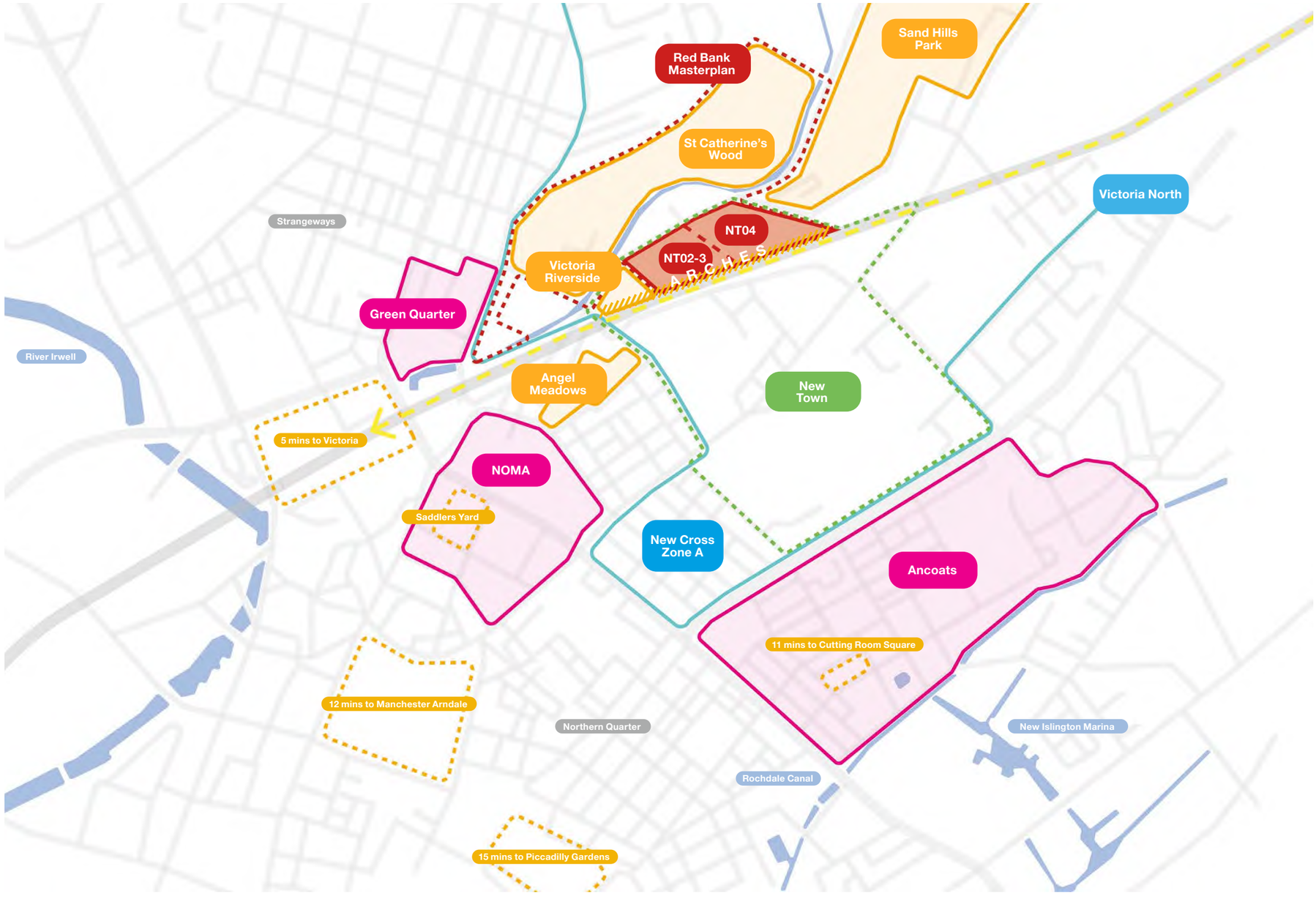
Above
Map extract from p.38 in Northern Gateway Strategic Regeneration Framework (2019)

3 The site and local context
3.1 Site location

The application site sits adjacent to the Victoria Riverside development in the Red Bank neighbourhood within Victoria North.

The site is within walking distance of Victoria Station for connections to extensive Metrolink and Network Rail services. Angel Meadow Park is located to the south-west on the other side of the viaduct with St. Catherine's Wood stretching out to the north east.

The site can be approached from the city centre either via Dantzic Street or from the southern end of Dalton Street and therefore forms a key interface with the rest of the City.



3 The site and local context
3.2 Historic context and local character

Historically the area and the Lower Irk Valley as a whole was predominately populated with industrial uses - particularly during the industrial revolution where a once rural valley was replaced with factories and housing for workers. Demand for rail infrastructure during the mid-19th Century saw the introduction of the Manchester – Leeds railway viaduct which extends along the south of the site.

The character of the site in the 20th century drew L.S. Lowry to return many times and draw the approach to Angel Meadow Park from the surrounding streets.

Left
View along Dantzic Street, 1964



Right
View along Gould Street, 1964



3 The site and local context
3.2 Historic context and local character

In an area which now falls within Collyhurst, located on the River Irk, Tinker's Gardens was one of the many 'pleasure gardens' popular with upper classes of society between 1660 and 1860. Tinker's Gardens was the most prominent in Manchester, with typical activities such as music, dancing and refreshments in beautiful surroundings.

Historically the Lower Irk Valley was heavily industrialised. Neighbouring the site used to be a starch works followed later by Philiips Rubbers. The factory opened in the early 1900s, occupying the land to the north of Bromley Street. Phillips Rubbers was solely producing stick on rubber soles. It was finally demolished in the mid 20th century.

One of the few remnants of these local industries are international paint manufacturer HMG paints, a local business that was founded in the Lower Irk Valley in 1930 and exists in the same premises. It has worked on a number of commissions, including the iconic green of the iconic Flying Scotsman and the Euro Disney Castle.

Top and bottom left
Images from HMG paint factory and swatch of paint colours produced there





Top right
Vauxhall Gardens



Bottom right
Historic Phillips rubbers





The majority of the existing activity in the area comes from small breweries, cafés and vehicle repair shops which are located within the surrounding railway viaduct - an unlisted heritage asset.

A vision to renovate and enliven these arches is set out in the Northern Gateway SRF, with an aspiration to provide a new diverse mix of commercial offerings.

In 2022 the warehouse structures on plot NT02 gained planning permission for 'meanwhile use' as a temporary arts and events venue, branded 'Love Factory'.

Top
Blackjack and Runaway Brewery beer gardens



Bottom left
The Sparrows restaurant





Bottom right
Love Factory



Local materials in colour
Remnants of the industrial past generate the majority of the material palette for the area. Masonry is prevalent throughout the typical red and grey tones associated with Manchester, with white glazed finishes inside the arches. Snippets of brighter colours from the Charter Street Mission (formerly Charter Street Ragged School and Working Girls' Home) entrance and the viaduct structure stand out within greens and deeps blues from neighbouring Angel Meadow Park and the River Irk.

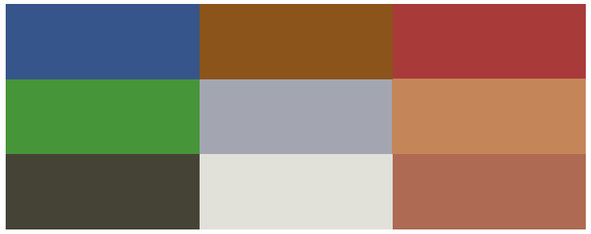


Image key

1. Sculpted entrance to the Charter Street Mission (formerly Charter Street Ragged School and Working Girls' Home)
2. Glazed brick banding beneath the local viaducts
3. Open connection beneath the viaduct
4. Angel Meadow Park
5. Black brick viaduct structure with recessed arches
6. Colour metal structure to the viaduct
7. River Irk
8. Glazed brick and weathering below the arches
9. Red brick and graphics from the local renovated mill

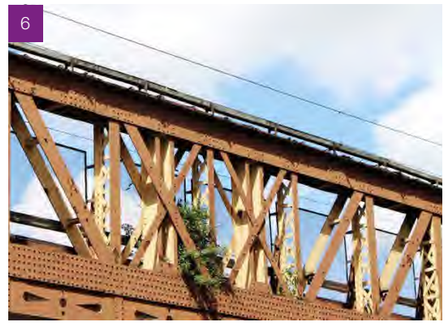




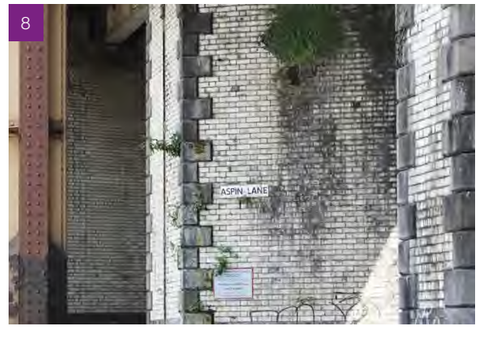














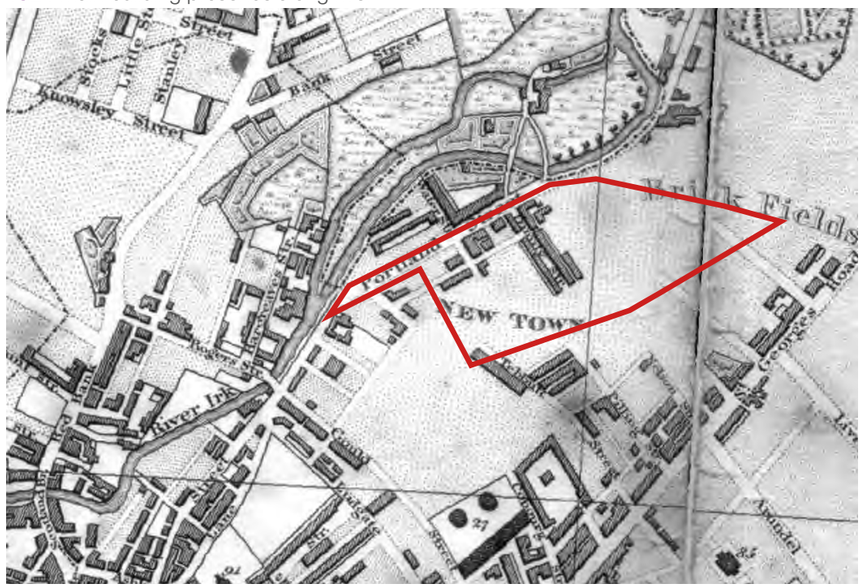
3 The site and local context
3.2 Historic context and local character

The historic mapping on this page illustrates development in the local context during the 19th Century.

Over this period there has been a relatively low level of re-development compared to other areas of the city. Importantly the area's green assets, including St. Catherines Wood, remain and will be retained in future development plans.

The Manchester-Leeds viaduct was introduced in 1848, which runs along the southern boundary of the site. In 1900 this was followed by a viaduct through Red Bank.

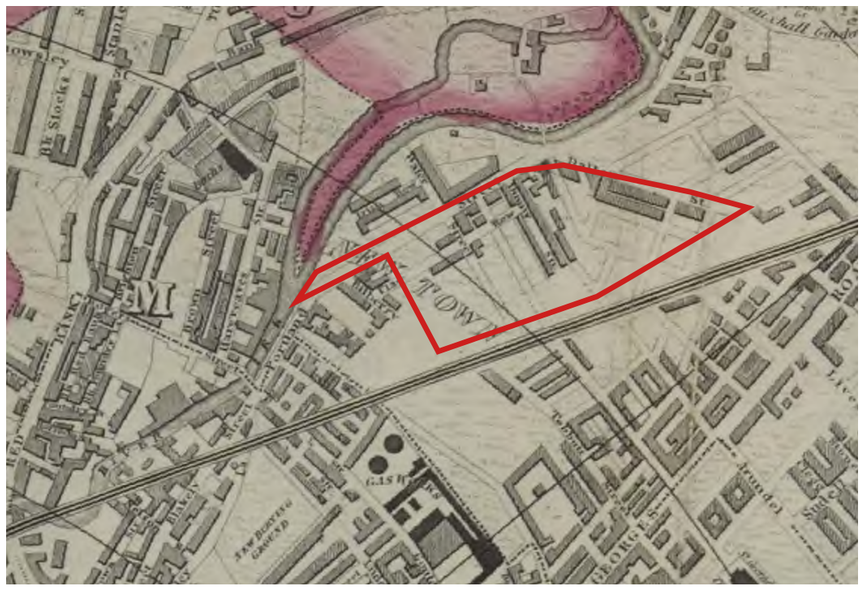
1824 Main building presence along river



1836 Road network becoming established south of the river



1848 Introduction of the Manchester-Leeds viaduct



1900 Introduction of viaduct through Red bank



3 The site and local context
3.3 Site photographs

Top left
Dantzic Street looking east beside VR

Top right
Dantzic Street looking east beside NT02

Bottom left
Dantzic Street looking west beside NT03

Bottom right
Dalton Street looking west beside NT04





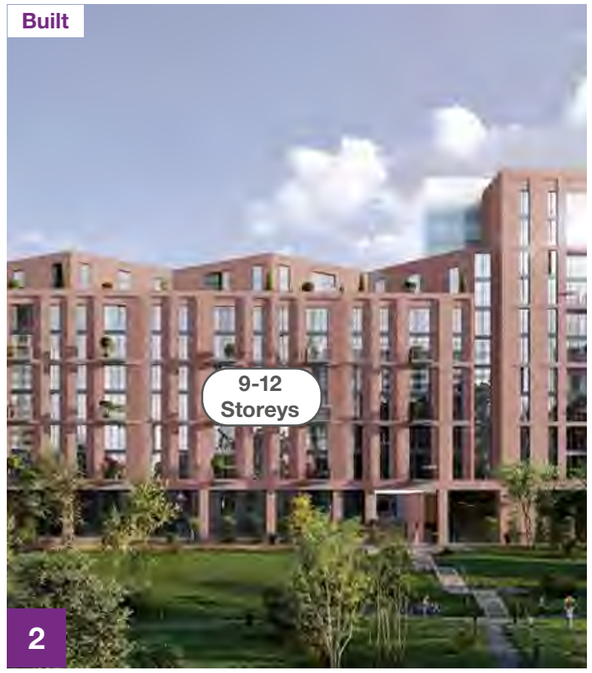




3 The site and local context

3.4 Surrounding consented developments









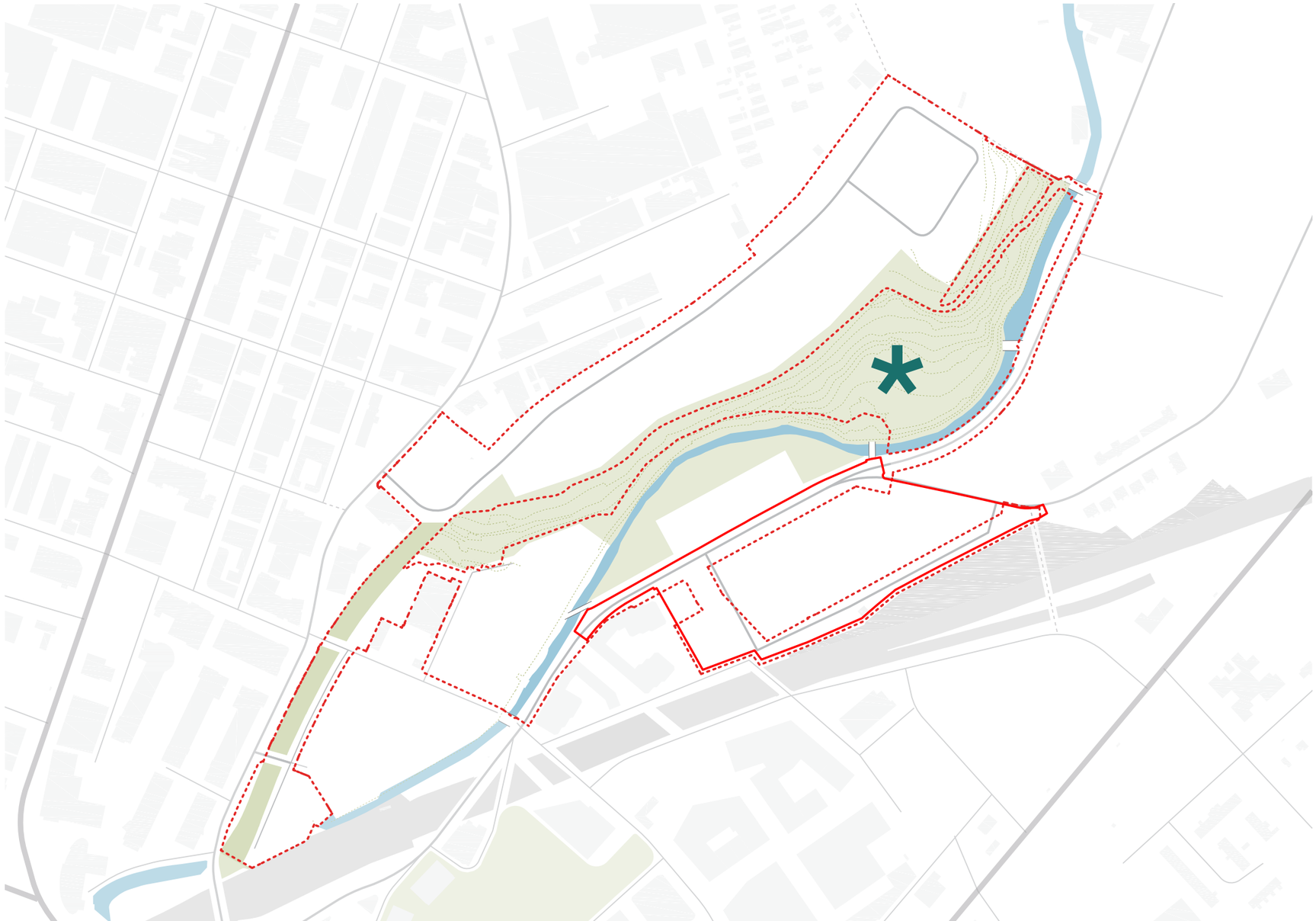


Consented schemes:

1. Victoria Riverside (NT-01)
2. Meadowside Plot 5
3. The Gasworks
4. Meadowside Plot 2-3
5. Meadowside Plot 4

3 The site and local context
3.5 Red Bank and HIF applications

This diagram locates the various applications in the context of one another.



Key:

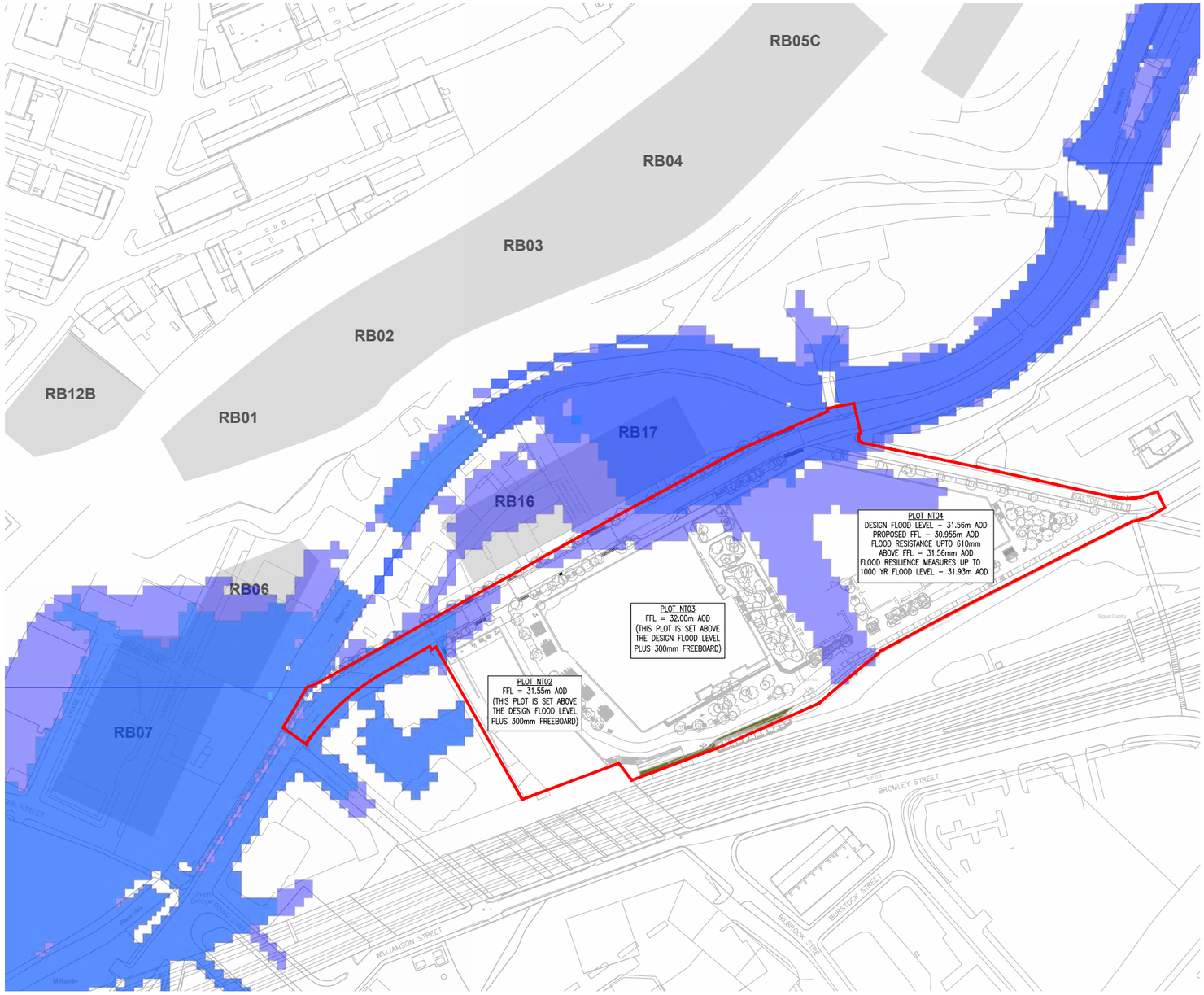
- Application 2: City River Park
- Application 4: Red Bank outline application
- Application 5: Plots NT02-04 detailed application

3 The site and local context
3.6 Flooding

This diagram describes the minimum finished floor levels (FFLs) required to mitigate against existing fluvial flood levels.

Proposed FFLs are based on 100 year plus 35% climate change event, plus 300mm freeboard which is in accordance with the latest EA guidance.

Detailed information can be found in WSP's Flood Risk Assessment that accompanies this planning application.



Key:

- Flood extent (1:100 year + climate change)
- Flood extent (1:1000 year)
- Site application boundary

Drawing ref: RDB-WSP-00-XX-DR-CV-0017 "Minimum finished floor levels and design flood extents" by WSP

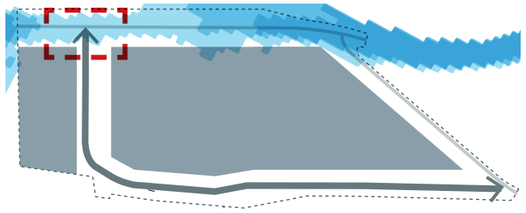
3 The site and local context
3.7 Plot definition

The arrangement of the plots have been developed through a series of key moves, with a focus on:

- Proving an emergency vehicular access route to Dantzic Street in the event of a flood
- Creating urban blocks of a human scale with routes connecting along key desire lines
- Maximising high-quality public space
- Minimise traffic and consolidate servicing

1. Emergency access route

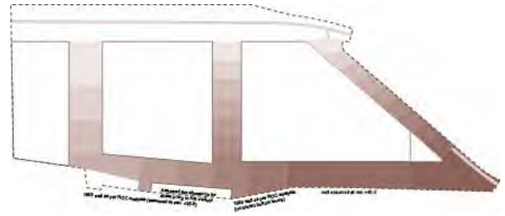
Dulwich Street is required as an emergency access route to RB16/17 in the case of severe flooding. It also acts as an escape route for NT02, 03 & 04.



NT02-04 plot boundary
Developable area
Emergency access
Area for vehicular access
1000yr flood event
100yr flood event +35% for Climate Change
100yr flood event

2. Permeability, Levels & Accessibility

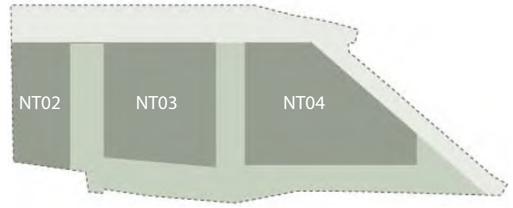
Dulwich Street provides the primary accessible route connecting Dalton Street to Dantzic Street. This mitigates the challenging gradients found within the existing site topography.



+32.00 AOD
+42.00 AOD

3. Urban fabric

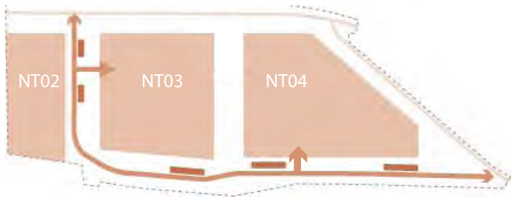
Dulwich Street will provide the core doorstep public space for 1,551 Homes, with the great solar aspect offering another external space to plot courtyards.



NT02-04 plot boundary
Enhanced adopted streets
FEC owned open space
Plot boundaries

4. Access and servicing

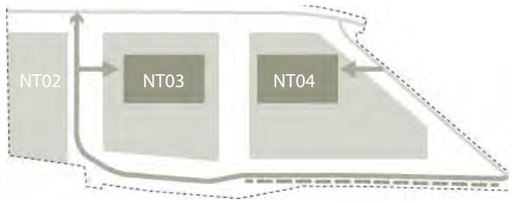
Dulwich Street offers level access to NT02, 03 & 04 for servicing of the buildings. It also offers residents and commercial ground floor tenants delivery and service opportunities.



NT02-04 plot boundary
Plot boundaries
Vehicular access
Service layby
Podium access
Traffic direction

5. Address and parking

Dulwich Street will accommodate some of the 10% parking requirement. This strengthens the value and address of the adjacent plots.

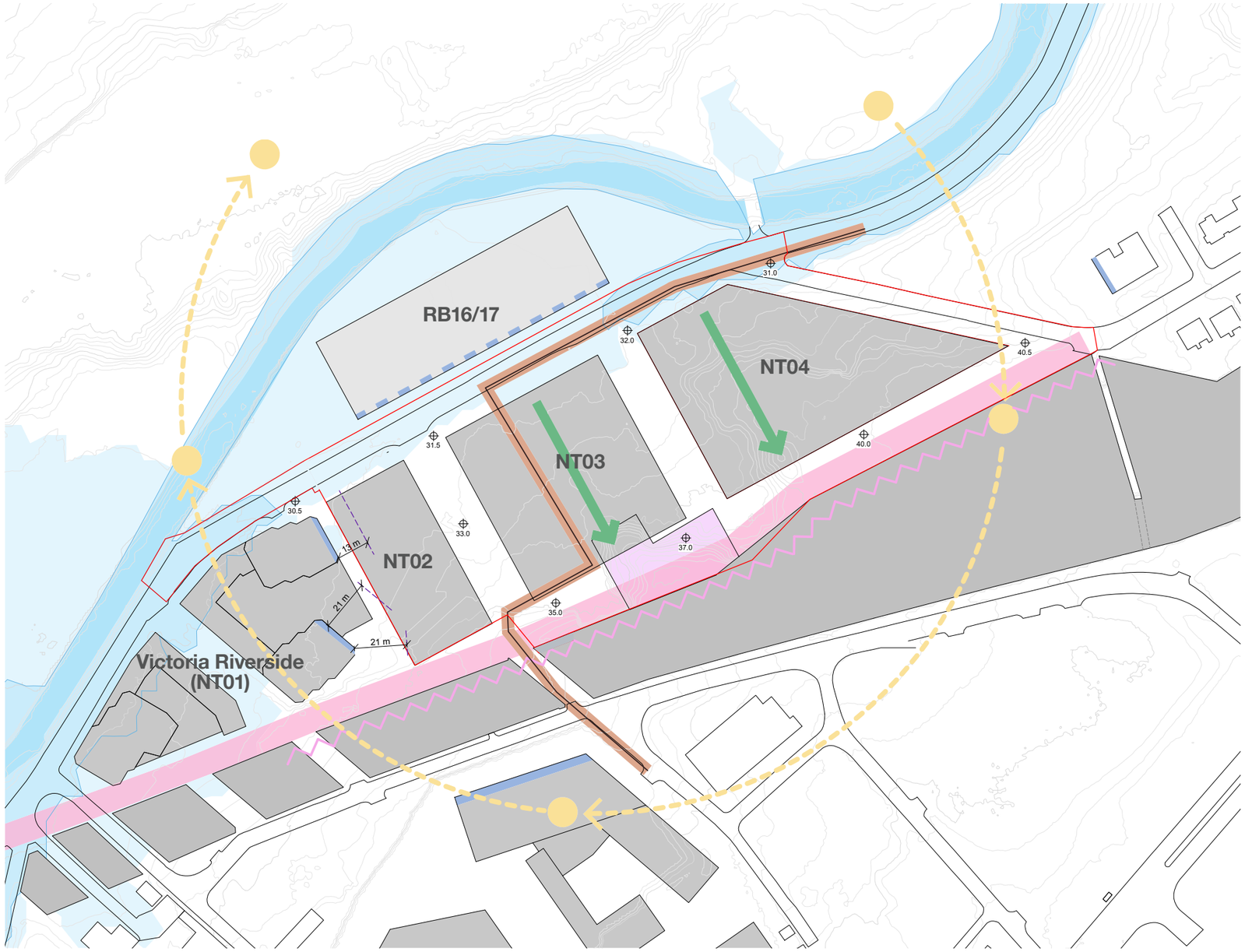


NT02-04 plot boundary
Plot boundaries
Vehicular access
Parking bay
Podium car parking access
Traffic direction

Site challenges

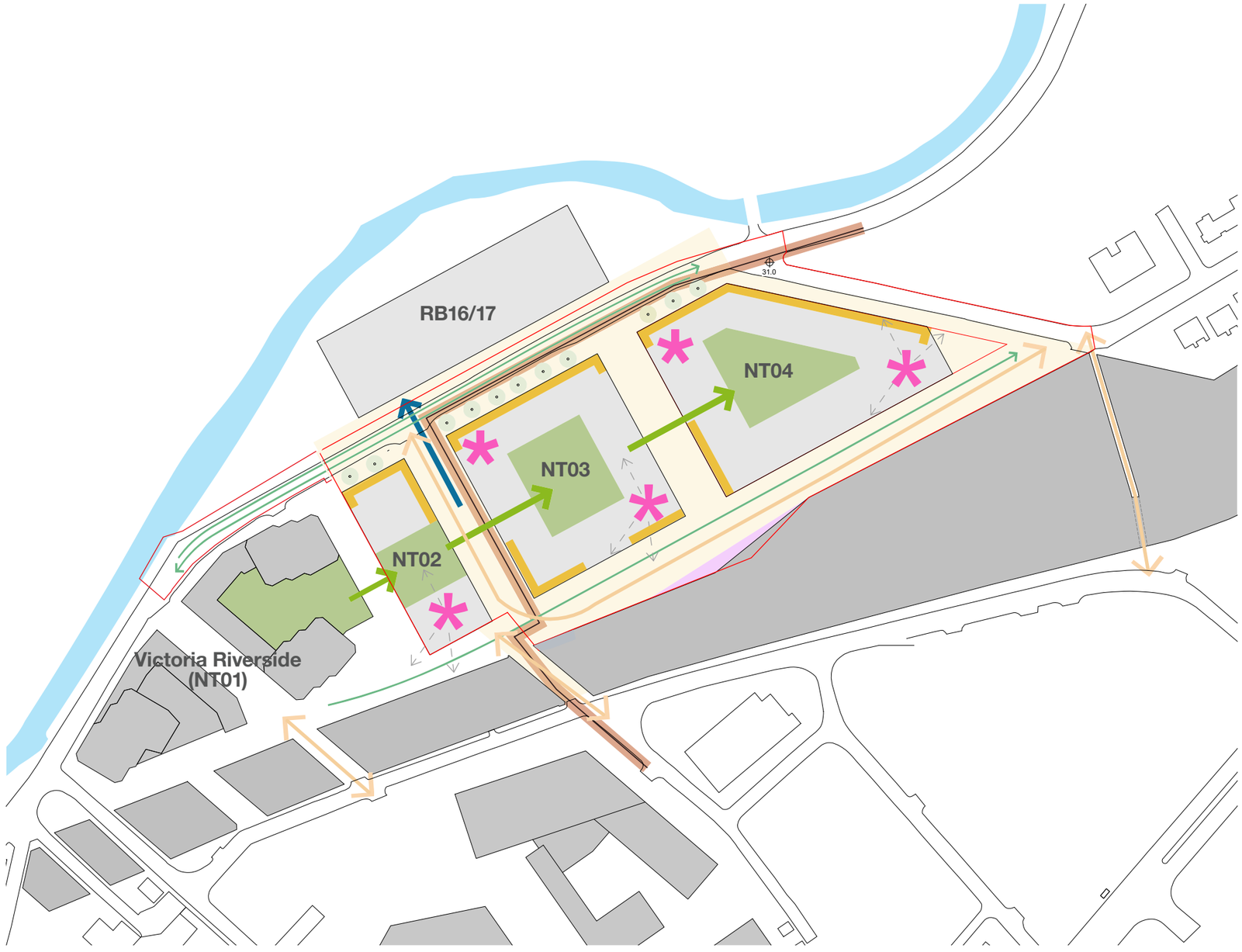
This page considers the physical constraints of the site.

- Application boundary
- Network Rail 10m required offset
- Network Rail earth mound
- Offset from Victoria Riverside
- Sloping topography
- Flood zone 2
- Flood zone 3
- Noise from railway
- Gas Main
- Existing residential windows
- RB16/17 windows (related OPA)
- Sun path
- 11m level change across site



Site opportunities

This page considers how architectural intervention can provide a positive response to site constraints to create a new extension of the city.



- Application boundary
- New / improved pedestrian and cycle links
- Active uses and frontages to key public spaces
- Opportunities for height
- Relocate gas main
- Remove NR Mound and retain viaduct
- New high quality public realm
- Green courtyards
- Landscape and visual links into courtyards
- Provide emergency flood access to RB16/17 proposed as part of a separate outline application

4 Design proposal

This chapter describes the proposed site layout, massing and scale, and the design principles that underline the development. An overview of metrics for the full proposal is followed by general detail on NT02-03, delivered by Hawkins\Brown, then NT04, delivered by Maccreanor Lavington.

4.1 NT02-04 - Key metrics
4.2 NT02-03 - Design principles
4.3 NT02-03 - Site arrangement
4.4 NT02-03 - Massing and townscape
4.5 NT02-03 - Residential levels
4.6 NT02-03 - The Clubhouse
4.7 NT04 - Design principles
4.8 NT04 - Site arrangement
4.9 NT04 - Massing and townscape
4.10 NT04 - Residential layouts

4 NT02-04 - Design proposal

4.1 Key metrics

2.81 ha
Application site area

1,551
Homes

100%
1,551 Cycle spaces

10%
104 Car spaces on site
52 Car spaces off site

Mixed tenure homes

1,962m²
Commercial NIA
(Class E, F, Sui Generis)

41%
642 One-bedroom homes

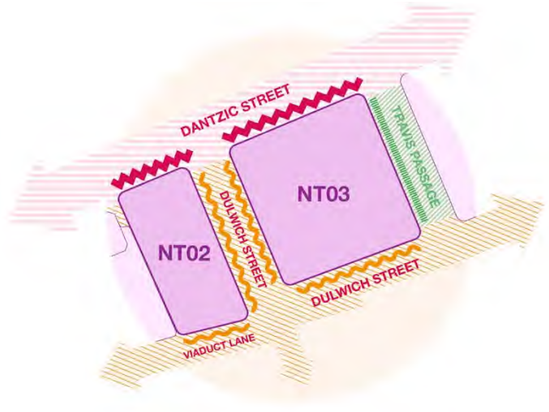
54%
828 Two-bedroom homes

5%
81 Three-bedroom homes



4 NT02-03 - Design proposal
4.2 Design principles - drivers

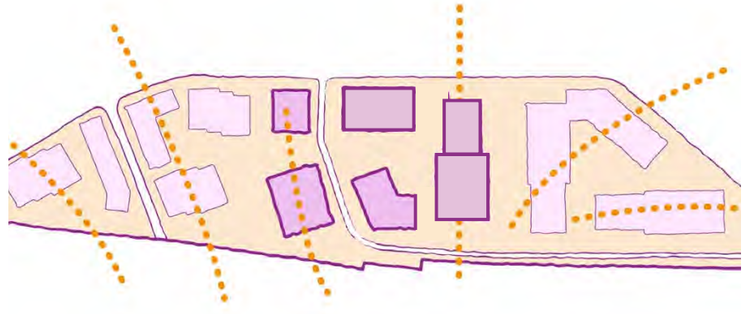
Six key design moves that respond to the context:



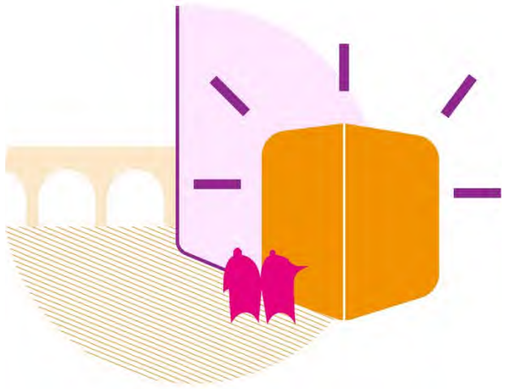
1. Define the street edges with strong frontages that contribute to the quality and character of the public realm



2. Respond to established and emerging routes and the site topography, maximising street activation



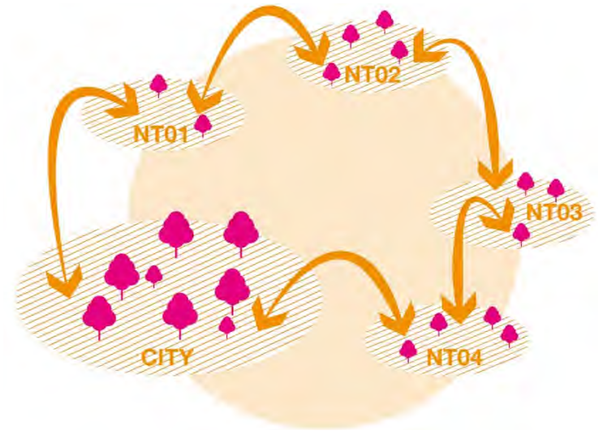
3. Urban composition responds to the viaduct and sweep of Dantzic Street, creating dynamic spaces between buildings



4. Create primary moments of height against the viaduct and locate building entrances on visible street corners



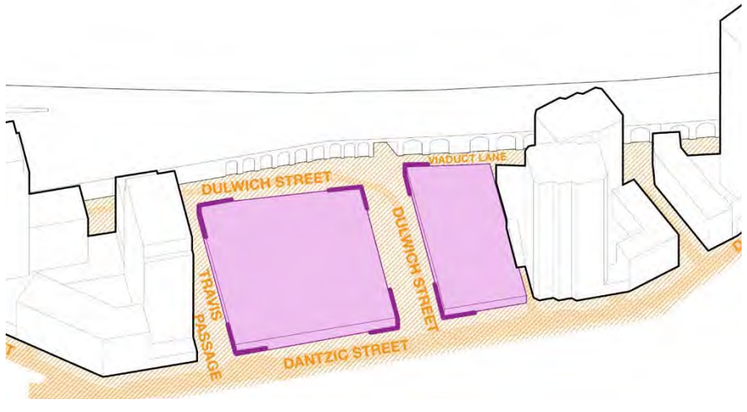
5. Open up views to St Catherine's Wood, the city centre and beyond



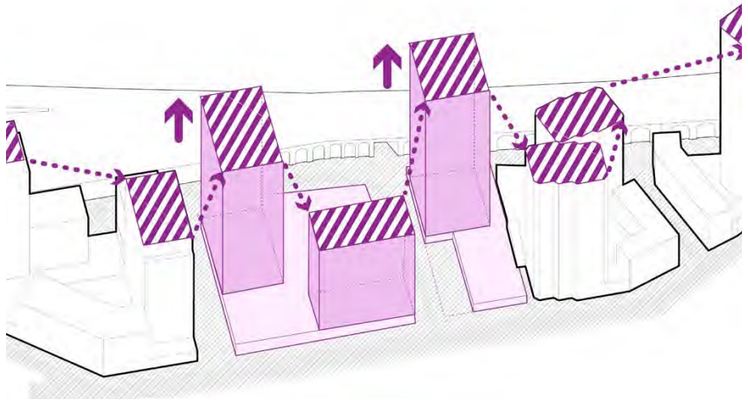
6. Connect the lily pads of green space between the plots, extending into the landscape beyond

4 NT02-03 - Design proposal
4.2 Design principles - massing

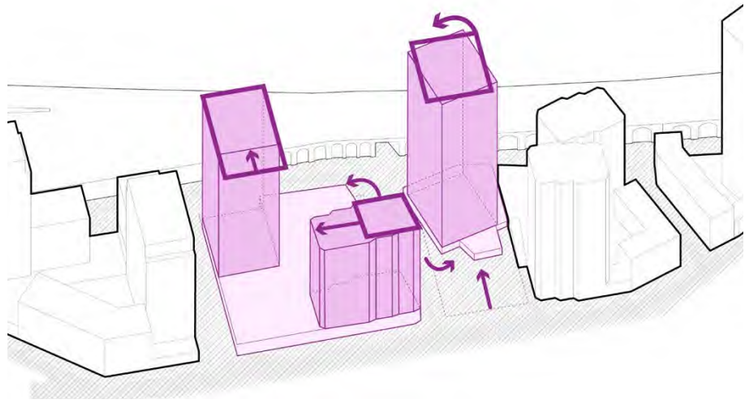
Six key massing moves that underpin the design proposal:



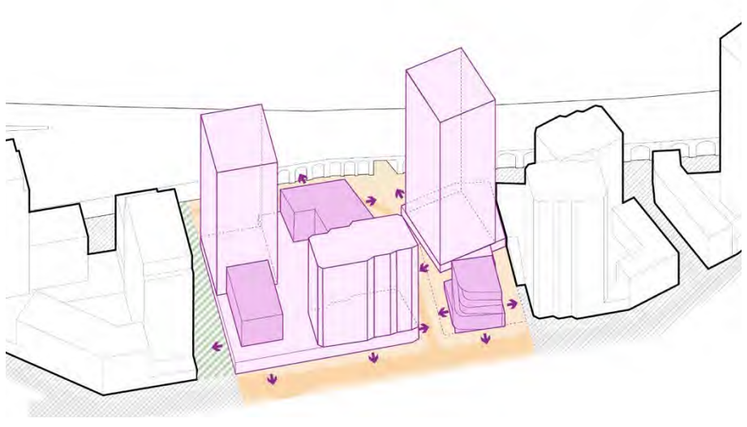
1. New high quality public realm defines the plots, creating accessible streets with strong edges and corners



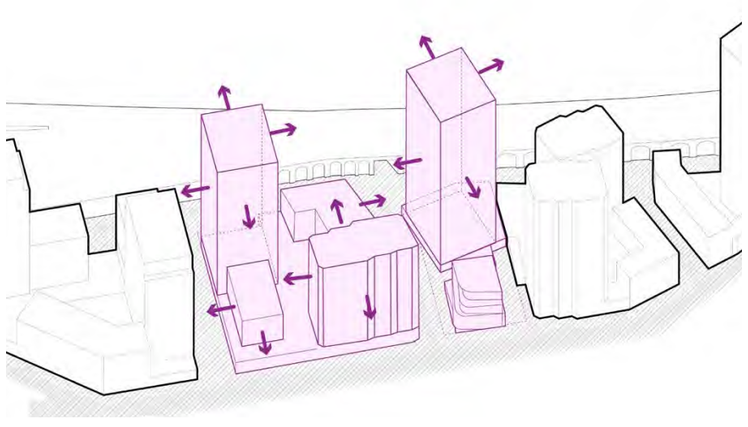
2. Create primary moments of height against the railway. Massing arranged to maximise permeability and aspect



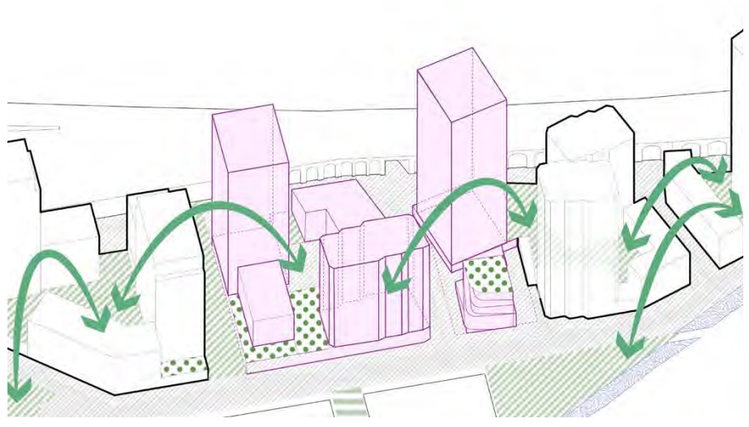
3. Articulate the massing in response to surrounding context - views, light, landscape and entrances



4. Mid-rise infill shelters courtyards, provides an urban scale, activates streets, and maintains visual permeability



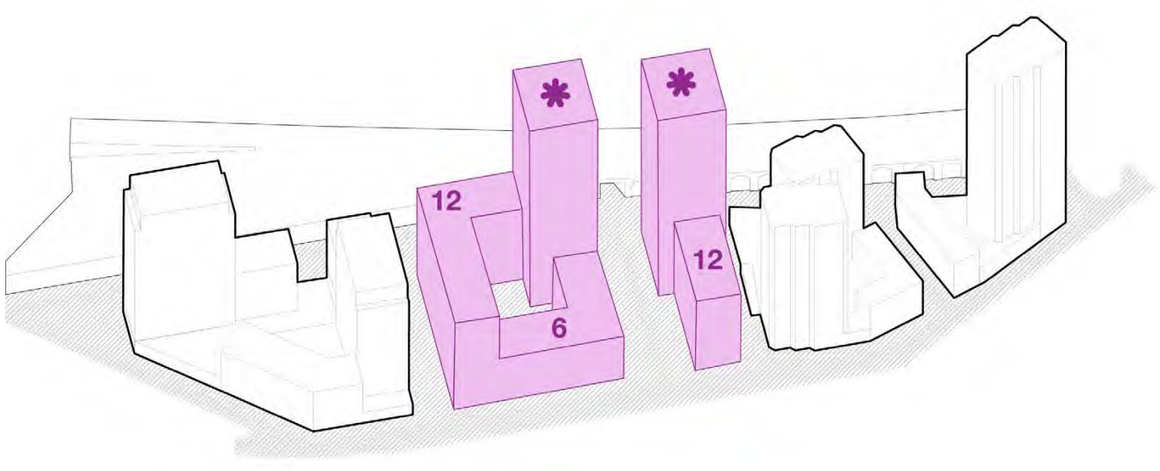
5. Permeable massing enables views towards St Catherine's Wood, the city centre and beyond



6. Greening of streets, courtyards and roofs responds to the lily pads landscape concept contributes to BNG

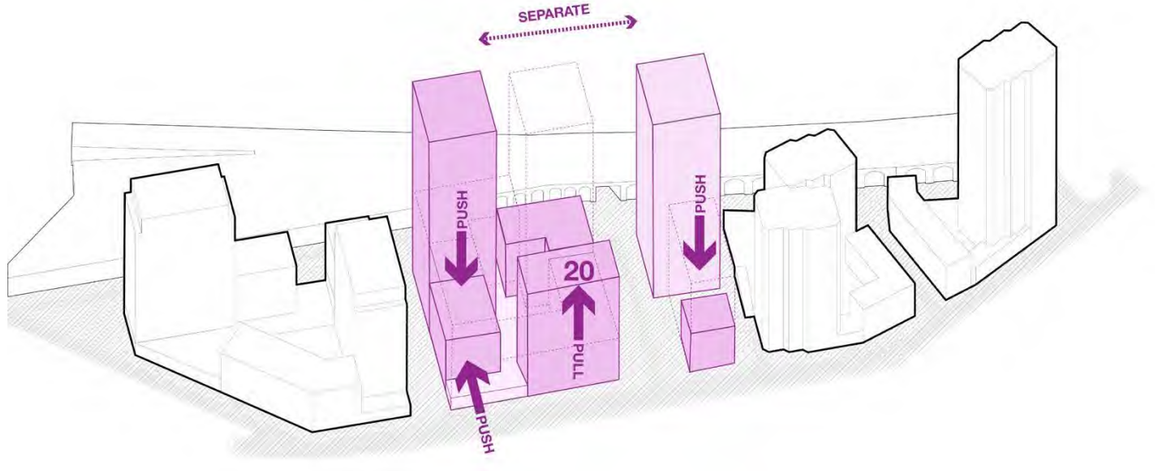
4 NT02-03 - Design proposal
4.2 Design principles - massing

This pages describes the transition from the SRF massing to the proposed massing, in response to detailed understanding of site challenges and opportunities, and the development of design principles.



Initial massing

- Indicative SRF massing readjusted to align with physical boundaries/constraints
- Two tall elements in close proximity
- Midrise elements with frontages at 12 and 6 storeys
- NT03 massing presents an enclosed courtyard without visual permeability

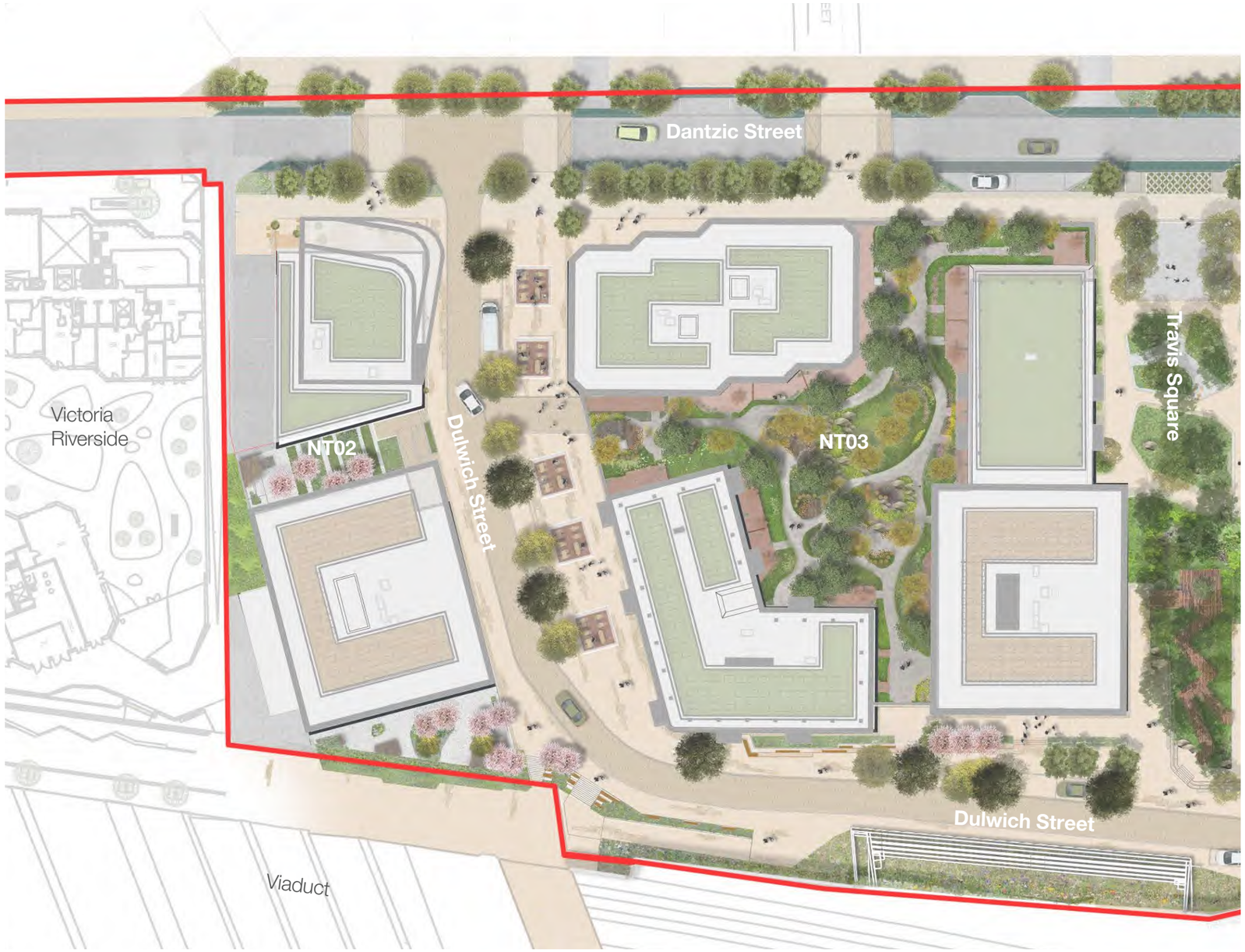


Developed massing

- Separate the towers for appropriate proximity
- Increased visual permeability, views and daylight
- 12 storey elements reduce to 6-8 storeys to help neighbourly relations
- Provides consistency with Victoria Riverside and masterplan proposals
- Provide a moment of intermediate height, marking Dulwich Street junction
- Recess the 8-storey element and open the frontage to provide visual permeability
- Coherent distinction between tower and midrise elements

4 NT02-03 - Design proposal
4.3 Site arrangement

Site layout
The five buildings are arranged to define street edges and to create suitably-scaled areas of landscaping. Three buildings on Plot NT03 form a courtyard, with openings positioned to benefit from sunlight, views, and level access. These breaks open the landscaping to the wider ecological network and public realm connections across the Red Bank neighbourhood.



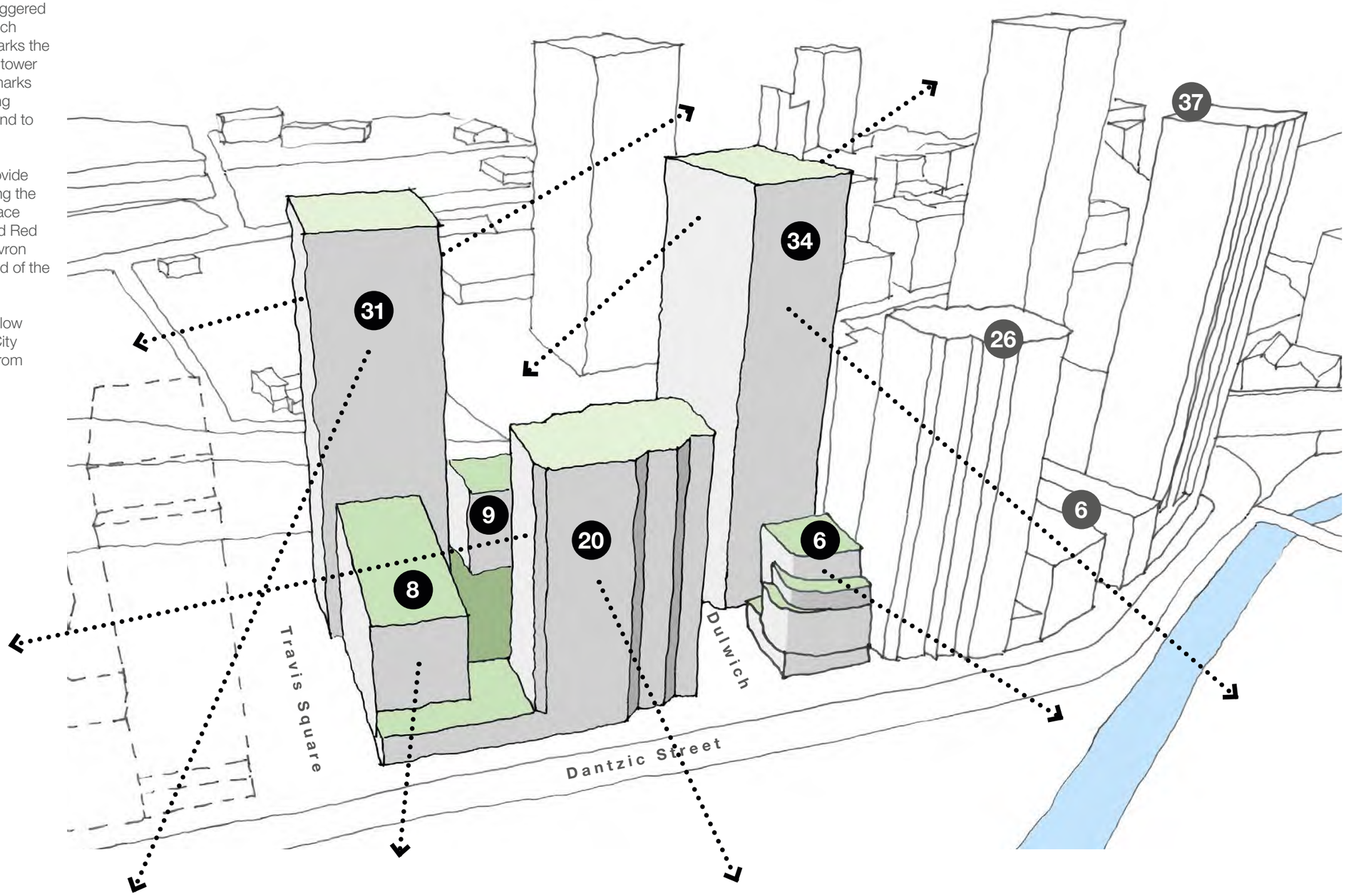
Application boundary

A neighbourly response
The proposed towers are positioned to continue the staggered rhythm established by the Victoria Riverside towers, which carries into plot NT04. The tallest tower at 34 storeys marks the pedestrian passage beneath the viaduct. The 31-storey tower marks the head of Travis Square. The 20-storey tower marks the entrance to Dulwich Street, the pleated form stepping back from Dantzic Street to reduce apparent massing and to reference the tower forms of Victoria Riverside.

Mid-rise elements, established by Victoria Riverside, provide a common street-fronting scale across all plots, activating the public realm at ground level. Six-eight storey elements face onto Dantzic Street, responding to Victoria Riverside and Red Bank masterplan principles. A nine-storey mid-rise chevron block holds the Dulwich Street corner (in the background of the illustration), facing the viaduct passage.

Generous widths of Dulwich Street and Travis Square allow green and visual connections to St Catherine's Wood, City River Park and Travis Island Wetlands, with long views from homes over the park and back to the city.

n = storey height



4 NT02-03 - Design proposal
4.5 Residential layouts

Typical mid-rise floor level
This drawing illustrates a typical residential floor layout for the mid-rise elements and lower portion of the towers.

All of the homes meet the Described Space Standards set out in the Manchester Residential Design Guide.

All homes are designed to meet the minimum requirements of Building Regulations Part M4(1) 'Visitable Dwellings'. 10% of the homes can meet the additional requirements of Part M4(2) 'Accessible and adaptable dwellings'.

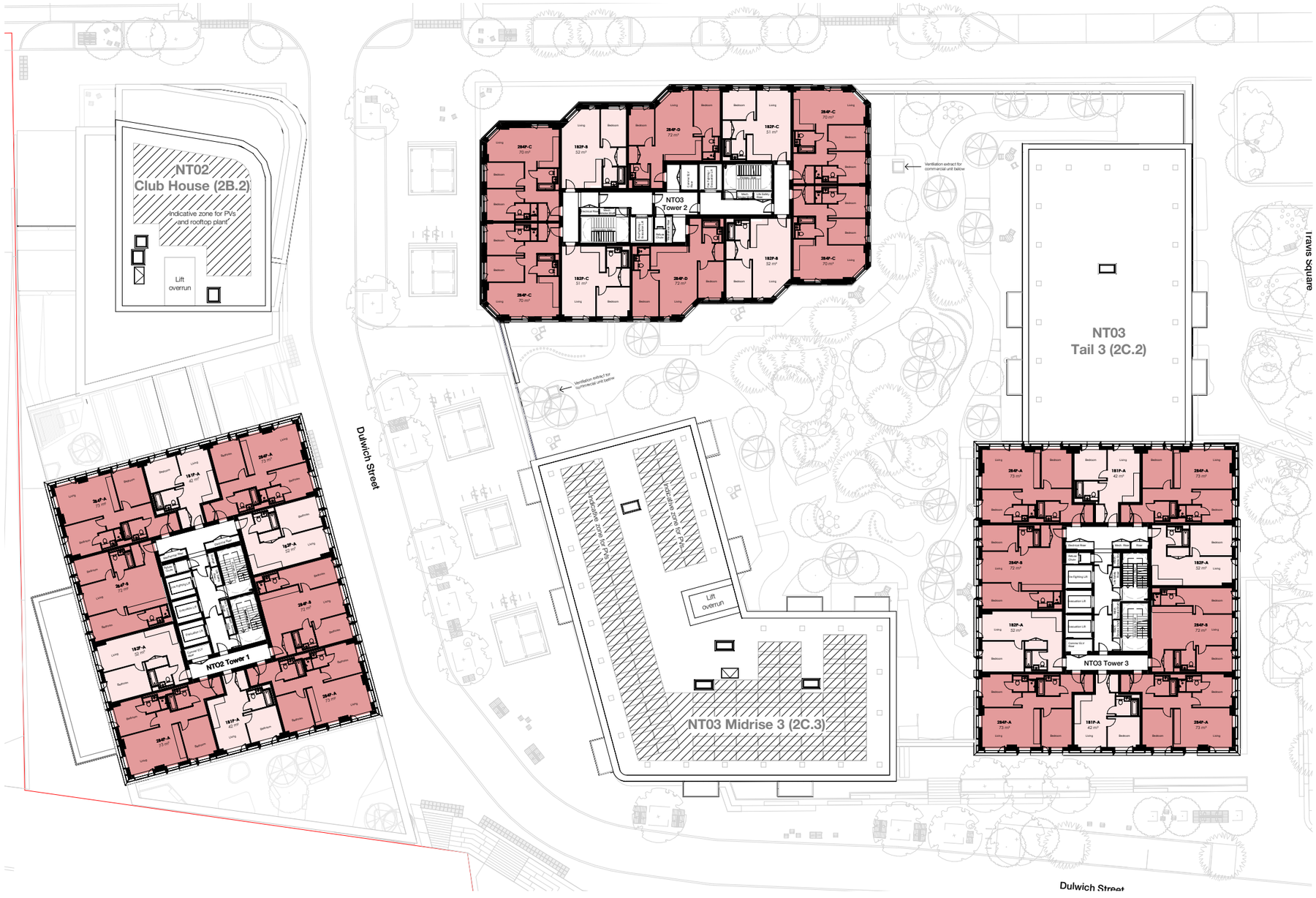


Key

- 1 bedroom apartment
- 2 bedroom apartment
- 3 bedroom apartment / townhouse

4 NT02-03 - Design proposal
4.5 Residential layouts

Typical tower floor level
This drawing illustrates a typical residential floor layout for the tower elements.



Key

- 1 bedroom apartment
- 2 bedroom apartment
- 3 bedroom apartment / townhouse

4 NT02-03 - Design proposal
4.6 The clubhouse

Overview
The Clubhouse consolidates residential amenity facilities into a singular communal building, a social hub within the Red Bank masterplan. The unique function of the building is reflected in its formal qualities and material appearance, creating a moment of difference and contrast; a focal point for the neighbourhood.

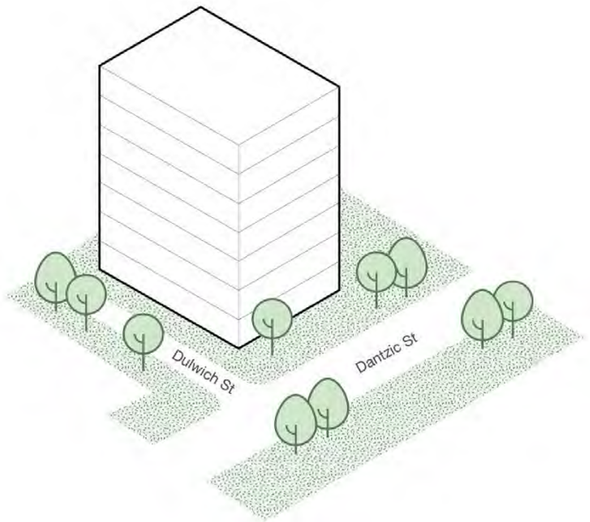
The building is designed for future adaptation, to accommodate a wide-range of potential functions to meet the needs of residents as they change over time. The six-storey building follows the masterplan principles of massing and active frontages and is grounded at street level by a commercial offer that complements the residential amenity offered upstairs.

The Clubhouse will have a magnetic quality, drawing residents in from throughout the neighbourhood and beyond, through its eclectic and vibrant mix of social spaces and uses.

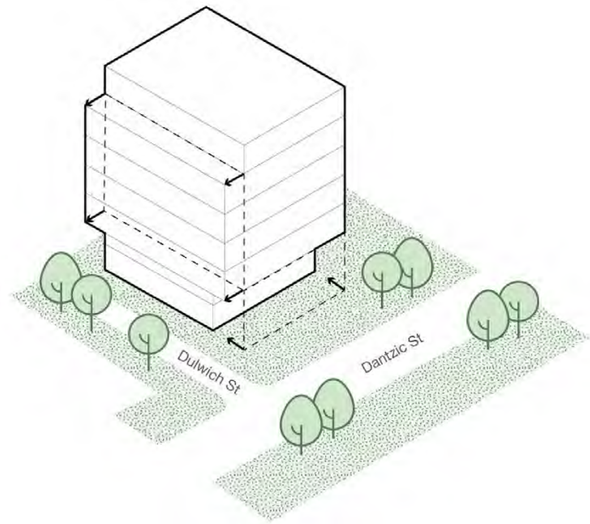


Responsive form
These diagrams illustrate the key design moves that have shaped the form of the six-storey building, responding to the public realm, movement around the street corner, and views out to the surrounding natural landscape - City River Park and Travis Island Wetlands.

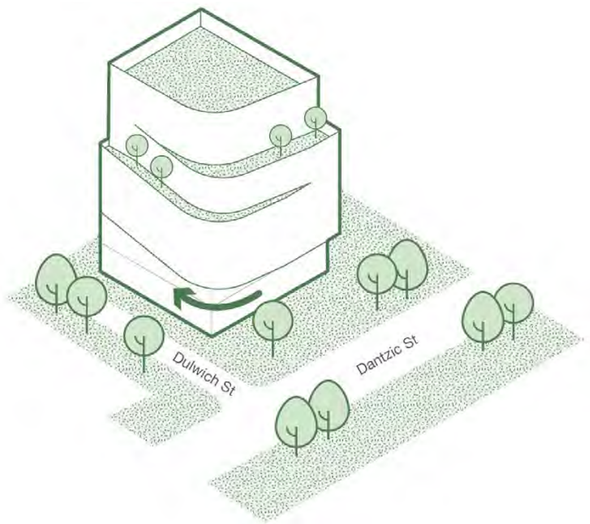
Plot footprint



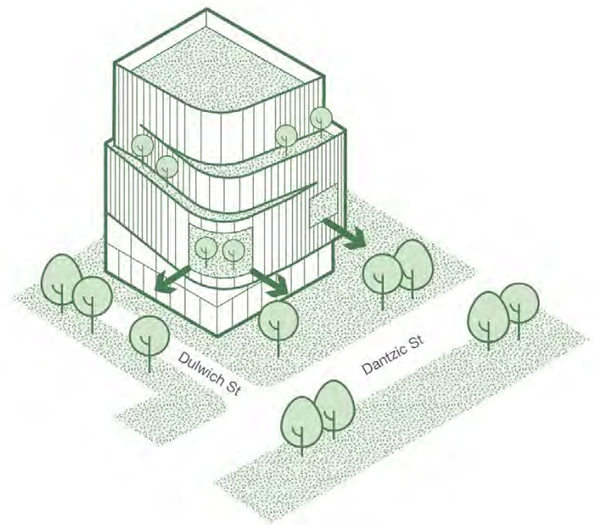
Responds to public realm



Emphasises corner moment



Opens key views

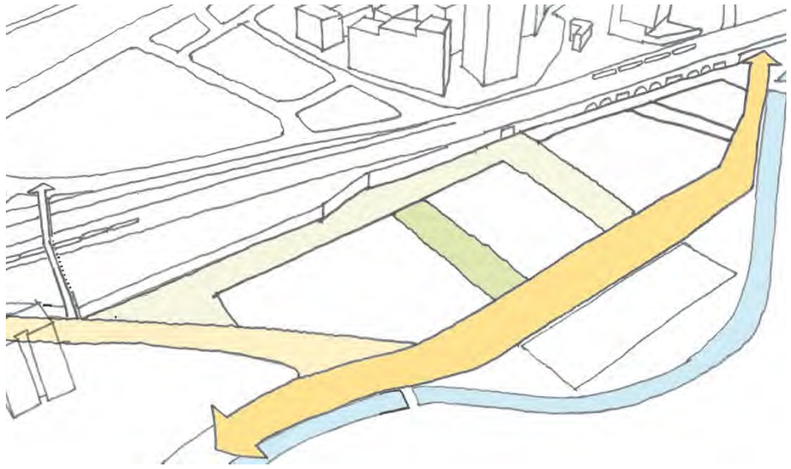


4 Design proposal
4.7 NT04 - Design principles

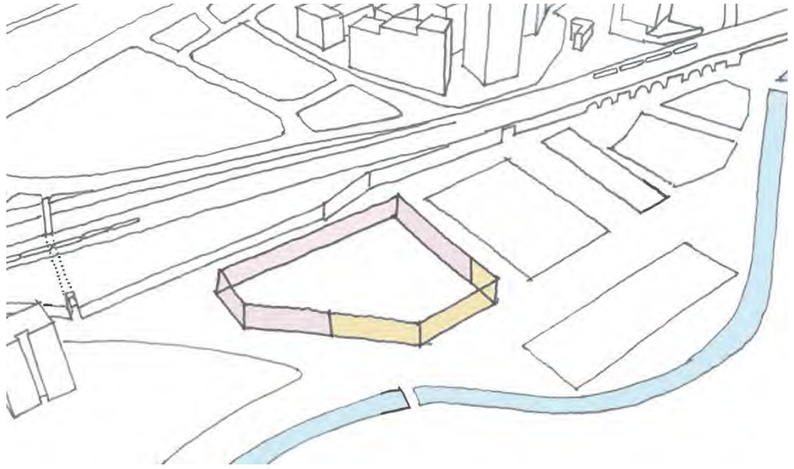
The NT04 plot
The NT04 plot completes the New Town character area of the SRF north of the railway viaduct. The plot takes the form of a chamfered rectangle with the triangular tip of site marking a prominent location along the rail corridor into Victoria Station.

A development on the NT04 plot has the potential to enjoy uninterrupted views to St. Cathrine's Wood and the new park and will form the backdrop to the park. It has the important role of announcing and defining Dantzic Street, which is envisaged as a vibrant and active new high-street in the Red Bank masterplan.

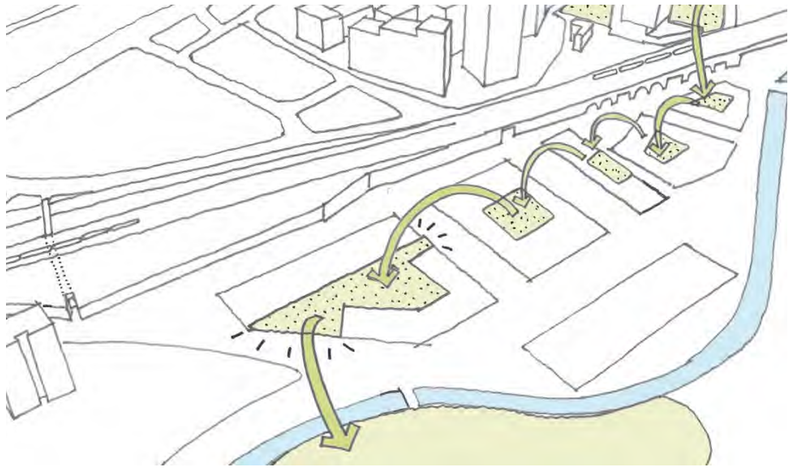
The design of NT04 is based on six design principles:



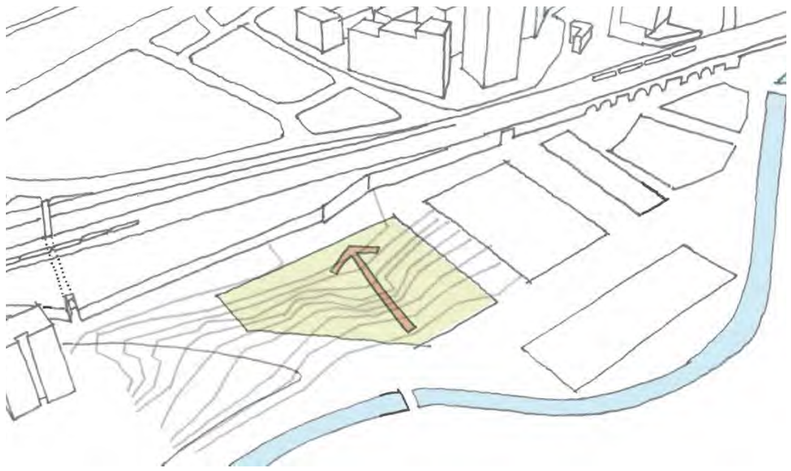
1. New high-quality public realm defines the plot



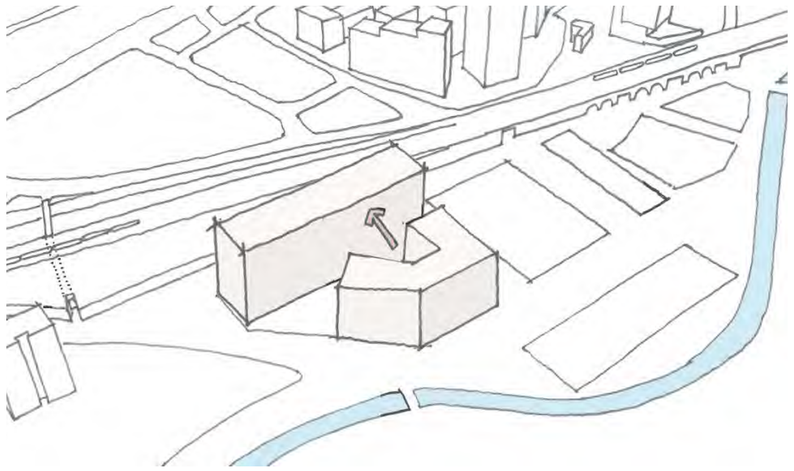
2. Uses and frontages relate to the public realm



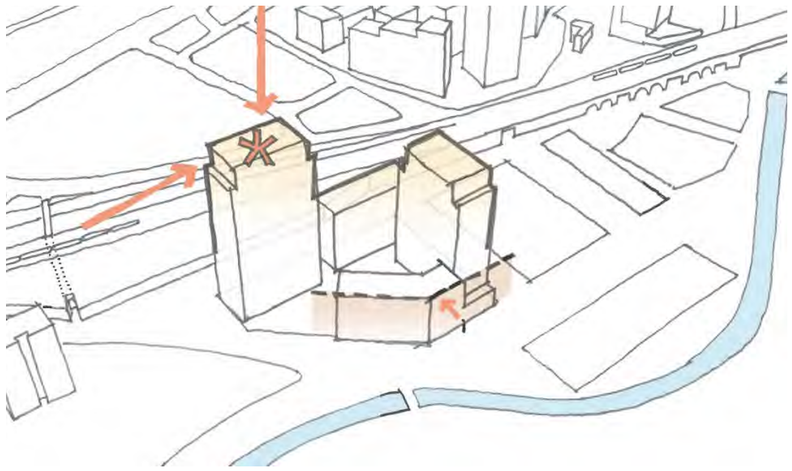
3. Permeability: Connect to the landscape



4. Work with the topography



5. Height to the railway



6. Urban plinth and metropolitan towers

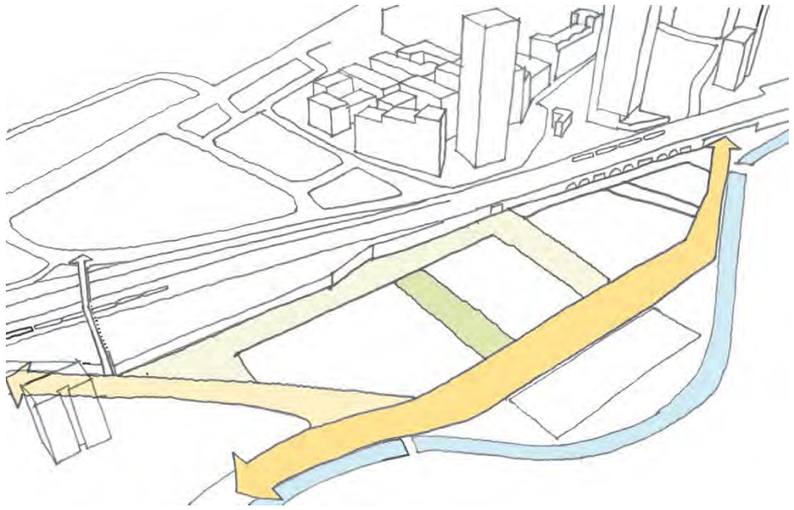
1. New high quality public realm defines the plot
The NT04 plot is defined by four new or enhanced public realm elements each of which has a distinct character. The design proposal will respond to the public realm character with the distribution of uses and architectural design.

Dantzic Street is envisaged as lively and active high-street and is a focus for commercial and community uses within the Red Bank masterplan. The profile of Dantzic Street will be widened to accommodate generous pavements, cycle routes and tree planting.

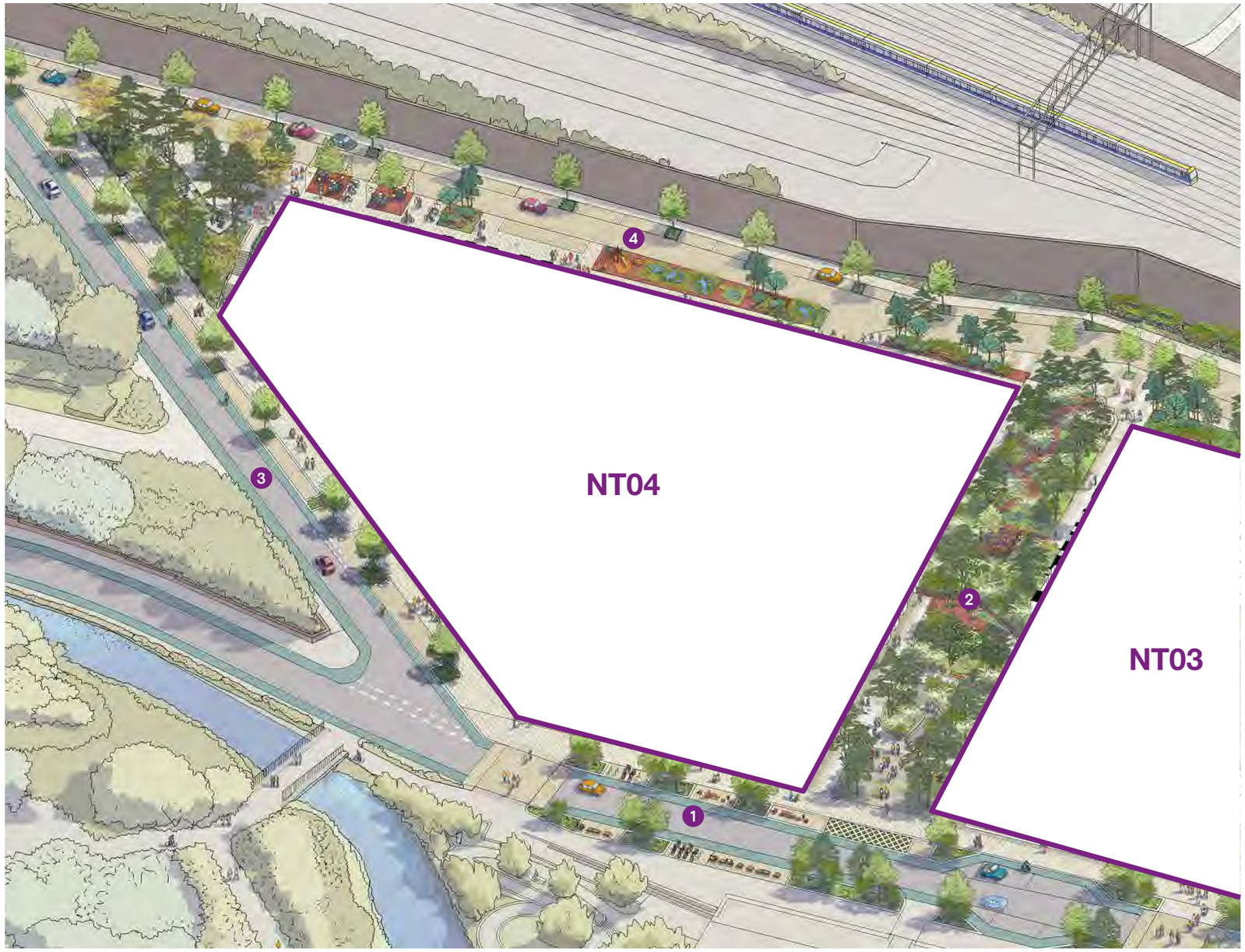
Travis Square is envisaged as a vehicle free and generously planted area between Dantzic Street to the upper level at Dulwich Street approximately six metres above, offering a contrast the other public spaces in the plan.

Dalton Street is an existing street which slopes up around ten metres from its junction with Dantzic Street. It is proposed to be enhanced with a wider and newly landscaped pavement on the side of NT04, which will incorporate new tree planting.

Dulwich Street adjacent to the viaduct, is a new route which connects Dalton Street through to Dantzic Street between plots NT02 and NT03 at an accessible gradient. It is more informal and residential in character than Dantzic Street and will incorporate elements of play and generous planting.



New high-quality public realm defines the plots



NT04 plot defined by four new or enhanced public realm elements

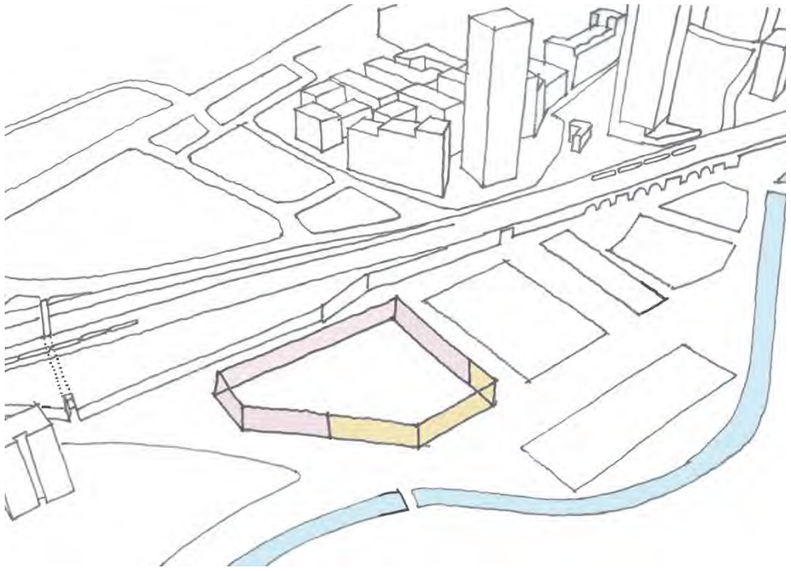
4 Design proposal
4.7 NT04 - Design principles

2. Uses and frontages relate to the public realm
Uses have been arranged on the plot to relate to the public realm framework and the strategies of the Red Bank masterplan, and to maximise the amount of active frontage, activity in and passive surveillance of the public realm.

Commercial / community uses are situated on Dantzic Street creating generous and active street frontages that enhance the character and pedestrian experience of the new high-street.

The remainder of the plot frontages will be activated by a combination of residential frontages and residential lobbies and amenity. Duplex units to Dulwich Street and Travis corner.

Inactive frontages such as service entrances are kept to a minimum in order to maximise the amount of active frontages around the plot.



Uses and frontages relate to the public realm



Dulwich Street / Travis Corner: Duplex units create residential active frontages



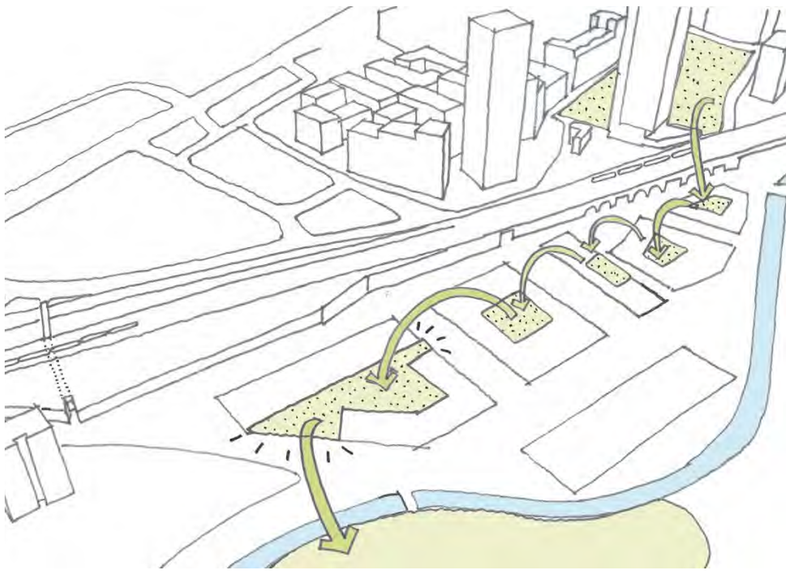
Dantzic Street Commercial active frontages

3. Permeability: Connect to the landscape
The proposal aims to create the optimal balance between street definition and permeability. The buildings create definition to, and overlook the public realm.

Breaks in the plots tie into the wider landscape structure stretching up the river valley, and provide views in and out of the landscaped courtyards in the interior of the blocks.

The team studied a range of contemporary precedent schemes of similar densities to that proposed at Red Bank and found that the ratio of permeability to overall plot perimeters fall typically into the range of 5% to 15%. There were typically one or two breaks in an urban block.

Plot NT04 has a permeability factor of approximately 21%, which while exceeding those of comparable projects creates the more generous opening to Dalton Street providing a visual and green connection between the courtyard, dwellings and St Catherine's wood.



Permeability: Connect to the landscape



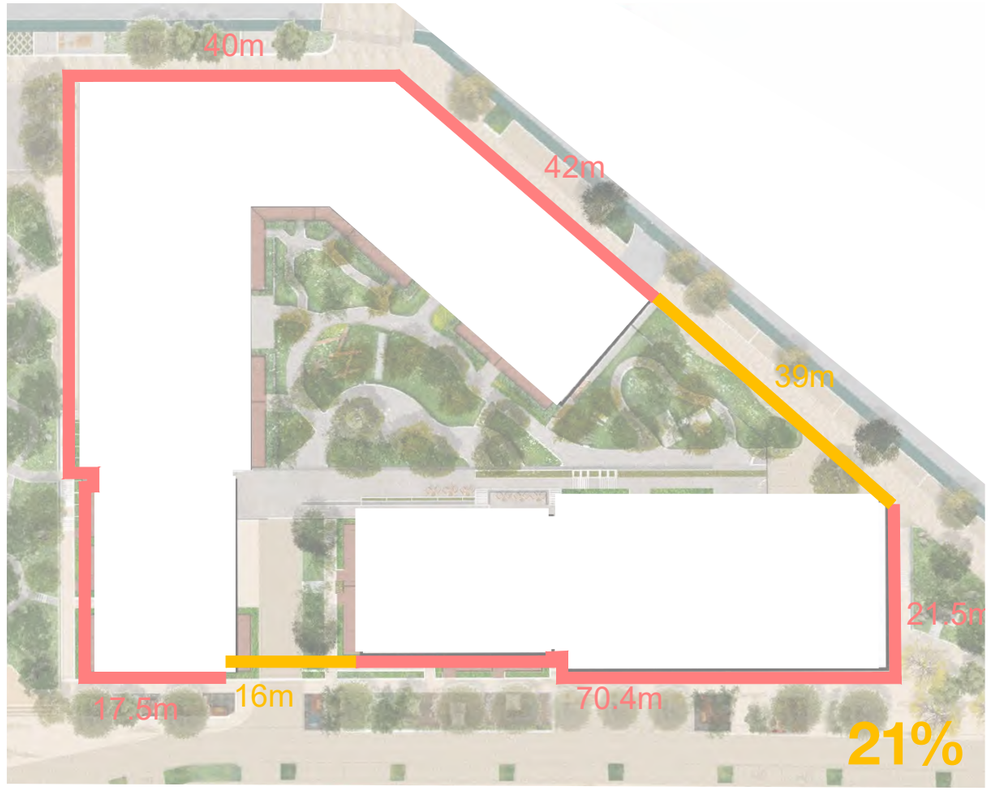
London: South Gardens



Vienna: Urban Lakeside



Copenhagen: Nordhavn



NTO4 proposed street definition and permeability

4. Work with the topography

There is a level difference across plot NT04 of approximately 10m between Dantzic Street and Dulwich Street.

The topography presents both challenges and opportunities. The principal challenge is to solve inclusive and pedestrian access around the site, whilst maintaining positive and active frontages and avoiding clutter in the public realm.

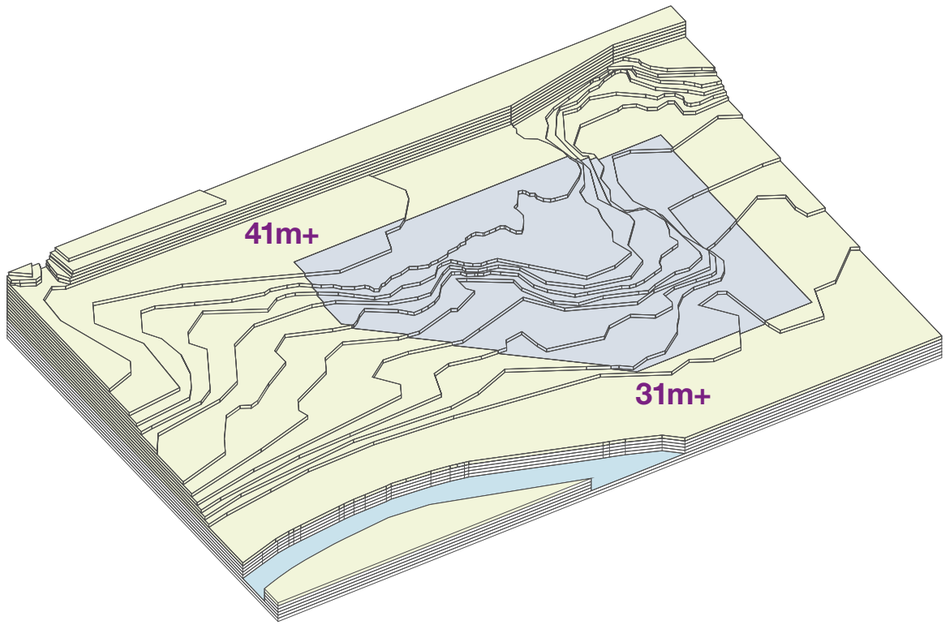
The key opportunity is to create a design that works with the topography, which encompasses the potential to connect to the streetscape at different levels and to incorporate the dramatic height differences into the design of the landscape and the public realm.



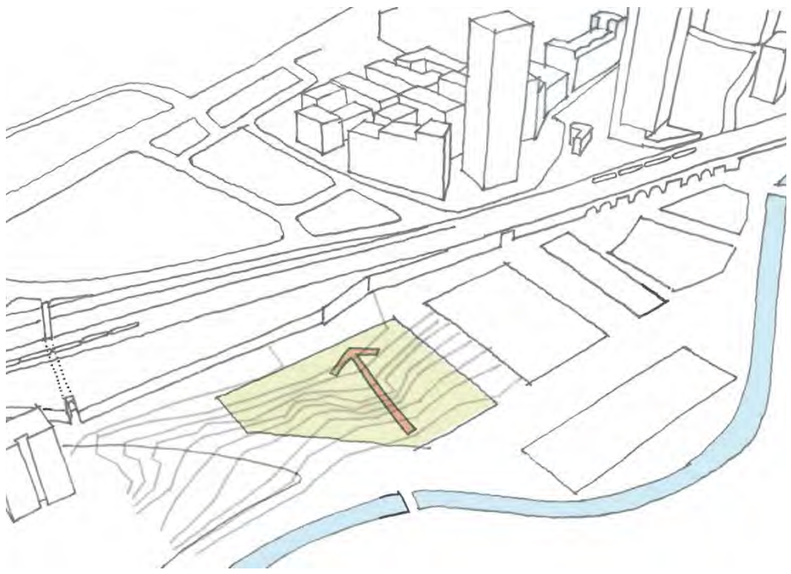
Plateau at 41m+ AOD adjacent to the railway viaduct



Dalton Street slopes approximately 10m down to Dantzic Street



Existing levels on and surrounding plot NT04



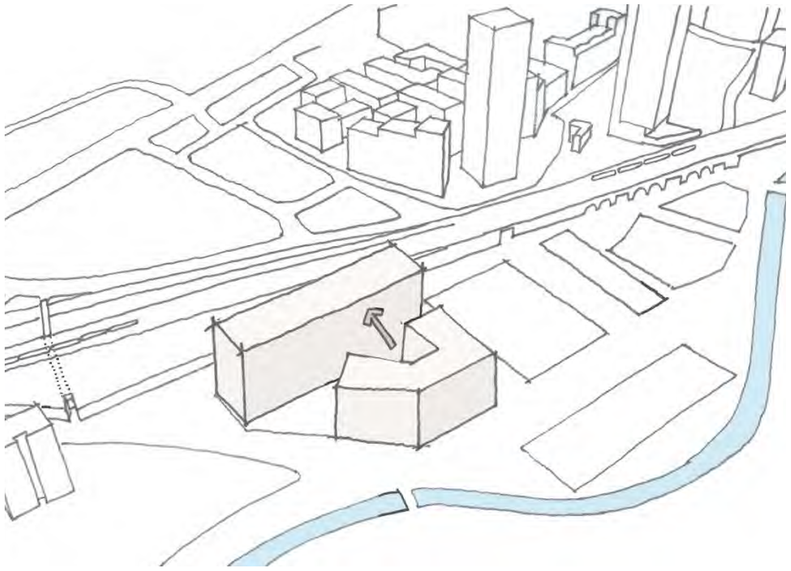
Design principal 4 - working with the topography



Dantzic Street adjacent to River at around 31m+ AOD

5. Height to the railway
The SRF proposes that heights are maximised along the railway. A landmark accent tower is proposed at the apex of NT04 with a shoulder height of up to 16 storeys, stepping down to a datum of 8 storeys on Dantzic Street.

The heights on NT04 are distributed according with the principles of the SRF, with height to the railway, stepping down in height to Dantzic Street.



Height to the railway



Extract from SRF: Approach to height in New Town

4 Design proposal
4.7 NT04 - Design principles

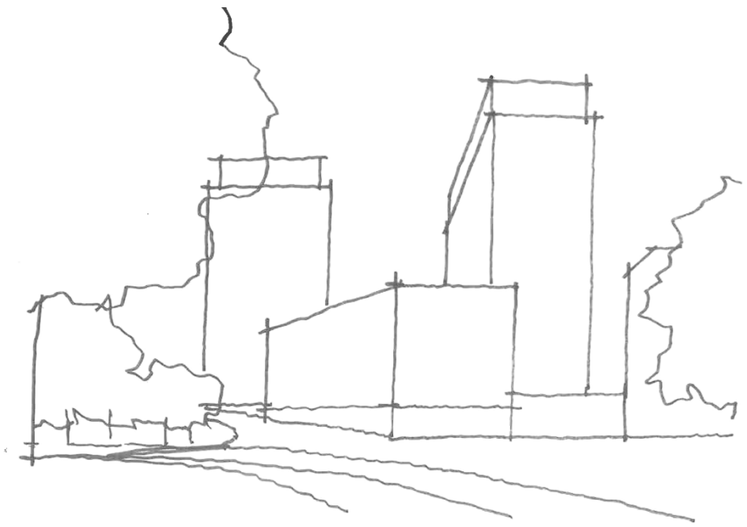
6. Urban plinth and metropolitan towers
The SRF envisions a high density residential led regeneration. The proposed development at Victoria riverside on NT01 will be the first development in the New Town character area to come forward.

The Victoria Riverside development has established the theme of residential towers that relate to the wider city context and infill mid-rise development that creates definition to the public realm which responds to the aspirations of the SRF to improve views over St Catherine's Wood and the city centre.

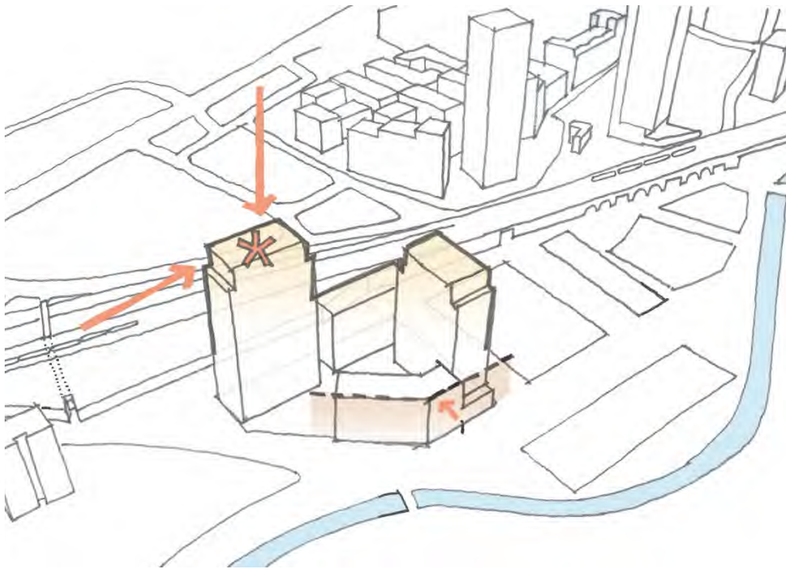
The development of plots NT02-04 proposes to continue this theme, culminating with the landmark tower at the apex of NT04.



South gardens: Tower relates to the skyline and receives special emphasis



Dantzic street with lower shoulder height in foreground with towers as backdrop



Urban plinth and metropolitan towers



Plinth relates to the public realm and creates a human scale

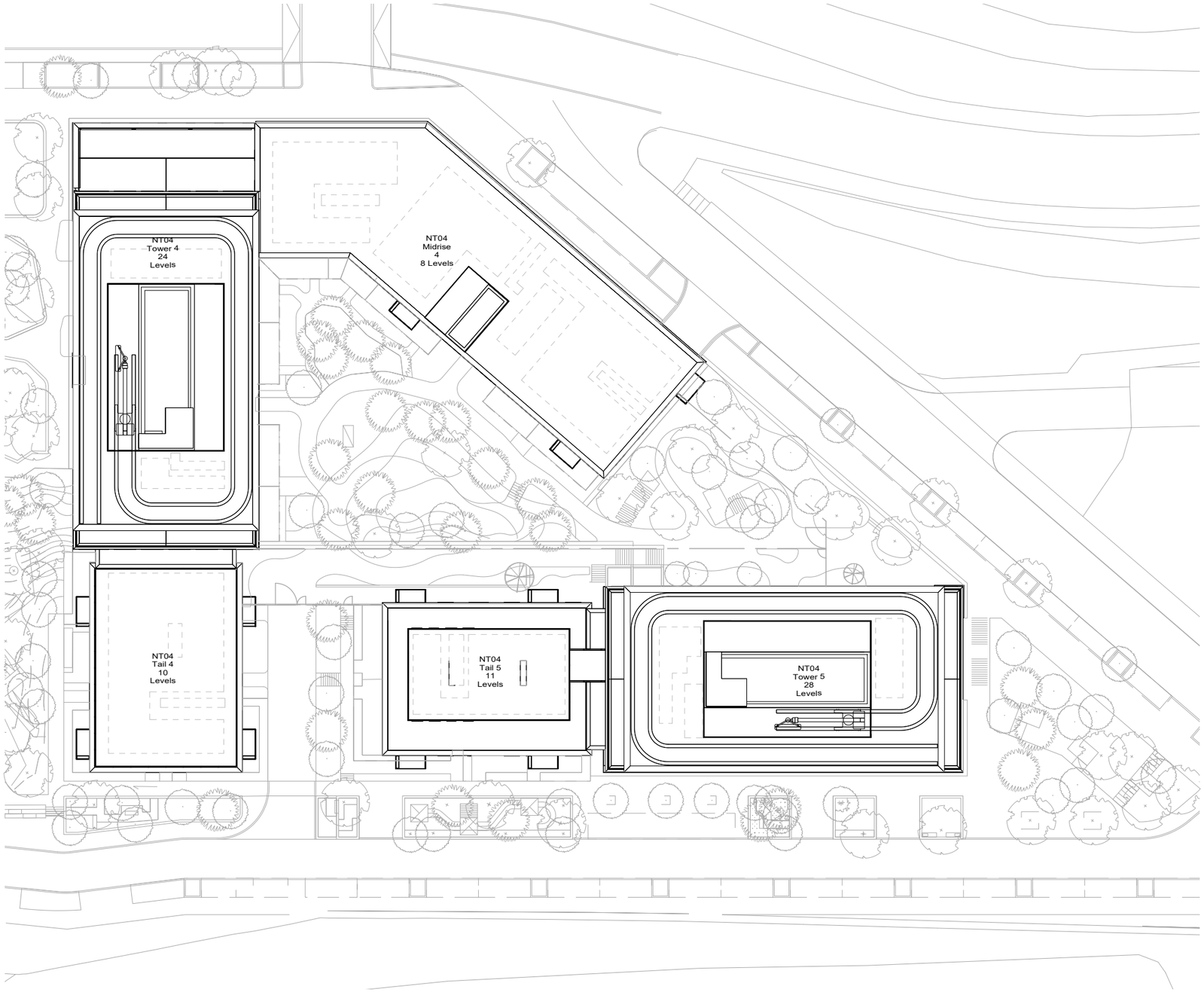


Landmark tower presents its most slender aspect to the railway corridor

4 Design proposal
4.8 NT04 - Site arrangement

Site layout
Three buildings are arranged on the plot to form a courtyard block. Breaks in the block are located to maximise sunlight access and views and ecological and visual connections between the courtyard and the surrounding public realm.

There are two different building typologies. The two 'tower and tail' typology buildings are placed at right angles to maximise the courtyard and views from the towers. The chevron shaped mid-rise block defines the corner of Dantzic Street and Dalton Street.

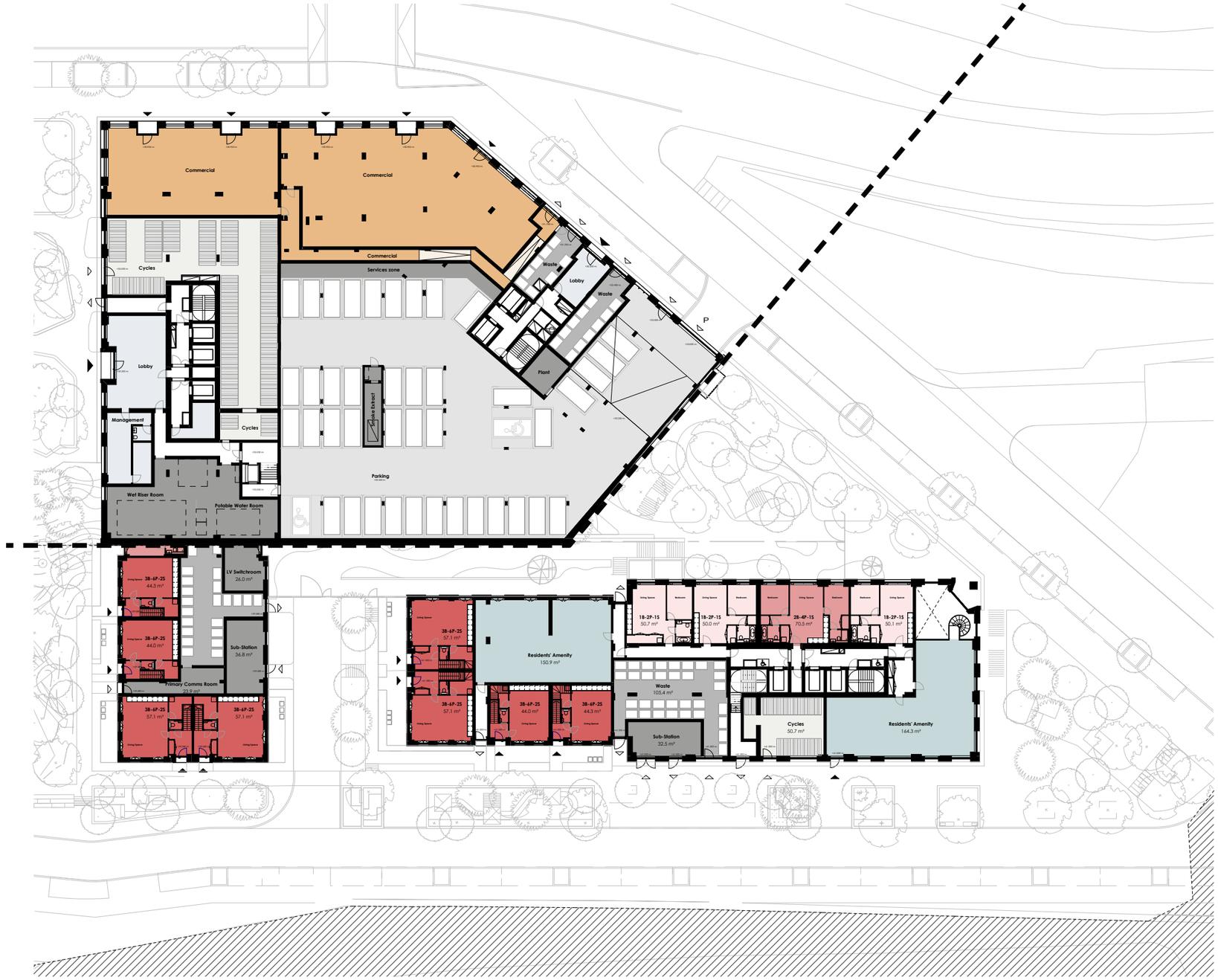


Plinth relates to the public realm and creates a human scale

4 Design proposal
4.8 NT04 - Site arrangement

Ground floor layout
The drawing shows the relationship between the internal uses and the public realm at ground floor level. The internal arrangement of the proposal has been designed to maximise active frontages, with commercial uses focussed on Dantzic Street and the remainder of the frontages activated by residential entrances, amenity and townhouses.

Each of the three buildings has its own entrance lobby accessible directly from the public realm.



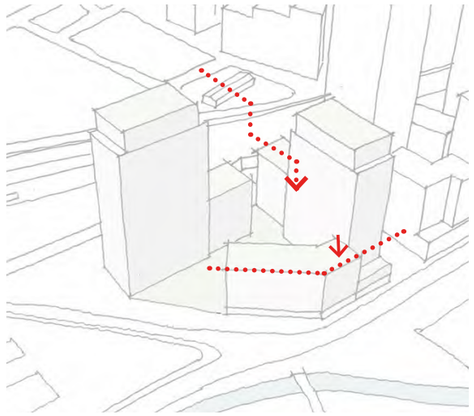
Ground floor layout

Key

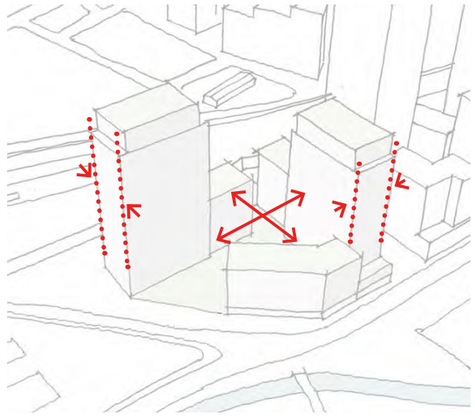
- Commercial
- Residential lobby
- Residential amenity
- Cycle store
- Parking
- Waste store
- MEP
- 1 bedroom apartment
- 2 bedroom apartment
- 3 bedroom apartment / townhouse

4 Design proposal
4.9 NT04 - Massing and townscape

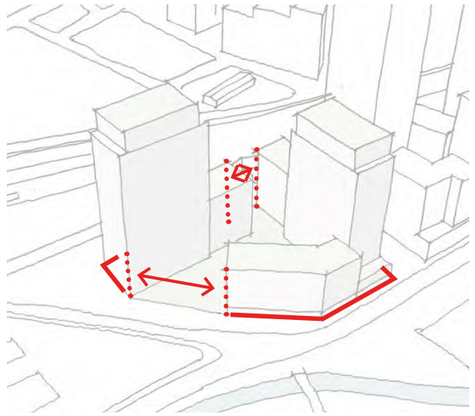
Heights
There are two towers with heights of 24 and 28 storeys with associated mid-rise elements at 10 storeys. The mid-rise chevron shaped building on Dantzic Street is at 8 storeys. The main volume of the 24 storey tower is pushed back from Dantzic street, with a 2 storey volume fronting the street.



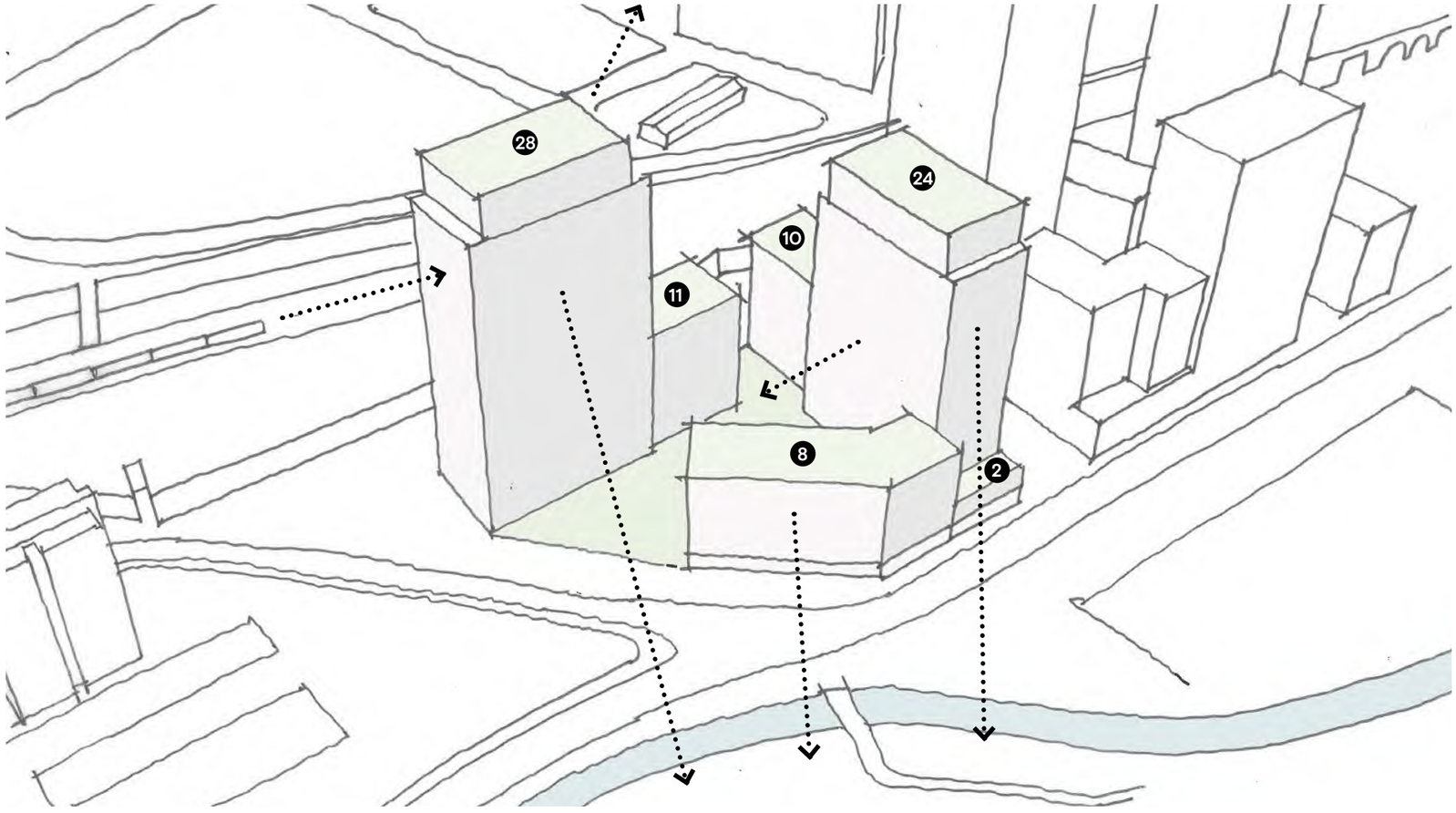
Massing steps down in height from railway to Dantzic Street



Towers orientated to maximise courtyard and foreground slender aspect



Breaks in block for sun penetration and visual permeability



NT04 Proposed massing

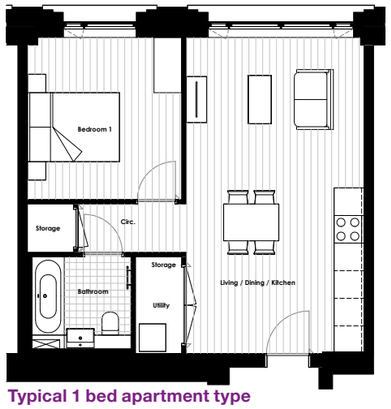
Key
● = Building heights

4 Design proposal
4.10 NT04 - Residential layouts

Typical unit types
The drawings show the typical apartment and town-house types in the scheme.

All of the units meet the minimum area requirements set out in the Described Space Standards required by the Manchester Residential Design Guide

The units are all designed to meet the minimum requirements of Building Regulations Part M4(1) ‘Visitable Dwellings’. 10% of the units can meet the additional requirements of Part M4(2) ‘Accessible and adaptable dwellings’



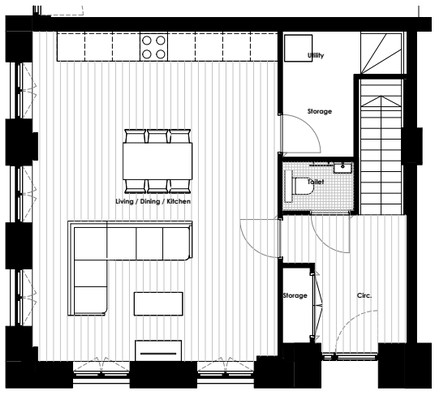
Typical 1 bed apartment type



Typical 2 bed apartment type



Typical 3 bed apartment type



Typical 3 bed town house - Ground floor



Typical 3 bed town house - First floor

4 Design proposal
4.10 NT04 - Residential layouts

Typical mid-rise levels
The drawing sets out a typical residential level in the lower part of the towers and in the mid-rise elements of the proposal.

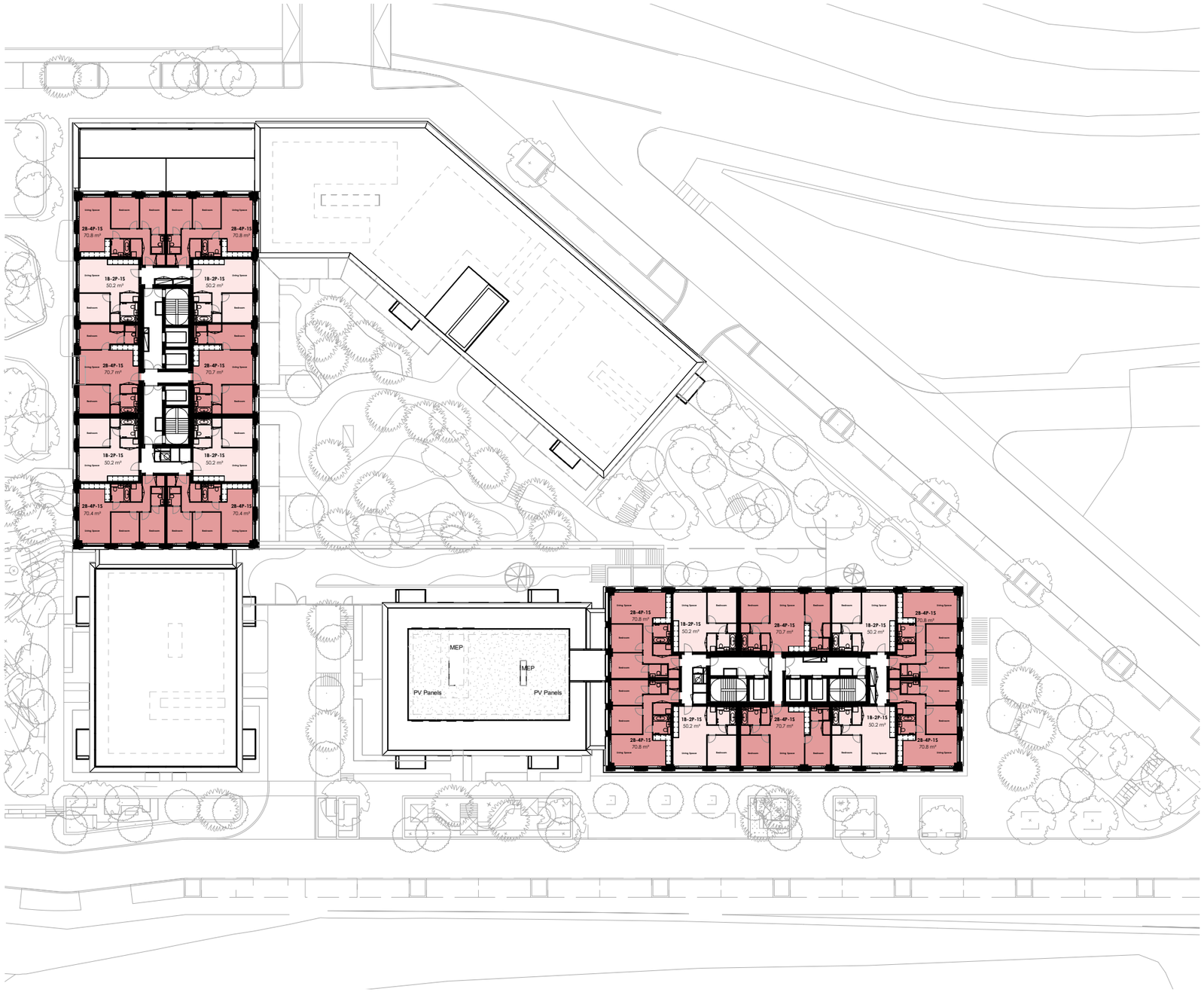


Key

- 1 bedroom apartment
- 2 bedroom apartment
- 3 bedroom apartment / townhouse

4 Design proposal
4.10 NT04 - Residential layouts

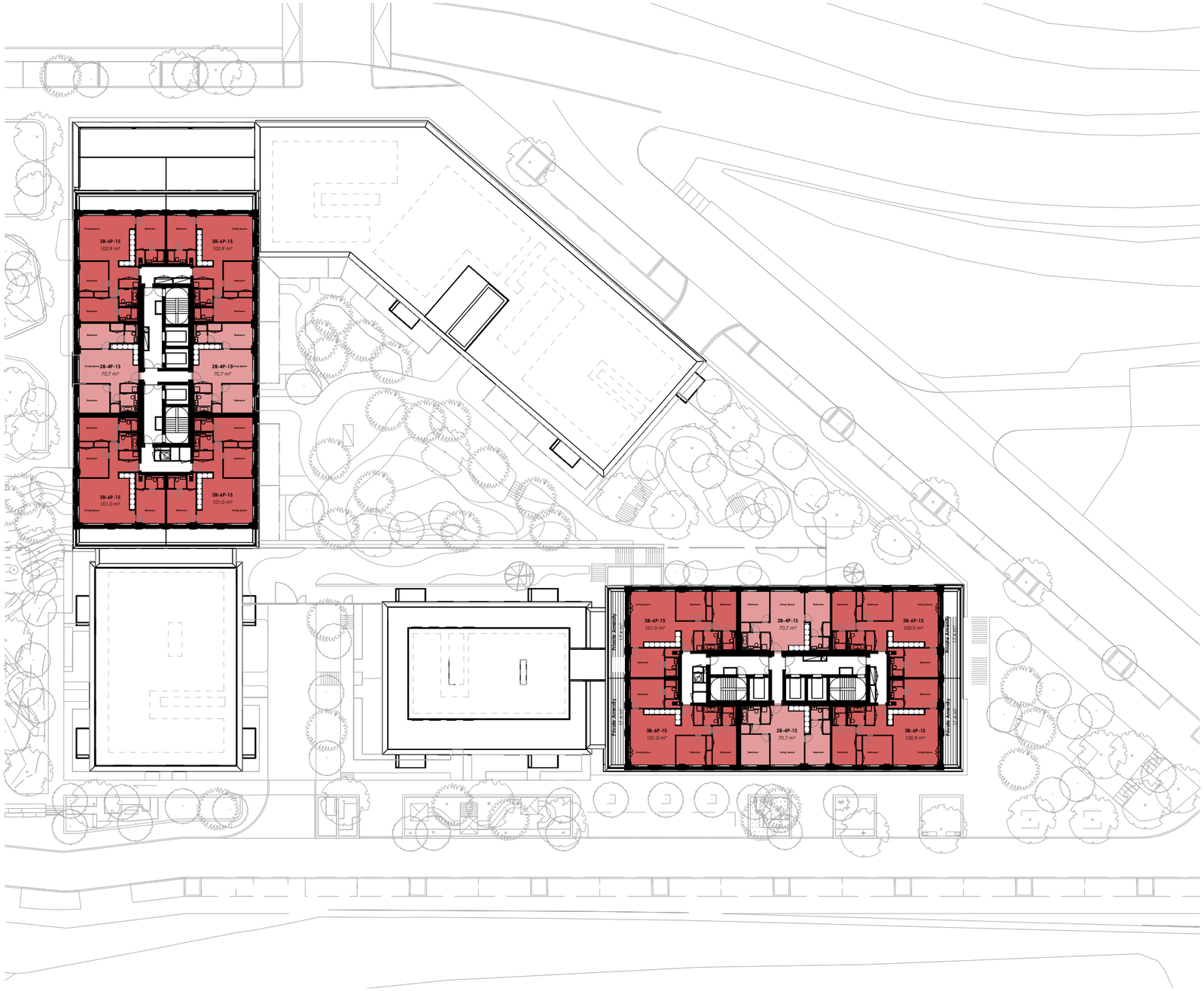
Tower levels
The drawing sets out a typical residential level in the towers.



Key

- 1 bedroom apartment
- 2 bedroom apartment
- 3 bedroom apartment / townhouse

Crown levels
The drawing sets out a typical residential level in the crowns of the towers.



Key

- 1 bedroom apartment
- 2 bedroom apartment
- 3 bedroom apartment / townhouse

5 Facade approach

This chapter describes the approach to facade development. An overview of site-wide character is followed by proposals for NT02-03, delivered by Hawkins\Brown, then NT04, delivered by Maccreanor Lavington.

5.1 NT01-04 - Unique qualities
5.2 NT02-03 - Material palette
5.3 NT02-03 - Towers
5.4 NT02-03 - Mid-rise
5.5 NT02-03 - Clubhouse
5.6 NT02-03 - Study models
5.7 NT02-03 - Balconies strategy
5.8 NT02-03 - Signage strategy
5.9 NT02-03 - Elevations
5.10 NT02-03 - Views
5.11 NT04 - Facade strategy
5.12 NT04 - Materials
5.13 NT04 - Responding to climate
5.14 NT04 - Response to public realm
5.15 NT04 - Plinths and crowns
5.16 NT04 - Tower facades
5.17 NT04 - Crown design
5.18 NT04 - Dantzic Street
5.19 NT04 - Mid-rise facades
5.20 NT04 - Amenity pavilion
5.21 NT04 - Signage strategy
5.22 NT04 - Elevations
5.23 NT04 - Views

5 Facade approach
5.1 NT01-04 - Unique qualities

Families of buildings
NT01, 02, 03 and 04 sit within the Red Bank neighbourhood, adhering to the principles of the Red Bank masterplan. In considering the design of these buildings, and in the context of neighbouring plots, the architectural teams have carefully curated a coherent overall character, and at the same time provide variety of appearance across the 1,551 homes, such that each plot can be differentiated as a unique family of buildings.



Key

- Moments of height
- Private green courtyards
- NT01 (Victoria Riverside)
- NT02-03 towers
- NT04 towers
- Midrise blocks
- Clubhouse pavilion - special destination

5 Facade approach
5.2 NT02-03 - Material palette

Towers
The primary material for the two tallest towers 1 and 3 is anodised aluminium in a range of panel types, with the addition of colour, texture and fins to express verticality and provide visual variety through the 30+ storeys. The materials of these towers relate to the Victoria Riverside towers on the adjacent plot.

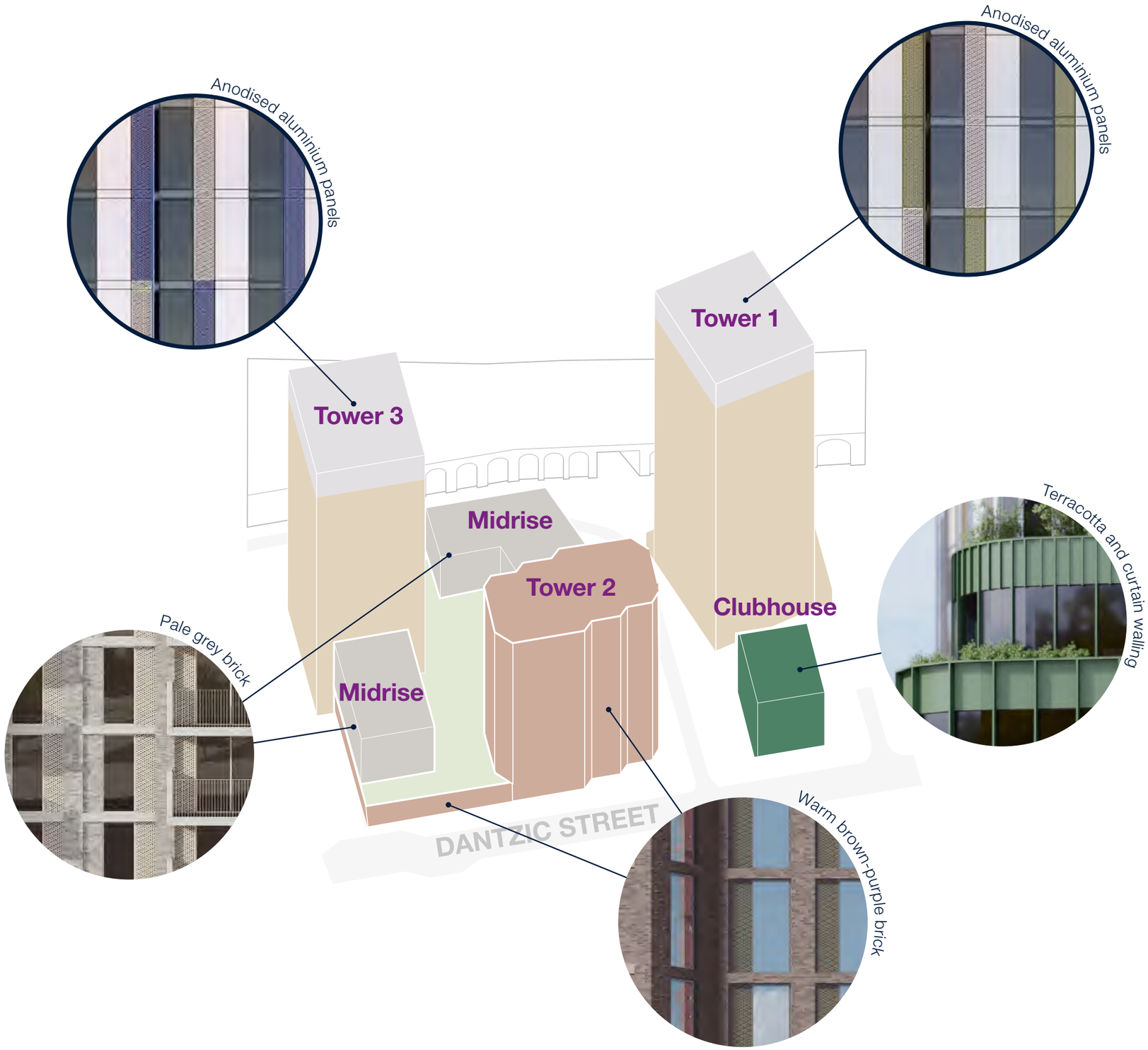
The upper levels of the anodised towers are finished with a subtle ‘crown’ detail where the colour drops back to provide a lighter variation of the base material.

Tower 2 uses a warm brown-purple brick in contrast with the taller towers. This tower mediates between its surroundings, referencing the pleated form of the Victoria Riverside towers while using a brick palette that talks to the mid-rise proposals and neighbouring masterplan plots.

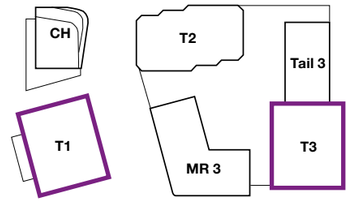
Mid-rise
The mid-rise buildings use a primary palette of pale grey brick. These buildings meet the street with a tactile, domestic material quality, reinforcing the nature of a residential environment.

Clubhouse
The Clubhouse is a six-storey amenity building set amongst residential buildings and this contrast use is reflected in its material make-up. The primary materials consist of green, textured, terracotta panels, and “baguette” terracotta fins affixed to glass curtain walling. The storeys step back at the upper levels to provide planted green terraces.

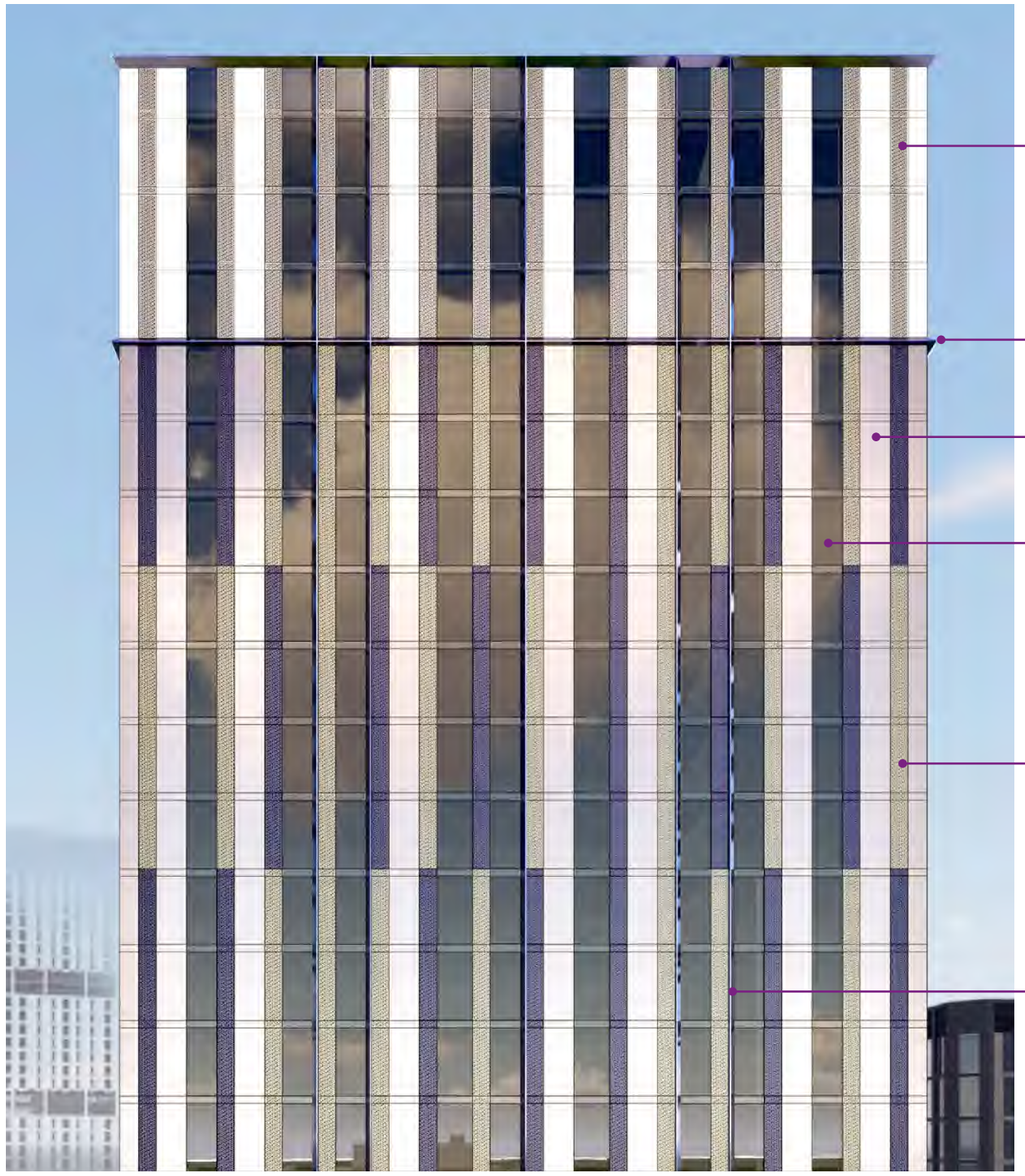
Ground floor
Active frontage is prioritised throughout the ground floor, to promote a lively and engaging street environment. Large glazed openings provide a unified streetscape, housing commercial units and residential lobbies.



5 Facade approach
5.3 NT02-03 - Towers



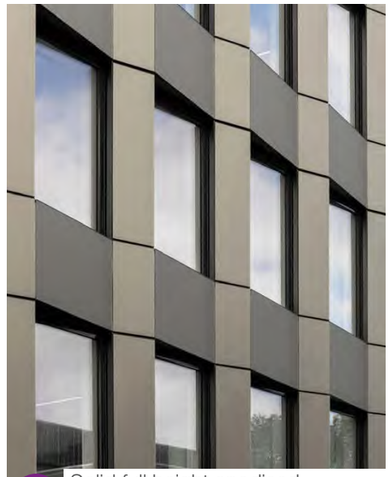
The following pages describe the material proposals for the tower elements at plots NT02 and NT03.



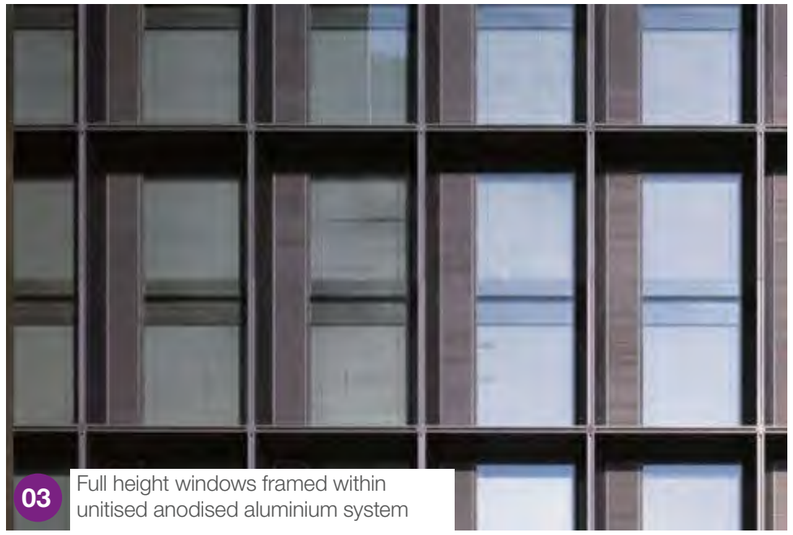
Unitised Tower 1 elevation study - Dulwich Street South upper levels



01 Building terminates in crown expressed with subtle change in material finishes



02 Solid full height anodised aluminium panels



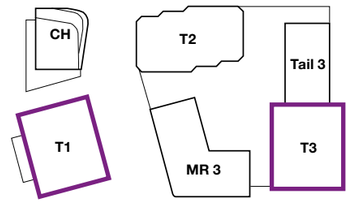
03 Full height windows framed within unitised anodised aluminium system

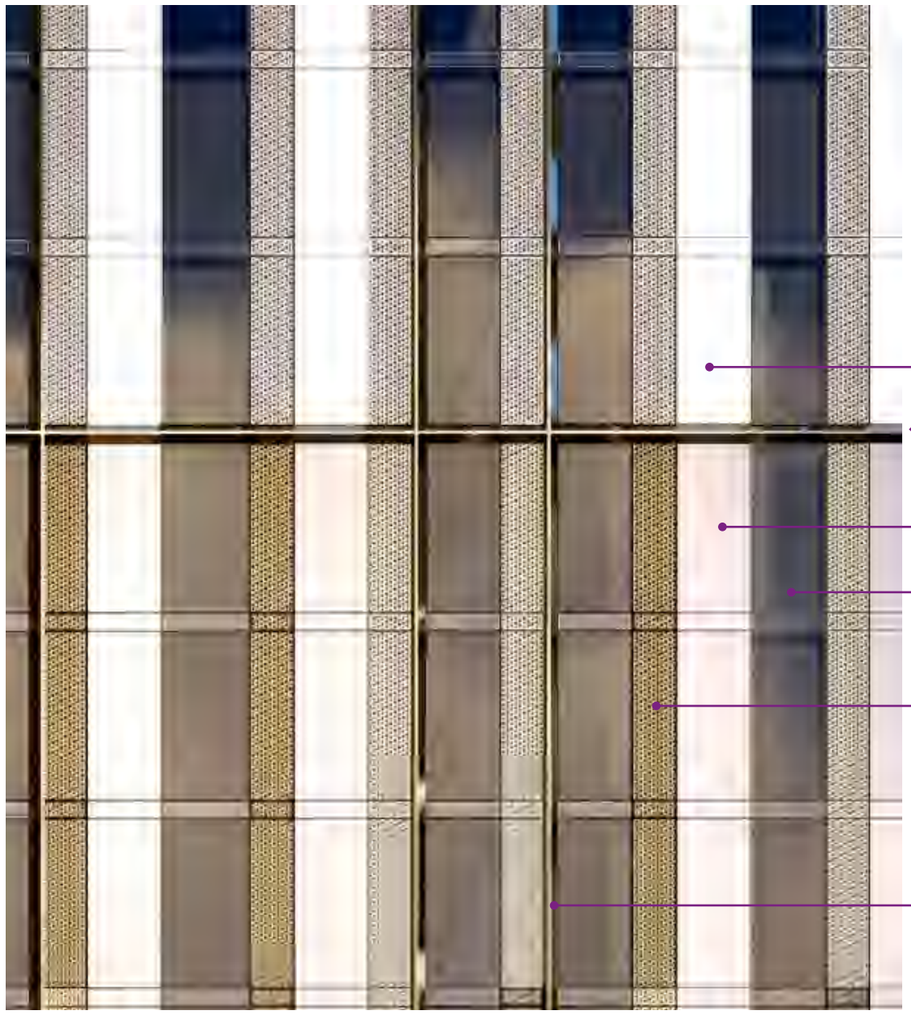


04 Perforated panels enhance verticality



05 Vertical fins provide visual interest with rhythm and shadow, legible from distance





01
Expressed crown to both towers

Solid full height aluminium panels

02

03
Full height windows

04
Full height aluminium perforated ventilation panel, using a blend of base and highlight colours.

05
Expressed aluminium fins and horizontal base and crown fin.



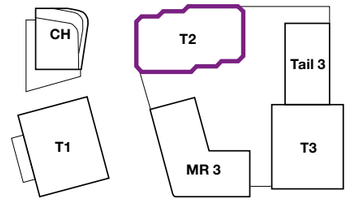


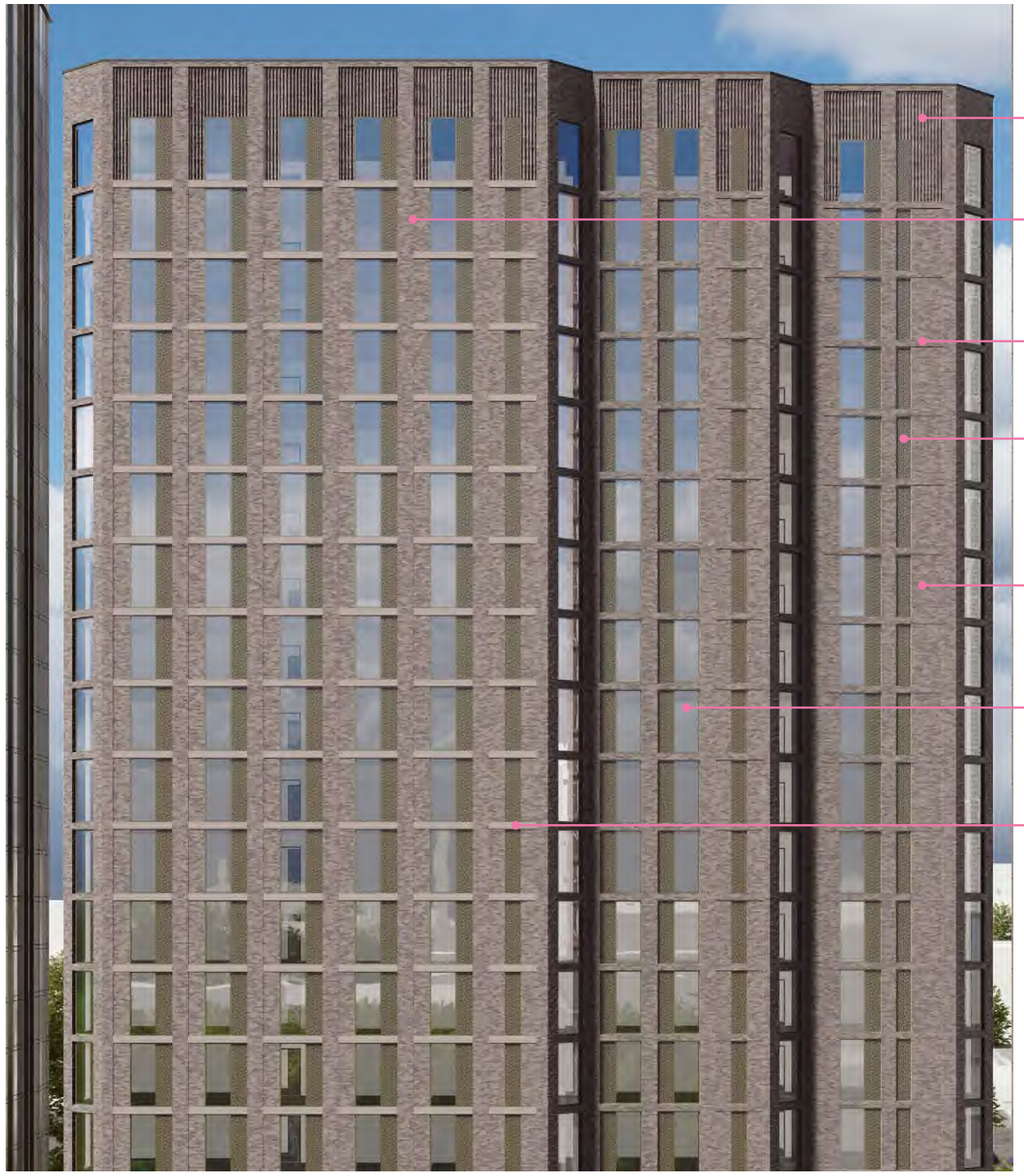
Unitised Tower 1 bay study



Unitised Tower 3 bay study

5 Facade approach
5.3 NT02-03 - Towers





Tower 2 elevation study - Dantzic Street upper levels



01 05 Brick piers with expressed precast sills, brick parapet, and full height windows



02 03 Soldier course brick sills within and recessed brick panels provide rhythm and order



04 Full height perforated aluminium vent panels

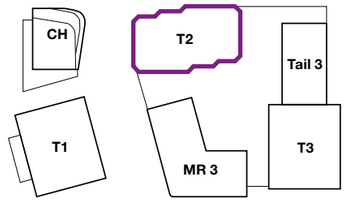


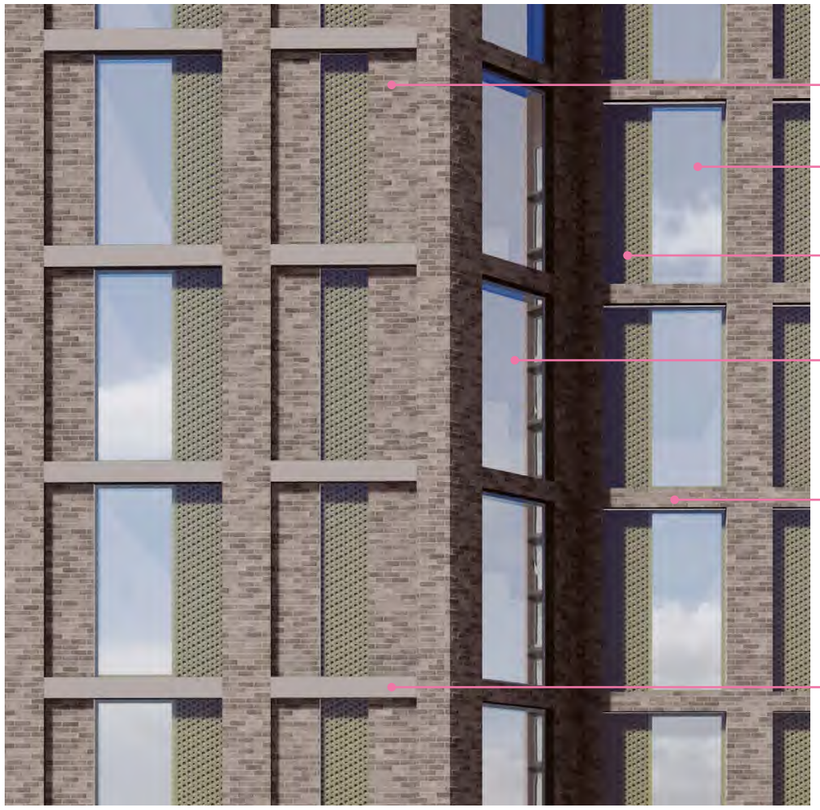
06 Pigmented precast sills tone-matched to brick/mortar



08 3D brick details and hit+miss vent to special areas

5 Facade approach
5.3 NT02-03 - Towers





01 Solid full height recessed brick panel

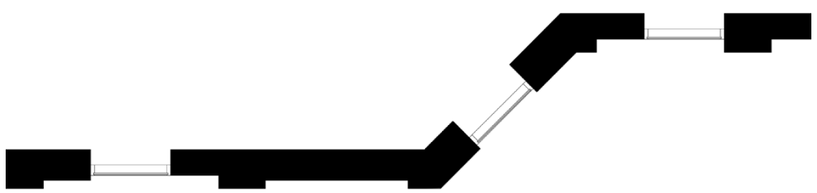
02 Full height windows with slim metal frames

03 Full height aluminium perforated ventilation panel to match metalwork of frames

02 Full height windows with slim metal frames

05 Soldier course brick sills to setback facades

06 Precast pigmented concrete sills colour matched to brickwork



Tower 2 bay study - Dantzic Street elevation upper levels

Primary materials



Brown-purple bricks in warm grey mortar

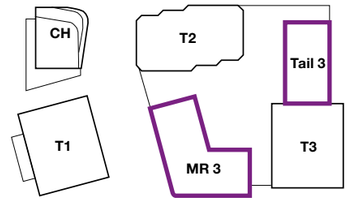


Pigmented precast concrete

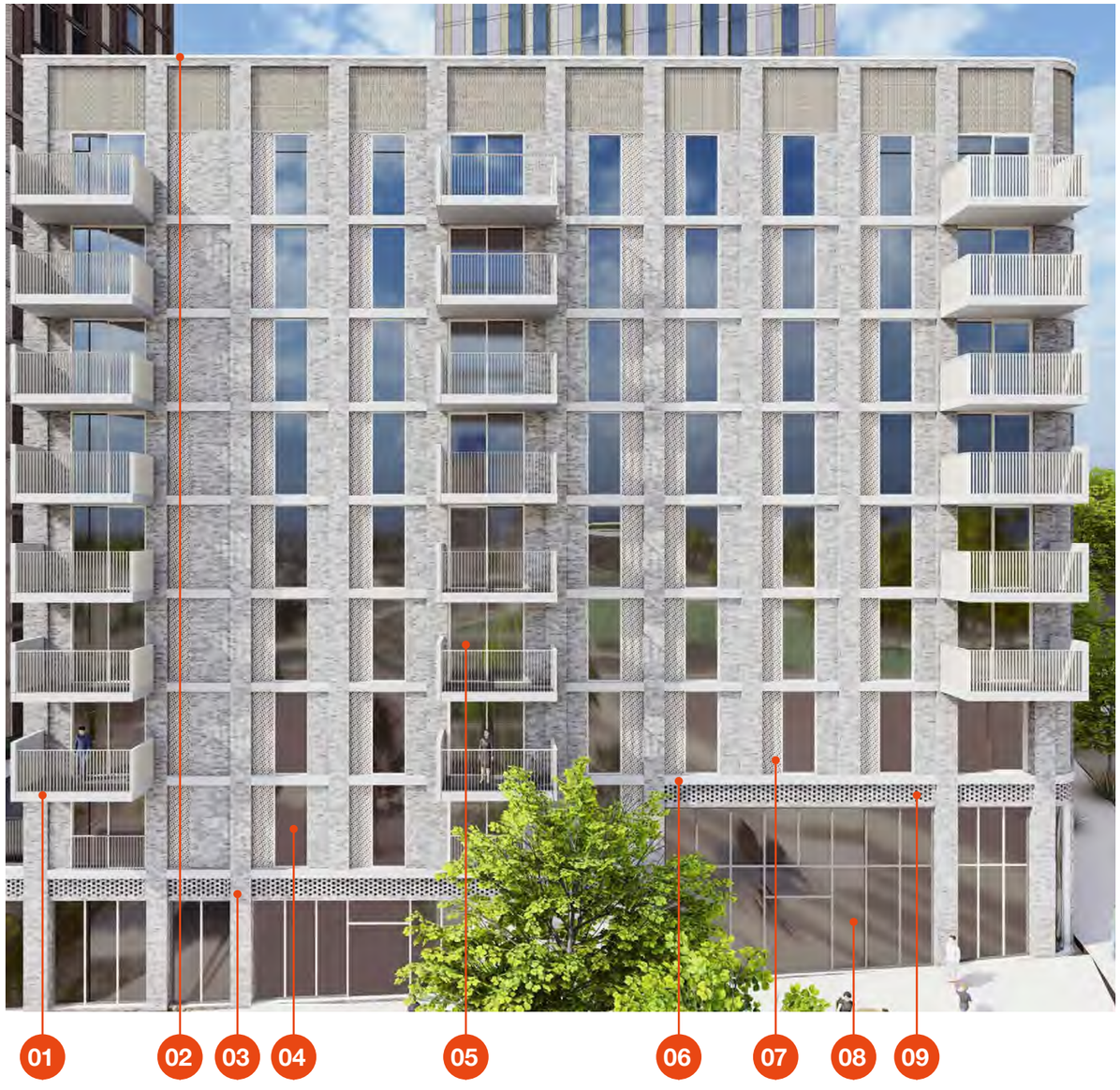


Olive green metalwork

5 Facade approach
5.4 NT02-03 - Mid-rise



The following pages describe the material proposals for the mid-rise buildings at plots NT02 and NT03.



Midrise 3 elevation study - Dulwich Street





04 09 Brick piers with expressed precast sills, brick parapet, and full height windows. Retail ventilation concealed behind hit+miss brick detailing.

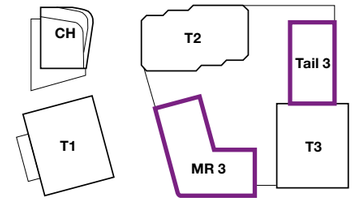


02 05 Precast coping with parapet brick detail within recessed brick panels; and sliding doors to balcony with slimline metal frame profile.



01 06 07 08 Pigmented precast concrete sills colour matched to brickwork set across recessed panels containing recessed brickwork, full height window and perforated aluminium vent panel. Balcony matched to facade colours. Larger openings for ground floor uses.

5 Facade approach
5.4 NT02-03 - Mid-rise





01 Projecting balcony colour matched to facade

02 Sliding doors to balcony with slimline metal frame profile

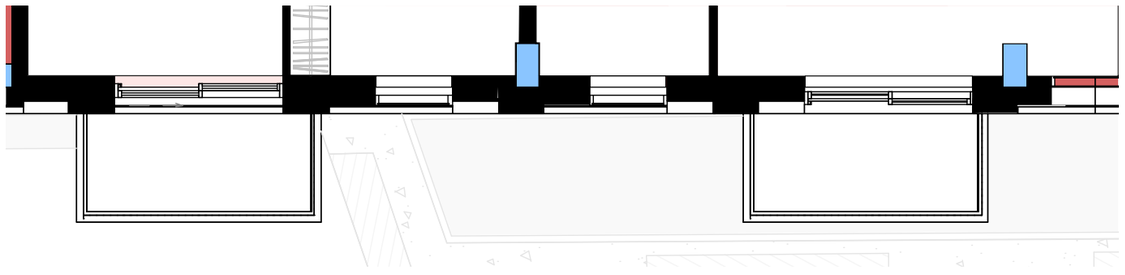
03 Full height aluminium perforated ventilation panel

04 Projecting brick pier

05 Full height windows with slim metal frames

06 Recessed brick panel

07 Pre-cast pigmented concrete sills colour matched to brickwork



Midrise 3 bay study - Dulwich Street elevation mid levels

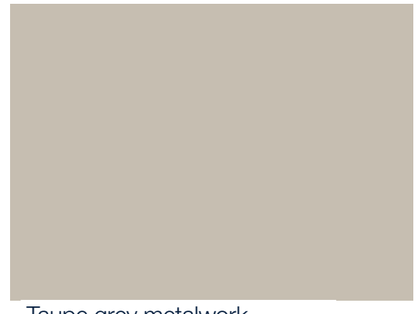
Primary materials



Pale grey bricks in pale grey mortar

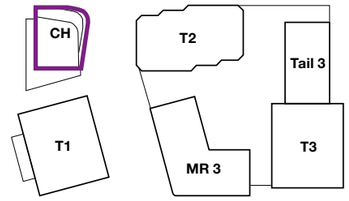


Pigmented precast concrete



Taupe grey metalwork

5 Facade approach
5.5 NT02-03 - Clubhouse



The following pages describe the material proposals for the Clubhouse.



Clubhouse elevation study - Dantzic Street

01 Rooftop terrace with glazed curtain walling, structural sealed joints

02 Rooftop terrace with landscaping set in raised planters behind green ribbed terracotta facade

03 Mid-level terrace with glazed curtain walling and terracotta facade fins opening onto landscaping set in raised planters

04 Solid terracotta spandrel detail to frame glazed curtain walling at head and base

05 Glazed curtain walling with green terracotta fins. Composition of fins arranged to provide variation and movement across the facade, opening up to key views to City River Park

06 Fine-textured green terracotta wraps the corner, the solidity providing a break to the expanse of curtain walling

06 Large windows wrap the corner, framing views towards Travis Island Wetlands

07 Single storey element with green roof

08 First floor wrapped in a perforated aluminium sinusoidal veil, with windows concealed behind. Opportunity for large format signage for this important masterplan destination

09 Ground and first floors set back to allow more public realm and street activity

Primary materials



Green textured terracotta panels

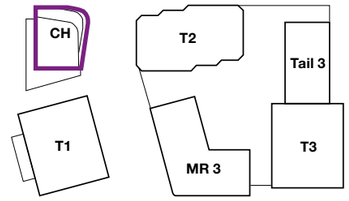


Green ribbed terracotta panels and fins to curtain

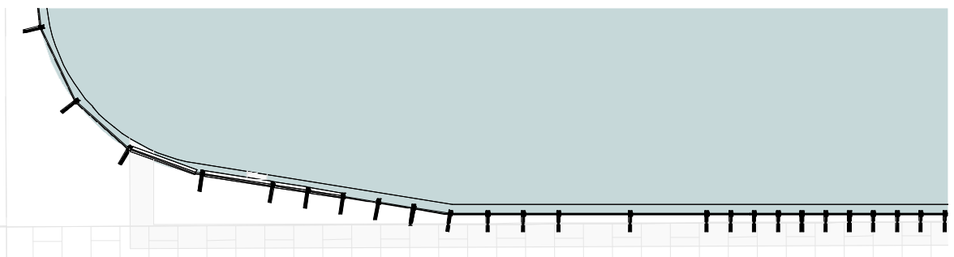


Bronze-gold sinusoidal perforated aluminium veil

5 Facade approach
5.5 NT02-03 - Clubhouse







Clubhouse bay study - Dantzic Street elevation mid-levels



01 Roof terrace provides views over Dantzic St and City River Park



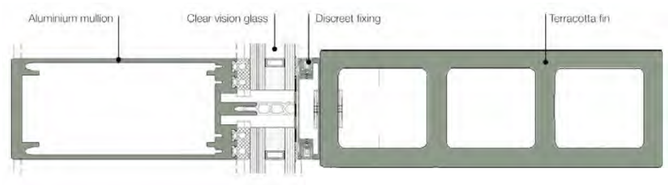
02 Facade steps to create green terraces



03 Terracotta fins secret-fixed to mullions



02 Glazed terracotta in varying textures and depths



05 Typical terracotta secret-fix to mullion detail

5 Facade approach
5.6 NT02-03 - Study models

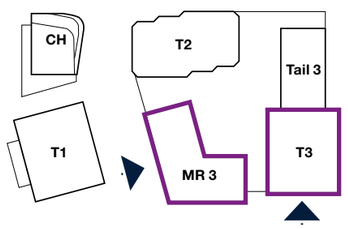
This page shows photographs of physical bay study models that were used during design development to test scale and proportion of different facade elements, and to explore the three-dimensional depth of the proposed details.



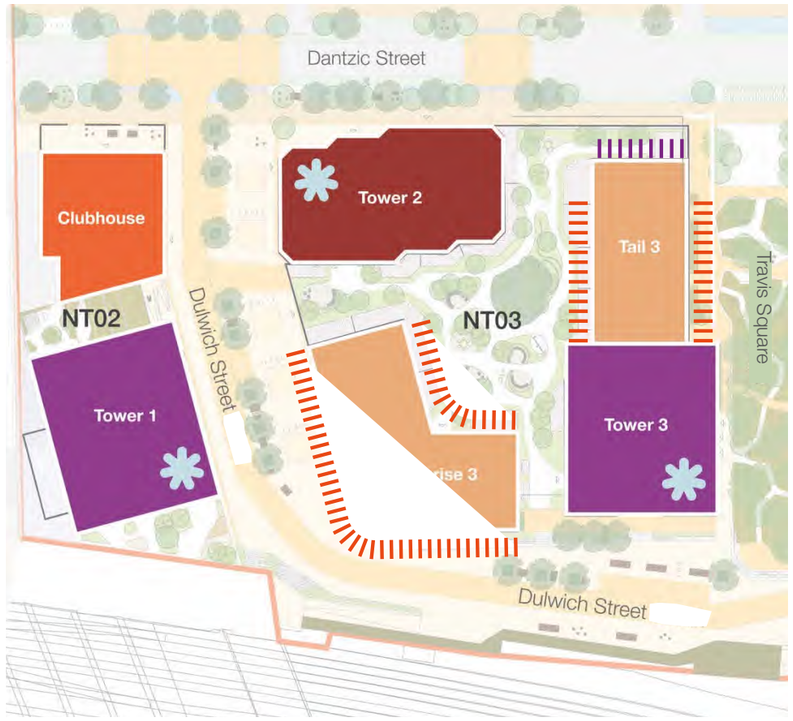
Tower 3 study model - base and crown



Midrise 3 study model - full elevation

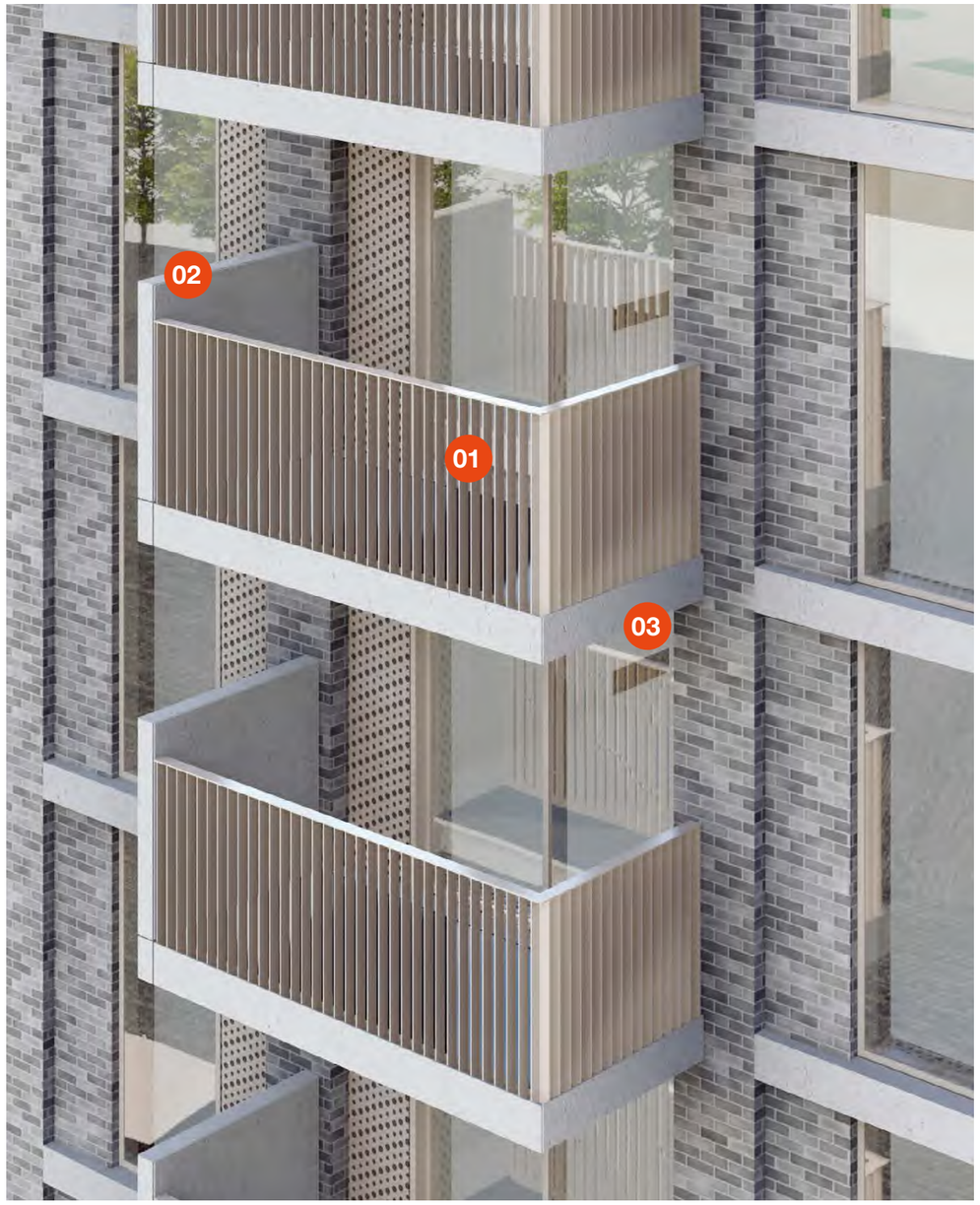


5 Facade approach
5.7 NT02-03 - Balconies strategy



Projecting balconies

Inset balconies



Projecting balconies are formed of solid metal base and side and slender metal balustrading in the form of thin steel flat balusters capped with thin steel flat handrail, using clean welded joints concealed countersunk fixings. The proposed balustrade design is intended to have a simple and uncluttered appearance, giving clear legibility to the visual hierarchy of the façade.

01 Metal balustrade, flat profile railings, colour warm grey to match architectural metalwork throughout

02 Solid metal side to balcony provides shelter from wind, colour matched to balustrade

03 Balcony structure and all fixings fully concealed behind metal panel sides and soffit

5 Facade approach
5.8 NT02-03 - Signage strategy



Signage is to project a high quality commercial street image. It will be mounted only behind the upper panel of the commercial frontages, carefully composed, and consist of individual letters to project a high quality commercial street image.

01 Illuminated large format signage to be located behind the glass panel as indicated in the elevation detail.

02 Projecting metal box signage at party wall of commercial units. One sign per unit. Colour to match surrounding metalwork.
Logos for the business will be slotted in without an overall change to the box.

5 Facade approach
5.9 NT02-03 - Elevations

The elevation drawings below and on the following page show the ensemble of NT02-03 buildings from each of the principle public spaces.



North / Dantzic Street elevation



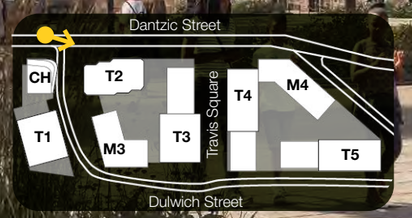
East / Dulwich Street elevation



South / Dulwich Street elevation

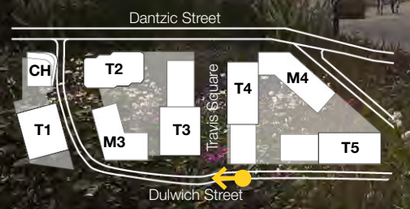


West / Travis Square elevation


Dantzic Street
CH
T2
T4
M4
T1
M3
T3
Travis Square
T5
Dulwich Street


Dantzic Street
CH
T2
T1
M3
T3
Travis Square
T4
M4
T5
Dulwich Street

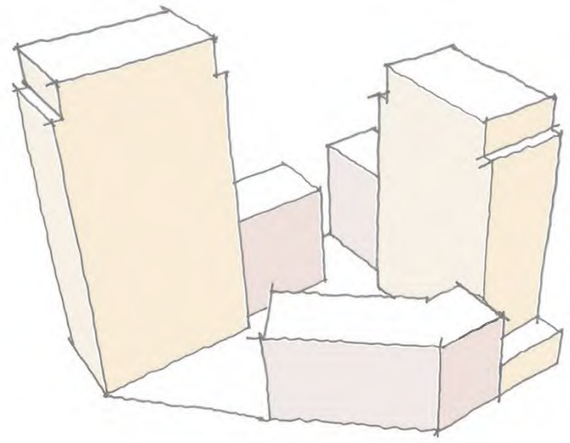
5 Facade approach
5.10 NT02-03 - Views



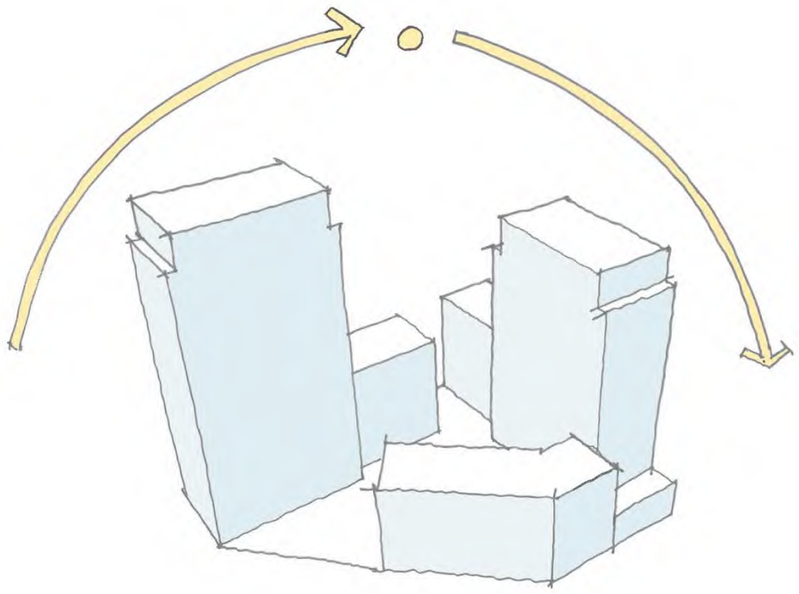
5 Facade approach
5.11 NT04 - Facade strategy

Facade Strategy
The facades of NT04 are designed to fit into the overall strategy for the NT02-04 plots, balancing the individual expression of the buildings within the plots and the identity of each plot, whilst forming a coherent whole. It consists of four elements:

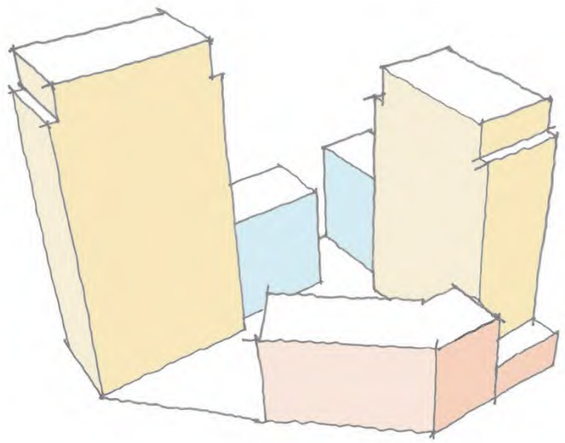
– Materials: differentiated volumes
– Response to the climate
– Response to townscape and public spaces
– Plinths and crowns



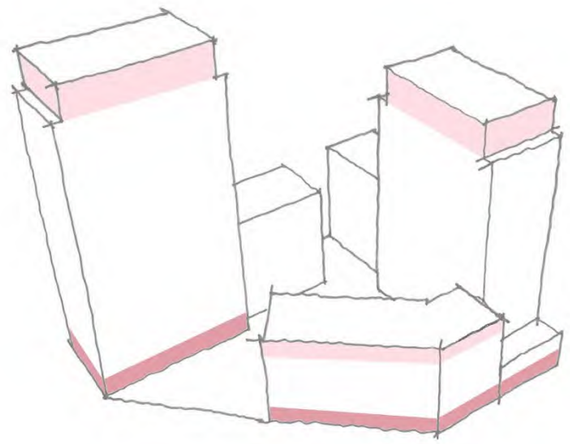
Materials: differentiated volumes



Responding to climate



Responding to public realm and townscape

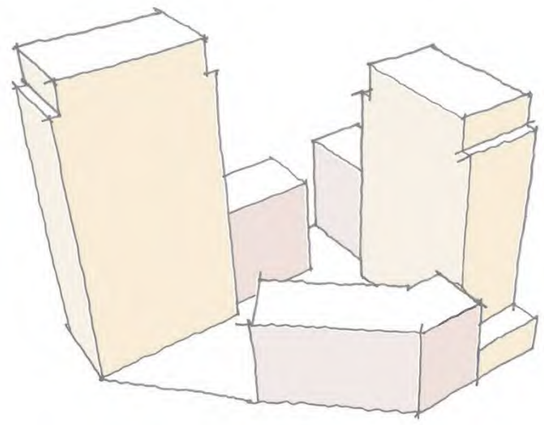


Plinths and tops

5 Facade approach
5.12 NT04 - Materials

The primary material for all of the facades within NT04 is brickwork. Different tones of brickwork are used to articulated the different volumes within the plot – further accentuating the modulation of the street frontages and breaking up the scale of the buildings. The primary palette consists of two brick tones – a light yellow / buff brick mix and a contrasting yellow / red brick mix. The tower volumes utilising the lighter of the two mixes, with the mid-rise elements executed in the darker mix.

In addition to the primary materials, a limited palette of accent materials are proposed. This consists of two darker brickwork tones for contrasting elements in the plinths and tops of the buildings, precast concrete elements for cills, and dark bronze coloured metalwork.



Primary materials



Towers: Yellow brick mix



Midrise / Plinth: Red / Yellow brick



Base details: Dark brick



Dantzic street sills: Precast concrete

Supporting materials: Dark bronze finished metalwork



Aluminium window frames



Metalwork: Juliettes and balconies



Laser cut metal work

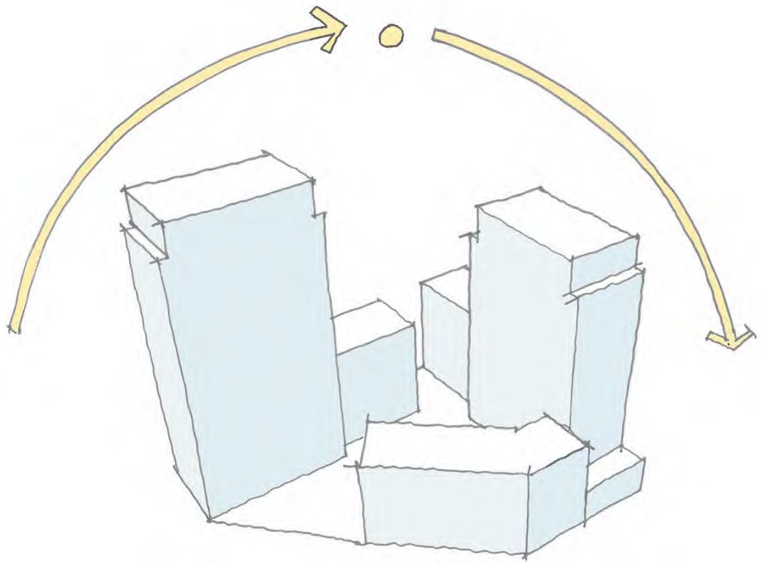


Louvres: Service doors and plant screening

5 Facade approach
5.13 NT04 - Responding to the climate

The design adopts a fabric-first approach to sustainability. Care has been taken with the façade design in order to minimise the requirements for mechanical means to mitigate the internal environment. The façade design has sought to achieve the optimal balance between providing views out, maximising access to sunlight and daylight, whilst maximising thermal performance and minimising overheating. Target glazing percentages and u-values have been established through initial energy modelling.

The design of the façades mediate between the glazing requirements, and the appearance and proportions with sculptural facades that step into the window openings. These create a generously proportioned appearance whilst maintaining the correct amount of solid and void for the needs of the interior.





Barbera Hepworth sculptures - openings appear generous on the surface



Comparison of Building regulations part O simplified overheating test with notional daylighting requirements for different orientations to establish target window sizes

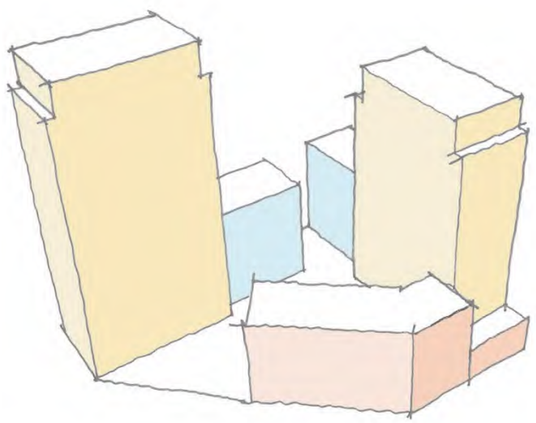
5 Facade approach
5.14 NT04 - Response to the public ream and townscape

The different buildings have different roles in the townscape. The facades respond to the hierarchy of the public spaces in the proposal through the level of detail in the façade and the treatment of the plinths and tops.

The public spaces in the proposals differ in the level of formality, amount of activity, and their uses.

- Dantzic Street: Most formal, busy, commercial uses
- Dalton Street: Less formal, less activity, primarily residential
- Dulwich Street: Less formal, less activity, primarily residential
- Travis Square: Creates a transition between the more formal and busier Dantzic Street and the less formal primarily residential Dulwich Street
- Courtyard Facades: Least formal, residents only, residential uses

Finally, the towers are visible from distance and have a role in the larger townscape to which their facades respond with an all-sided treatment, special treatment of the tops and acknowledgment of the public realm hierarchy where they meet the ground.





Tower facades



Dantzic Street facade

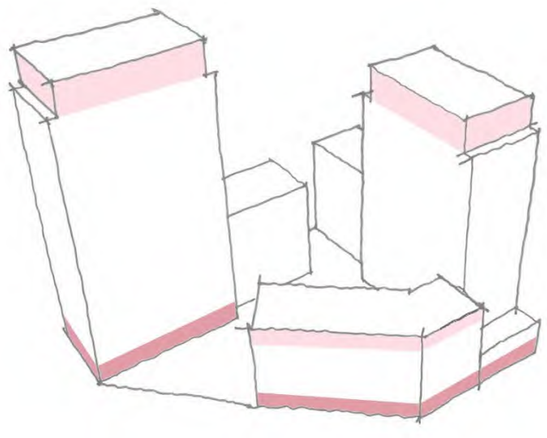


Tails and courtyard facades

5 Facade approach
5.15 NT04 - Plinths and crowns

The facades are further differentiated at their ground floor levels with additional detail in the plinth and secondly at the crowns, particular the tower elements.

The different plinth treatments also respond to the different uses and the hierarchy of the public realm to create shopfronts, communal residential entrances, and townhouse facades.





Expression of the crowns of the tower elements with contrasting proportions



Stepped brickwork



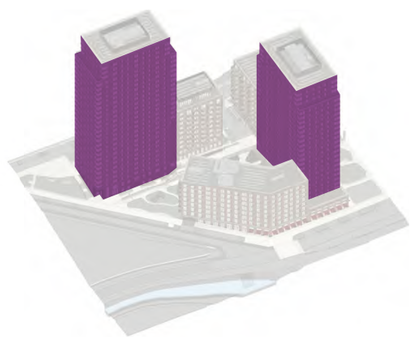
Generous glazed openings to commercial frontage and residential lobbies



Additional detail at ground floor level

5 Facade approach
5.16 NT04 - Tower facades

The drawing below sets out the treatment of the tower facades.



Glass: Clear. Double / triple glazing units.

Brickwork: Buff with light joints. Stack bond.

Brickwork: Dark red mix with light joints. Stack bonded soldiers.

Aluminium: Dark bronze. Laser cut pattern.

Concrete: Light grey. Precast.

Brickwork: Dark red mix with light joints. Stretcher bond.

Brickwork: Dark brown / blue mix. Stretcher bond.

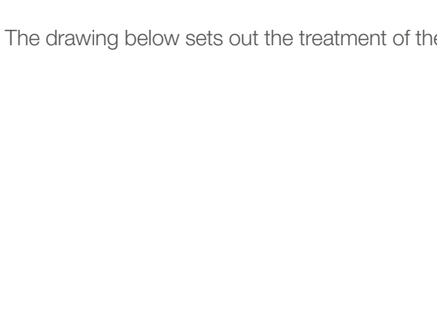


Bay study



5 Facade approach
5.17 NT04 - Crown design

The drawing below sets out the treatment of the crown



Brickwork: Buff with light joints. Stack bond.

Aluminium: Dark bronze. Laser cut pattern.

Brickwork: Dark red mix with light joints. Stretcher bond.

BR-4A Brickwork: Dark grey / white mix. Stack bonded soldiers.





Bay study

5 Facade approach
5.18 NT04 - Dantzic Street

The drawing below sets out the treatment of the Dantzic Street facade



Brickwork: Dark red mix with light joints. Stretcher bond.

Aluminium: Dark bronze. Laser cut pattern.

Steel: Dark bronze. Zigzag pattern

Concrete: Light grey. Precast.

Aluminium: Dark bronze. Laser cut pattern.

Fabric awning

Glass: Clear. Double / triple glazing units.

Brickwork: Dark brown / blue mix. Stretcher bond.



Bay study



5 Facade approach
5.19 NT04 - Mid-rise facades

The drawing below sets out the treatment of the mid-rise facades



Brickwork: Dark red mix with light joints. Stretcher bond.

Steel: Dark bronze. Zigzag pattern

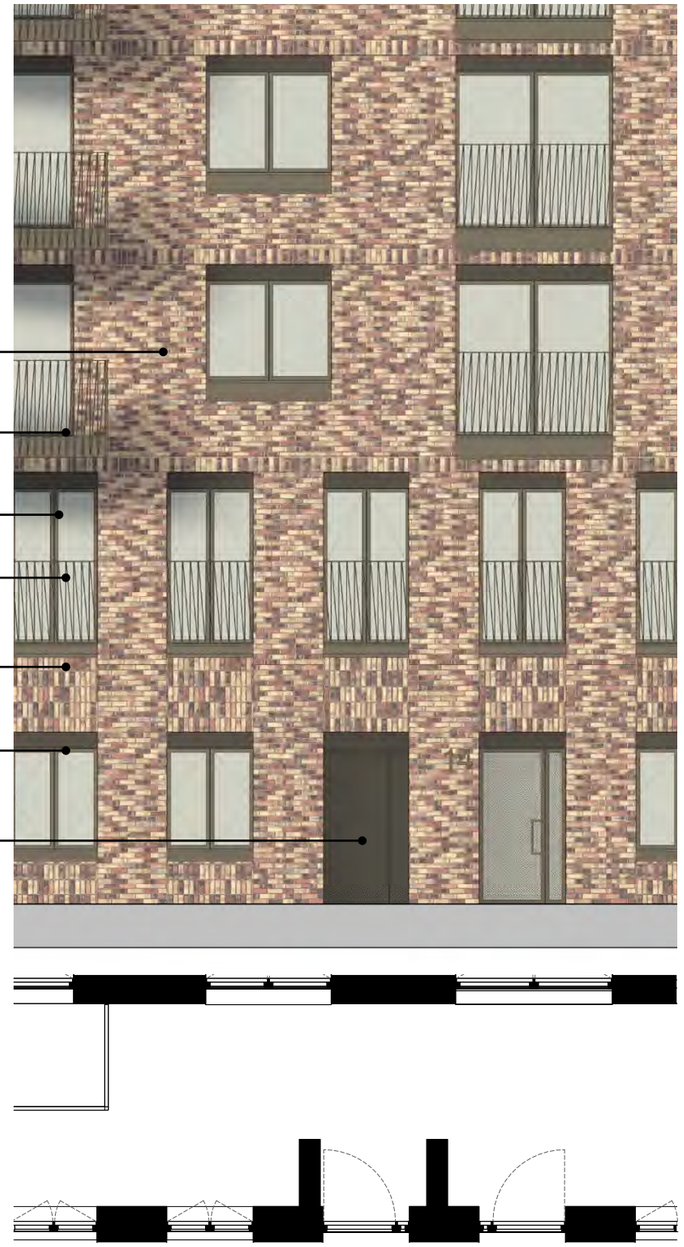
Glass: Clear. Double / triple glazing units.

Steel: Dark bronze. Zigzag pattern with PPC finish.

Brickwork: Dark red mix with light joints. Stack bonded soldiers.

Aluminium: Dark bronze. Laser cut pattern.

Aluminium: Dark bronze. Laser cut pattern.



Bay study



5 Facade approach
5.20 NT04 - Amenity pavilion

The drawing below sets out the treatment of the amenity pavilion. Signage is indicative.



AS-1A Acrylic/Steel: White with dark bronze box. LED Light.

AL-1C Aluminium: Dark bronze. Louvres.

Glass: Clear. Double / triple glazing units.

ST-1A Steel: Dark bronze.

Brickwork: Dark red mix with light joints. Stack bonded soldiers.

Aluminium: Dark bronze. Laser cut pattern.

Steel: Dark bronze. Zigzag pattern

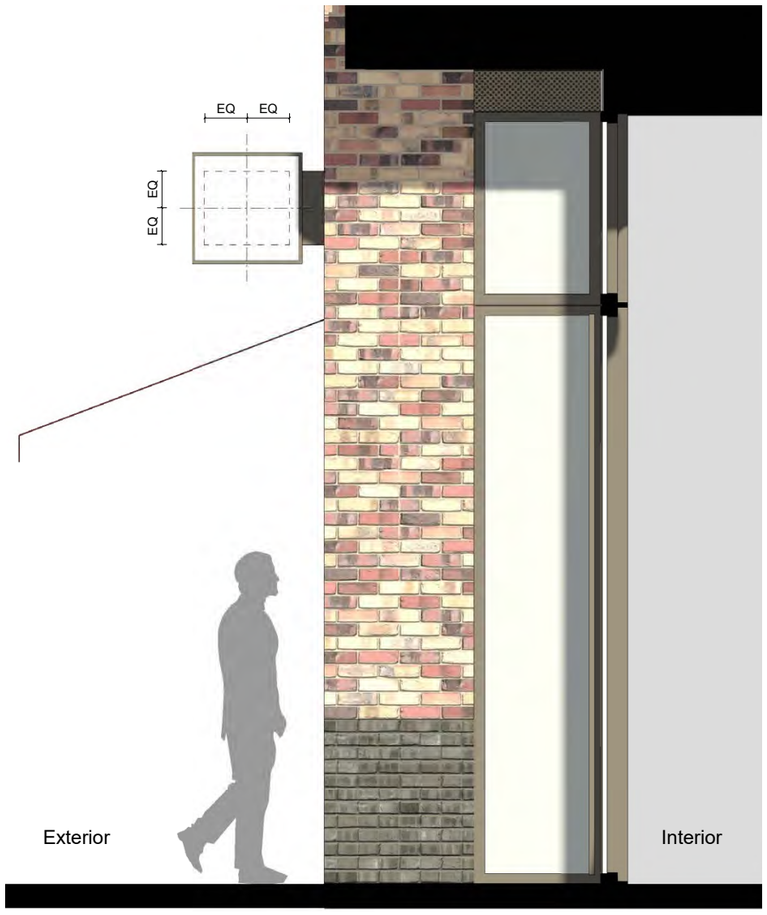


Bay study



5 Facade approach
5.21 NT04 - Signage strategy

Signage is to project a high quality commercial street image. It will be mounted only behind the upper panel of the commercial frontages, carefully composed, and consist of individual letters to project a high quality commercial street image.



Signage strategy - Sign box



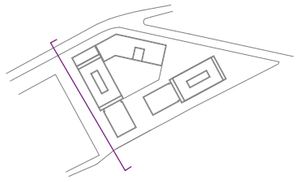
Signage strategy

5 Facade approach
5.22 NT04 - Elevations

The elevation drawings below and on the following page show the ensemble of NT04 buildings from each of the principle public spaces.

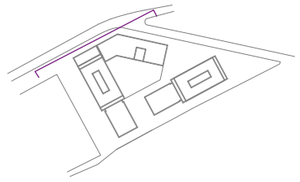


Travis Square elevation



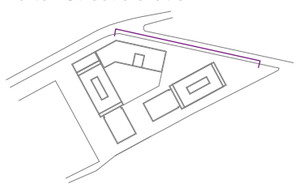


Dantzic Street elevation





Dalton Street elevation



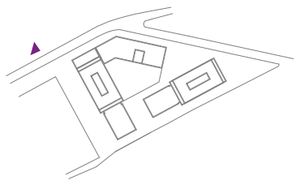


Dulwich Street elevation



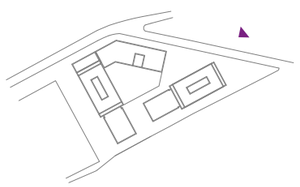
View from Dantzic Street
The view shows the proposal from Dantzic Street at the end of Travis Square.





View from Dalton Street
The view shows the proposal from Dalton Street looking into the NT04 courtyard and back down the slope of Dalton Street towards Dantzic Street





6 Public realm and landscape

6.1 Landscape design concept
6.2 Landscape masterplan
6.3 Launch pads: A new street typology
6.4 Character areas
6.5 Materiality
6.6 Planting strategy
6.7 Planting palette
6.8 Green roof strategy

6 Public realm and landscape
6.1 Landscape design concept

Wild Urbanism and biophilic design

The concept of Wild Urbanism is a vision of merging nature and city life, bringing the Irk Valley into the city and bringing urban elements to the valley. It will highlight the site's ecological qualities and diverse mix of uses and capitalise on the unique topography, to create a memorable place to live, work, and visit.

The design of the streetscape and courtyards embraces this vision through the application of biophilic design principles, reinforcing connections between communities, the built environment and urban nature.

Biophilic design can be categorised into 3 key patterns:

- Nature in the space: incorporating natural elements in design
- Natural analogues: using nature-inspired shapes, patterns, colours and textures
- Nature of the space: reproducing the layout of natural environments

Connecting Greenspaces

The ambition is to maximise green connections through both public realm and architectural interventions, recognising the potential role of the site as a key connection between the River Irk valley and Angel Meadow Park.

The streets and courtyards will act as green stepping stones, connecting St Catherine's Wood to Victoria North and Angel Meadow Park beyond. The natural forms and structure of the woodland will be expressed through the landscape and planting design.

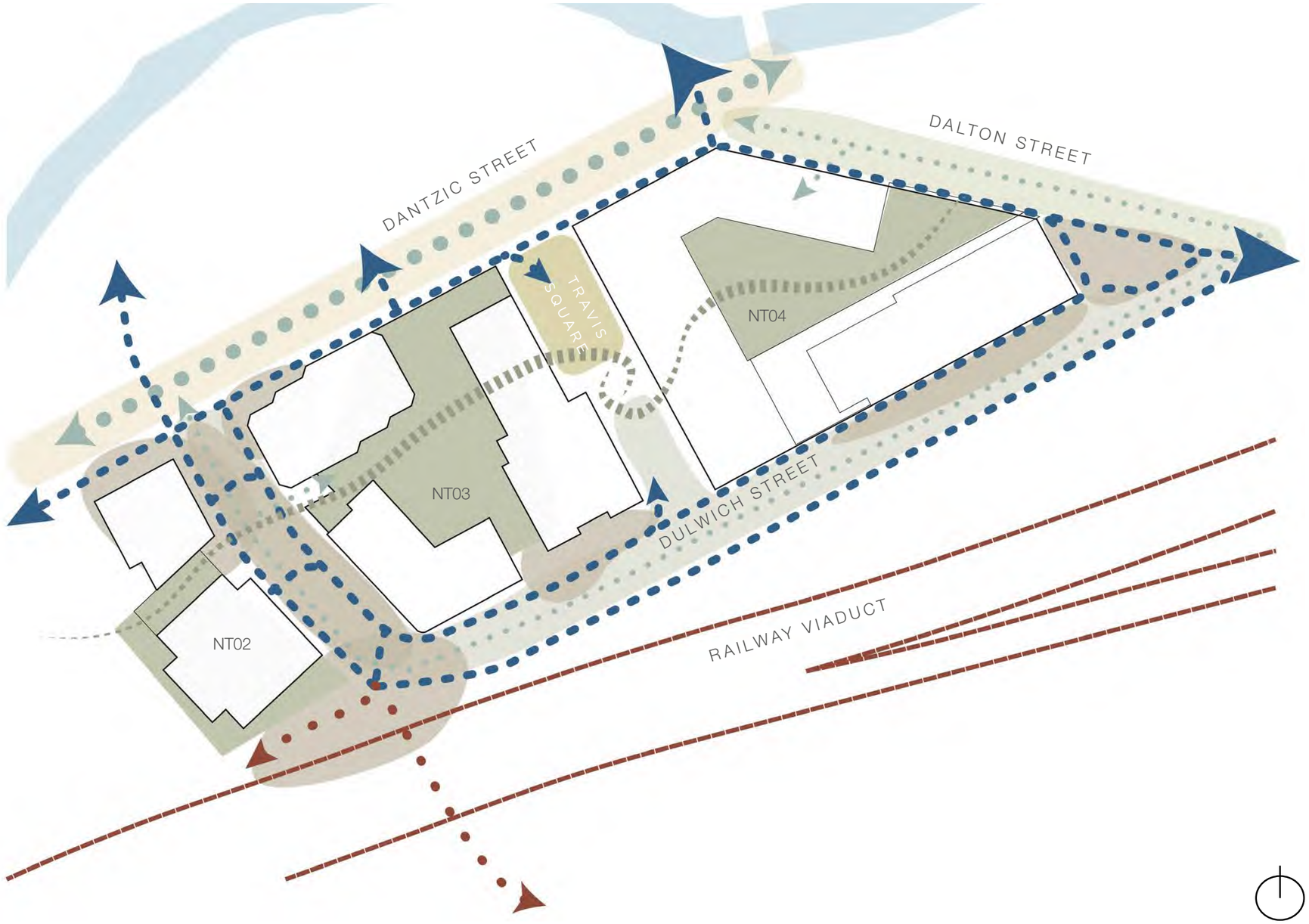
The courtyards of the NT02, NT03 and NT04 plots will offer the tranquillity and enclosure of woodland glades. Breaks in the building form will create framed views out to the surrounding streetscape, river valley and St Catherine's Wood and provide intriguing glimpses of nature and courtyard life as people pass along the surrounding streets.



6 Public realm and landscape
6.1 Landscape design concept

Concept Diagram

The concept diagram illustrates how the principles of Wild Urbanism and connected green spaces are overlaid with a clear network of accessible routes. This defines a framework for the landscape and public realm which unifies the three development plots and integrates the site as a whole with the surrounding context.



Key

- Primary Vehicular Movement
- Pedestrian Movement
- Secondary Vehicular Movement
- Green Stepping Stones
- Dantzic Street
- Dulwich Street
- Dalton Street
- Travis Square
- Private Courtyard
- Active Public Space
- Railway Viaduct
- Future Pedestrian Route

Landscape Masterplan

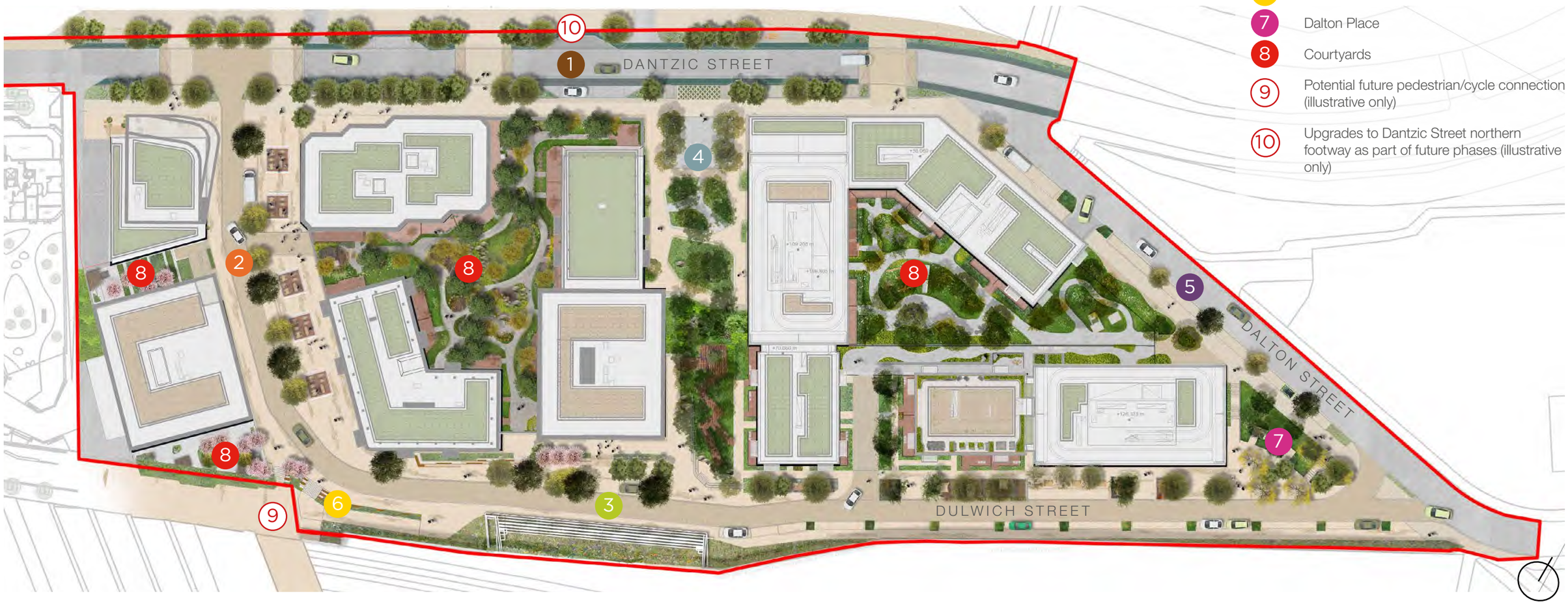
The landscape masterplan is the realisation of the framework of movement and spaces set out in the concept diagram and the broader principles of Wild Urbanism.

Dantzic Street and Dalton Street are transformed by paved footways, rain gardens and planting, along with integrated cycle routes. This streetscape creates a more equitable balance between the needs of pedestrians, cyclists and vehicles from the current situation. The application proposes changes to the carriageway and introduction of a delineated cycleway, new trees and planting, and upgrades to the materials along the southern pavement along Dantzic Street. The plan landscape masterplan (below) includes illustrative proposals for the northern pavement which would form part of future development phases.

Travis Square, located off Dantzic Street, is proposed as a pocket public space with seating, planting and areas for spill-out from the adjacent ground floor commercial uses.

Dulwich Street is designed as a pedestrian friendly street which allows for vehicle access for residents, deliveries and servicing. The paved streetscape integrates the 'launch pad' concept which is described in more detail in the following sections. The street includes an area with integrating seating, planting, informal play and refuge space for wildlife, located between NT03 and NT04.

The courtyards for NT02, NT03 and NT04 are designed as enclosed green oases, with framed views out to the surrounding streetscape and river valley.



Key

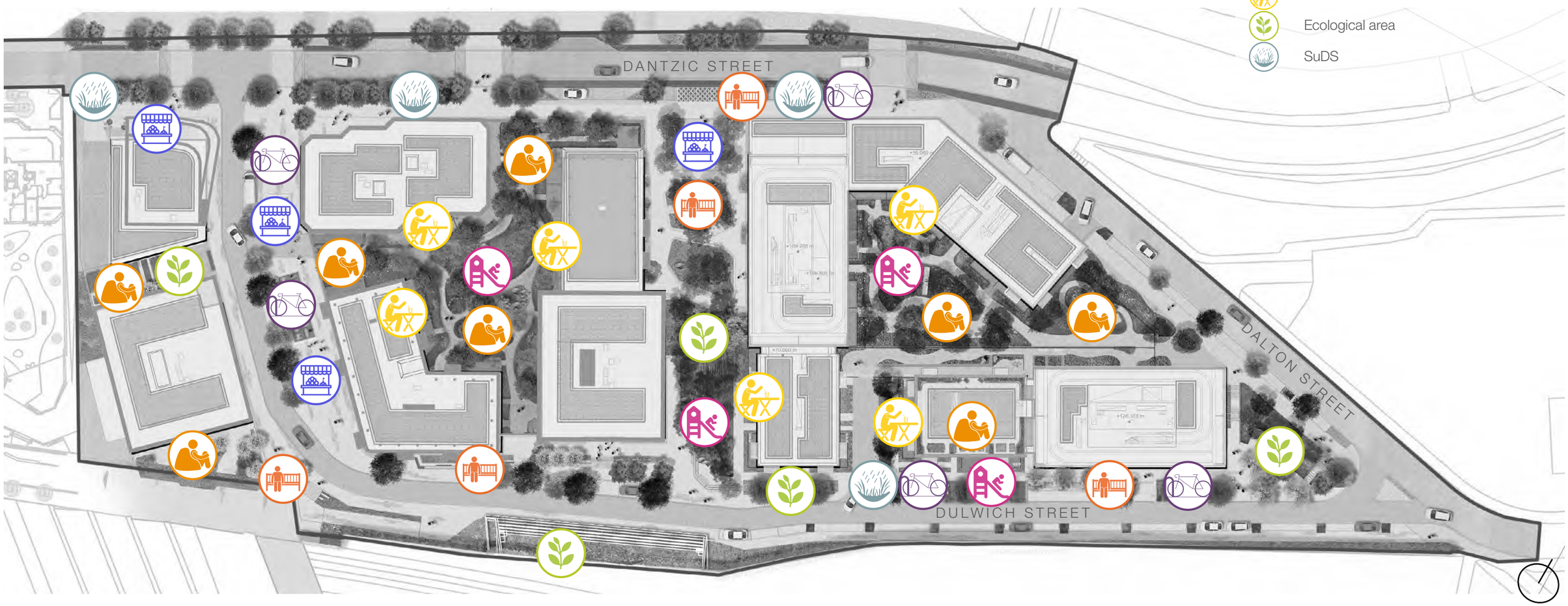
1. Dantzic Street
2. Dulwich Street West
3. Dulwich Street South
4. Travis Square
5. Dalton Street
6. Viaduct Square
7. Dalton Place
8. Courtyards
9. Potential future pedestrian/cycle connection (illustrative only)
10. Upgrades to Dantzic Street northern footway as part of future phases (illustrative only)

Activities & Uses

The design encourages people, whether residents or visitors, to interact with the streetscape and external spaces in a number of different ways. This encourages animation of the streets and courtyards and responds to the site characteristics and adjacent building uses.

Key

- Commercial spill out
- Public seating/social space
- Informal play
- Visitor cycle parking
- Courtyard seating/social space
- Private terraces
- Ecological area
- SuDS

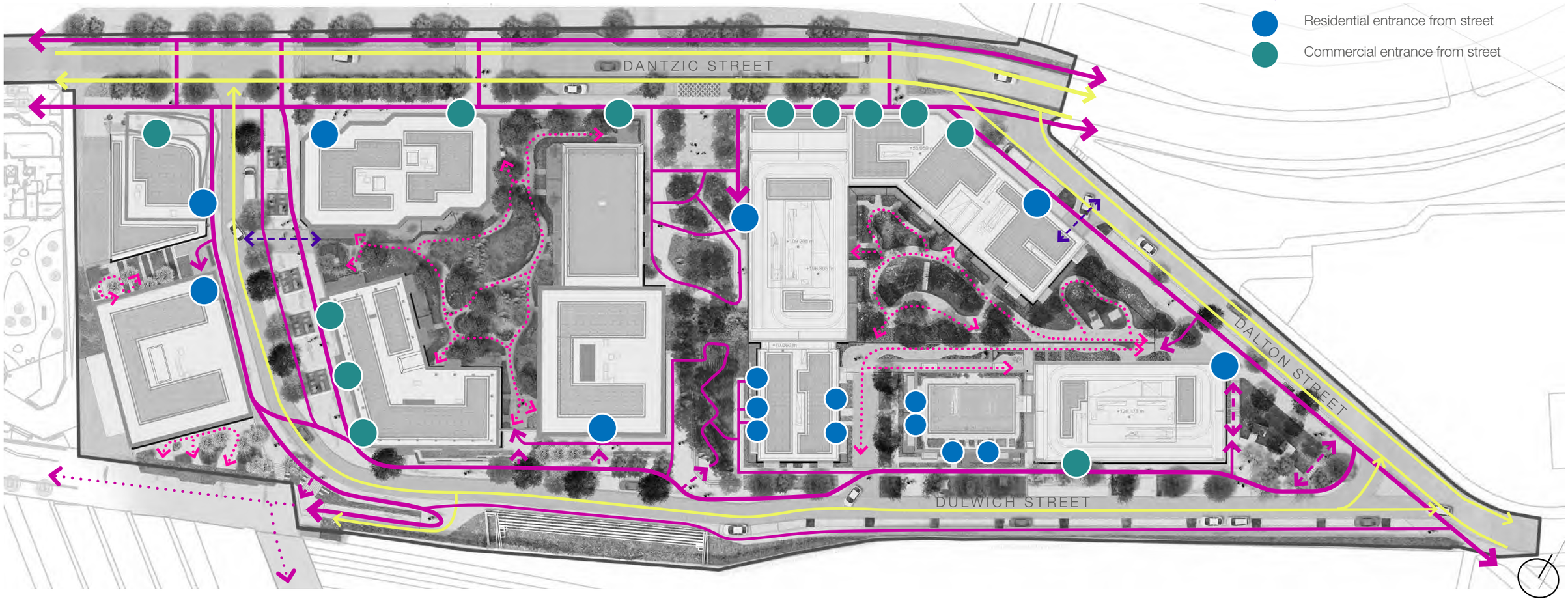


Access & Circulation

The below diagram illustrates the proposed access and circulation strategy for the streets and courtyards, which is designed to be clear and legible, promoting active travel above vehicles.

The significant levels changes across the site require the inclusion of steps and slopes. However all areas within the public realm and courtyards include step-free means of access.

The landscape masterplan has been designed to allow for potential future connections to Victoria Riverside and through the railway viaduct to Bromley Street.



Levels Strategy

The levels strategy, illustrated below, has been developed in response to the significant level changes across the site, allowing safe and convenient access for residents and visitors.

Dulwich Street provides a sloping pedestrian, cycle and vehicle route at a gradient of no steeper than 1:21, with intermediate level landings, connecting Dantzic Street and Dalton Street. A further ramped and stepped connection provides the future link through the viaduct and to the rear of Victoria Riverside.

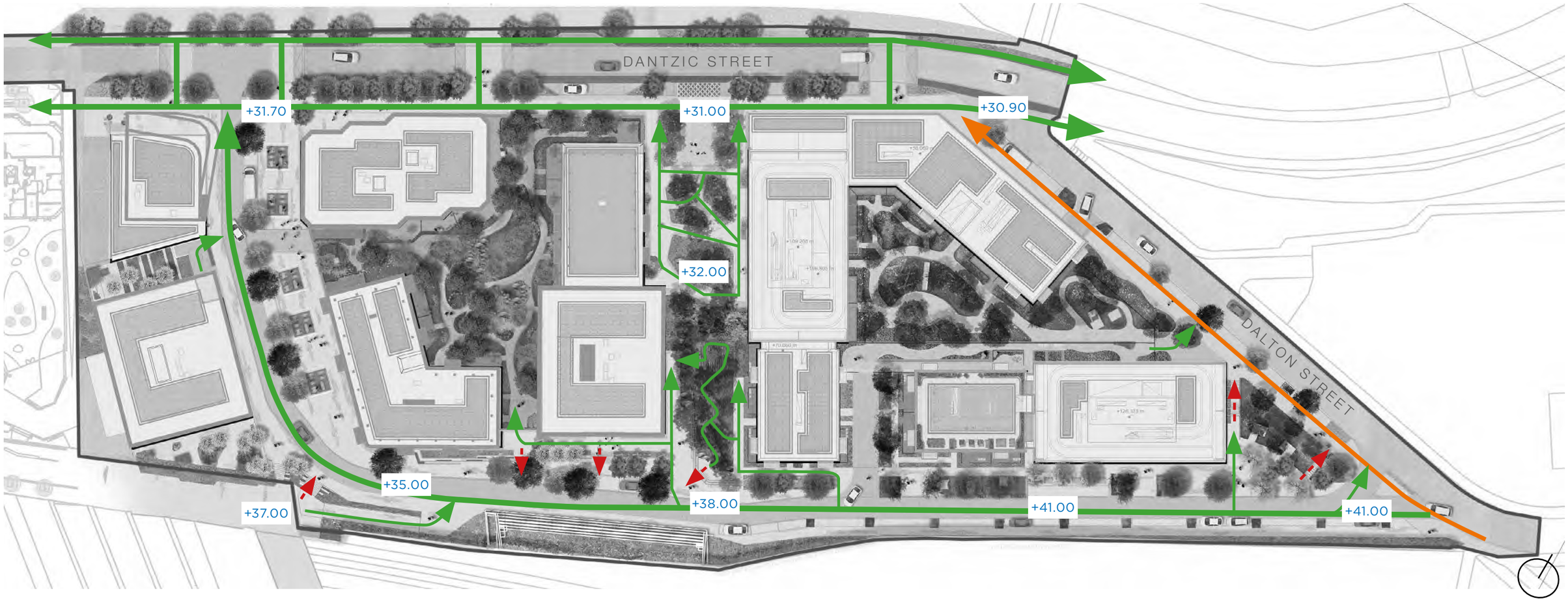
Travis Square is proposed as an accessible area of public realm connected to Dantzic Street. A steeply sloping inaccesible ecological area is will lie between this and an upper accessible plateau adjoining Dulwich Street.

Level access to the courtyard spaces is provided from within the buildings. Additional pedestrian access from street level will be provided to the NT03 courtyard from Dulwich Street and from Dalton Street to NT04.

Key

- Accessible route (1:21 or shallower)
- Route at existing street gradient (steeper than 1:21)
- Stepped route in public realm

Note: arrows indicate the direction of gradient

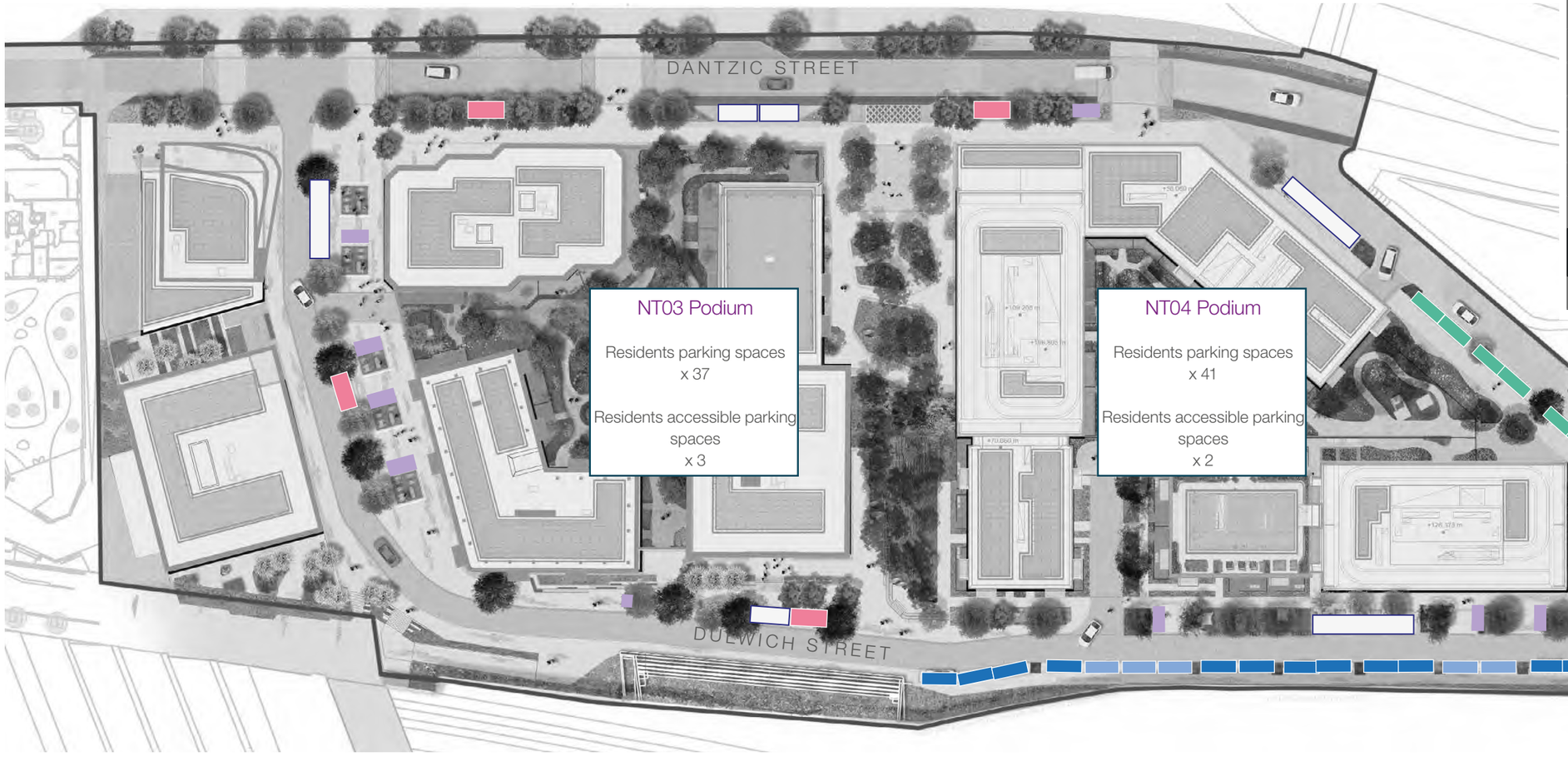


6 Public realm and landscape
6.2 Landscape masterplan

Parking Strategy

The below diagram illustrates the approach to external and internal parking for both residents and visitors.

Dantzic Street and Dalton Street will provide visitor parking whilst Dulwich Street predominantly provides residential parking with accessible parking spaces for visitors.



Key

- Loading Bays x 6
- Resident's Accessible Parking Bays x 5
- Residents Parking Bays x 16
- Visitor Accessible Parking Bays x 4
- Visitor Parking Bays x 9
- Cycle Parking x 43 Cycle Stands (x86 spaces)

Residential car parking summary (excl. visitors)
Proposed overall car parking ratio = **10%**

Centralised car park to be delivered through on-street, on- and off-plot parking provisions:

NT02-04 proposal	**Quantity**
Standard podium spaces	78
Accessible podium spaces	5
Standard on-street spaces	16
Accessible on-street spaces	5
Total car spaces	104
Total homes	1,551
Car spaces / homes	7%
Off-site parking (within the masterplan boundary)	**Quantity to meet 10%**
Standard and accessible spaces	52

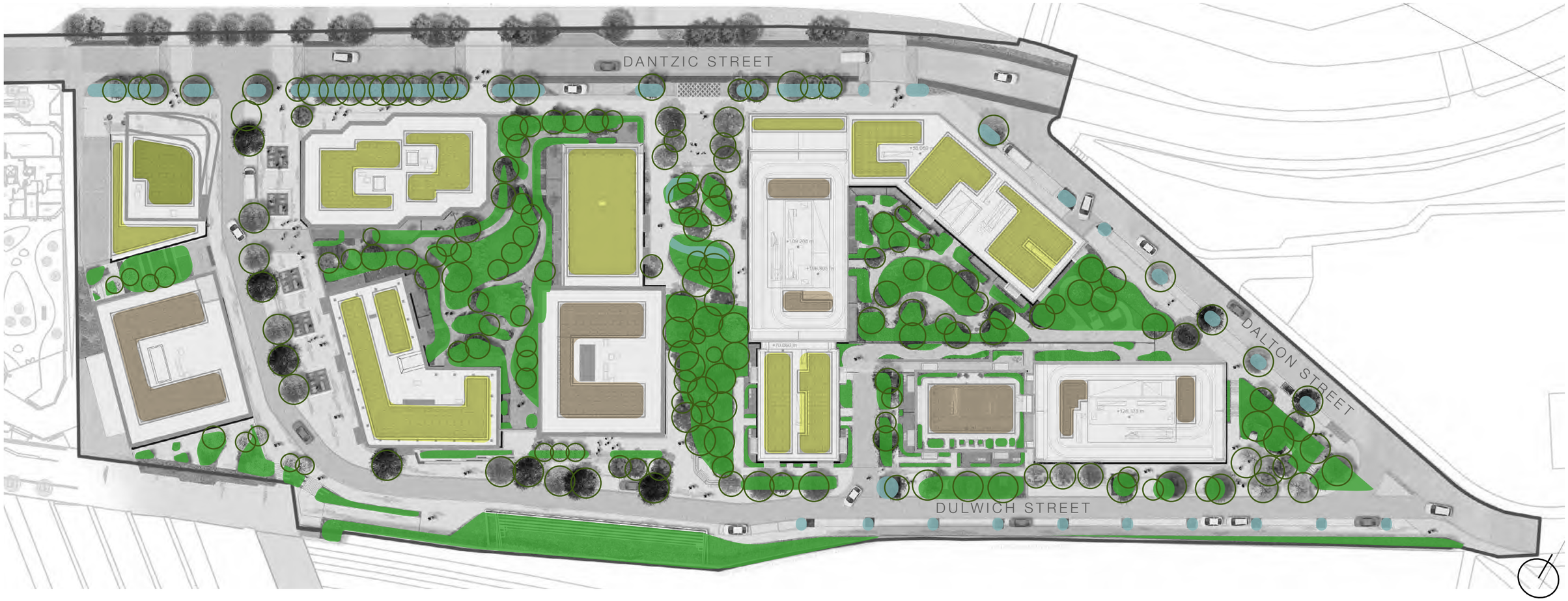
Green Infrastructure

The below diagram illustrates how the site has maximised green infrastructure throughout the public realm and courtyards, through the inclusion of planting, rain gardens and tree planting.

Green and brown roofs are proposed at roof level.

Key

- Soft Landscape
- Soft landscape with SuDS function
- Proposed trees
- Green roof
- Brown roof



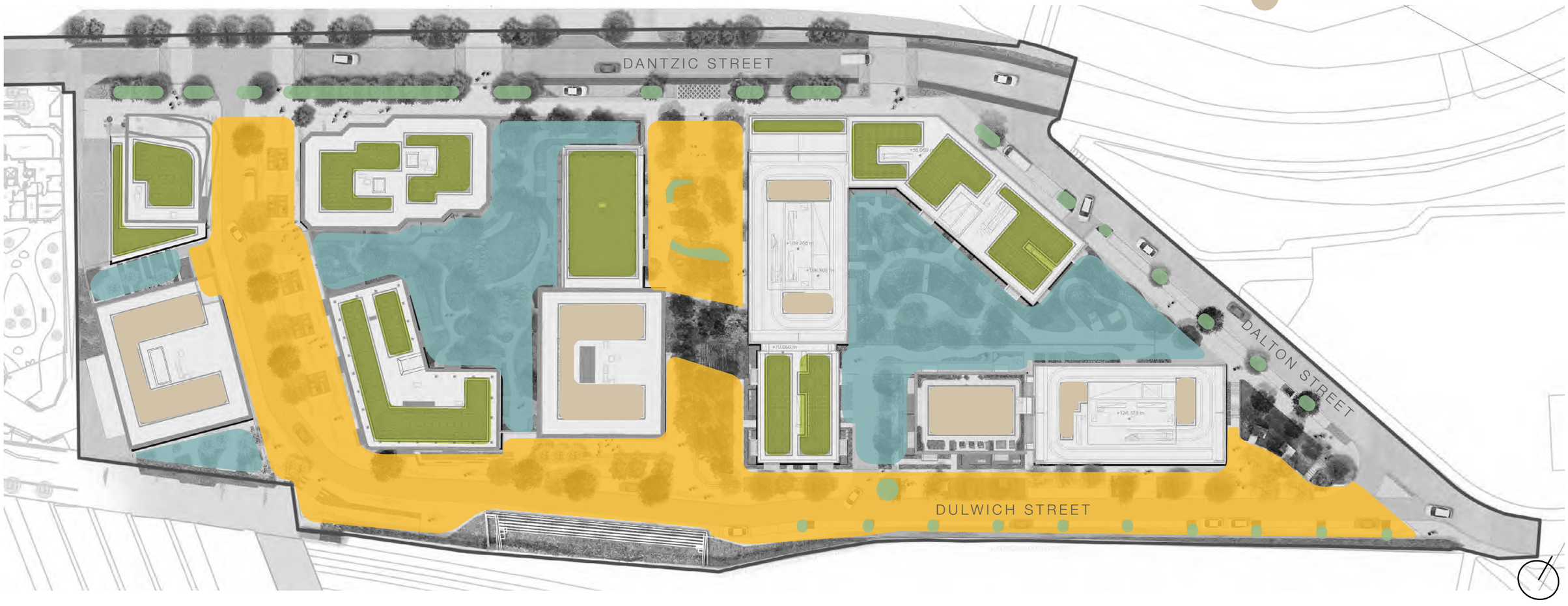
Sustainable Drainage (SuDS)

A multi-layered suite of SuDS features are integrated within the design of the landscape:

- At roof level, green and brown roofs help slow run-off.
- The majority of the hard surfacing within the public realm and courtyards will be permeable, providing attenuation of surface water in the void of the sub-base before discharge in to the drainage system
- Rain gardens are proposed along the streetscape to capture and filter surface run-off from adjacent footways

Key

- Permeable paving zone (with areas of soft landscape) in public realm
- Permeable paving zone (with areas of soft landscape) in courtyards
- Rain garden in public realm
- Green roof
- Brown roof



External Lighting

The below diagram illustrates the approach to external lighting in the streetscape, public realm and courtards.

Dantzic Street and Dalton Street will be lit with column lighting (specification to be agreed with Manchester City Council).

Smaller scale lighting columns will provide lighting to Dulwich Street.

Overhead catenary lights are proposed between the buildings either side of Travis Square.

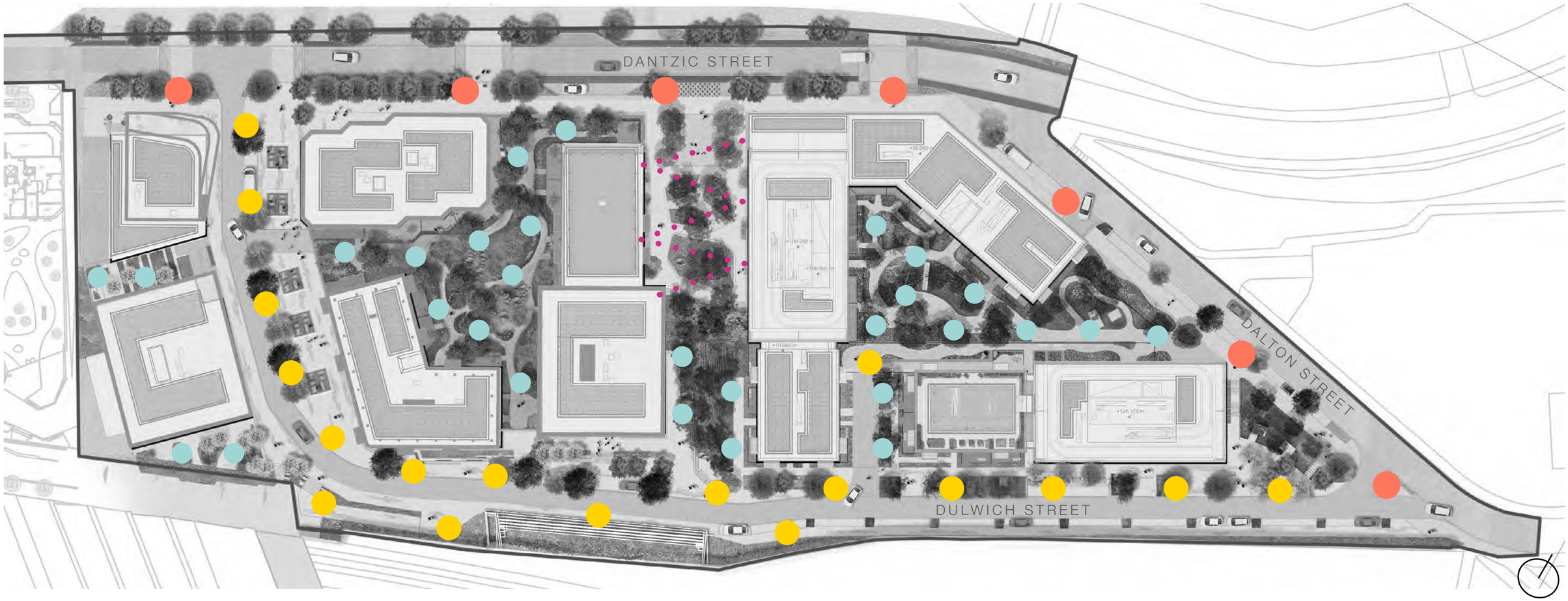
Within the courtyards, paths will be lit by low level bollard lighting.

Additional feature lighting including uplighters and strip lighting will be incorporated to light furniture, signage and trees in key locations.

Key

- Highways lighting column (MCC specification)
- Public realm lighting column
- Catenary lighting
- Bollard lighting

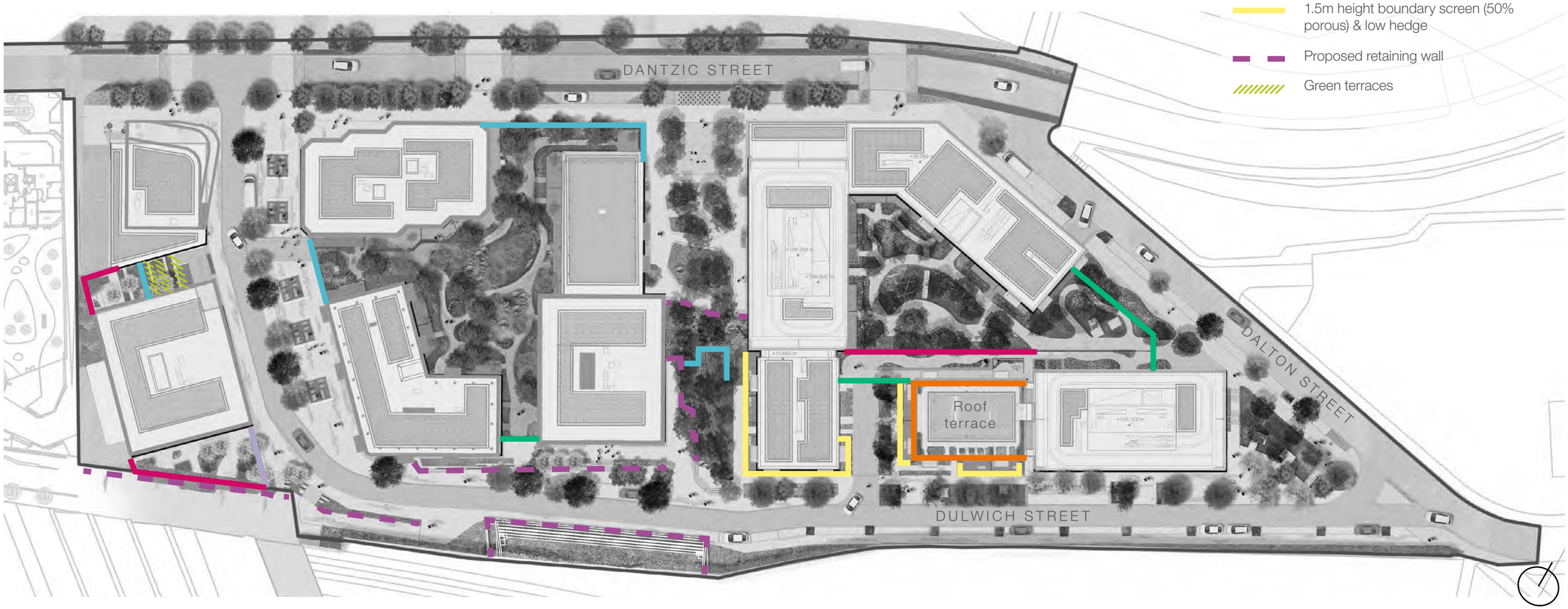
Note: All lighting spacings are indicative only.



Boundaries

The approach to boundary treatments is designed to provide security and enclosure to communal courtyards and private terraces.

The proposed screens and balustrades will also integrate perforated elements within the detailing to provide wind mitigation, where required.



Design Principles

Launch Pads are a new street typology that secure active space within the public realm. By reducing the number of on-street car parking spaces, there exists more space for public life.

Launch pads are approximately 25m^2, similar to that of two car parking spaces. They are activated through 3 types of use:

- Commercial
- Recreational
- Ecological

NOTE: This detailed application seeks approval for the launch pads. It is proposed that a landscape condition will be imposed which requires the detailed design and specification of the above ground features, structures and equipment on each launch pad to be submitted and approved by the Local Planning Authority prior to the first use of that launch pad.

Why Launch Pads?

These spaces suggest the launching of multiple activities, many of which are flexible and can adapt to the future social considerations of a sustainable community.

Typologies

Commercial launch pads will offer space for ground floor tenants to activate the public realm. These spaces are designed to use flexible modular elements, which can be stored, assembled and managed under the control of the landlord. Special events and markets can also utilise the public spaces to promote a fluctuating and lively street scene along Dulwich Street.

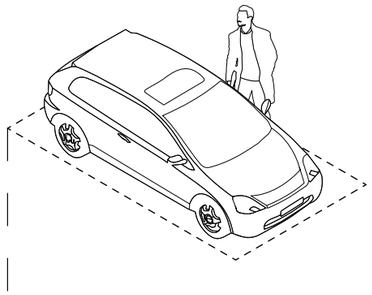
Recreational launch pads offer moments of respite, amusement and leisure for residents and visitors to the area. Areas to lounge and socialise in the sun or shade of the nearby tree canopy. There is something for everyone in the array of accessible outdoor furniture and creates opportunities for various seating configurations.

Ecological launch pads effectively connect residents and visitors to the wild urbanism concept integrated throughout the masterplan. These launch pads will provide vital green space and ecological niches for local wildlife and plant communities. By making space for verdant greenery, these spaces create pocket forests and natural drainage facilities.

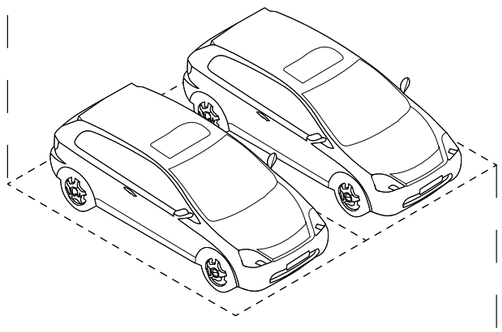
Concept

From: 2 cars & 4 people
To: A Social Space for 10 people

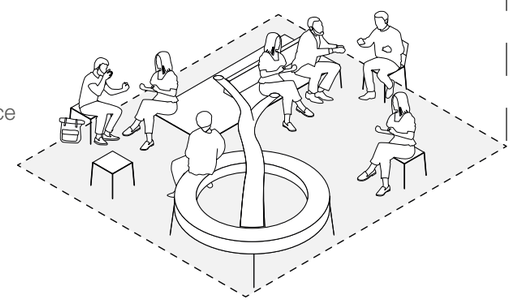
1 Space
2.5m x 5m



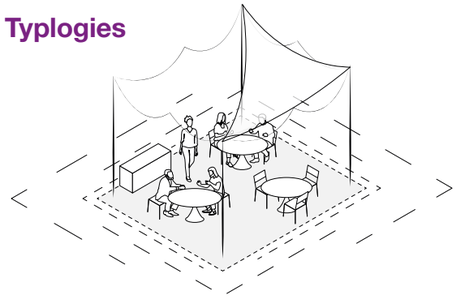
2 Spaces
5m x 5m



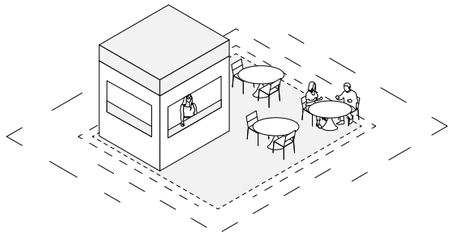
Public Space
25m^2



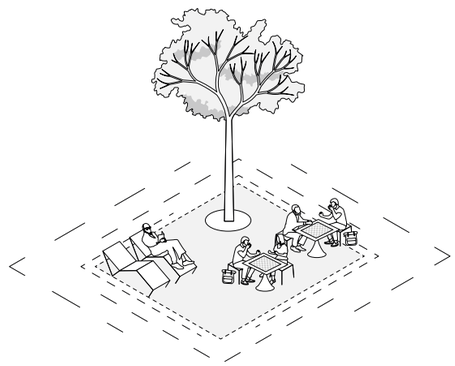
Typologies



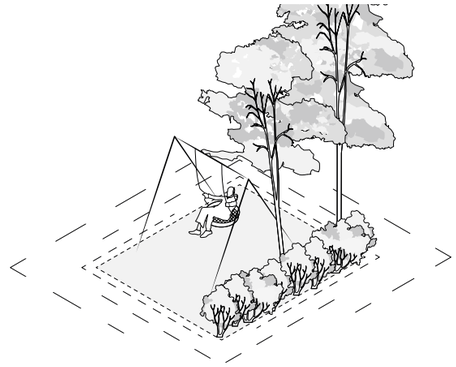
Commercial tenant spill out



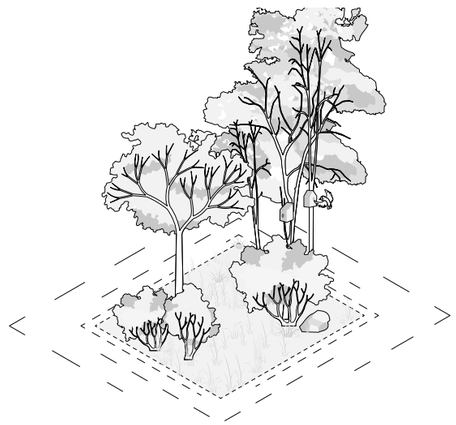
Events and markets



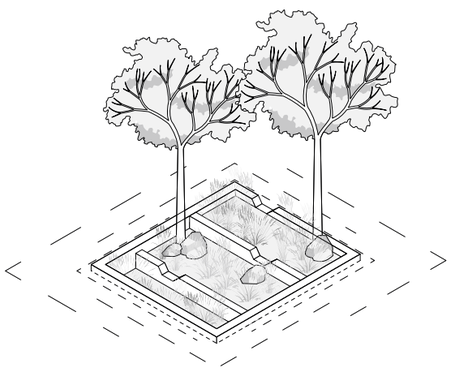
Dwelling and relaxation



Play and fitness



Eco - pads



Rain water management

Launch Pad Locations

Launch Pads are split between Dulwich Street West and South. Dulwich Street West hosts commercial orientated launch pads, that will serve as a public facing spill-out zone for the adjacent commercial tenants and provide space for pop up events and markets.

Dulwich Street South is populated with residential orientated launch pads, which relate better to the residential language adjacent to them. Adjacent to office use in Building NT04 are launch pads for outdoor meetings and lunches.

Key

- 1 Dulwich Street West
- 2 Dulwich Street South

Commercial:

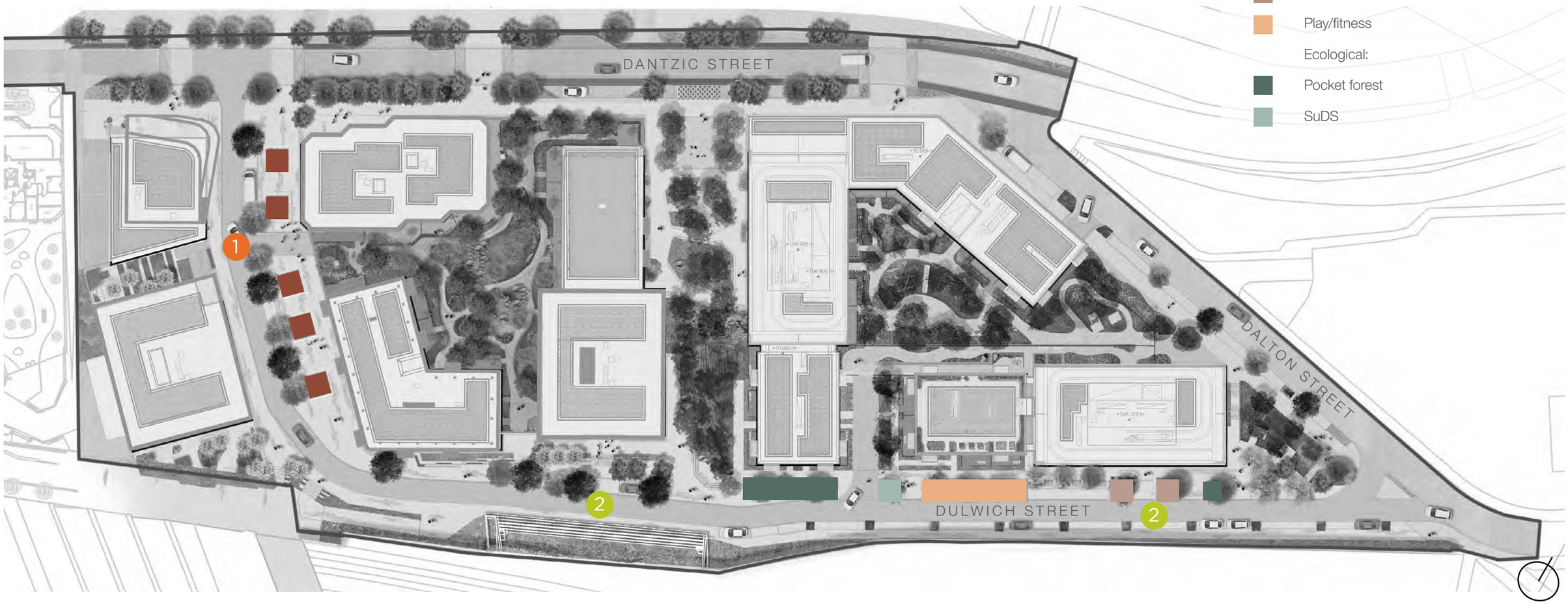
- Commercial/market/pop-up

Recreational:

- Lounge/dining
- Play/fitness

Ecological:

- Pocket forest
- SuDS



Dulwich West Commercial Launch Pads

The Dulwich Street West Commercial Launch Pads overcome two major constraints in the public realm. The spaces activate the extensive utility corridor of the realigned gas main and flatten the 1:21 gradient to offer more level commercial spill out space for the adjacent commercial units.

For future ease of accessing the gas pipe below, the launchpad will be removable.

In addition, each launch pad will have access to in-ground electricity and water supplies. These will be lockable and under the control of FEC. The utility supply will come from the general common areas of the building. The electricity and water supply could have their own meters and be used under an agreed rental scheme with the tenant.

The launch pads will be fitted with hidden feet details that offer a modular frame structure to be fitted to suit any type of commercial activity.

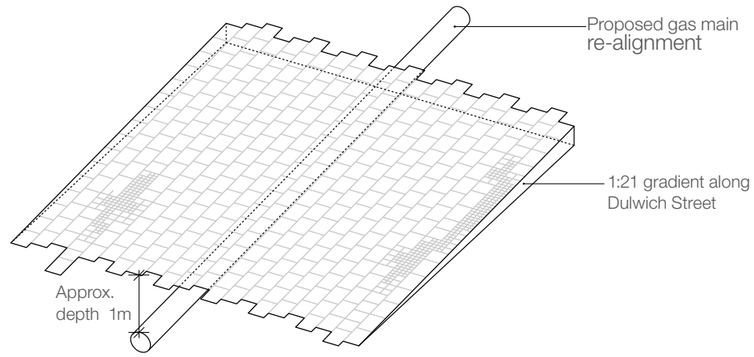
NOTE: This detailed application seeks approval for the launch pads. It is proposed that a landscape condition will be imposed which requires the detailed design and specification of the above ground features, structures and equipment on each launch pad to be submitted and approved by the Local Planning Authority prior to the first use of that launch pad.



Northern Quarter Makers Market, Manchester, UK
A fluctuating market scene

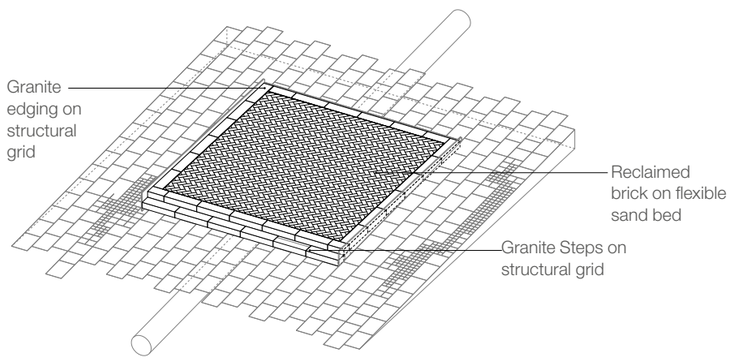
Constraints

Two main constraints affect the construction of the commercial launch pads:
- 1:21 gradient along Dulwich Street
- Gas main easement area for emergency access



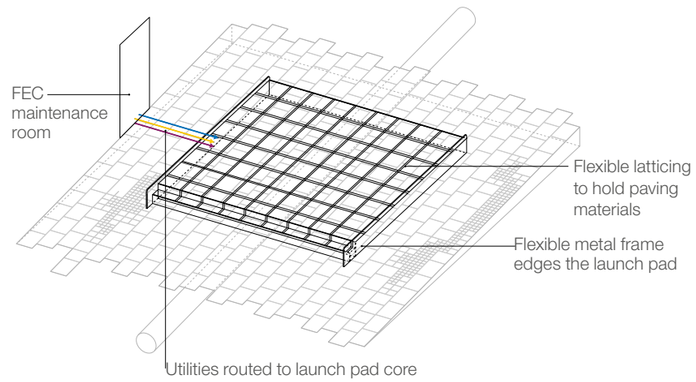
Paving & Edging

For ease of accessing the gas pipe below, all paving materials will be laid on a flexible bed of sand.



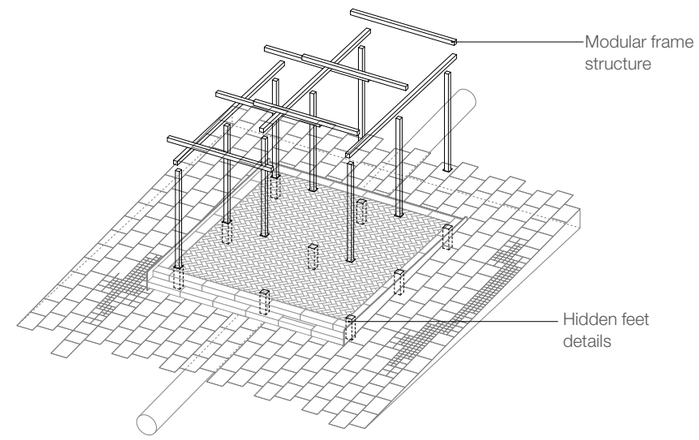
Utilities & Foundation

For ease of accessing the gas pipe below for future maintenance, the launchpad will need to be removable. Each launch pad will have access to an electricity and water supply.



Modular Frame Structure

For the launch pads to be flexible to any commercial situation, a modular frame system provides a simple basic structure that can be personalised.



Character Areas

The public realm and external spaces are designed to be legible and cohesive, with a commonality of materials and approach to planting.

Within this framework a series of landscape character areas are proposed which vary in appearance and layout in response to the site location and surrounding uses.

The following section describes each of the six character areas as illustrated in the adjacent diagram.



Dantzic Street

Dantzic Street is an existing adopted highway and will be upgraded as part of the project. A strong urban identity of natural stone paving and high quality furniture along the bustling commercial edge activates the street.

Separated cycle lanes sit raised above the carriageway, creating a safe active travel corridor.

A diverse range of planting provides a characteristic and natural setting to the street.

Disabled parking bays and lay-bys are systematically located along the street where required.

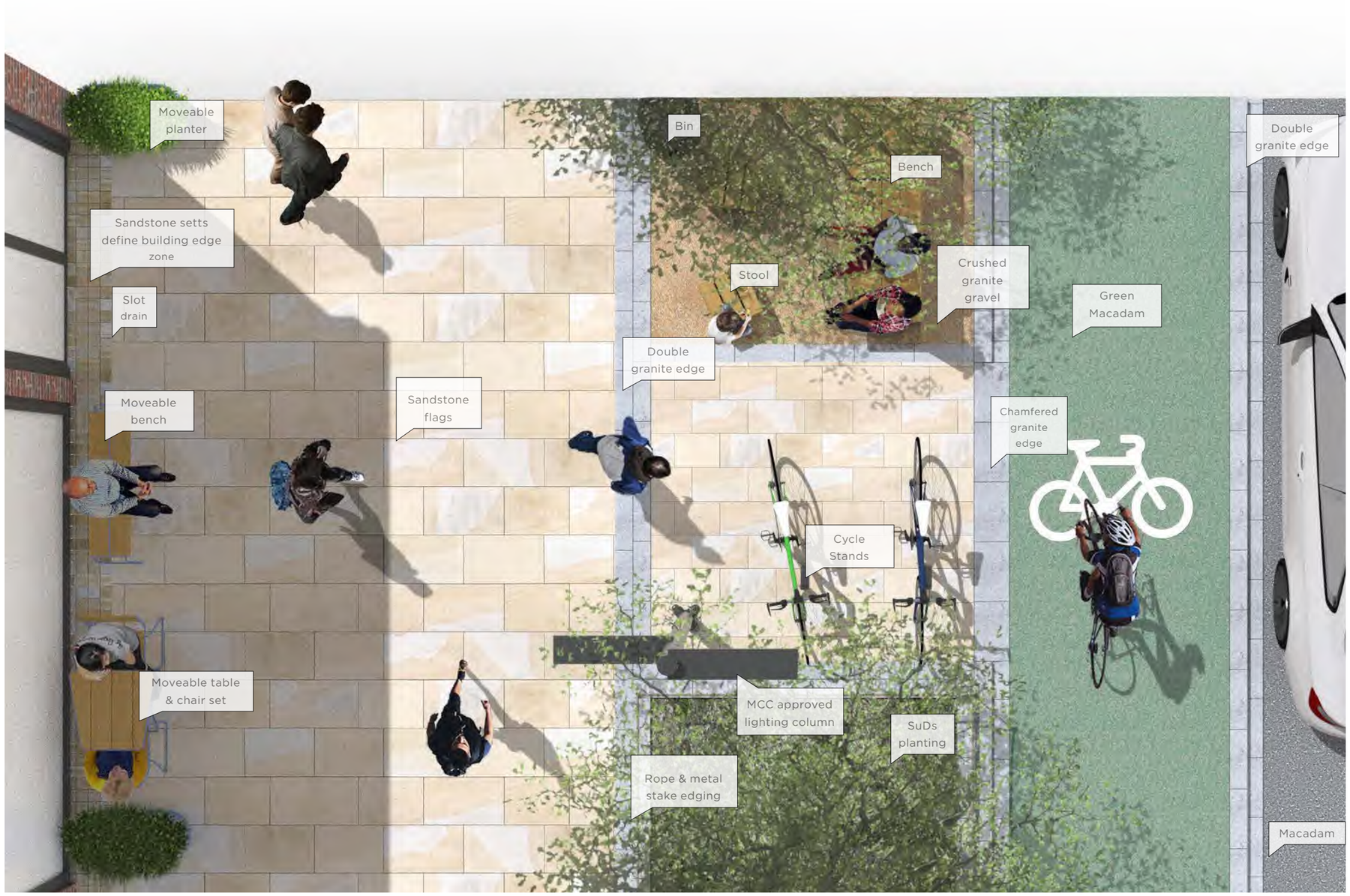


Dantzic Street - Detail Plan

Dantzic Street footways and building edge zones within adopted highway areas, will use a standardised approach and materiality acceptable to MCC.

The cycle lanes and carriageway follow the MCC adopted highways materiality palette. The carriageway will be macadam and edged by double granite kerbs. The cycle lane will be set 100mm above the carriageway and is to be a green macadam surface edged by granite kerbs.

The adopted highway setting out allows for a 3m wide flexible landscape strip. This landscape area will be used for various urban high street functions such as SuDS, public seating areas, commercial spill out areas, cycle parking and service laybys





Dulwich Street West

Dulwich Street provides a generous space for pedestrian, cycle, servicing and vehicle access from Dalton Street to the north and Dantzic Street. The street provides access to plots NT02, NT03 and NT04.

The street forms the main accessible route on a challenging steep site and has been designed as a slope with a gradient no less than 1:21.

Dulwich Street will prioritise pedestrians, cyclists, active commercial spill-out zones and dwelling spaces over cars, which are reduced to a one way 4.5m wide carriageway with minimal kerbs and will have a quality public realm finish.

Existing and future underground service corridors have been coordinated to allow for generous tree planting pits. Large trees that reach full maturity are envisaged to help mitigate against wind funnelling and emphasise the Wild Urbanism narrative.

Along Dulwich Street West the streetscape provides opportunities for spill out from adjacent commercial properties of NT03, arrival space for resident's lobbies and access to the resident's car park.

The street is designed to allow the potential for future pedestrian and cycle connection along the front of the viaduct to Victoria Riverside and beneath the railway to Bromley Street.



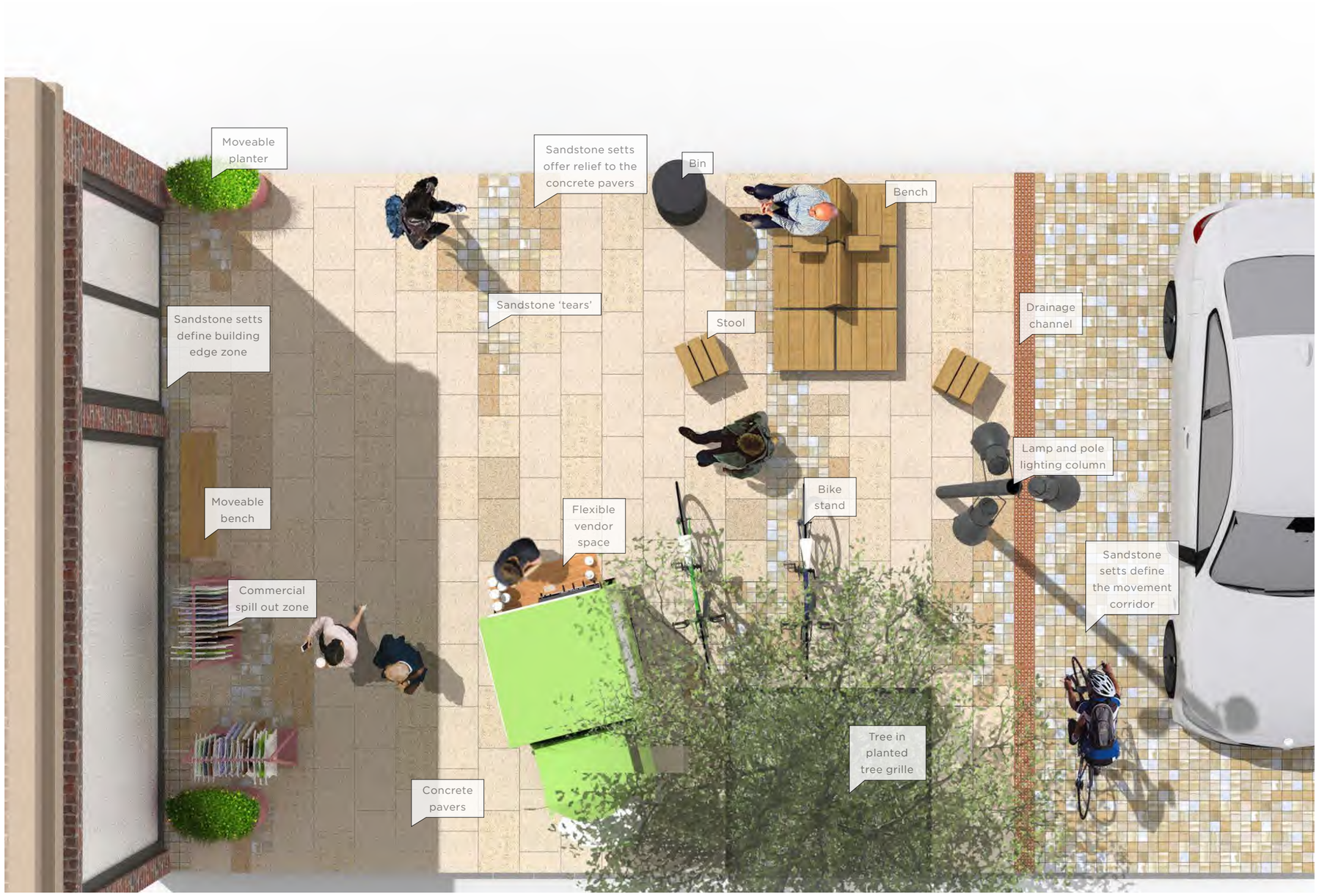
Dulwich Street West - Detail Plan

Non-Adopted streets will have a number of standard details that help define the street's character. A bespoke materiality palette emphasises the wild urbanism theme.

The concept of the ground ´tearing´ in areas further emphasises the concept of wild urbanism and provides a visual and tactile relief to the regularity and familiarity of the surrounding urban patterns. The 'tears' use a smaller rougher sett to provide a contrast to the surrounding smoother paved public realm.

A mixture of colour and texture reflects that of the sandstone bedrock beneath, connecting the public realm with the historic materiality of the River Irk valley.





Dulwich Street West - Section-Elevation



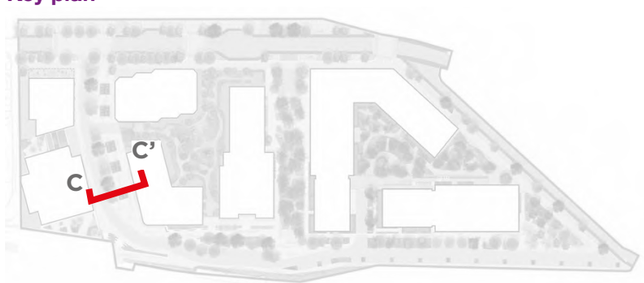
Key plan



Dulwich Street West - Section-Elevation



Key plan



Commercial Launch Pad

A place to enjoy

The commercial launch pads offer a public facing area for adjacent businesses to integrate more fully into the public realm.

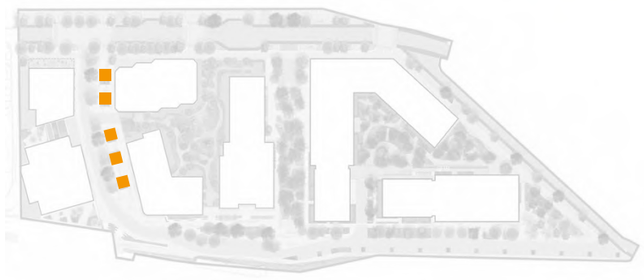
With ample space for seating and a modular frame structure, the commercial launch pads create a customisable space for a variety of business uses.

In addition to adjacent business use, the commercial launch pads could be leased for pop-ups markets and special events and serve to create a lively public sphere along Dulwich West.

NOTE: This detailed application seeks approval for the launch pads. It is proposed that a landscaping condition will be imposed which requires the detailed design and specification of the above ground features, structures and equipment on each launch pad to be submitted and approved by the Local Planning Authority prior to the first use of that launch pad.



Key plan



Dulwich Street South

The design of Dulwich Street South retains the principles of western section, connecting to Dalton Street to the east.

The street character here becomes greener and more residential, with more planting, seating and opportunities for play.

A sloped and stepped resident's access to NT03 is integrated between planted terraces.

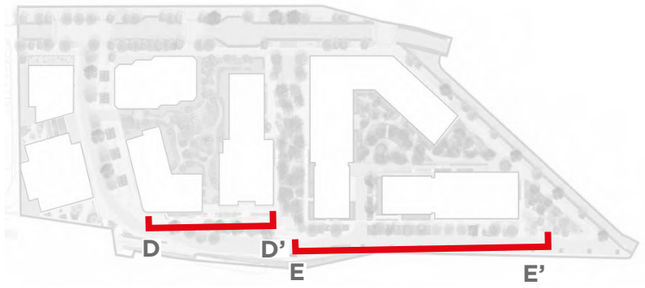
Further residents access is provided to NT04 and the entrances to the town houses.

Resident's parking is proposed along the southern side of the street, alongside the railway viaduct.



Dulwich Street South - Section-Elevation

Key plan





Recreational Launch Pad

A place to relax

The recreational launch pads serve as an outdoor living room for the residents of the area and offer inviting places to rest for visitors strolling along Dulwich Street.

Dappled shade from diverse tree species provide respite in the summertime while dense groundcover and shrubs provide colour and texture all year round.

Reclaimed brick and Corten edging complement the planting and surrounding paving palette and serve to make the space especially natural and inviting.

NOTE: This detailed application seeks approval for the launch pads. It is proposed that a landscape condition will be imposed which requires the detailed design and specification of the above ground features, structures and equipment on each launch pad to be submitted and approved by the Local Planning Authority prior to the first use of that launch pad.



Key plan



Recreational Launch Pad

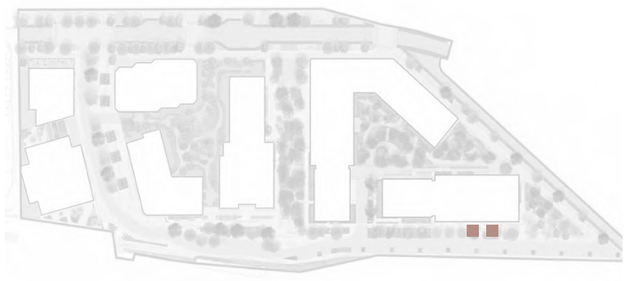
A place to celebrate

The outdoor dining recreational launch pad creates an outdoor space for residents to gather, celebrate, and dine together throughout the year. Accessible picnic tables allow for all residents and visitors to enjoy the gathering spaces under the shade of an adjacent shade tree. Attractive outdoor grills provide residents with the opportunity to cook and dine al fresco steps away from their front doors.

NOTE: This detailed application seeks approval for the launch pads. It is proposed that a landscape condition will be imposed which requires the detailed design and specification of the above ground features, structures and equipment on each launch pad to be submitted and approved by the Local Planning Authority prior to the first use of that launch pad.



Key plan



Recreational Launch Pad

A place to play

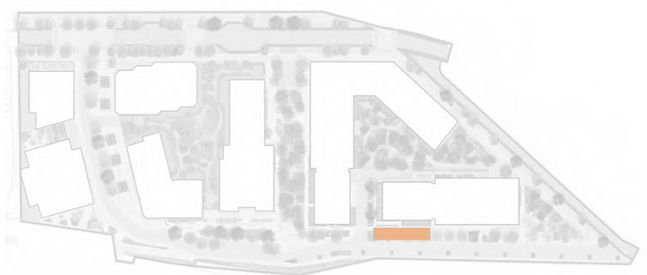
The play-focused recreational launch pad creates a space for families and children to enjoy a custom designed play structure.

Small covered structures serve as connecting points for a safe, protected, and a thrilling canopy walk culminating in a curving slide. A variety of tree planting provide shade in the warmer months and complement the canopy walk while Beech hedges line the southern sidewalk edge to buffer visitors from nearby Dulwich Street.

NOTE: The play structures are accessed internally and thus do not present a hazard in terms of falls. In this way the play structures do not need fall surfaces beyond the launch pad boundary. Accessible play is also provided for inclusion.

NOTE: This detailed application seeks approval for the launch pads. It is proposed that a landscape condition will be imposed which requires the detailed design and specification of the above ground features, structures and equipment on each launch pad to be submitted and approved by the Local Planning Authority prior to the first use of that launch pad.

Key plan





Ecological Launch Pad

A place for nature

The pocket forest launch pad mimics the natural succession of local forests. Whips and feathered trees are layered and mixed with semi-mature, so a dense, wild tree strategy naturally adapts and changes over time.

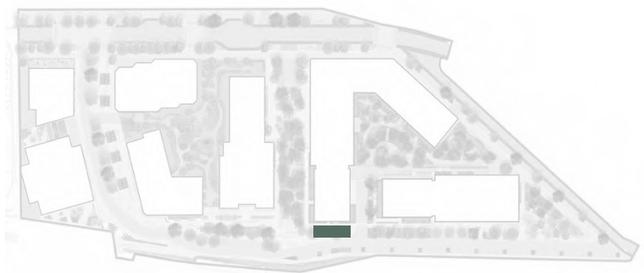
Small boulders and locally sourced logs imbue a sense of the forest, and dense ground cover and shrub planting complement the tree canopy.

The pocket forest provides critical ecological niches for local pollinators and visiting wildlife, while also offering visitors and residents a space to enjoy a naturalistic setting amidst urban life.

NOTE: This detailed application seeks approval for the launch pads. It is proposed that a landscape condition will be imposed which requires the detailed design and specification of the above ground features, structures and equipment on each launch pad to be submitted and approved by the Local Planning Authority prior to the first use of that launch pad.



Key plan



Ecological Launch Pad

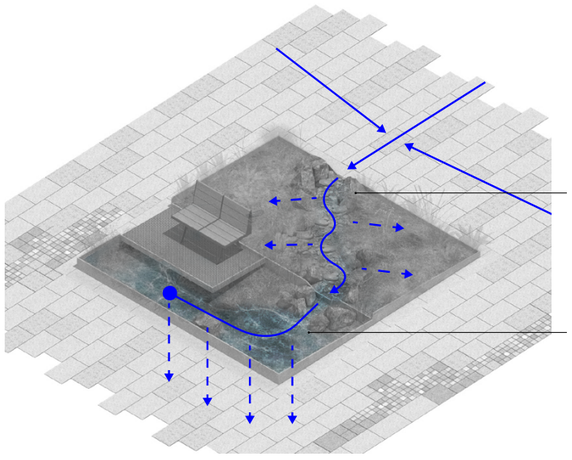
A rugged rain garden

Inspired by nearby Moorland streams, the SuDS launch pad evokes a natural rocky beck and offers a place for residents and visitors to linger amongst a thriving, biodiverse and densely planted outdoor space.

Natural stones carve and line a stream through the centre of the space while a wetland and Moorland-inspired planting mix connect visitors to native flora.

NOTE: This detailed application seeks approval for the launch pads. It is proposed that a landscape condition will be imposed which requires the detailed design and specification of the above ground features, structures and equipment on each launch pad to be submitted and approved by the Local Planning Authority prior to the first use of that launch pad.

Retain & Infiltrate





Key plan



Travis Square

Travis Square acts as a destination public space served by commercial units on Dantzic Street. The space is framed by a cascading green ecological slope to the south.

The plan creates a concurrent upper and a lower landscape level, and this space is designed to be fully accessible to people of all abilities on both levels.

The connection between the lower and upper level is visual only, there is no public or private access for people to the central sloped ecological area. The ecological landscaped elements of the space fulfil an important function in the site-wide biodiversity strategy. This area spans the full width of the space from Building NT03 to Building NT04.



Travis Square - Detail Plan

The materiality follows that of Dulwich Street using a mixture of natural stone and concrete pavers. Paving sizes use a blend in a square format from 400mm down to 100mm. Yorkstone setts are used to edge social and green spaces.

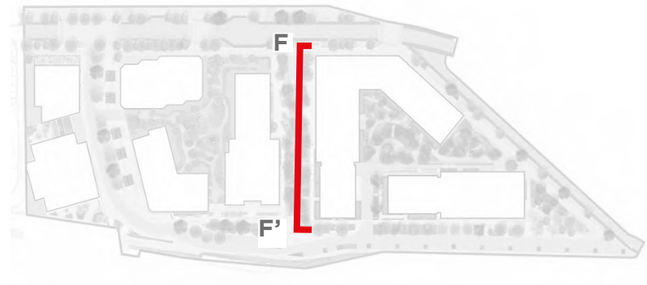






Travis Square - Section-Elevation

Key plan



F

F’



Dantzic Street interface

Travis Place

Paths between planting

Walled seating

Mounded Planting

Viewing platform overlooking biodiversity

Residential frontage

Dalton Street

Dalton Street is an existing adopted highway and will be upgraded as part of the project so that it interfaces the new Plots well. The footway connecting to Plot NT04 will retain the same identity as Dantzic Street, which uses natural stone paving and high quality furniture.

A segregated cycle lane will promote cyclist priority and will connect into the cycle infrastructure on Dantzic Street.

A diverse range of planting provides a characteristic and natural setting to the street. Between the planting beds, on-street parking bays and servicing bays are located, along with seating cycle stands and other neighbourhood furniture.



Dalton Street - Detail Plan

Dalton Street footways and building edge zones within adopted highway areas, will use a standardised approach and materiality acceptable to MCC.

The cycle lanes and carriageway follow the MCC adopted highways materiality palette. The carriageway will be macadam and edged by double granite kerbs. Cycle lane markings will be provided in the carriageway.

Dalton Street will have on-street car parking interspersed by green spaces along the street.

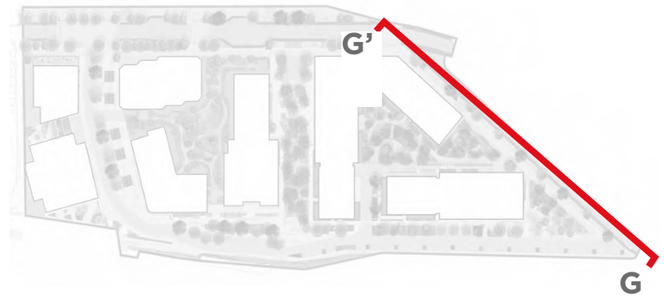






Dalton Street - Section-Elevation

Key plan





Courtyards - NT02

Two individual resident's terraces are proposed for NT02, both accessed from the first floor level. The first is located on the viaduct side of the plot with a south-facing aspect. The second is positioned between the tower and the Club House building, enjoying views down to the activity on Dulwich Street.

Both are green terrace gardens with space for socialising, relaxation and resident's events set within and around beds of lush planting.

A series of planted terraces step down from the communal terrace to Dulwich Street.







Key

1. Climbing plants at entrance
2. Planted terraces
3. Residents terrace
4. Victoria Riverside
5. Viaduct Lane
6. Biodiverse green roof
7. Dulwich Street
8. Dantzic Street

Courtyards - NT03

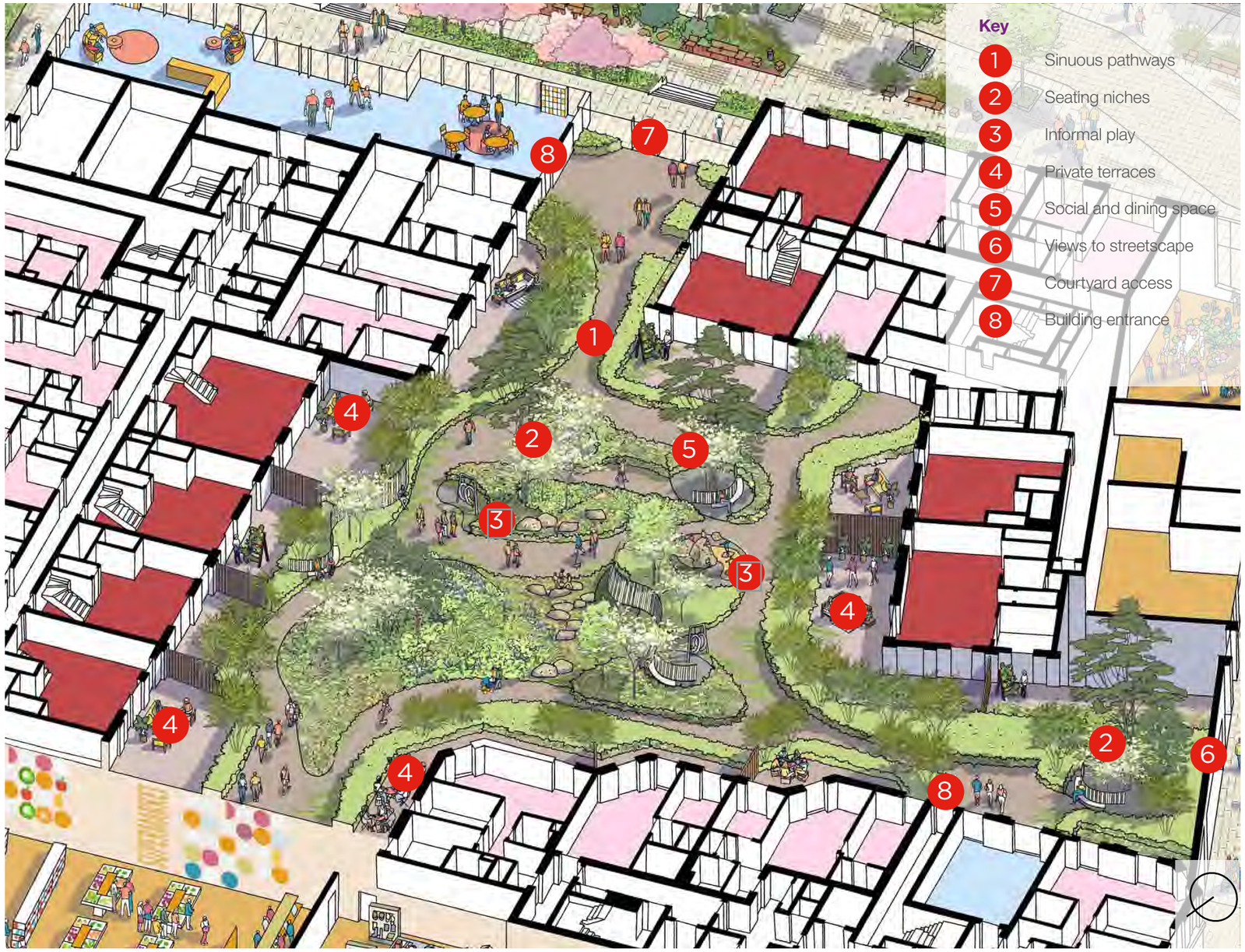
Organic shaped paths will meander through lush planting beds within the NT03 courtyard. A range of niches are carved out of these beds for seating, socialising, relaxing and incedental play.

Seating and screen structures create enclosure and definition the spaces and add verticality to the space.

Private terraces are proposed for the ground floor apartments and town houses.







Courtyards - NT04

The sculpted landform of the NT04 courtyard creates space for informal natural play set within lush planting and trees.

Private terraces are proposed for the ground floor apartments, screened by low hedge planting.

The courtyard slopes down towards Dalton Street creating an attractive green arrival on to the public realm.







Key

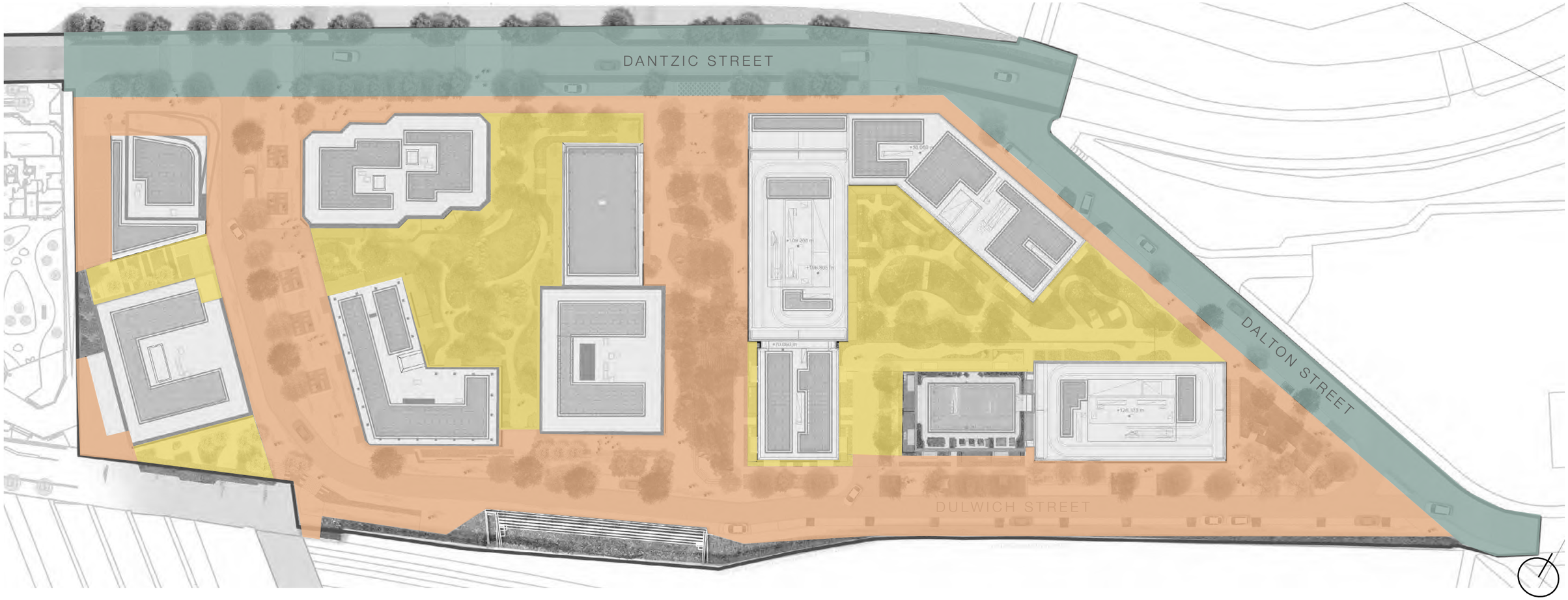
1. Sinuous pathways
2. Mounded landform
3. Natural play
4. Seating terrace
5. Seating platforms
6. Private terraces
7. Courtyard access
8. Building entrance

Hard Landscape

The following pages describe the approach to materiality within the adopted, non-adopted and courtyard areas.

Key

- Adopted highway
- Non-adopted highway
- Courtyards & terraces



Adopted Highways Paving Palette

High quality natural stone defines the adopted streets. Sandstone has a special nuance in tones and colour which perfectly align with the wild urbanism theme. Granite edging is the standard kerb choice for New Town. The hard wearing nature of the stone makes it a suitable choice for everyday urban situations.

Paving



Sandstone
Setts 95x95mm



Sandstone
Pavers 150x300mm



Sandstone
Flags 400x600mm

Edging



Granite Edging



Rope and metal
stake planting edging

Loose Surfaces



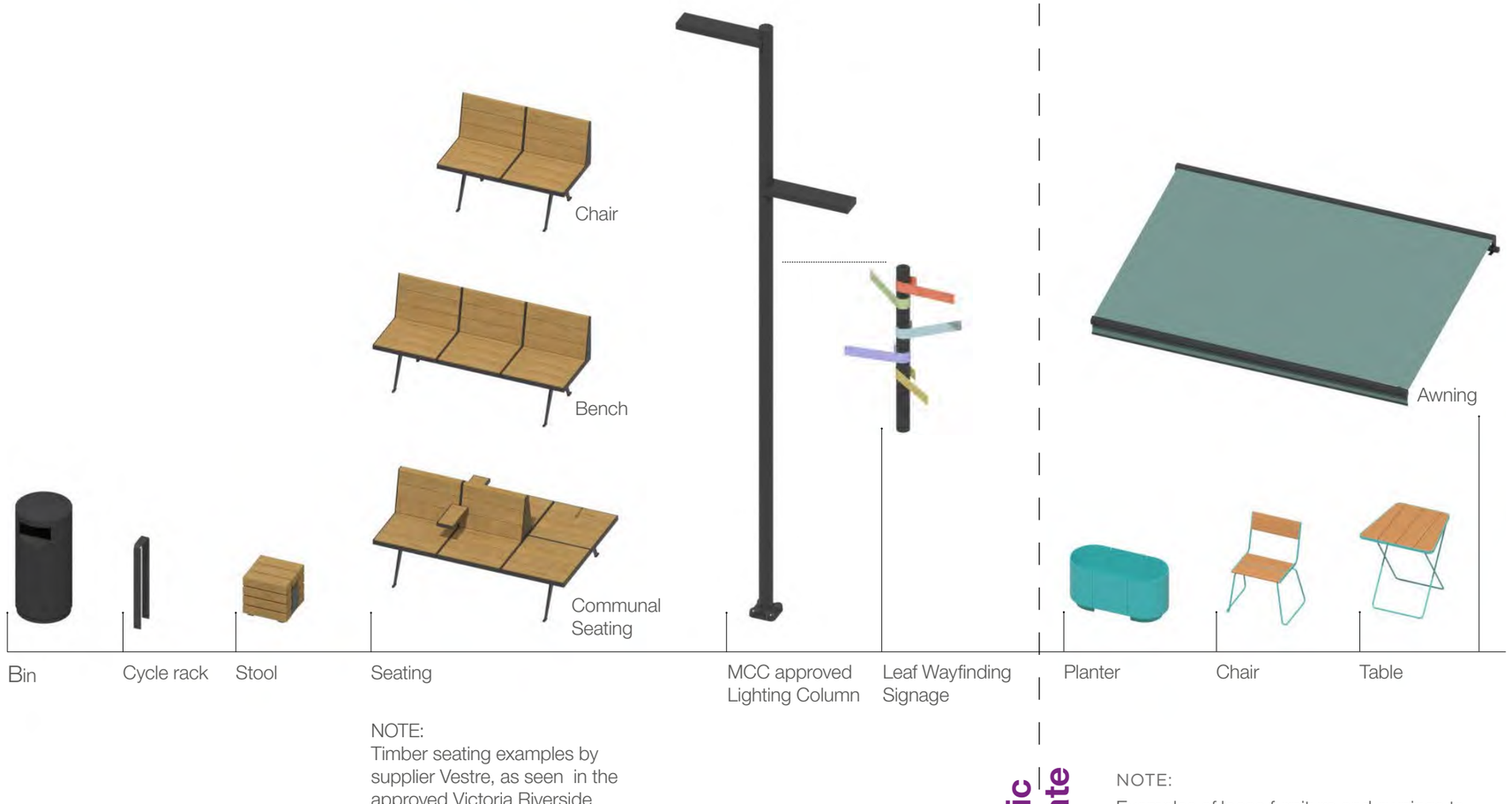
Crushed granite gravel
frames public furniture



Bark mulch frames
play spaces

Adopted Highways Street Furniture Palette

The adopted highways furniture suite will be made up of high quality products, all selected items will be reviewed by MCC to ensure adoption compatibility.



NOTE:
Timber seating examples by supplier Vestre, as seen in the approved Victoria Riverside scheme.

Public
Private

NOTE:
Examples of loose furniture and awnings to provide tenants an opportunity to personalise their spaces and help create active edges. Furniture to be under the management of the tenant.

Adopted Highways
Footways, Cycle Lanes & Carriageway

All footways and building edge zones within adopted highway areas, will use a standardised approach and materiality acceptable to MCC.

A. Building Edge Zone & Footpath Detail

The building edge is defined by a 0.5m offset of stone setts edged by a slot drain. The footpath is paved with stone flags and edged by a granite kerb.

B. Cycle Lane & Carriageway Detail

The cycle lanes and carriageway follow the MCC adopted highways materiality palette. The carriageway will be macadam and edged by double granite kerbs. The cycle lane will be set 100mm above the carriageway and is to be a green macadam surface edged by granite kerbs.

Flexible Landscape Area

The adopted highway setting out allows for a 3m wide flexible landscape strip. This landscape area will be used for various urban high street functions such as SuDS, public seating areas, commercial spill out areas, cycle parking and service laybys.

C. Greenspace & SuDS Detail

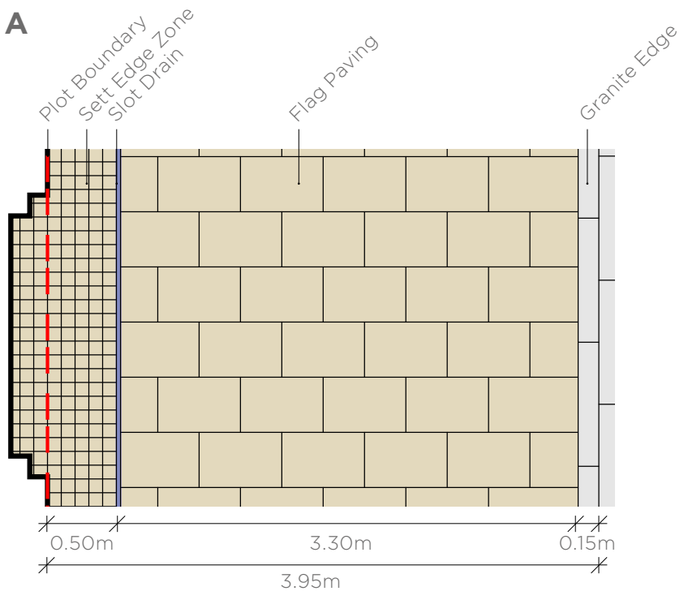
Green space and SuDS areas to be edged with raised granite kerbs. In addition to the kerb edging, a rope and metal stake fence set into the granite provides further protection to the planting and create a soft barrier fitting of the Wild Urbanism theme.

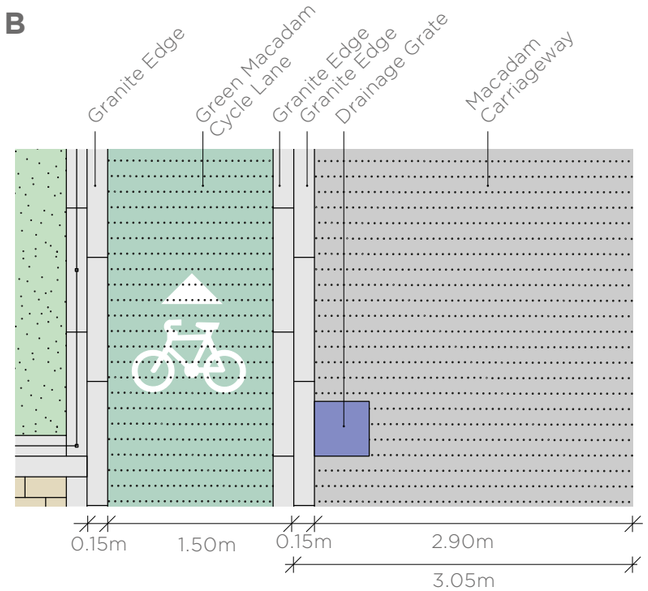
D. Cycle Parking Detail

Cycle parking areas are to be paved in small sandstone units and edged by a chamfered granite kerb to the cycle lane.

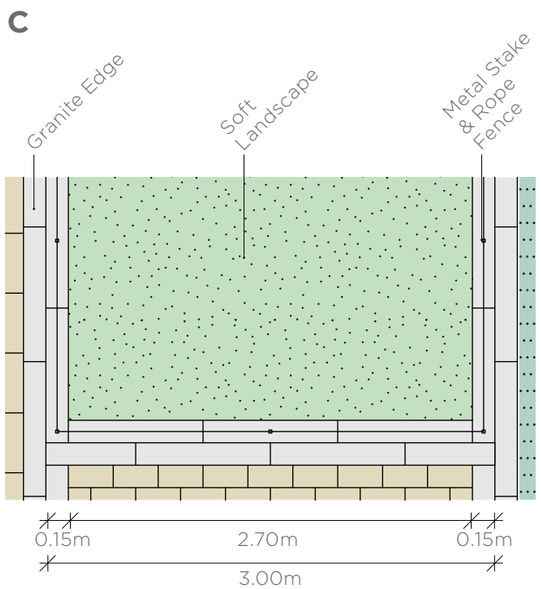
E. Public Seating Detail

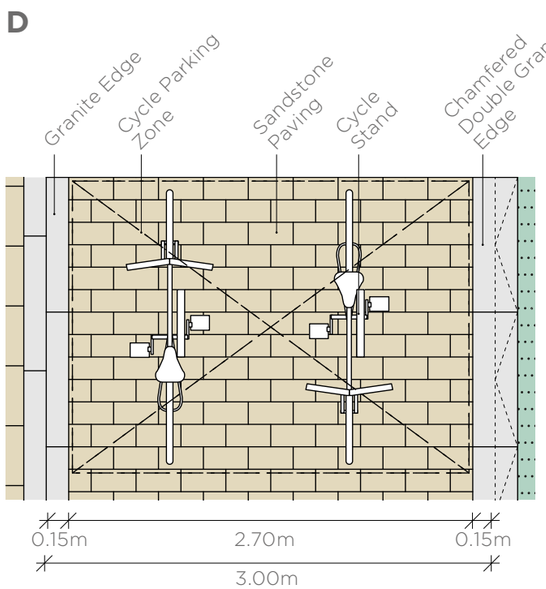
Areas of gathering and public furniture will have a natural crushed granite gravel surface to provide a tactile and softer experience.

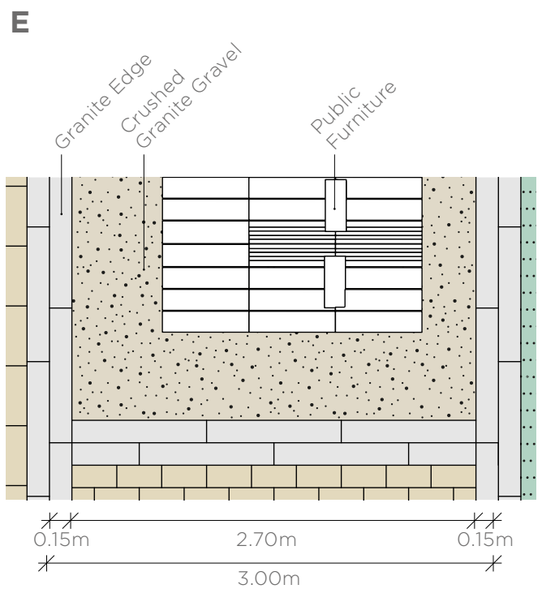












Non-Adopted Highways Paving Palette

Stone and colour accents add life to the hardscape. Sandstone has a special nuance in tones and colour which matches perfectly with our wild nature theme. Concrete pavers offer a wide selection in sizes, colour and textures and are economical en masse.

Paving



Sandstone
Setts 95x95mm



Concrete
Pavers 200x200mm



Concrete
Pavers 400x400mm



Concrete
Flags 600x400mm

Edging



Granite Edging



Rope and metal
stake planting edging

Loose Surfaces



Crushed granite gravel
frames public furniture



Bark mulch frames
play spaces

Non-Adopted Highways Street Furniture Palette

The non-adopted street furniture suite consists of high quality products. The selection provides flexibility in function and use.

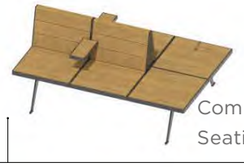
The furniture suite of both non-adopted and adopted highways will be of the same quality and design to ensure a tenure-neutral user experience.



Chair



Bench



Communal
Seating



Bin



Drinking
Fountain



Cycle
Rack



Stool



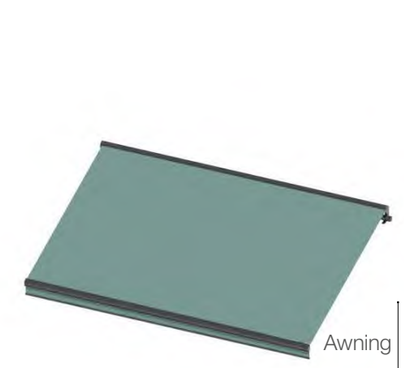
Tree in planted
tree grill

Seating



Lamp & Pole
Lighting

Catenary
Lighting



Awning



Planter



Chair



Table



Circle Bench
Tree Pit

NOTE:
Timber seating examples by supplier Vestre, as seen in the approved Victoria Riverside scheme.



Leaf
Wayfinding
Signage



Habitat
Boxes

Public
Private

NOTE:
Examples of loose furniture and awnings to provide tennants an opportunity to personalise their spaces and help create active edges. Furniture to be under the management of the tenant.

6 Public realm and landscape
6.5 Materiality

Non-Adopted Highways

Non-Adopted streets will have a number of standard details that help define the street's character. A bespoke materiality palette emphasises the wild urbanism theme.

The concept of the ground ´tearing´ in areas further emphasises the concept of wild urbanism and provides a visual and tactile relief to the regularity and familiarity of the surrounding urban patterns. The 'tears' use a smaller rougher sett to provide a contrast to the surrounding smoother paved public realm.

A mixture of colour and texture reflects that of the sandstone bedrock beneath, connecting the public realm with the historic materiality of the River Irk valley.

A. Building Edge Zone Detail

The footpaths and buildings edge zones along Dulwich Street will have a standard setting out as shown here. The building edge is defined by a 0.5m offset of natural stone setts edged by a slot drain. The footpath is paved with concrete flags and smaller paving units and setts define the tears.

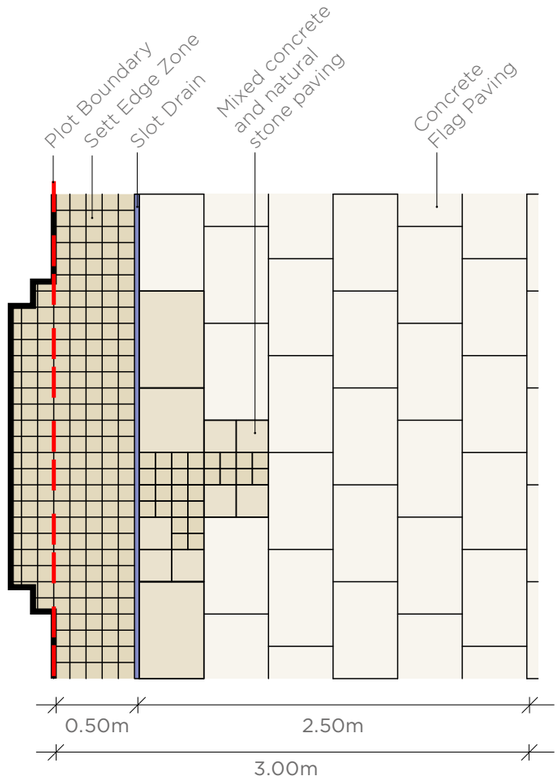
B. Public Realm Paving Detail

Large concrete flags are paved horizontally to the building edge. To emphasise the wild urbanism theme, tears of smaller concrete pavers and setts cut though the main body of concrete paving.

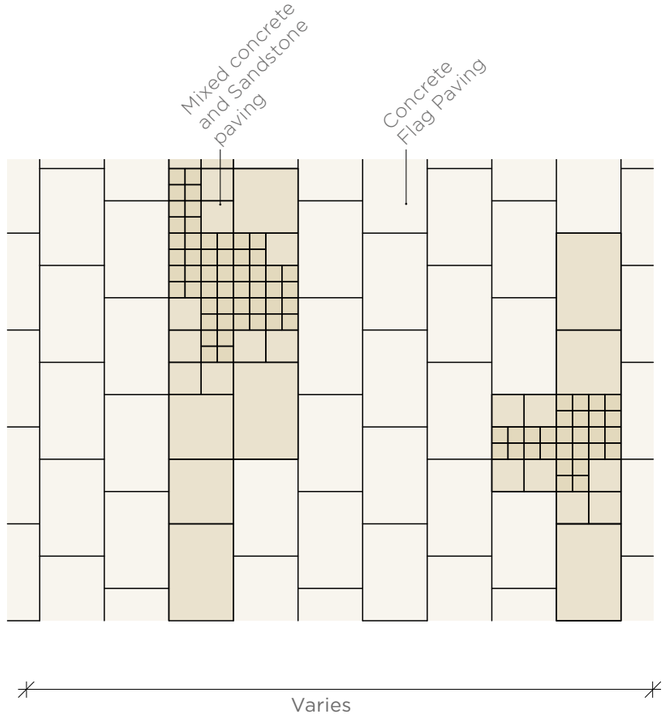
C. Movement Corridor Paving Detail

Setts define the movement corridor along Dulwich Street. The setts are to be edged by a drainage gully and linear tactile paving. Lighting columns, public furniture and tree planting further define the movement corridor.

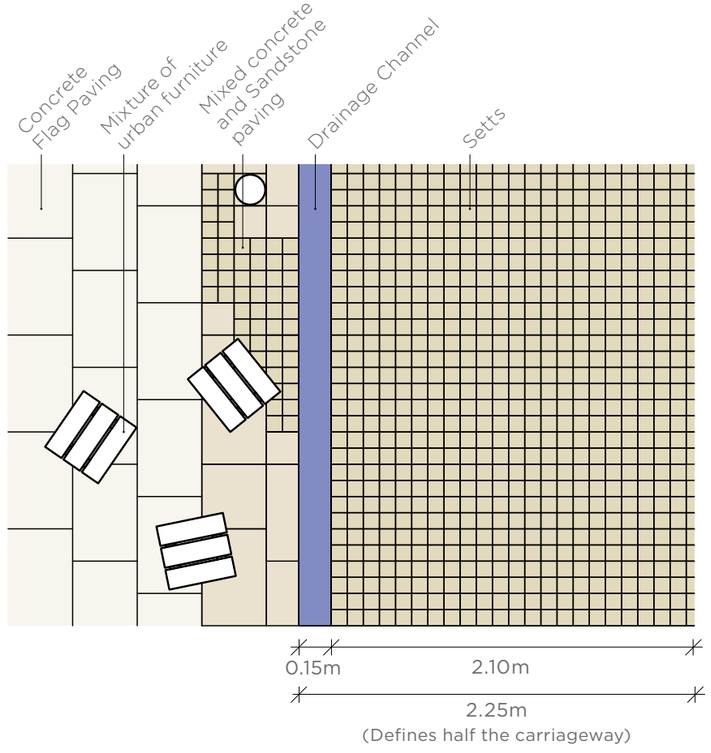
A



B



C



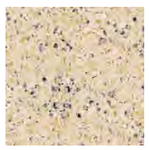
Legend

- Concrete
- Mixed Concrete
- Sandstone
- Soft Landscape
- Crushed Granite Gravel

Paving ‘Tear’ Concept

The proposed Kellen material, supplied by Hardscape, provides a wide range of concrete paving units with numerous finishes suitable to achieve the ‘tear’ concept.

Standard Materials



KE0132
Giallo - Liscio



KE0226
Giallo - Breccia

Tear Materials



KE0212
Giallo - Liscio



KE0120
Giallo - Breccia

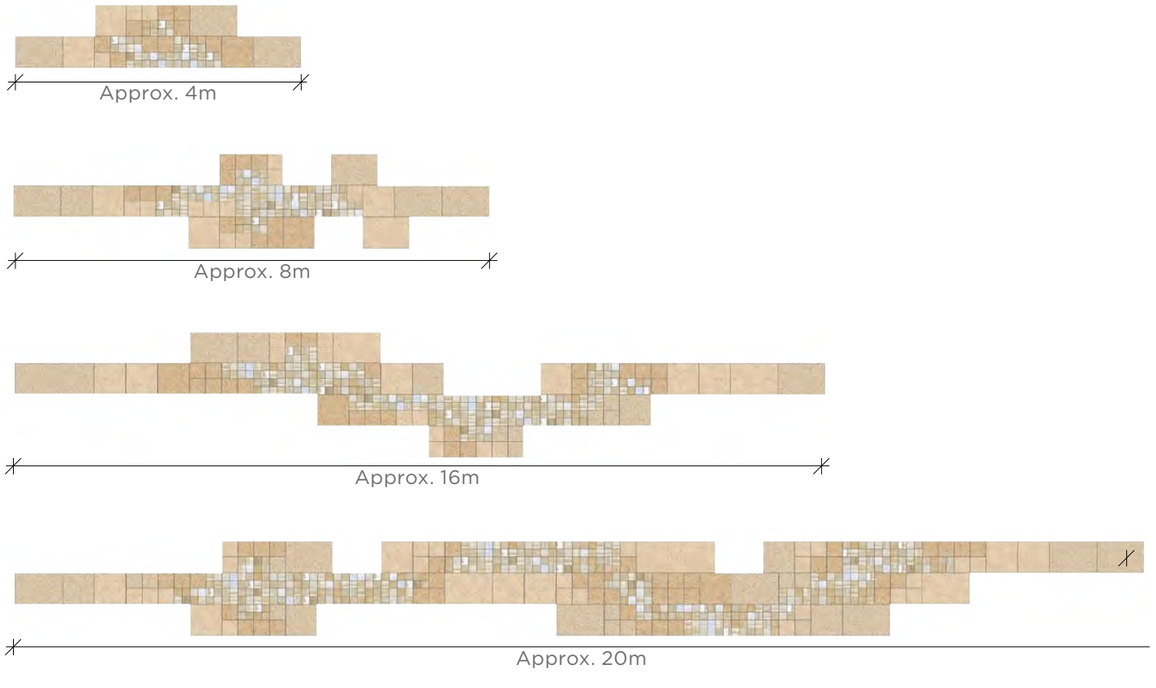


KE0142
Giallo - Breccia

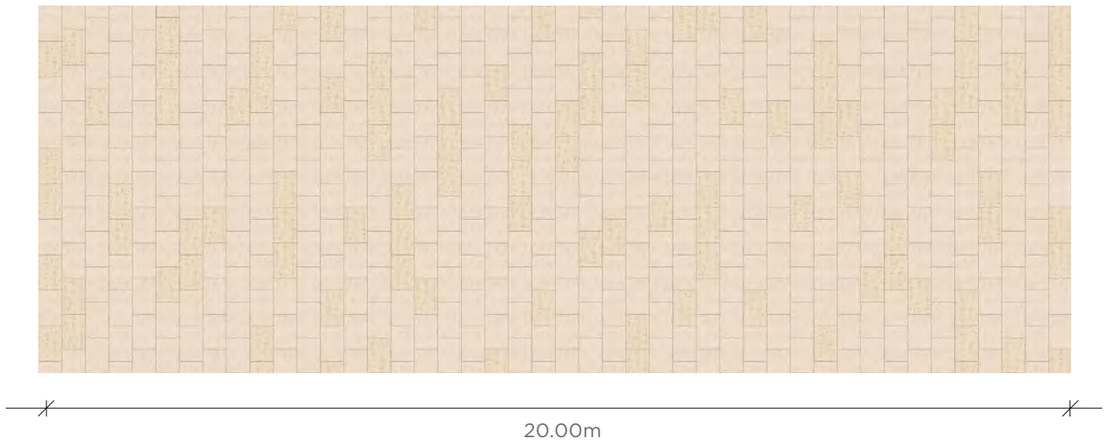


Sandstone Cobble Setts

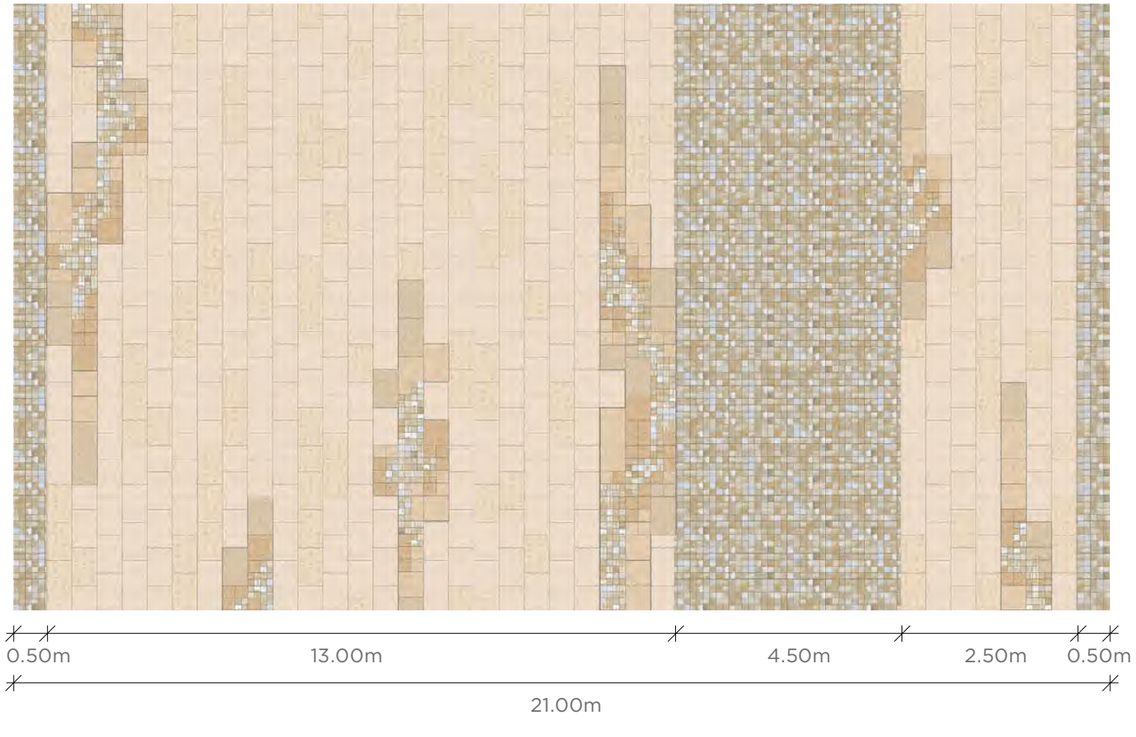
Paving Tears



Standard Paving Block



Combine Paving Study



Walls & Steps

The inherent steep topography of the site results in the need of multiple steps, ramps and retaining walls. For this reason it is key that the neighbourhood adopts a cohesive material palette for these elements.

Keeping the same style through out the neighbourhood aids accessibility by way of clearly showing accessible moments, and adds to the strong neighbourhood character.

New Town

Reclaimed brick, concrete and Corten set the core palette, and metal details should be used as accents.

Walls

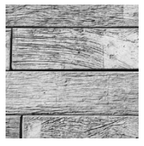


Reclaimed brick

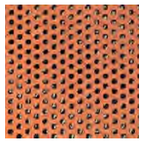


Wood stamped concrete

Steps



Wood stamped concrete



Perforated Corten

Accents



Untreated steel



Corten



Powder coated metal

Existing structures

Refurbished Retaining Structures

New Town has existing rail infrastructure. These historic structures should be refurbished as part of the development.

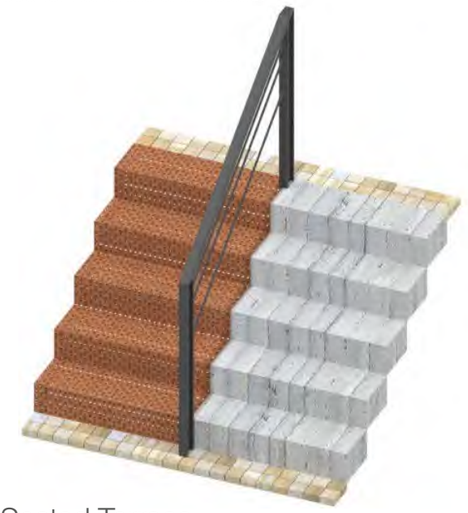


Existing structures on site to be refurbished to maintain local character. Lighting, planting and artwork should are being considered when renovating the existing structures.

Structures

Steps

A mixture of perforated corten steel and wood textured concrete should be used for steps, which reinforce the site's industrial heritage. A dark grey powder coated steel such as RAL7016 should be used for handrails and details.



Seated Terrace

Terraced wall elements should have FSC hardwood clad areas to provide comfortable seating areas and activate the terraced spaces.



Terraced wall

Wood textured concrete should be used for terracing, and perforated corten steel should be used as a detail to the terraced elements.



Planted Terrace

Planted terraces provide a green alternative to the hard structures. Diverse planting should be used to maximise ecological benefits and all year round interest.



Planting Strategy

The planting strategy for the site has be broken down into a series of themes. These themes will be applied to the different character areas across the NT02-04 plots, each responding to localised requirements of the surrounding area and contributing to biodiversity improvements across the site. Key themes include:

Wildlife Friendly
Specific species have been selected to encourage local wildlife.

Pollinator · Winter seeds · Winter flowering · Fruiting · Native

Edible & Productive
Weaving edible species through planting palettes and opportunities for foraging.

Edible fruiting · Edible herbs · Foraging friendly

Climate Resilience
Species chosen for their resilience to climate change, air pollution, flooding and drought.

Pollution tolerant · Cleaning properties · SuDS · Low maintenance

Landscape Character
Creation of character areas which draw influence from the adjacent landscape context, including the Irk Valley and St Catherine's Wood.

Colour · Evergreen · Seasonal interest · Understory · Sensory Value · Woodland Pocket



Tree Establishment
The nature of trees are that they're not static, they grows and mature over time and as a result they're impact on the streetscape and public realm changes too.

The following diagram illustrates the typical anticipated growth of street trees over time.



Trees

Character Area: | Key Planting Themes: | Typical Species to include:

Dantzic Street, Dalton Street & Travis Square
Pollution tolerant species with a tall, upright growing habit.
Inclusion of both deciduous and evergreen species.



Native


Acer campestre


Betula pendula


Tilia cordata


Sorbus aria


Sorbus torminalis


Pinus sylvestris

Non-native


Acer platanoides

Dulwich Street
Pollution tolerant species.
Inclusion of fruiting and flowing species.
Inclusion of both deciduous and evergreen species.



Native


Carpinus betulus


Sorbus aucuparia


Sorbus torminalis

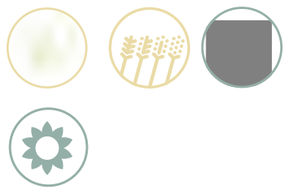

Prunus avium

Non-native


Pinus nigra


Gleditsia triacanthos

Ecological Zone
Naturalistic, woodland and woodland edge character.



Native


Alnus glutinosa


Betula pendula


Betula pubescens


Prunus padus


Sorbus aucuparia

Courtyards
Woodland glade character.
Shade tolerant species.
Inclusion of both deciduous and evergreen species.
Inclusion of some edible species.



Native


Acer campestre

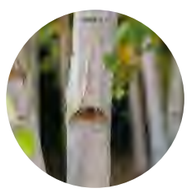

Carpinus betulus


Crataegus monogyna


Juniperus communis


Malus sylvestris

Non-native


Betula utilis


Pinus nigra

Planting

Character Area:	Key Planting Themes:	Typical Species to include:									
Dantzic Street, Dalton Street & Travis Square Pollution tolerant species. Inclusion of both deciduous and evergreen species. Can be maintained at a low height. Suitable for SuDS.		Ornamental Grasses	 Deschampsia	Perennials	 Ajuga reptans	 Crocosmia ‘Lucifer’	 Geranium	 Iris sibirica	 Rudbeckia hirta	Shrubs	 Cornus sanguinea
Dulwich Street Pollution tolerant species. Seasonal interest. Attractive to pollinators.		Ornamental Grasses	 Miscanthus sinensis		 Calamagrostis x	Perennials	 Alchemilla mollis	 Aster novae-	 Nepeta ‘Six Hills Giant’	 Rudbeckia hirta	Perennials	 Hamamelis x	 Cornus alba ‘Sibirica’
Ecological Zone Naturalistic woodland and woodland edge character. Native shrubs, field layer and ground layer. Flowering woodland edge planting.		Shrub Layer	 Corylus avellana		 Sambucus nigra	Field & Ground Layer	 Dryopteris filix-mas	 Geum urbanum	 Hedera helix	Woodland Edge	 Teucrium scorodonia	 Stachys officinalis	 Hyacinthoides non-scripta
Courtyards Woodland glade character. Shade tolerant species. Inclusion of both deciduous and evergreen species, both native and non-native. Inclusion of some edible species.		Shrubs & Perennials	 Ajuga reptans		 Asplenium scolopendrium		 Borago officinalis	 Carex pendula	 Dryopteris filix-mas	 Euonymus europaeus	 Fragaria vesca	 Hedera colchica

Green & Brown Roofs

The scheme aims to maximise the biodiversity and wildlife value of the roofscape by providing three different roof conditions:

Extensive green roofs
Located on mid-level roofs.
Inaccessible and low maintenance roof with native wildflower mix. Attractive to invertebrates and provide foraging for birds and bats. Suitable for inclusion around PV panels.

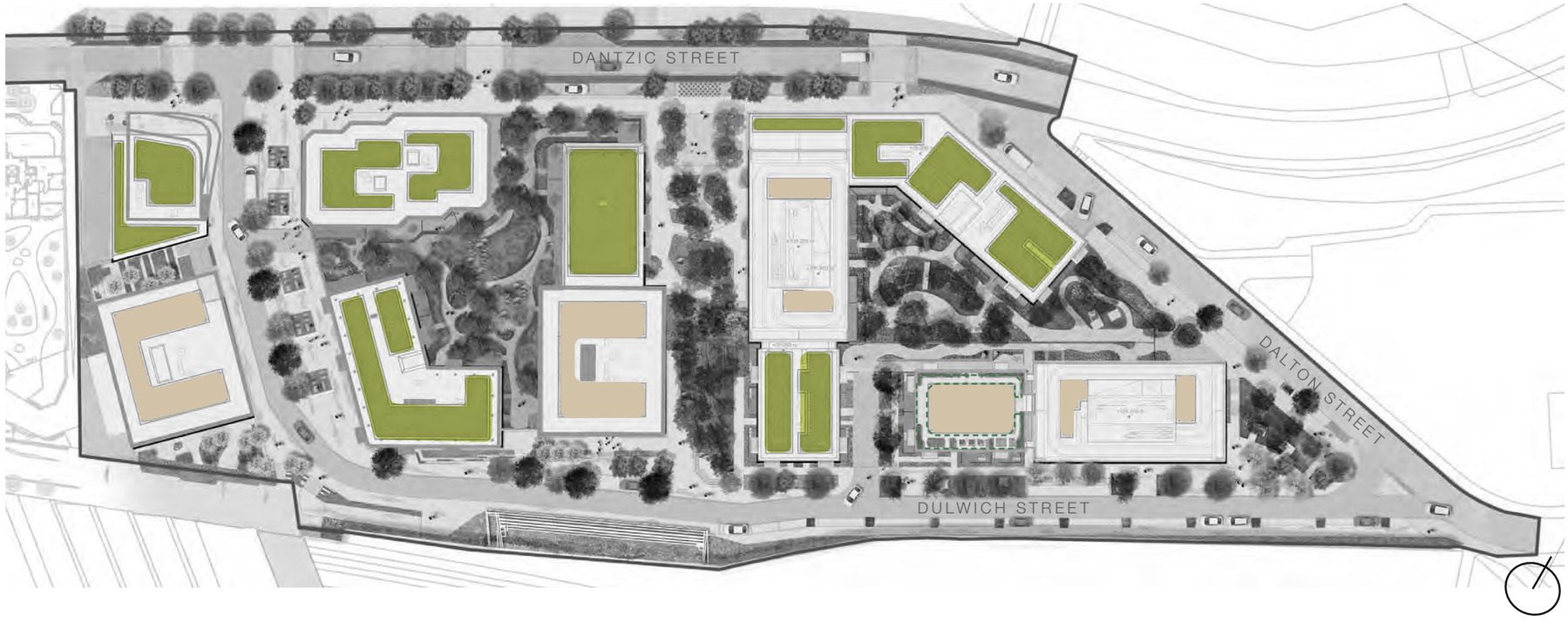
Intensive green roof terrace
Located on accessible mid-level NT04 roof.
Accessible roof with herbaceous perennial and shrub planting. Attractive to invertebrates and provides opportunity for contact with nature.

Brown roofs
Located on high roofs of tower buildings.
Low-nutrient substrate left to self-vegetate via wind-blown or bird dispersal creating a natural habitat. Provides foraging and nesting potential for birds, including Black Redstarts.


Wildflower green roof


Brown roof

Extensive green roof
Intensive green roof terrace
Brown roof



7 Engagement

This chapter describes the engagement with Manchester City Council, members of the public, and Places Matter Design Review Panel, who the team consulted while developing the design proposals.

7.1 Pre-application consultation
7.2 Public consultation
7.3 Places Matter DRP

7 Engagement
7.1 Pre-application consultation

Pre-app meeting 01 - 07.10.22

Initial introduction to the detailed plots, covering the following areas:
- SRF context
- Masterplan principles
- Site challenges and opportunities
- Public realm principles and initial design response
- Architectural principles and initial design response
- Townscape and massing

Pre-app meeting 02 - 01.12.22

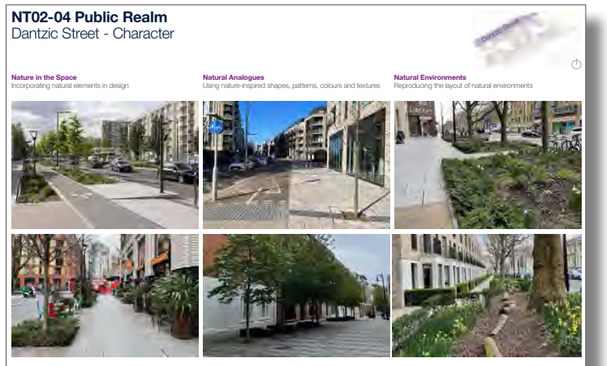
Design progress presentation and response to pre-app 01 feedback and queries, including:
- Masterplan context update
- Public realm development
- Massing rationale
- Facade introduction
- Consultation update

Pre-app meeting 03 - 03.02.23

Design progress presentation and response to pre-app 02 feedback and queries, including:
- Public realm development
- Landscape development
- Facades development

Pre-app meeting 04 - 21.02.23

Response to pre-app 03 feedback and queries, including:
- Travis Square design
- Car parking strategy
- Facades
- Clubhouse



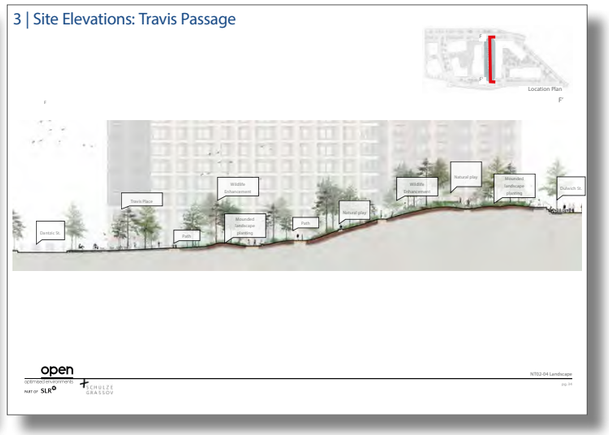














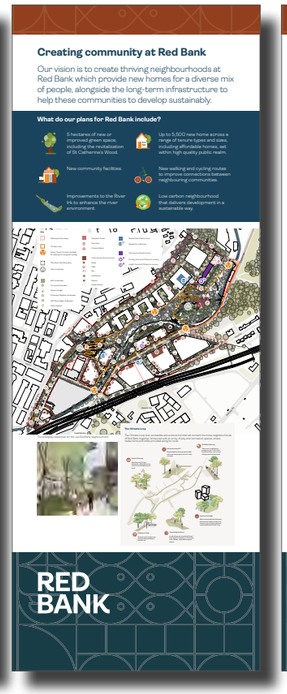
7 Engagement
7.2 Public consultation

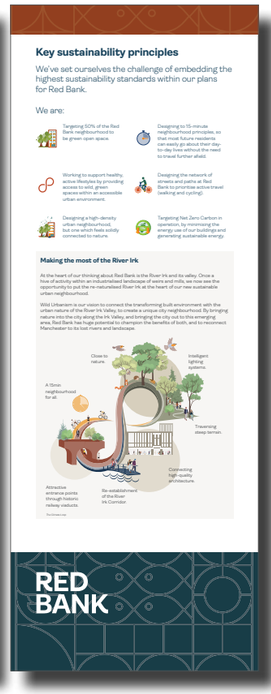
Summary
Public consultation for the detailed plots was led by Counter Context with members of the client, design team and Manchester City Council present to engage with attendees at two two-day sessions.

The first session introduced the early design principles for development at plots NT02-04, in the context of the Red Bank neighbourhood masterplan.

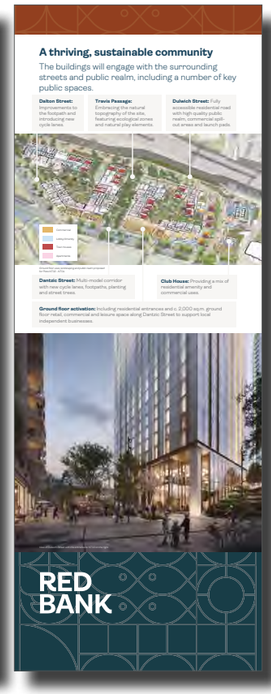
The second session presented the developed design for the public realm, landscape and architecture across the detailed plots. Panels from this session are extracted below, further detail can be found in Counter Context's consultation report.



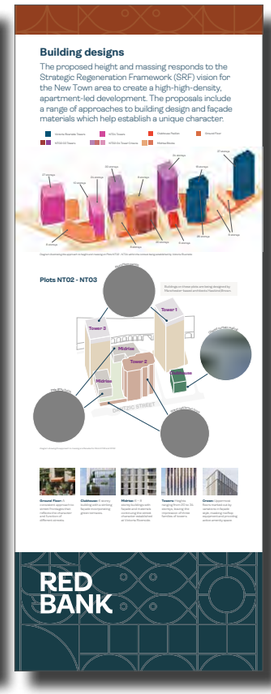
















7 Engagement
7.3 Places Matter DRP

Summary
The architecture, public realm and landscape teams met with the Places Matter design review panel in February 2023 to present the proposals during the design development stage. This page summarises feedback from the panel and the design response from the team.

Feedback and design response:
"The Panel continues to fully support your very high level of ambition for this important scheme.

There are obvious benefits in your tweaks to the SRF, but it is hard for the Panel to be definitive given the lack of information on the micro climate studies.

You must strive for "still and attractive microclimate spaces" and you will need technical studies to help you achieve those."

Microclimate studies were in progress at the time of the review, elements of the design have since evolved in response to these studies - notably taking account of wind mitigation measures to provide those necessary areas of stillness. Please refer to WSP reports provided within the Environmental Statement for further detail.

"The most interesting aspect should always be the naturalistic approach, so you were urged to keep pushing this even harder.

The Panel was in agreement that the Travis Passage can't be fully accessible so give a fair chance for everyone to have an interesting experience."

The design of Travis Square has since developed into more of a 'wilderness'; pushing the naturalistic approach here to create an ecological area protected from public access.

"Sunlight will be critical and water should be a massive part of this scheme, in sight and sound, so get it flowing through the spaces."

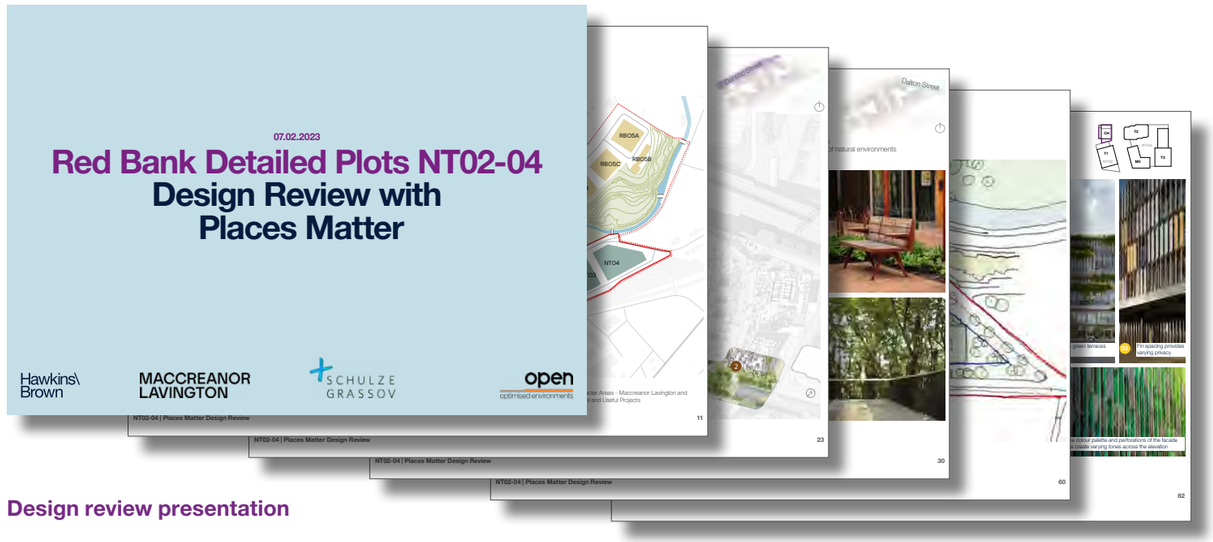
Water is included in some of the Launch Pad proposals and a balanced approach to blue and green infrastructure underpins the entire landscape scheme.

"The warmth and texture you propose bring a human quality but the crowns of the towers were felt to look shallow so be sure you are "getting an announcement"."

The NT04 tower crowns have developed in response to the feedback, exaggerating the vertical relief and introducing contrasting brick detail above the window heads.

"The frame of these buildings must minimise the use of non-renewable resources. You must also have an energy strategy for the buildings in use to support this."

Structural systems have been selected for their suitability, availability, and environmental impact. Carbon reduction measures have been implemented wherever possible. Detailed calculations and CFD modelling will be used during the technical design stages to reduce material use to its minimum. A sustainability strategy has been submitted as part of the detailed planning application.



Design review presentation

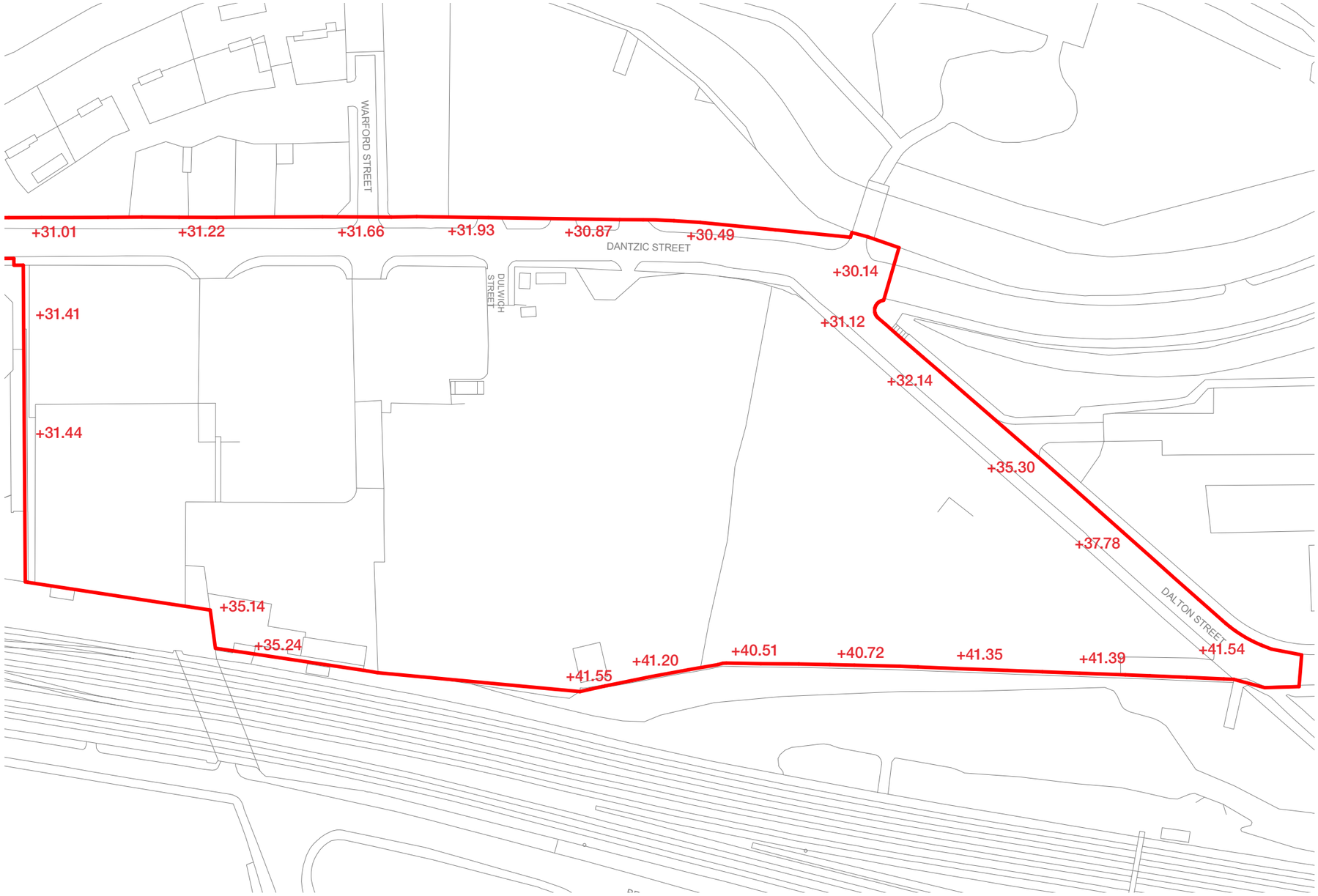
8 Access

This chapter describes the proposed approach to access, and has been authored by both Hawkins\Brown and Maccreanor Lavington to describe common, site-wide strategies.

8.1 Levels
8.2 Inclusive design and access
8.3 Pedestrian, cycle and residential access
8.4 Cycle storage provision
8.5 Vehicular movement
8.6 Waste management - Refuse provision
8.7 Waste management - Refuse collection strategy
8.8 Crime Impact Statement
8.9 Fire strategy
8.10 Access and maintenance

8 Access
8.1 Levels

Existing Levels
The diagram shows the existing levels within the site. There is a level difference across the plot of approximately 10m between Dantzic Street and Dulwich Street.



8 Access
8.1 Levels - NT02-03

Proposed levels
The existing topography of NT03 slopes approximately 6m from the north west corner of NT02 to the south east corner of NT03.

The diagram sets out the level strategy of the NT03 proposal. Proposed levels are to be adapted from the existing levels based on the following considerations:

- New accessible public route from Dantzic Street through to the southern boundary of site, named Dulwich Street
- All entrances to be level with the adjacent public realm
- Minimise off site soil movement

The 6m level change in topography requires a number of different floor levels in order to maintain level entrance thresholds throughout. The floor levels rise up along Dulwich Street, from a lower ground floor at the Dantzic Street junction, through an intermediate ground floor, to an upper ground floor at Tower 3 facing the viaduct. This level change accommodates semi-basement areas across both NT02 and NT03 plots. At NT03 this allows a podium courtyard to sit level with the upper ground floor level.

All proposed levels within plots NT02 and NT03 including the basement sit above the design flood level of 31.55m AOD. The eastern-most commercial unit along Dantzic Street requires flood resilient materials up to a level of 31.84m AOD. This will ensure that a flood causes the minimum disruption and that the building can be brought back into use as soon as possible following a flood event.

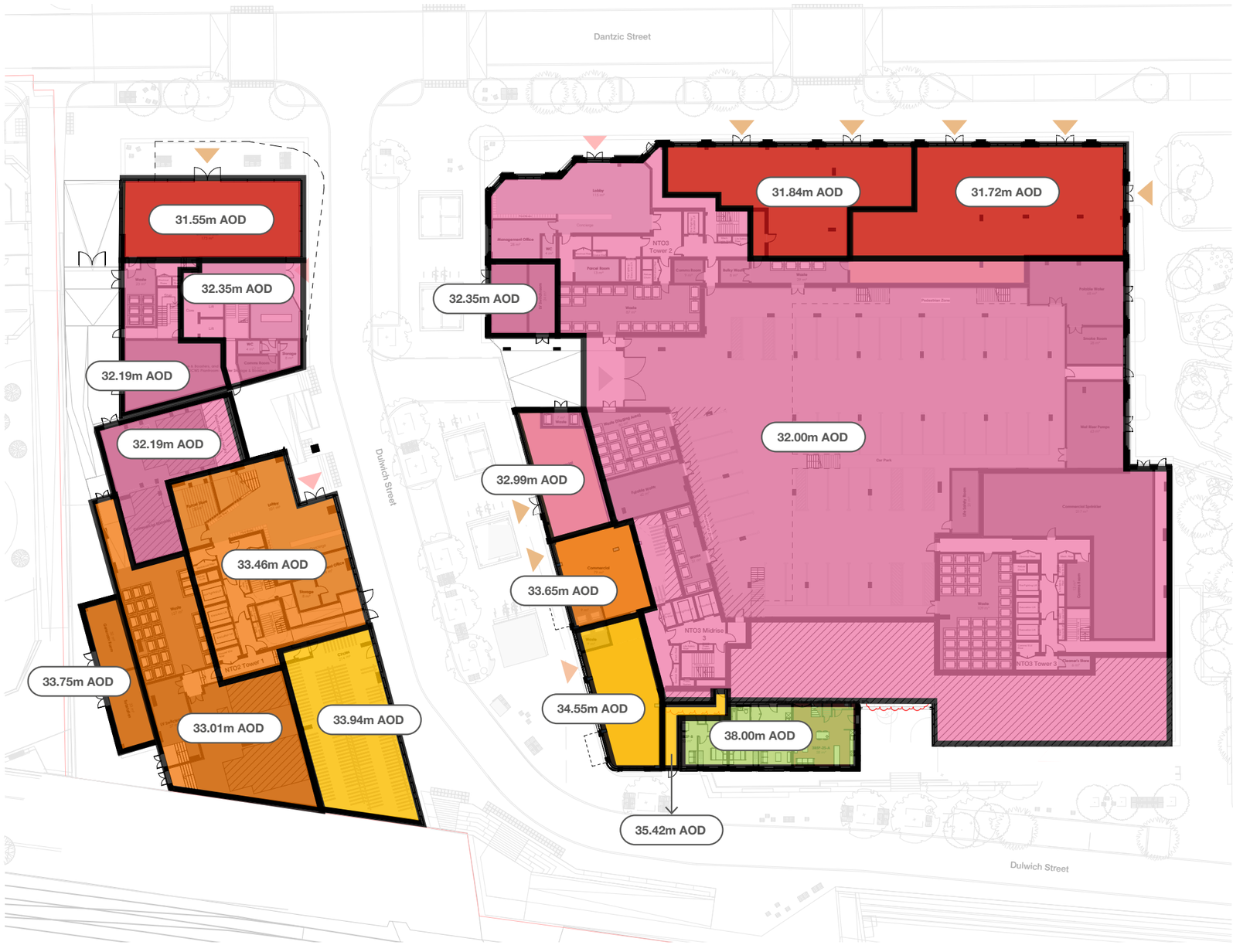
+38.0m AOD

+34.0-35.9m AOD

+33.0-33.9m AOD

+32.0-32.9m AOD

+31.0-31.9m AOD



8 Access
8.1 Levels - NT04

Proposed levels
The existing topography of NT04 slopes approximately 10m from the corner of Dantzic Street / Travis Square up to the diagonally opposite corner of the plot at the junction of Dalton Street / Dulwich Street.

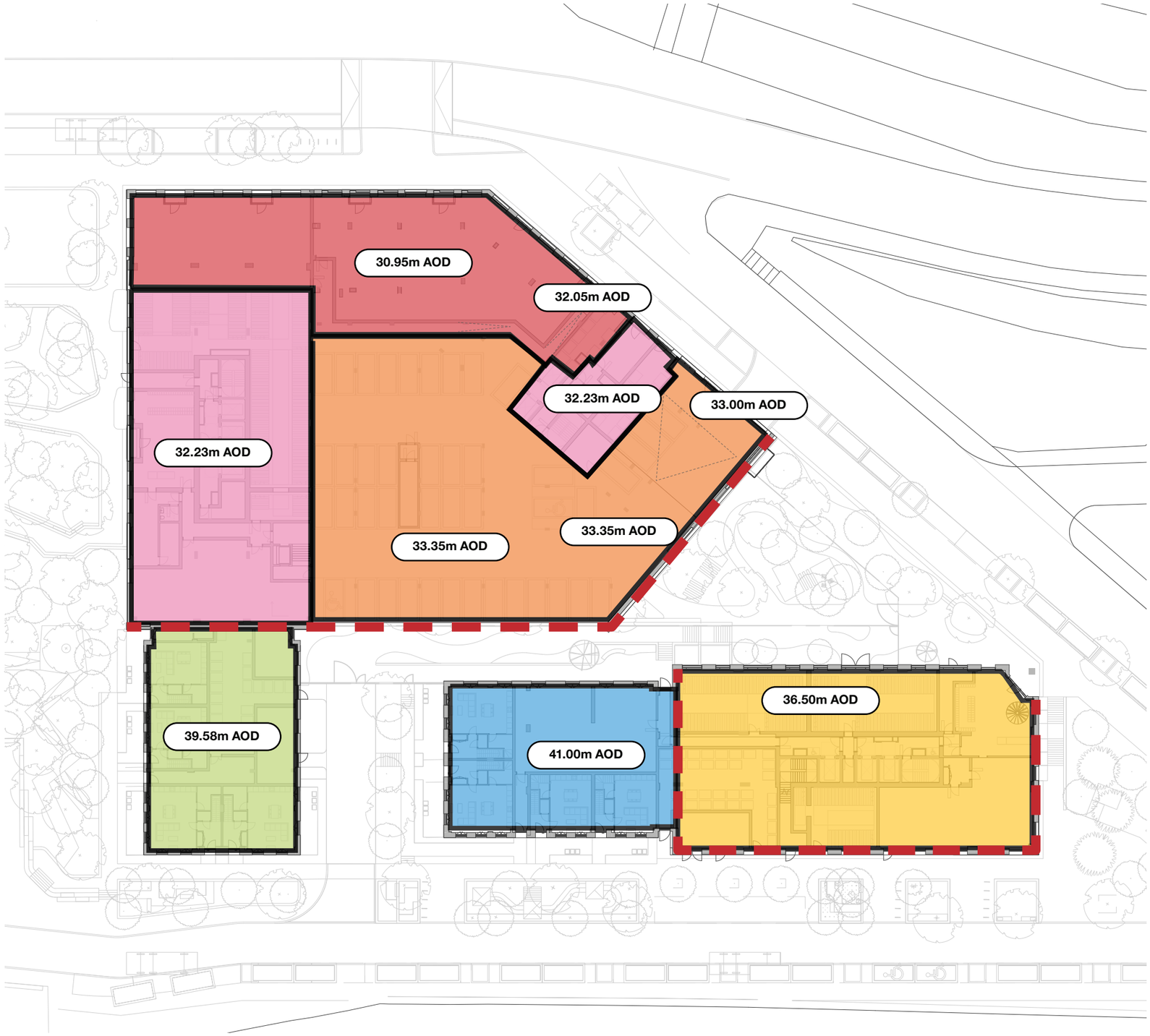
The diagram sets out the proposed level strategy of the NT04 proposal. The levels are to be adapted from the existing levels based on the following considerations:

- New accessible public route from the North East corner of NT04 at the junction of Dalton Street and Dulwich Street, to Dantzic Street between NT02 /03
- All entrances to be level with the adjacent public realm
- Minimise off site soil movement
- Provide safe and dry escape for residential accommodation above the flooding level

The buildings are placed on a series of three terraces, the entrance lobby of tower five is double height and connects with the level at the top of the lower podium and at the top of Dulwich Street.

The lowest terrace hosts the commercial accommodation to Dantzic Street, although this level is below the design flood level, flood protection is provided in the façade behind the line of the glazing. All of the residential entrances and service accesses are above the design flood level.

- FFL +40.0 - 41.0 AOD
- FFL +39.00 - 39.9 AOD
- FFL +36.0 - 36.9 AOD
- FFL +33.0 - 33.9 AOD
- FFL +32.0 - 32.9 AOD
- FFL +30.0 - 30.9 AOD
- Retaining wall



Compliance with inclusive design

The aim of inclusive access is to enable everybody to be able to enter a building, use its facilities and leave safely, independently and with ease.

The following is an overview of the access issues relevant to the proposed building design and management.

Vehicle parking and drop off

The scheme provides a total of 156 residential parking spaces; 104 on-site and 52 off-site and within the outline planning application area. Of the on-site spaces, 10 are disabled-designated spaces, positioned in close proximity to the building entrances and circulation cores, allowing access to and from the residential accommodation.

Lay-bys are situated around the site to ensure vehicular access and drop-off points for visitors, and for the commercial units. From the lay-bys to Dulwich Street and Dantzic Street, routes to the commercial units have a gradient of 1:21 or shallower.

Dulwich street is proposed as a private road for residents, servicing and emergency vehicles only. Accessible parking is also provided in close proximity to the commercial units for visitor parking. Dulwich street will be bollard controlled.

Pedestrian access and movement

Care has been taken in the design to highlight the main entrances to each building. Entrances are located in prominent positions throughout the development, typically at corner locations and are generally afforded generous floor-to-ceiling heights, maximising visibility and legible wayfinding.

All entrances have a level threshold and, internally, reception lobbies have a clearly visible and direct route into to the circulation cores that provide access to all upper levels. Access to the NT02 Mid-rise 3 core is via the Tower 3 reception lobby and a level route through the courtyard.

Where glazing is used in the facade and around the entrances, manifestation is to be incorporated to meet the standard set out in Approved Document K or guidance from BS8300

Entrance and communal areas

Concierge spaces will be at the entrances to all towers. The concierge spaces will include facilities such as front desk, postboxes, parcel delivery stores, and ancillary spaces for management and security purposes.

The concierge desks will be in full view of the main entrances. The design of the desk will be in accordance with the recommendations of Approved Document M.

The main entrance doors are to be aluminium framed glazed swing or sliding doors with safety glazed panels, to give a minimum 1,000mm clear width opening. A level threshold shall be provided, with no up-stands exceeding 15mm in height. Barrier matting, flush with the floor surface will be provided to allow a smooth transition, whilst reducing risk of slipping and keeping entrances clean.

Shared amenity spaces for residents are provided in Tower 1, Tower 5 and in the Clubhouse. All amenity facilities have level access and use a lift/stair core for vertical circulation.

Common areas will meet the requirements for non-domestic buildings in Approved Document M: Volume 2. This will also be considered in line with the Health and Safety at Work act.

Horizontal circulation

The internal corridors are kept to a minimum length, in line with fire escape travel distances and are 1,500mm wide. Corridor walls and apartment entrances will visually contrast each other, this will not only help to break up the space aesthetically, but also consider those who might be visually impaired.

Vertical circulation

Each circulation core will have at least one lift designed in accordance with Approved Document M. The lift provisions to the towers have been assessed by the M&E engineer and take into account building occupancy, user waiting times, and a clear landing of 1,750mm (minimum) is located directly outside the lifts to comply with AD M.

Stairs for circulation and emergency escape are located in the cores to each of the buildings. All communal stairs will be designed with visually contrasting nosing to each stair tread. Handrails shall contrast visually with their background surface, be slip resistant and terminate without risk of clothing being caught.

Signage and navigation

We have developed the planning of the buildings to be simple and intuitive, as the ability to navigate independently around a building is dependent upon the basic building layout.
This will be supported by welcome and wayfinding signage that will be developed within the internal design at the next stage.

Lighting and interiors

The interior design strategy will be developed so there is clear definition between walls, doors and floors. Generous windows to the apartments ensure the interiors will receive a good level of daylight. Artificial lighting to common areas and apartments will be designed to ensure spaces are well lit.

Apartments, Maisonettes and Townhouses

The units throughout the scheme have been developed to be at a minimum compliant with M4(1) Category 1: Visible Dwellings, in accordance with AD M. Entrances, lobbies and circulation align with M4(2). 10% of all homes will align with M4(2). All upper level apartments will have level access off the main circulation spaces.

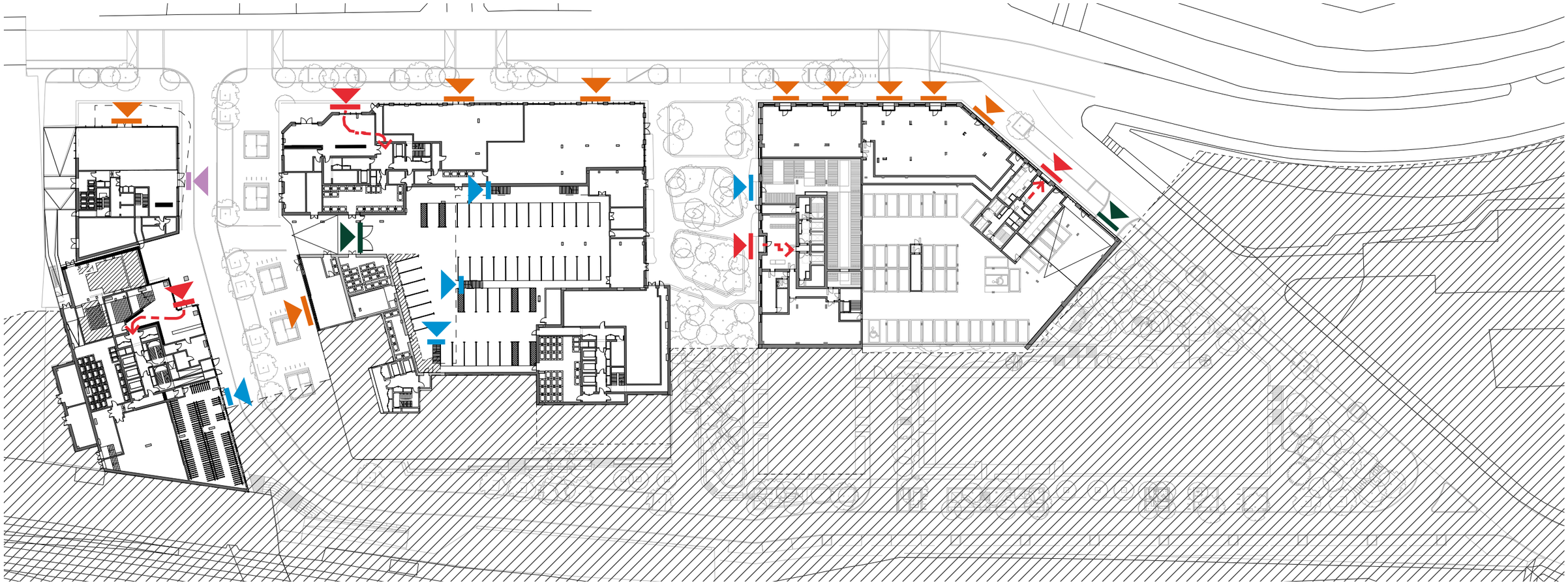
Relevant Legislation

The legislation that is of particular relevance is:

- The Equality Act (2010)
- The Building Regulations, Approved Document M, Access to and use of Buildings (2015)
- Health and Safety at Work Act 1974

Level LG - lower ground

The diagram sets out the provisions for inclusive access. All entrances have a level threshold from the surrounding public realm.

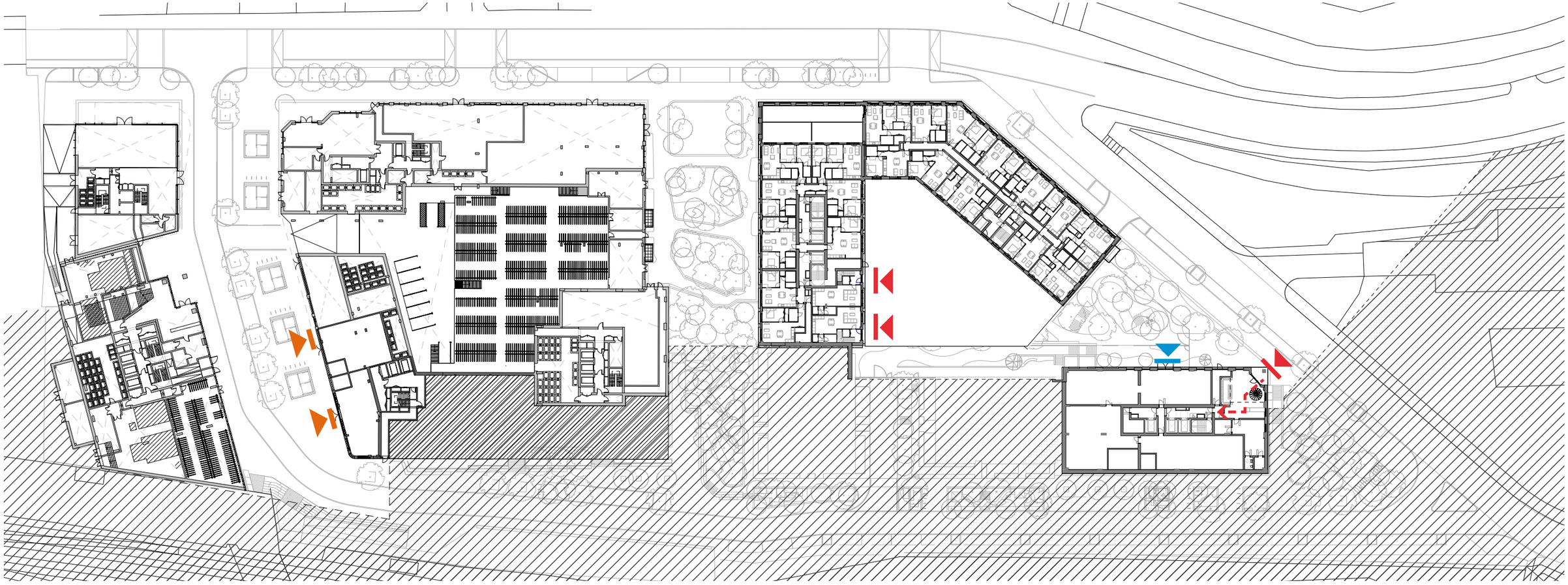


Key

- Residential entrance
- Residential route to core
- Vehicular access
- Bicycle access
- Commercial unit access
- Clubhouse access

Level IT - intermediate ground / mezzanine

The diagram sets out the provisions for inclusive access. All entrances have a level threshold from the surrounding public realm.

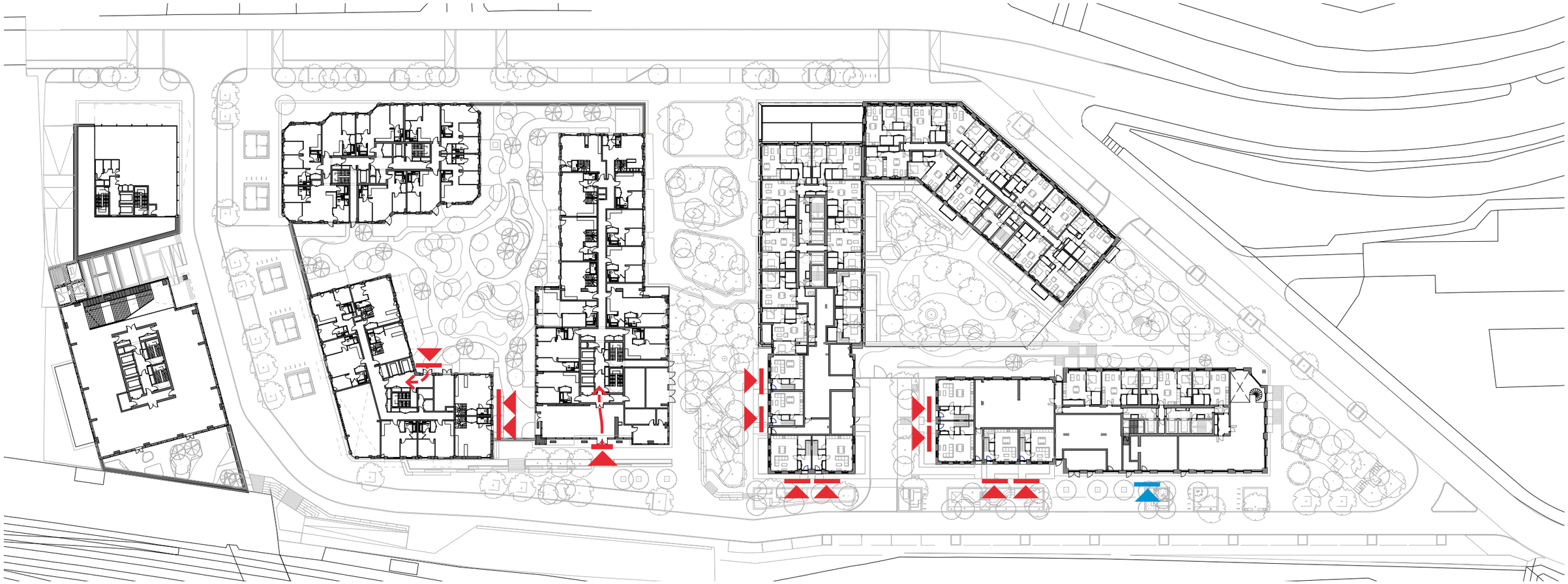


Key

- Residential entrance
- Residential route to core
- Vehicular access
- Bicycle access
- Commercial unit access

Level UG - upper ground

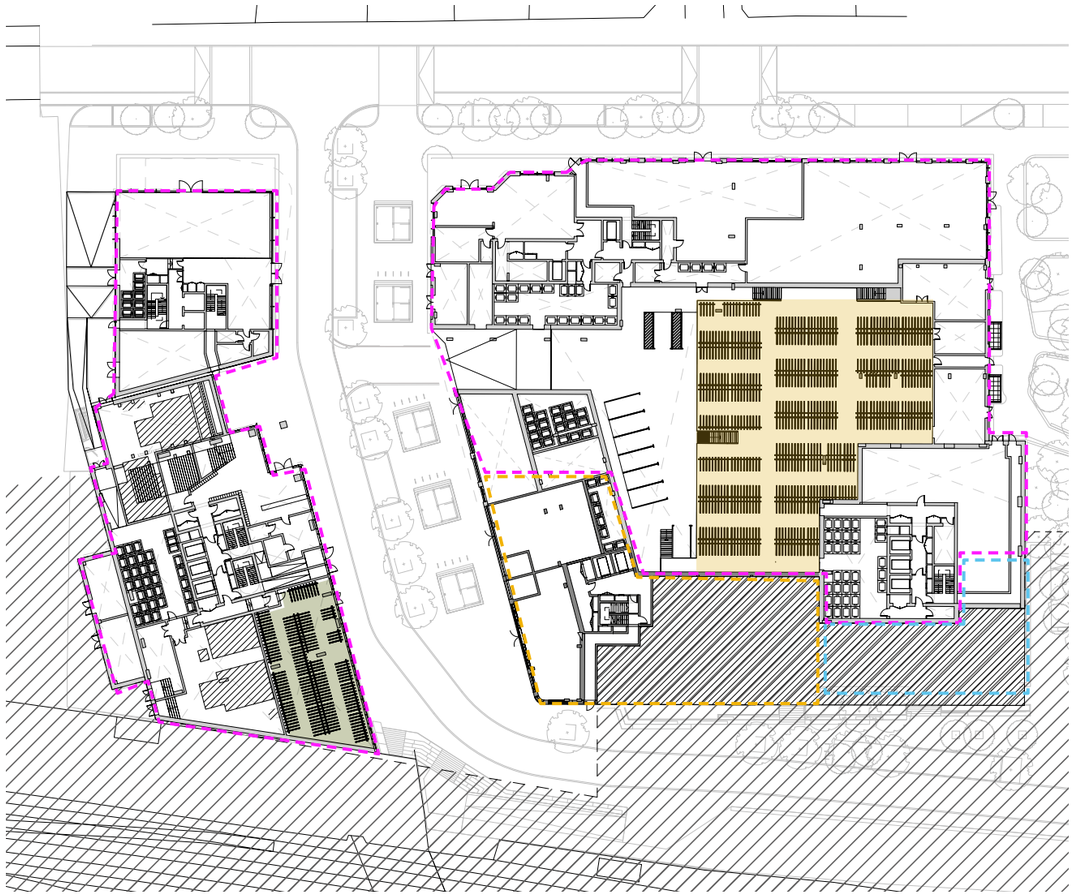
The diagram sets out the provisions for inclusive access. All entrances have a level threshold from the surrounding public realm.



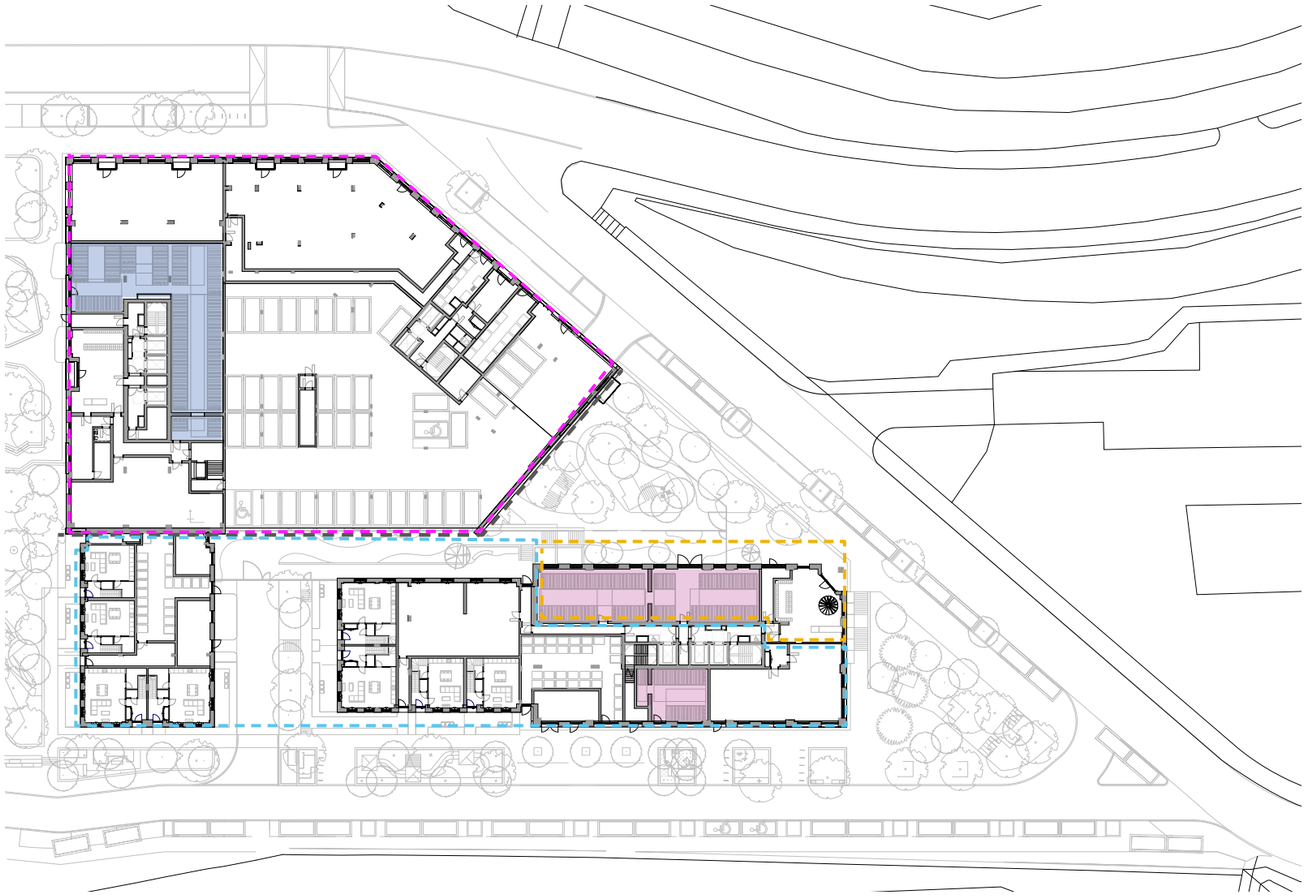
Key

- Residential entrance
- Residential route to core
- Vehicular access
- Bicycle access
- Commercial unit access

NT02-03 level IT - intermediate ground floor



NT02-03 level LG - lower ground floor



Key

- NT02 Cycle Store
- NT03 Cycle Store
- Tower & Tail and Mid-rise 04 Cycle Store
- Tower & Tail 05 Cycle Store
- Level LG - lower ground
- Level IG - lower ground mezzanine
- Level UG - upper ground

NT02
316 homes

Two-tier bike racks
Minimum 316 cycle spaces

NT03
579 properties

Single-tier bike racks on car park mezzanine deck
Minimum 579 cycle spaces

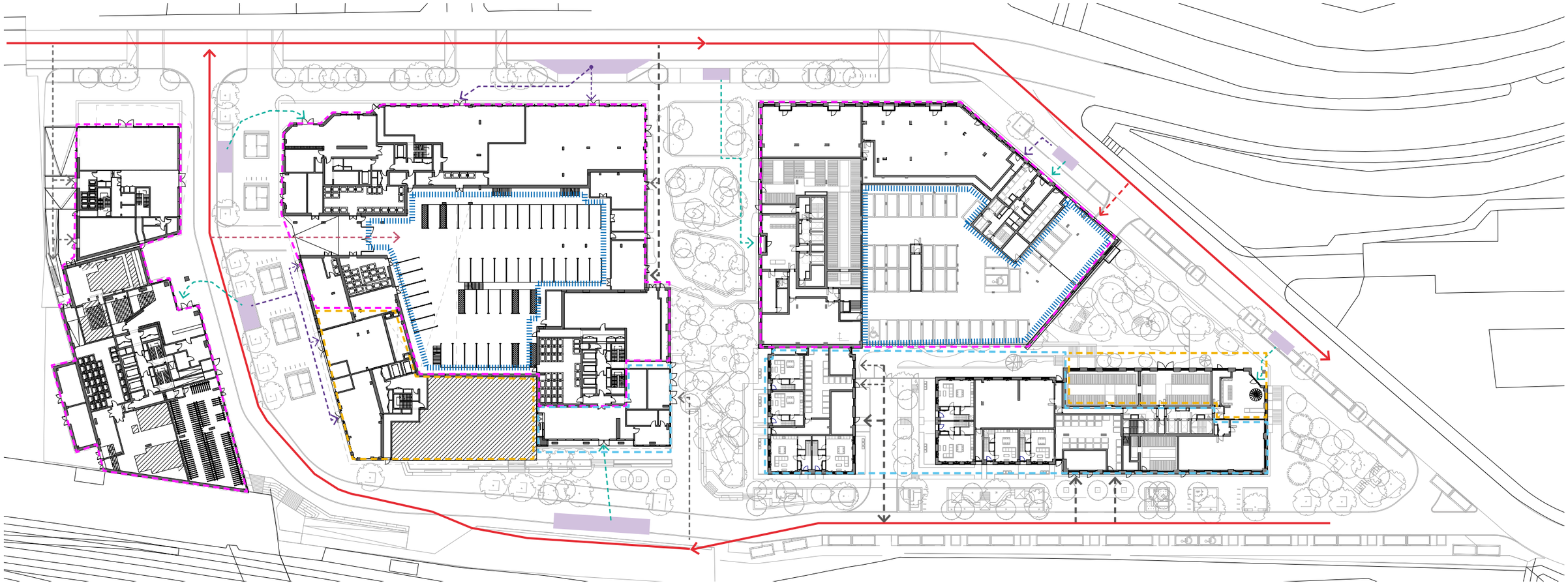
Tower & Tail and Mid-rise 04
352 homes

Two-tier bike racks
Minimum 352 cycle spaces

Tower & Tail 05
304 homes

Two-tier bike racks
Minimum 304 cycle spaces

Ground Floors
The diagram sets out service vehicle movements around the site.



Key

- Main vehicle route
- BoH/maintenance access route
- Car park entrance
- Residents' car park
- Lay-by for collections, deliveries and drop-off
- Delivery route to residential
- Delivery route to commercial
- Level 00 - lower ground
- Level 00 - lower ground mezzanine
- Level 00 - upper ground

8 Access
8.6 Waste management - Refuse provision - NT02-03

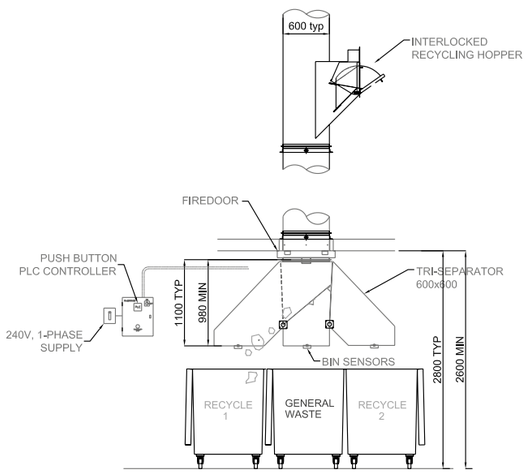
The refuse provision and waste stores have been designed in accordance with the criteria set out in GD04 v6. A breakdown of the assumed waste capacity for the commercial and individual residential areas is provided here.

Towers 1, 2 and 3 have a refuse chute with a tri-separator to encourage recycling, accessed from the shared corridor. Residents in Mid-Rise 3 will take their refuse and recycling directly to the refuse stores located adjacent to the circulation cores at ground level

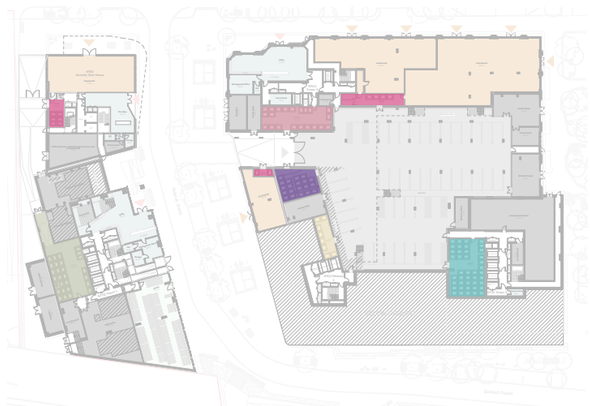
The size of some stores will exceed the guidance of 0.43m2 per apartment and bi-weekly collections will be arranged between the building operator(s) and private refuse contractors.

All refuse stores will be managed by the facilities staff. Residents will not be permitted to enter refuse stores that are fed by chutes.

	Tower 1 - 316 properties			Tower 2 - 189 properties			Mid-Rise 3 - 68 properties		
GD 04 Waste Storage and Collection Guidance for New Developments	**Refuse** 110 litre per property	**Paper** 55 litre per property	**Co-Mingled** 55 litre per property	**Refuse** 110 litre per property	**Paper** 55 litre per property	**Co-Mingled** 55 litre per property	**Refuse** 110 litre per property	**Paper** 55 litre per property	**Co-Mingled** 55 litre per property
Total waste	34,760 litres	17,380 litres	17,380 litres	20,790 litres	10,395 litres	10,395 litres	7,480 litres	3,740 litres	3,740 litres
Quantity of 1100L bins provided	32 1100L	16 1100L	16 1100L	19 1100L	9 1100L	9 1100L	7 1100L	3 1100L	3 1100L
Total / Collection	**Total 64** 1100L Eurobins at collection once per week			**Total 37** 1100L Eurobins at collection once per week			**Total 13** 1100L Eurobins at collection once per week		
Refuse Store Area	**GD 04** requirement 0.43 sqm per apartment 0.43 x 316 = 135.88 sqm (required) **Total provided - 127 sqm**			**GD 04** requirement 0.43 sqm per apartment 0.43 x 18 = 81.27 sqm (required) **Total provided - 88 sqm**			**GD 04** requirement 0.43 sqm per apartment 0.43 x 68 = 29.24 sqm (required) **Total provided - 39 sqm**		

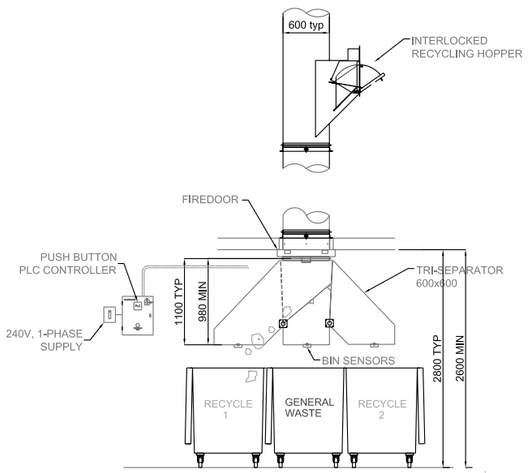


- Tower 1 Refuse Store
- Tower 2 Refuse Store
- Mid-Rise 3 Refuse Store
- Tower 3/Tail 3 Refuse Store
- Commercial Refuse Store
- Refuse Staging Area

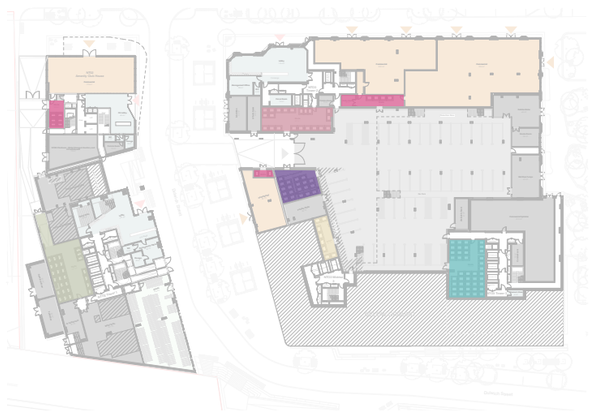


	Tower 3 and Tail 3 - 322 properties		
GD 04 Waste Storage and Collection Guidance for New Developments	**Refuse** 110 litre per property	**Paper** 55 litre per property	**Co-Mingled** 55 litre per property
Total waste	35,420 litres	17,710 litres	17,710 litres
Quantity of 1100L bins provided	33 1100L	16 1100L	16 1100L
Total / Collection	**Total** **65** 1100L Eurobins at collection once per week		
Refuse Store Area	**GD 04** requirement 0.43 sqm per apartment 0.43 x 320 = 138.5 sqm (required) **Total provided - 110 sqm**		

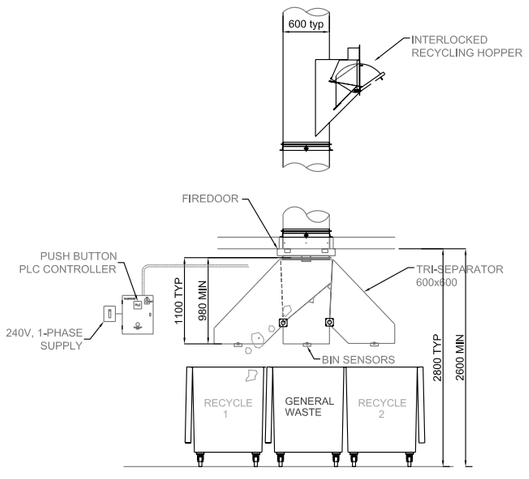
	Commercial - for each unit (Based on largest 380sqm unit)		
GD 04 Waste Storage and Collection Guidance for New Developments	Commercial waste based on waste storage capacities for retail use 5000 litres per 1000 sqm gross floor area. 50% capacity retained for recycling		
Total waste	**Refuse** 500 litres	**Paper** 250 litres	**Co-Mingled** 250 litres
Quantity of bins provided	1 660L	1 240L	1 240L
Total / Collection	**Total** **4** Mixed Eurobins at collection once per week		



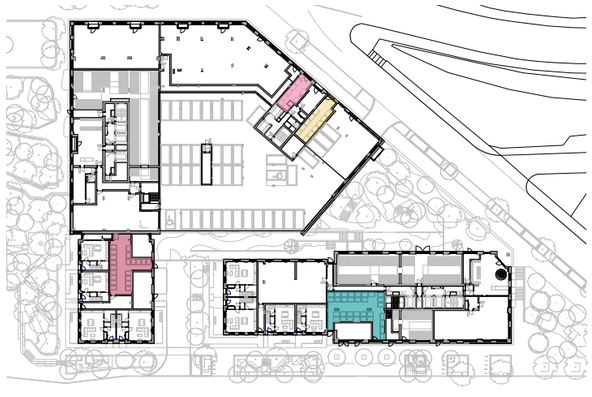
- Tower 1 Refuse Store
- Tower 2 Refuse Store
- Mid-Rise 3 Refuse Store
- Tower 3/Tail 3 Refuse Store
- Commercial Refuse Store
- Refuse Staging Area



	Tower 4 - 268 properties			Mid-rise 4 - 84 properties			Tower 5- 304 properties			Commercial - for each unit		
GD 04 Waste Storage and Collection Guidance for New Developments	**Refuse** 110 litre per property	**Paper** 55 litre per property	**Co-Mingled** 55 litre per property	Refuse 110 litre per property	Paper 55 litre per property	Co-Mingled 55 litre per property	Refuse 110 litre per property	Paper 55 litre per property	Co-Mingled 55 litre per property	Commercial waste based on waste storage capacities for retail use. 5000 litres per 1000 sqm gross floor area. 50% capacity retained for recycling		
Total Waste	15,400 litres	7,700 litres	7,700 litres	5,500 litres	2,200 litres	2,200 litres	17,600 litres	8,800 litres	8,800 litres	8,800 litres	8,800 litres	9,900 litres
Quantity of 1100L bins provided	14 1100L	7 1100L	7 1100L	5 1100L	2 1100L	3 1100L	16 1100L	8 1100L	8 1100L	8 1100L	8 1100L	9 1100L
Total / Collection	**Total 28** 1100L Eurobins at collection once per week			**Total 11** 1100L Eurobins at collection once per week			**Total 32** 1100L Eurobins at collection once per week			**Total 24** 1100L Eurobins at collection once per week		
Refuse Store Area	G04 requirement 0.43 sqm per apartment 0.43 x 268 = 115,24 sqm (required) **Total provided - 115 sqm**			G04 requirement 0.43 sqm per apartment 0.43 x 84 = 36,12 sqm (required) **Total provided - 40 sqm**			G04 requirement 0.43 sqm per apartment 0.43 x 304 = 130,72 sqm (required) **Total provided - 105 sqm**					



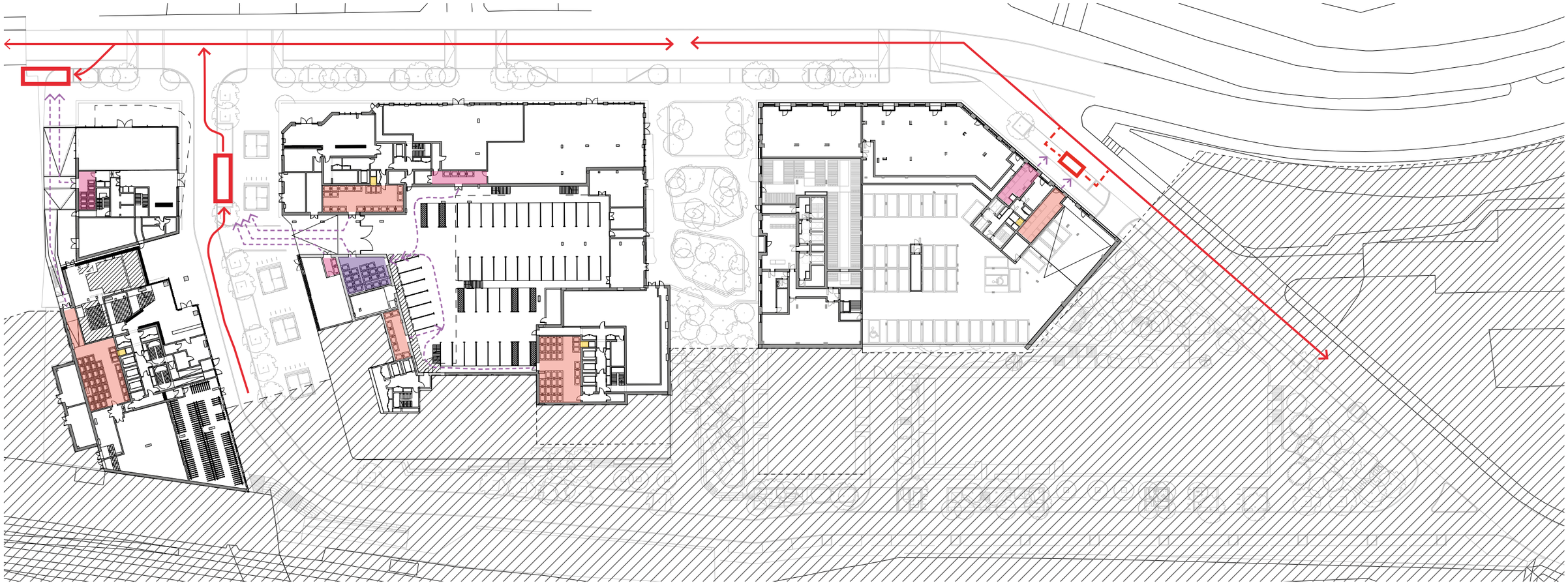
- Tower 4 Refuse Store
- Mid-rise 4 Refuse Store
- Tower 5 Refuse Store
- Commerical Refuse
- Refuse Staging Area



8 Access
8.7 Waste management - Refuse collection strategy

Level LG - lower ground

The diagram sets out the waste storage and collection strategy.

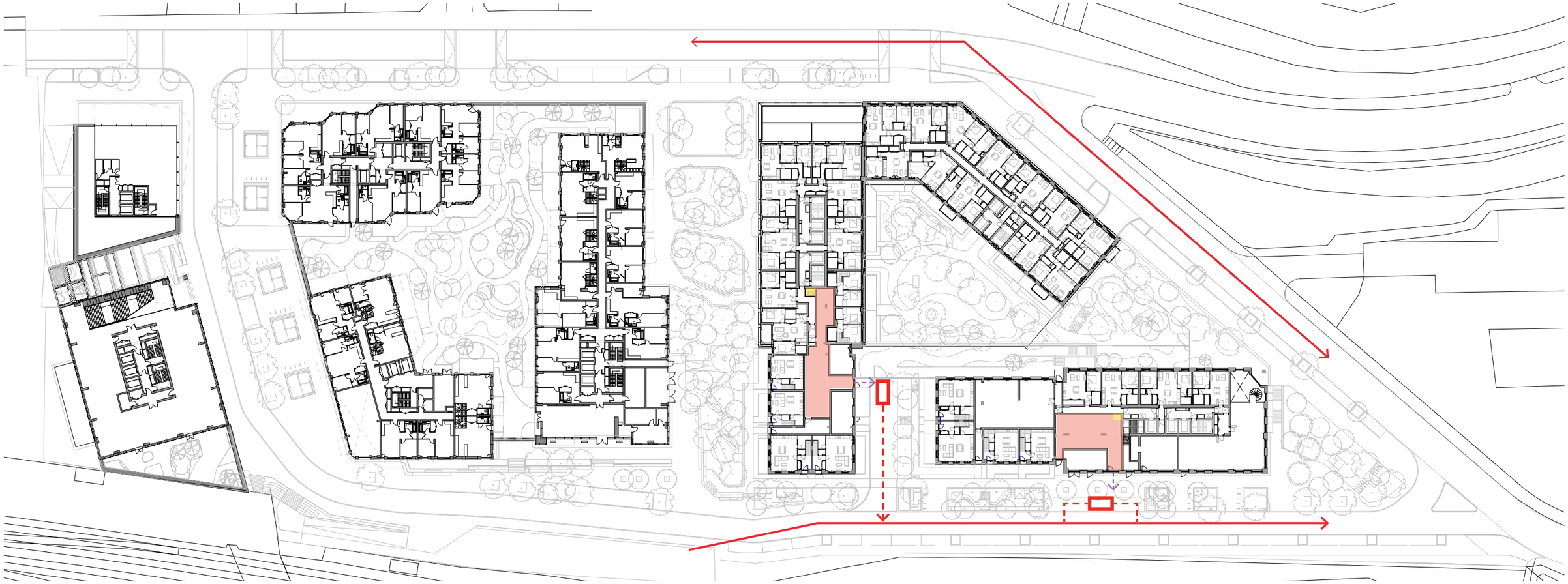


Key

- Main vehicle route
- Potential route for refuse vehicle
- Route of bins moved by management personnel for collection
- Collection point
- Residential refuse store
- Commercial refuse store
- Refuse staging area
- Refuse chute

Level UG - upper ground

The diagram sets out the waste storage and collection strategy.



Key

- Main vehicle route
- Potential route for refuse vehicle
- Route of bins moved by management personnel for collection
- Collection point
- Residential refuse store
- Commercial refuse store
- Refuse staging area
- Refuse chute

8 Access
8.8 Crime Impact Statement

Secured by Design and crime prevention

Following consultation with Greater Manchester Police (GMP) the scheme has been developed to generally align with the principles and standards of Secured by Design (SbD). Please refer to the Crime Impact Statement for the detailed report supplied with this application.

The following key areas identified by GMP have been considered during the design development and will be implemented through the technical design stages and delivery of the completed project:

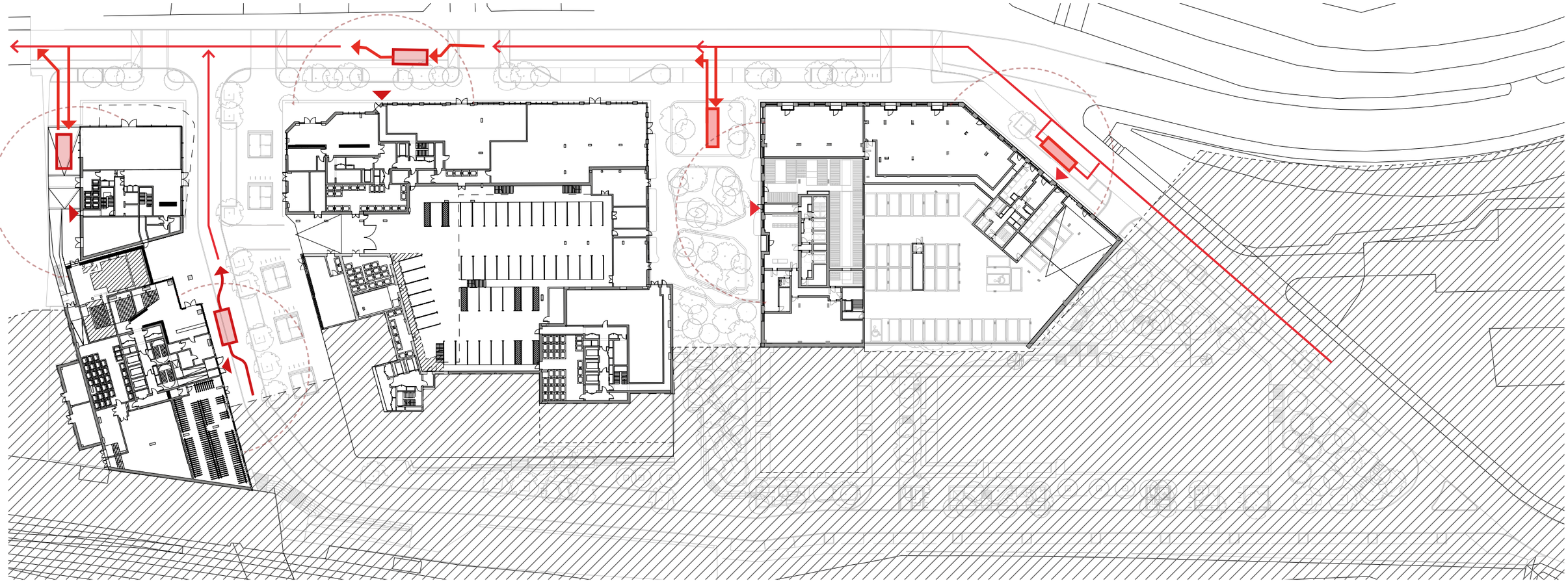
- The landscaped areas should be carefully designed so that areas of concealment or hard landscaping that could generate antisocial behaviour, or criminality, are avoided.
- Private terraces should have appropriate boundaries to prevent easy access. These apartments must have external doors/windows certified to burglary resistant standards.
- Public realm and the courtyard spaces should be illuminated to a high standard. Landscaping should be carefully designed to allow good sightlines and facilitate legitimate use.
- Access control and physical security of the buildings should be carefully considered. A comprehensive CCTV system should be provided.





Level LG - lower ground

The diagrams set out the fire strategy for the proposal.

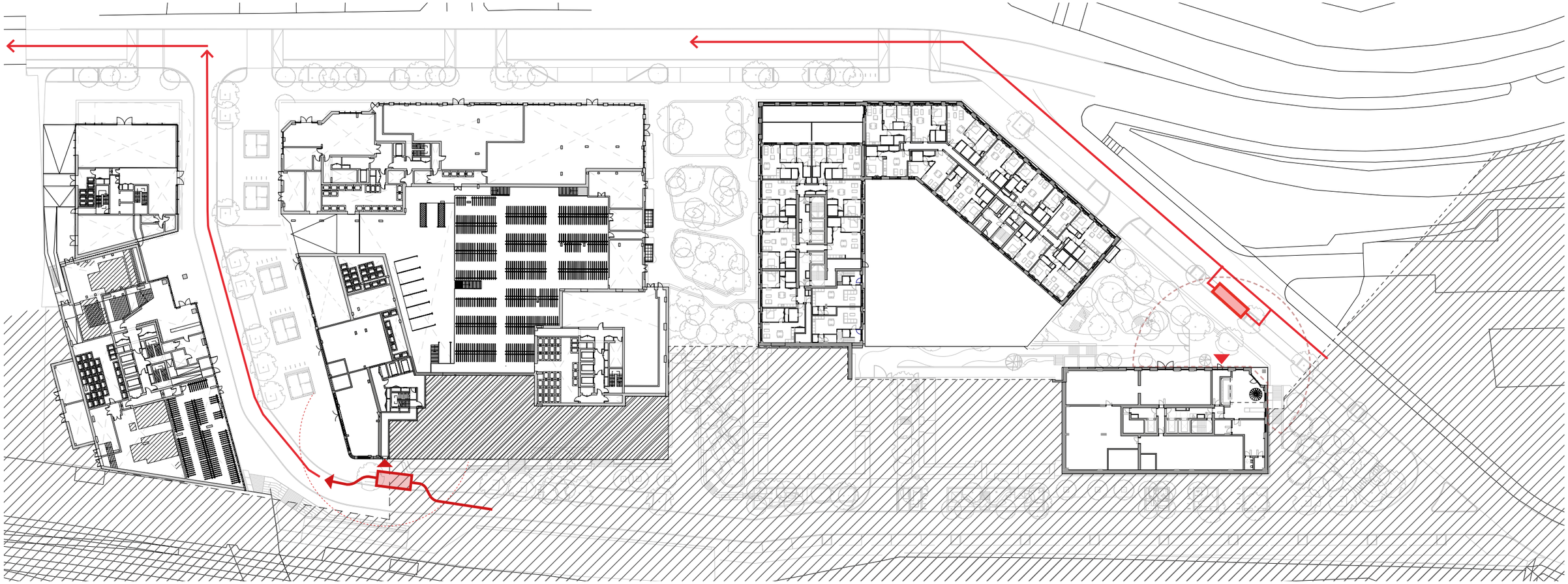


Key

- Fire service vehicle route
- Fire service access route
- Fire service access to building
- Fire service vehicle
- Residential refuse store

Level IG - intermediate ground mezzanine

The diagrams set out the fire strategy for the proposal.



Key

- Fire service vehicle route
- Fire service access route
- Fire service access to building
- Fire service vehicle
- Residential refuse store

Level UG - upper ground
The diagrams set out the fire strategy for the proposal.

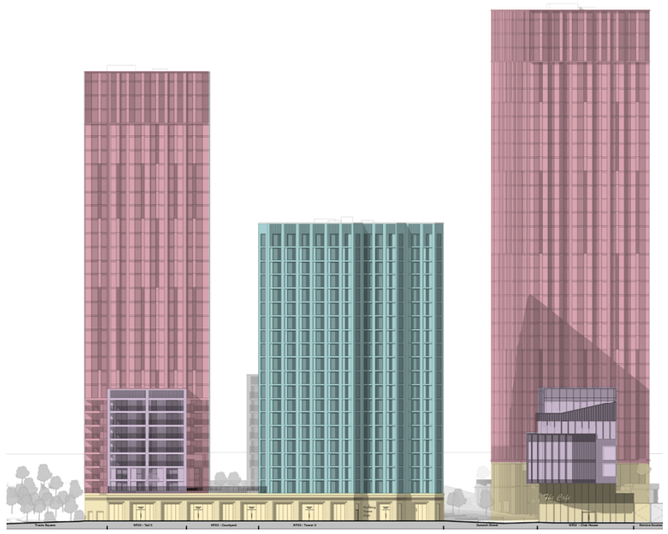


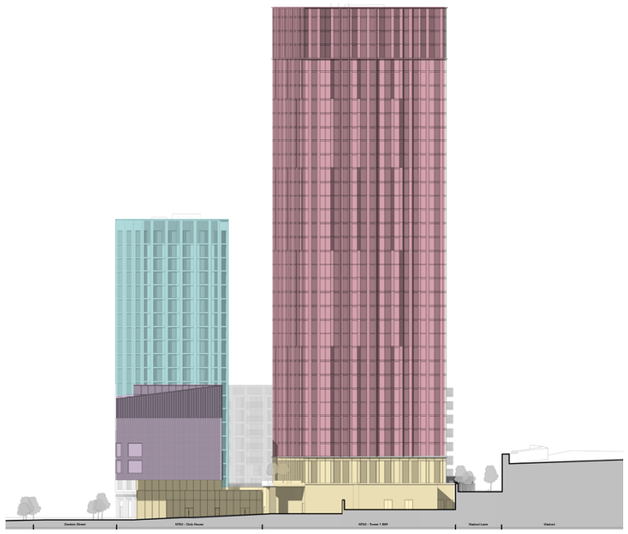
Key

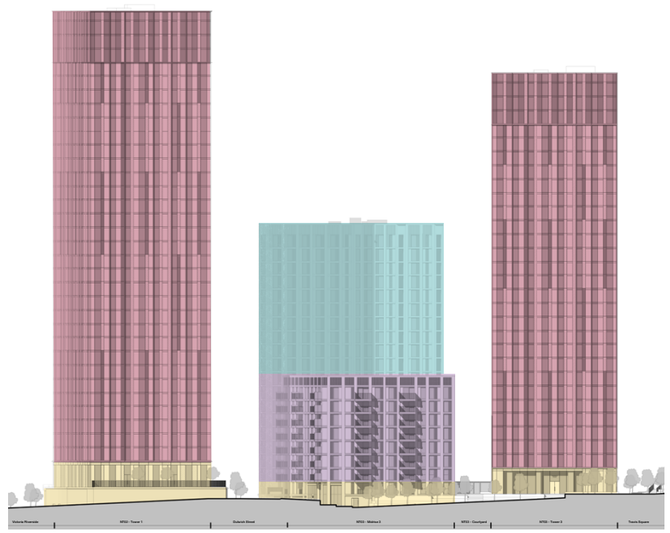
- Fire service vehicle route
- Fire service access route
- Fire service access to building
- Fire service vehicle
- Residential refuse store

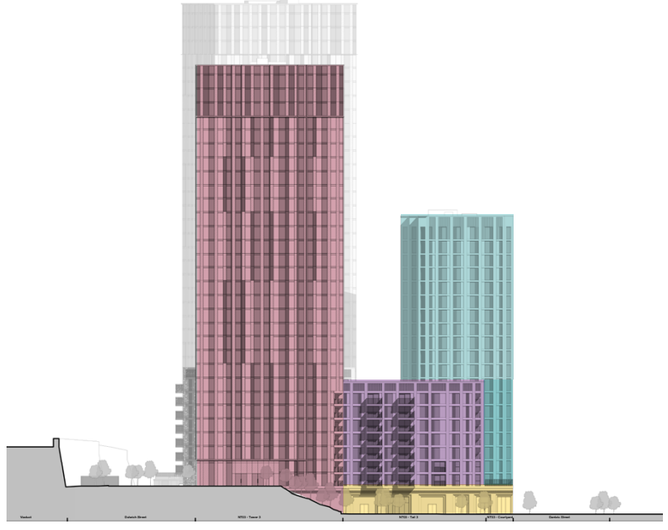
8 Access
8.10 Access and maintenance strategy - NT02-03

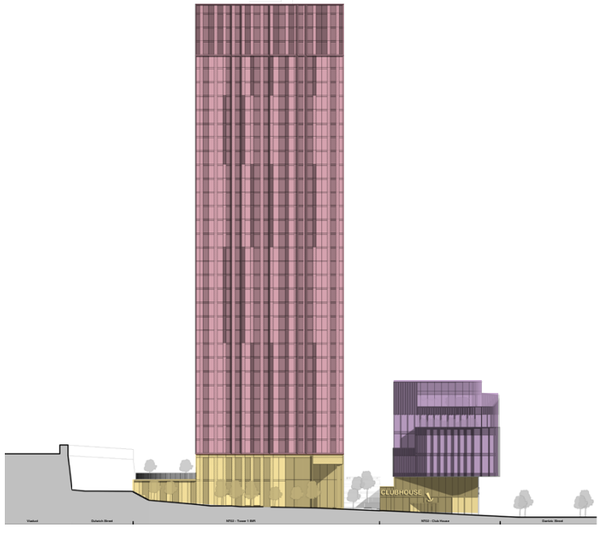
The diagrams set out the façade access and maintenance strategy.

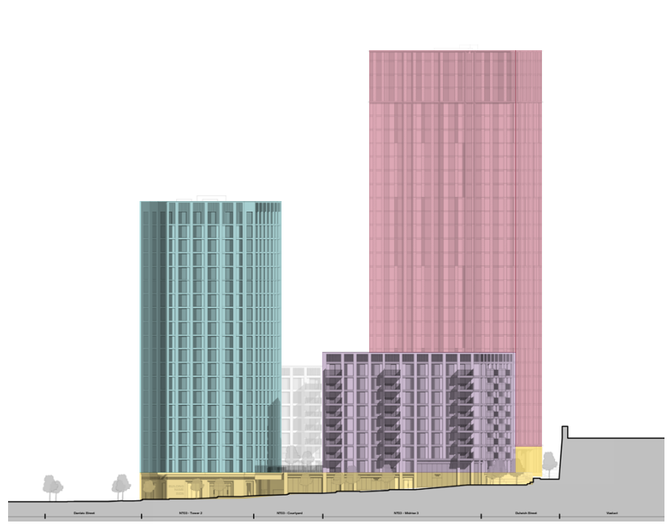












Key

- Cleaning and maintenance by BMU
- Cleaning and maintenance by davit arms suspension method
- Cleaning, maintenance and replacement to be carried out externally using MEWP.
- Cleaning by hand or cleaning pole. Replacement to be carried out externally using MEWP.

8 Access
8.10 Access and maintenance strategy - NT04

The diagrams set out the façade access and maintenance strategy.



Key

- Cleaning and maintenance by BMU
- Cleaning, maintenance and replacement to be carried out externally using MEWP.
- Cleaning by hand or cleaning pole. Replacement to be carried out externally using MEWP.

9 Appendices

9.1 Drawing register

9 Appendices
9.1 Drawing register

Combined planning drawing register

Hawkins\Brown MACCREANOR LAVINGTON SCHULZE GRASSOV open

Combined planning drawing register

Project name: Red Bank NT02-04
Document reference: RDB-HBA-2X-XX-SH-AR-080003
Reason for issue: Information
Revision: P01
Date: 18.04.2023

Document reference	Document title	Size	Scale	Current revision
Project drawings				
Planning drawings: NT02-04 Site-wide				
	Site-wide			
RDB-MLA-00-XX-DR-AR-00010001	Location Plan	A1	1:1250	P0
RDB-MLA-00-XX-DR-AR-00110001	Existing Site Plan	A1	1:500	P0
RDB-MLA-00-XX-DR-AR-00120001	Existing Site Sections	A1	1:500	P0
RDB-MLA-00-XX-DR-AR-00130001	Existing Site Elevations 1	A1	1:200	P0
RDB-MLA-00-XX-DR-AR-00130002	Existing Site Elevations 2	A1	1:200	P0
RDB-MLA-00-XX-DR-AR-01110000	Proposed Site Plan	A1	1:500	P0
RDB-MLA-00-XX-DR-AR-01140000	Proposed Demolition Plan	A1	1:500	P0
Planning drawings: NT02-04 Landscape and public realm (Open & Schulze+Grassov)				
	Site-wide			
RDB-OPN-00-ZZ-DR-LA-210000	General Arrangement Site Wide Landscape Plan	A1	1:500	P01
RDB-OPN-00-ZZ-DR-LA-210001	General Arrangement Site Wide Public Realm Plan	A1	1:500	P01
RDB-OPN-00-ZZ-DR-LA-210002	General Arrangement Launchpads	A1	1:500	P01
	Levels			
RDB-OPN-00-00-DR-LA-210100	Levels Strategy Site Wide Public Realm Plan	A1	1:500	P01
	Proposed GA Plans NT02-03			
RDB-OPN-2B-00-DR-LA-310000	General Arrangement for Plots NT02-NT03 Public Realm Plan	A1	1:250	P01
RDB-OPN-2B-00-DR-LA-310001	General Arrangement for Plots NT02-NT03 Courtyard Landscape Plan	A1	1:250	P01
RDB-OPN-2B-ZZ-DR-LA-310002	General Arrangement for Plots NT02-NT03 Roof Terrace Landscape Pla	A1	1:250	P01
	Proposed GA Plans NT04			
RDB-OPN-2D-00-DR-LA-310000	General Arrangement for Plot NT04 Public Realm Plan	A1	1:250	P01
RDB-OPN-2D-00-DR-LA-310001	General Arrangement for Plot NT04 Courtyard Landscape Plan	A1	1:250	P01
RDB-OPN-2D-ZZ-DR-LA-310002	General Arrangement for Plot NT04 Roof Terrace Landscape Plan	A1	1:250	P01
Planning drawings: NT02-03 (Hawkins\Brown)				
	Proposed GA Plans			
RDB-HBA-2X-LG-DR-AR-080098	Lower ground floor GA plan	A1	1:200	P06
RDB-HBA-2X-IT-DR-AR-080099	Intermediate floor GA plan	A1	1:200	P05
RDB-HBA-2X-UG-DR-AR-080100	Upper ground floor GA plan	A1	1:200	P05
RDB-HBA-2X-01-DR-AR-080101	Level 01 GA plan	A1	1:200	P04
RDB-HBA-2X-02-DR-AR-080102	Level 02 floor plan	A1	1:200	P04
RDB-HBA-2X-03-DR-AR-080103	Level 03 floor plan	A1	1:200	P04
RDB-HBA-2X-04-DR-AR-080104	Level 04 floor plan	A1	1:200	P04
RDB-HBA-2X-05-DR-AR-080105	Level 05-06 floor plan	A1	1:200	P04
RDB-HBA-2X-07-DR-AR-080107	Level 07 floor plan	A1	1:200	P04
RDB-HBA-2X-08-DR-AR-080108	Level 08-18 floor plan	A1	1:200	P04
RDB-HBA-2X-19-DR-AR-080119	Level 19-27 floor plan	A1	1:200	P04
RDB-HBA-2X-28-DR-AR-080128	Level 28-29 floor plan	A1	1:200	P04
RDB-HBA-2X-30-DR-AR-080130	Level 30 floor plan	A1	1:200	P04
RDB-HBA-2X-31-DR-AR-080131	Level 31-32 floor plan	A1	1:200	P04
RDB-HBA-2X-RF-DR-AR-080133	Roof plan	A1	1:200	P04
	Proposed GA Sections			
RDB-HBA-2B-ZZ-DR-AR-080310	Proposed GA section AA	A1	1:200	P03
RDB-HBA-2C-ZZ-DR-AR-080311	Proposed GA section BB	A1	1:200	P03
RDB-HBA-2X-ZZ-DR-AR-080312	Proposed GA section CC	A1	1:200	P03
RDB-HBA-2X-ZZ-DR-AR-080313	Proposed GA section DD	A1	1:200	P03
RDB-HBA-2X-ZZ-DR-AR-080314	Proposed GA section EE	A1	1:200	P03
	Proposed Site Elevations			
RDB-HBA-2X-ZZ-DR-AR-080200	Dantzic Street	A1	1:200	P04
RDB-HBA-2X-ZZ-DR-AR-080201	Viaduct	A1	1:200	P04
RDB-HBA-2X-ZZ-DR-AR-080202	Travis Square	A1	1:200	P04
RDB-HBA-2X-ZZ-DR-AR-080203	Victoria Riverside	A1	1:200	P04
RDB-HBA-2X-ZZ-DR-AR-080204	Dulwich Street - facing Tower 1	A1	1:200	P04
RDB-HBA-2X-ZZ-DR-AR-080205	Dulwich Street - facing Tower 2	A1	1:200	P04
	Proposed GA Elevations			
RDB-HBA-2X-ZZ-DR-AR-080210	Clubhouse Elevations	A1	1:200	P04
RDB-HBA-2X-ZZ-DR-AR-080211	Tower 1 North and East	A1	1:200	P02
RDB-HBA-2X-ZZ-DR-AR-080212	Tower 1 West and South	A1	1:200	P02
RDB-HBA-2X-ZZ-DR-AR-080213	Tower 2 North and East	A1	1:200	P02
RDB-HBA-2X-ZZ-DR-AR-080214	Tower 2 West and South	A1	1:200	P02
RDB-HBA-2X-ZZ-DR-AR-080215	Tower 3 North and East	A1	1:200	P03
RDB-HBA-2X-ZZ-DR-AR-080216	Tower 3 West and South	A1	1:200	P03
RDB-HBA-2X-ZZ-DR-AR-080217	Midrise 3 North and East	A1	1:200	P02
RDB-HBA-2X-ZZ-DR-AR-080218	Midrise 3 West and South	A1	1:200	P02
	Bay Studies			
RDB-HBA-2B-ZZ-DR-AR-080250	Tower 1 - Base	A1	1:25	P02
RDB-HBA-2X-ZZ-DR-AR-080251	Tower 1 - Crown	A1	1:25	P03
RDB-HBA-2B-ZZ-DR-AR-080252	Clubhouse - Lower Levels	A1	1:25	P02
RDB-HBA-2B-ZZ-DR-AR-080253	Clubhouse - Upper Levels	A1	1:25	P02
RDB-HBA-2C-ZZ-DR-AR-080254	Tower 2 - Base	A1	1:25	P02
RDB-HBA-2C-ZZ-DR-AR-080255	Tower 2 - Upper Levels	A1	1:25	P03
RDB-HBA-2C-ZZ-DR-AR-080256	Midrise 3 - Base	A1	1:25	P02
RDB-HBA-2C-ZZ-DR-AR-080257	Midrise 3 - Upper Levels	A1	1:25	P02
RDB-HBA-2C-ZZ-DR-AR-080258	Tower 3 - Base	A1	1:25	P02
RDB-HBA-2C-ZZ-DR-AR-080259	Tower 3 - Crown	A1	1:25	P02
Planning drawings: NT04 (Maccreanor Lavington)				
	Proposed GA Plans			
RDB-MLA-2D-00-DR-AR-01310000	NT04 Proposed GA Plan - Level 00L (Lower Ground)	A1	1:200	P0
RDB-MLA-2D-00-DR-AR-01310001	NT04 Proposed GA Plan - Level 00M (Lower Ground_Mezz.)	A1	1:200	P0
RDB-MLA-2D-00-DR-AR-01310002	NT04 Proposed GA Plan - Level 00U (Upper Ground)	A1	1:200	P0
RDB-MLA-2D-01-DR-AR-01310010	NT04 Proposed GA Plan - Level 01	A1	1:200	P0
RDB-MLA-2D-02-DR-AR-01310020	NT04 Proposed GA Plan - Level 02-05 - Typical Lower	A1	1:200	P0
RDB-MLA-2D-06-DR-AR-01310060	NT04 Proposed GA Plan - Level 06	A1	1:200	P0
RDB-MLA-2D-07-DR-AR-01310070	NT04 Proposed GA Plan - Level 07-08	A1	1:200	P0
RDB-MLA-2D-09-DR-AR-01310090	NT04 Proposed GA Plan - Level 09	A1	1:200	P0
RDB-MLA-2D-10-DR-AR-01310100	NT04 Proposed GA Plan - Level 10	A1	1:200	P0
RDB-MLA-2D-11-DR-AR-01310110	NT04 Proposed GA Plan - Level 11	A1	1:200	P0
RDB-MLA-2D-12-DR-AR-01310120	NT04 Proposed GA Plan - Level 12-18 - Typical Upper	A1	1:200	P0
RDB-MLA-2D-19-DR-AR-01310190	NT04 Proposed GA Plan - Level 19	A1	1:200	P0
RDB-MLA-2D-20-DR-AR-01310200	NT04 Proposed GA Plan - Level 20-21	A1	1:200	P0
RDB-MLA-2D-22-DR-AR-01310220	NT04 Proposed GA Plan - Level 22	A1	1:200	P0
RDB-MLA-2D-23-DR-AR-01310230	NT04 Proposed GA Plan - Level 23	A1	1:200	P0
RDB-MLA-2D-24-DR-AR-01310240	NT04 Proposed GA Plan - Level 24	A1	1:200	P0
RDB-MLA-2D-25-DR-AR-01310250	NT04 Proposed GA Plan - Level 25-26	A1	1:200	P0
RDB-MLA-2D-27-DR-AR-01310270	NT04 Proposed GA Plan - Level 27	A1	1:200	P0
RDB-MLA-2D-34-DR-AR-01310340	NT04 Proposed GA Plan - Roof	A1	1:200	P0
	Proposed GA Sections			
RDB-MLA-2D-XX-DR-AR-01321001	NT04 Proposed GA Section AA	A1	1:200	P0
RDB-MLA-2D-XX-DR-AR-01321002	NT04 Proposed GA Section BB	A1	1:200	P0
RDB-MLA-2D-XX-DR-AR-01321003	NT04 Proposed GA Section CC	A1	1:200	P0
RDB-MLA-2D-XX-DR-AR-01321004	NT04 Proposed GA Section DD	A1	1:200	P0
	Proposed GA Elevations			
RDB-MLA-2D-XX-DR-AR-01331001	NT04 Proposed GA Elevation Travis Square	A1	1:200	P0
RDB-MLA-2D-XX-DR-AR-01331002	NT04 Proposed GA Elevation Dantzic Street	A1	1:200	P0
RDB-MLA-2D-XX-DR-AR-01331003	NT04 Proposed GA Elevation Dalton Street	A1	1:200	P0
RDB-MLA-2D-XX-DR-AR-01331004	NT04 Proposed GA Elevation Dulwich Street	A1	1:200	P0
RDB-MLA-2D-XX-DR-AR-01331005	NT04 Proposed GA Elevation Courtyard SE	A1	1:200	P0
RDB-MLA-2D-XX-DR-AR-01331006	NT04 Proposed GA Elevation Courtyard NW	A1	1:200	P0
RDB-MLA-2D-XX-DR-AR-01331007	NT04 Proposed GA Elevation Courtyard NE	A1	1:200	P0
RDB-MLA-2D-XX-DR-AR-01331008	NT04 Proposed GA Elevation Courtyard SW	A1	1:200	P0
	Bay Studies			
RDB-MLA-2D-XX-DR-AR-01431001	NT04 Proposed Bay Study 1A Tower Base	A0	1:25	P0
RDB-MLA-2D-XX-DR-AR-01431002	NT04 Proposed Bay Study 1B Tower Top	A0	1:25	P0
RDB-MLA-2D-XX-DR-AR-01431003	NT04 Proposed Bay Study 2A Dantzic Street Base	A0	1:25	P0
RDB-MLA-2D-XX-DR-AR-01431004	NT04 Proposed Bay Study 2B Dantzic Street Top	A0	1:25	P0
RDB-MLA-2D-XX-DR-AR-01431005	NT04 Proposed Bay Study 3A Tails and courtyard Base	A0	1:25	P0
RDB-MLA-2D-XX-DR-AR-01431006	NT04 Proposed Bay Study 3B Tails and courtyard Top	A0	1:25	P0
General reports:				
RDB-HBA-XX-XX-RP-AR-080025	Design & Access Statement	A3	-	P5

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