RED BANK

OUTLINE PLANNING APPLICATION

Design & Access Statement

April 2023



Far East Consortium

MACCREANOR LAVINGTON + SCHULZE GRASSOV

The team behind this application

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

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

Revision	Date	Description
-	25/04/2023	For Planning

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INTRODUCTION

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SUMMARY

Introduction

Red Bank Masterplan

The Red Bank Masterplan has been developed to deliver transformational regeneration for this unique area of Manchester, directly adjoining the city centre. It is designed to create a distinct and unique neighbourhood that combines the wilderness of its river and valley setting, with the metropolitan urbanity of Central Manchester. The project will deliver a residential-led mixed-use neighbourhood with social and green infrastructure that will be one of the most unique and desirable places to visit or live in Manchester. It forms part of the first phase of the Victoria North project that aims to deliver 15,000 homes.

The Design and Access Statement has been prepared by a Maccreanor Lavington and Schulze+Grassov-led team for the Far East Consortium (FEC) to support an Outline Planning Application within the Red Bank Masterplan for up to 3,250 dwellings and commercial, social and community infrastructure on approximately 11 hectares of land.

This introduction explains:

- The team behind the Red Bank Masterplan;
- The components of the Masterplan and the relationships between the planning applications within it;
- The vision for Red Bank;
- Form of the application; and
- What documents are being submitted.



Illustration of the Outline Planning Application Illustrative Scheme.

SUMMARY

Components of the Masterplan

Victoria North
The Victoria North initiative (formerly referred to as 'Northern Gateway') is an area of approximately 155 hectares to the north of Manchester City Centre and Victoria Station offering an opportunity to deliver approximately 15,000 new homes over the next 15-20 years, along with a range of employment, social, community, cultural and ancillary uses. Victoria North will establish a series of new, sustainable and integrated residential neighbourhoods, seeking a balanced mix of housing types and tenures, making it a desirable place for a variety of new and existing Manchester residents. Victoria North is one of the largest regeneration projects in the UK as well as being the largest single opportunity for residential redevelopment in Manchester, effectively a new town within the heart of an established, popular and growing city.

In April 2017, Manchester City Council (MCC) appointed FEC as its Joint Venture (JV) 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, MCC has endorsed the Northern Gateway Strategic Regeneration Framework (SRF), which provides an updated vision, core objectives and development framework to guide the regeneration of Northern Gateway (now known as Victoria North), with a focus on the provision of housing and supporting infrastructure investment. In February 2019, MCC Executive endorsed the Northern Gateway SRF as a material consideration in the determination of all future planning applications relevant to the area.

Initial Development Area and Red Bank Masterplan
The JV identified a zone within the SRF to form an "Initial Development Area" as having the potential to deliver an estimated 5,500 residential units across 21 housing development plots. FEC and MCC have created a First Phase within it that is intended to deliver approximately 4,800 dwellings on land controlled / owned by the JV. This First Phase is referred to here as the Red Bank Masterplan.

Housing Infrastructure Fund Works
To unlock the full potential of the area, MCC has secured £51.6m of Government Funding through the Housing Infrastructure Fund (HIF) to deliver critical infrastructure and enabling works within the Initial Development Area. The infrastructure and enabling works, and the plot development on land controlled and owned by MCC and FEC at the Red Bank Masterplan constitutes the "development project".

Planning Applications within the Masterplan
Due to the HIF funding and programme requirements, it has been necessary to approach the delivery of this development project by a number of separate planning applications. Five separate planning applications have been developed to enable development within the Masterplan. These are listed in the diagram opposite.



The different Planning Applications in the Initial Development Area

SUMMARY

Components of the Masterplan

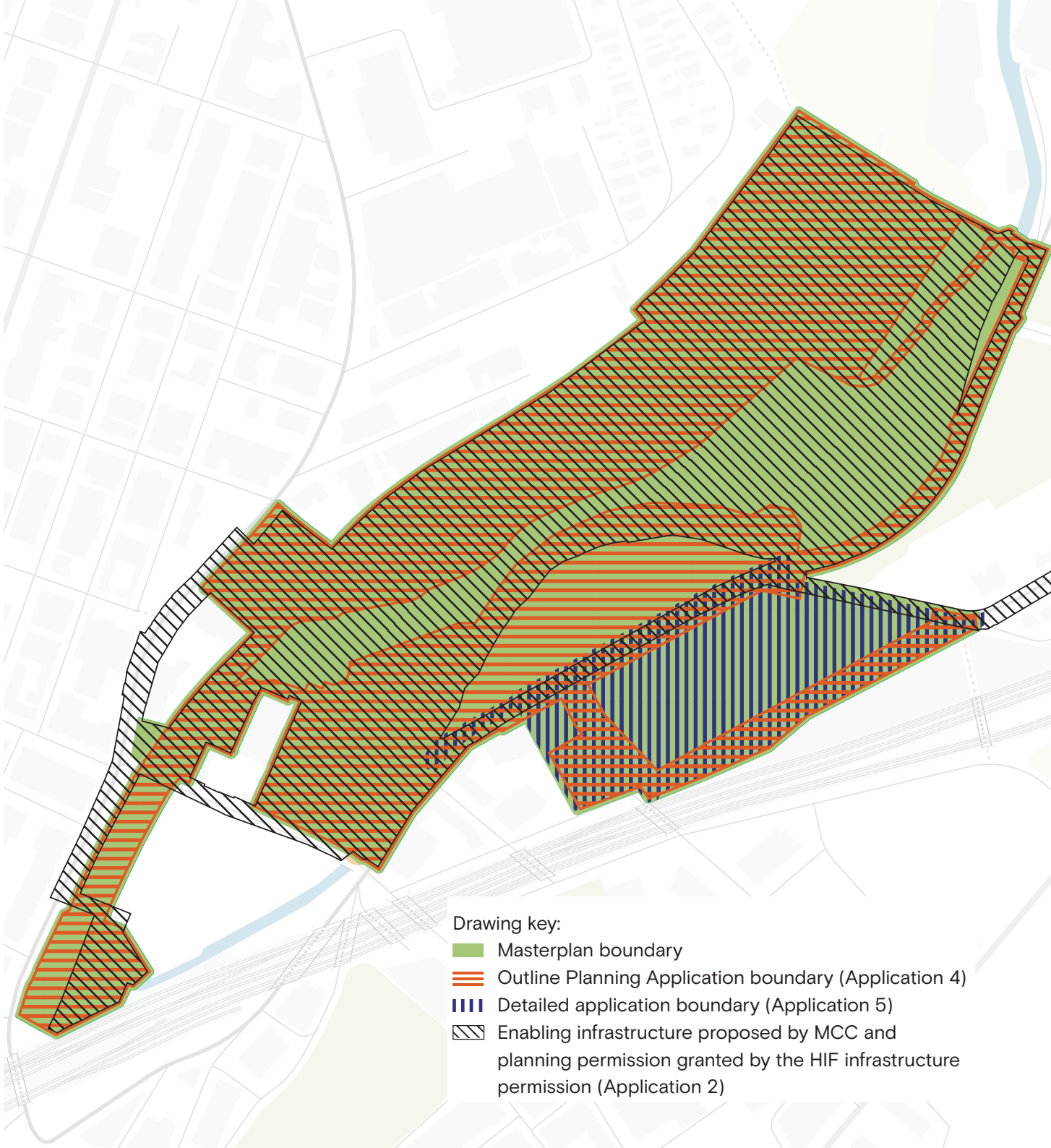
Red Bank Masterplan extents

Maccreanor Lavington and Schulze + Grassov have been commissioned by FEC to produce a cohesive Masterplan for Red Bank Neighbourhood. The Masterplan is based on a series of site wide strategies which will build on MCC's strategic planning direction for Red Bank and previous planning applications, including the enabling and infrastructure works approved under Applications 1 and 2 (described above).

The Masterplan includes:

- Three new neighbourhoods;
- 16 development plots proposed by FEC in their outline and Full Planning Applications (Applications 4 and 5) for residential led development supported by commercial, social and community infrastructure;
- The reconfiguration of Dantzic Street which is proposed by FEC's outline and Full Planning Applications (Applications 4 and 5);
- Creation of the New Plateau Avenue. The initial phase of Plateau Avenue was consented by MCC's HIF infrastructure application (Application 2) and the final finish for this street will be proposed by FEC's detailed applications pursuant to the Outline Planning Permission; and
- Green infrastructure including the new park at St Catherine's Wood which is proposed by MCC and planning permission granted under the HIF Infrastructure application (Application 2).

The Victoria Riverside scheme is under construction at the time of submitting this Application and directly adjoins the Masterplan and forms its immediate context.



SUMMARY

Components of the Masterplan

The Masterplan described on previous pages is based on a series of site wide strategies that influence both this application (Application 4 Outline Planning Application) and the Full Planning Application (Application 5 Plots NT02-04).

The table opposite summarises how key components and strategies of the Masterplan relate to FEC's Outline Planning Application and FEC's Full Planning Application.

	Red Bank Masterplan	**Application 4 Outline Planning Application**	**Application 5 Plots NT02-04 Full Planning Application**
Site area	15.67 hectares	11.21 hectares	2.81 hectares
Public open space	Minimum 5 hectares	-	-
Biodiversity net gain	16.27%	-	-
Residential	Up to 4,801 homes	Up to 3,250 homes	1,551 homes
Residential mix	1 Bedroom - 30% 2 Bedroom - 60% 3 Bedroom - 10%	1 Bedroom - 25% 2 Bedroom - 63% 3 Bedroom - 12%	1 Bedroom - 41% 2 Bedroom - 54% 3 Bedroom - 5%
Primary school	Up to 2,750 m^2 GIA	Up to 2,750 m^2 GIA	-
Health centre	Up to 3,250 m^2 GIA	Up to 3,250 m^2 GIA	-
Commercial and community uses	Up to 8,447 m2 GIA	Up to 6,300 m^2 GIA	2,147 m^2 GIA (434 m^2 within the clubhouse)
Clubhouses (residents' amenity)	Up to 5,395 m2 GIA	Up to 3,250 m^2 GIA	2,145 m^2 GIA (434 m^2 publicly accessible)
Cycle parking	1 space per dwelling		
Car parking	10%	12%	7%



Like so much of historic Manchester, Red Bank was once bustling with industry.

The Wild Urbanism concept is informed by Red Bank's assets such as the River Irk, its rich topography and the wild flora.



Looking west along the River Irk

VISION

Masterplan vision

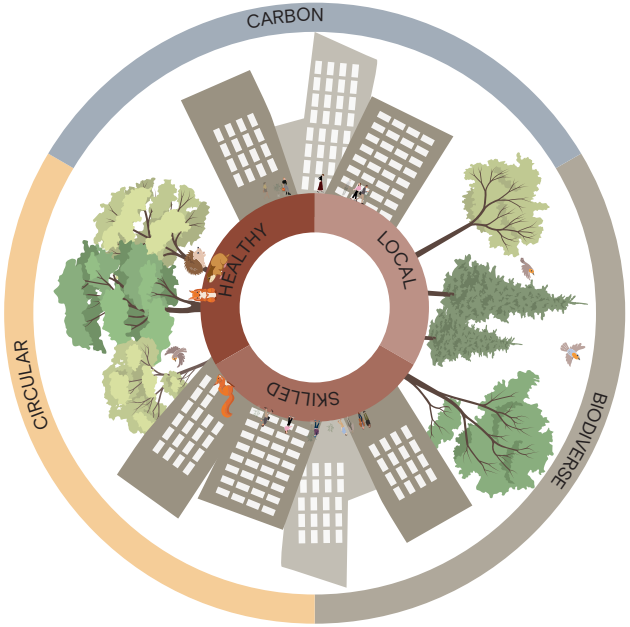
Wild urbanism
Red Bank has the potential to merge nature and city life by bringing the Irk Valley into the city and bringing the city back to the valley. This “wild urbanism” will offer the naturalised river, the extended St Catherine’s Wood and a myriad of other interconnected green spaces to Mancunians. Cafes, restaurants, shops, community spaces and homes will be set among the nature to bring a dose of urbanity to the wilderness.

Resilience and sustainability
Any development today should be designed within ecological limits and not exceed its share of natural resources. By designing a low carbon neighbourhood integrated within a resilient and diverse park, the future citizens of Red Bank will be able to thrive while also enhancing the natural environment.
The Masterplan will enabled net zero carbon and biodiverse. It will support active, healthy, local and circular lifestyles.

Active, green and lovely life
Red Bank will be an active and interconnected fifteen-minute neighbourhood, in which mostly daily needs can be achieved without stepping out of it. It will have over 5 ha of public open spaces, including a park, communal gardens, promenades, riverside terraces, jogging tracks and play areas. Clubhouses and restaurants will activate the public realm and make it a great destination space, as well as a place to live and work.



Wild urbanism: a merging of nature and city



Low carbon, circular and biodiverse



An active, green neighbourhood


Illustrative Masterplan
Key Spaces
1. Red Bank Square
2. Red Bank Terraces
3. Ridgeview Promenade
4. Green Fingers
5. Plateau Gardens
6. Travis Island Wetlands
7. St Catherine's Square
8. St Catherine's Wood
9. Union Waterfront
10. Union Square
11. Existing bridges
12. Potential new bridge
13. Barney's Steps
14. Viaduct Gardens
15. Brewery Square
16. St Michaels Flags & Angel Meadow Park
17. Gasworks development
18. Green Quarter
Masterplan boundary
Outline Planning Application boundary
RBO5A
RBO5B
RBO5C
RBO4
RBO3
RBO2
RBO1
RB12B
RB10
RB17
RB16
RBO6
RBO7
NTO1
NTO2
NTO3
NTO4
Collingham Street
Red Bank
Honey Street
Plateau Avenue
River Irk
Vauxhall Street
Collyhurst Road
Dalton Street
Dulwich Street
Dantzic Street
Chase Street
Roger Street
Lord Street
Back Red Bank
Bromley Street
Williamson Street
Rochdale Road
Gould Street
Aspin Lane
N

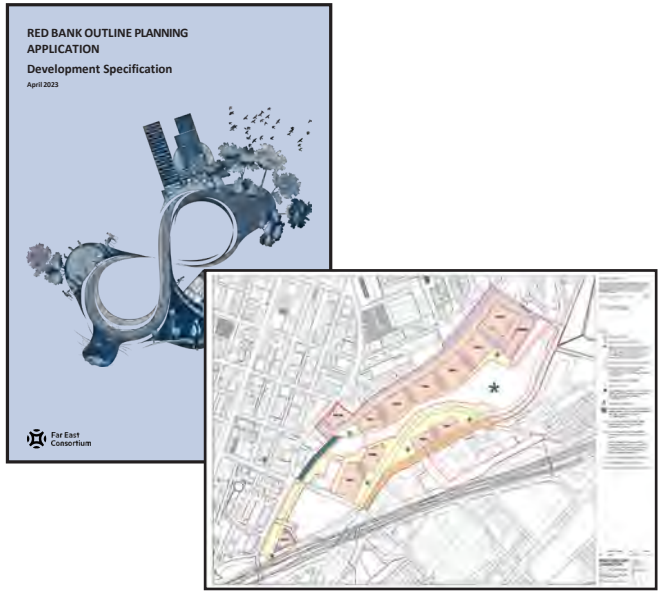
APPLICATION FORMAT

Form of application

An Outline Planning Application is submitted to MCC for approval. The application is made up of many documents and drawings that are designed to provide confidence to the Local Planning Authority that the proposed development is suitable, and to streamline management of future applications within the Masterplan. The application seeks Outline Planning Permission with all matters reserved. This application does not seek to approve details of development but rather establish the parameters and design principles for the detailed applications that will come forward within the Outline Planning Application boundary.

The following description of development is provided for the application:

Part Full Planning Application proposing the demolition of existing buildings and structures and part Outline Planning Application (with all matters reserved) for the erection of a phased residential led mixed use development across severable plots comprising residential (Use Classes C3 and C2); non-residential floorspace comprising commercial, business, service and community uses (Use Classes E, F and Sui Generis); residents amenity space including within clubhouse buildings; health centre (Use Class E); a primary school (Use Class F); the final surface finish of the highway and footpath consented under HIF permission ref: 133143/VO/2022; creation of new public realm and associated landscaping, car parking provision, cycle storage, and other associated works'.



Approved Development Control Documents

The Outline Planning Application seeks approval for a series of parameters including: development plots, land use, maximum building heights and access principles. The Key Development Control Documents are:

- Development Specification setting out the maximum quantum of development within the Outline Planning Application; and
- Parameter Plans setting out the extent of development plots, public realm and land use, the maximum building height, development and public realm levels, and movement (including access) within the Outline Planning Application.



Illustrative Scheme

An illustrative scheme has been developed for the purpose of this application to demonstrate to the Council and the local stakeholders what kind of a place Red Bank could become within the parameters submitted for approval. This illustrative scheme is presented for information purposes only and does not necessarily represent the form of development that would come forward in the future. The Illustrative Scheme includes:

- Illustrative scheme contained within the Design and Access Statement (DAS), indicating potential configuration of the development plots; and
- Illustrative Scheme drawing submitted for information.

APPLICATION FORMAT

Documents submitted

Submitted information

The Application contains a large suite of documents. Some of these documents are provided for information while others are sought for approval.

Parameter plans for approval

- Parameter Plan P1 – Development Plots and Public Realm
- Parameter Plan P2 – Movement
- Parameter Plan P3 – Use
- Parameter Plan P4 – Maximum Building Heights
- Parameter Plan P5 – Site Levels

Application drawings for approval

- Location Plan
- Existing Site Plan
- Demolition Plan

Application drawings for information

- Illustrative Masterplan

Design and Access Statement for information

- Chapter 1 - Introduction
- Chapter 2 - Context
- Chapter 3 - Masterplan Framework
- Chapter 4 - Design Evolution
- Chapter 5 - Development Specification and Parameters
- Chapter 6 - Illustrative Scheme Summary
- Chapter 7 - New Town
- Chapter 8 - Red Bank Viaduct
- Chapter 9 - Plateau
- Chapter 10 - Illustrative Scheme Strategies
- Chapter 11 - Appearance

Planning reports

- Supporting Planning Statement
- Local Labour Agreement
- Statement of Community Involvement
- Archaeology Assessment
- Crime Impact Statement
- Sustainability Statement
- Arboricultural Impact Assessment
- Biodiversity Net Gain Assessment
- Utility Statement
- Environmental Standards Statement
- Fire Strategy Statement
- Tall Buildings Assessment

Environmental Impact Assessment

- Townscape and Visual Impact
- Heritage
- Ecology
- Flood Risk and Drainage
- Transport and Access
- Ground Conditions
- Air Quality and Dust
- Noise and Vibration
- Wind
- Daylight and Sunlight
- Socio-Economic
- Climate Change
- Human Health

APPLICATION FORMAT

How to read this document

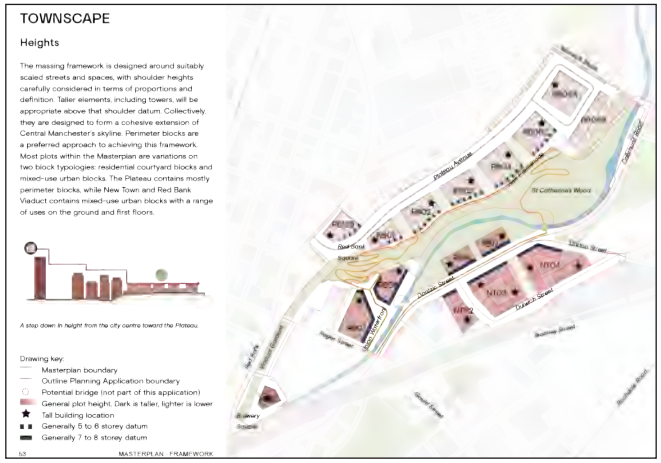
This Design and Access Statement (DAS) describes the Outline Planning Application in the context of the wider Red Bank Masterplan to which it is a part of.

The DAS presents information in the following order:

- Masterplan framework
- Parameter plans + development specification
- Illustrative scheme

Indicative design principles providing guidance on how to achieve high-quality cohesive design across the individual future projects within the Masterplan are spread across the document and indicated on pages with a distinctive brown tint.

This is structured to help readers understand what principles, rules and guidance could shape the development of each plot within the masterplan.



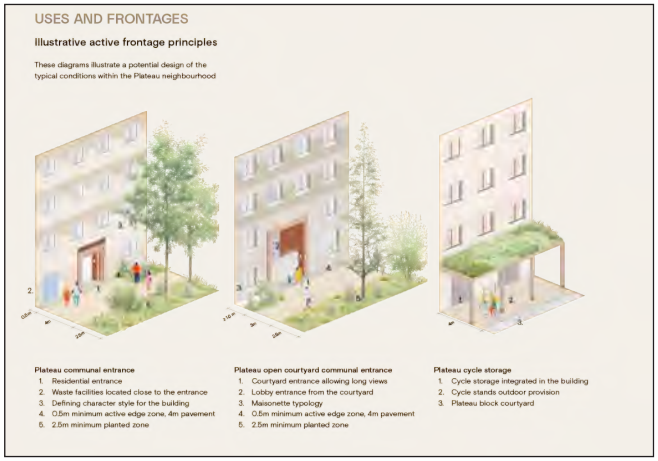
Masterplan framework - Ch. 3
Is a summary of the sitewide design framework which underpin the parameter plans and illustrative design.



Parameter plans + development specification - Ch. 5
Set a minimum and maximum parameters within which plot designers should realise the potential of the masterplan framework.



Illustrative scheme - Ch. 6
Illustrated interpretation of the parameters and Masterplan framework, and what character, key element of qualities each neighbourhood could have.



Illustrative scheme design principles - Chs 7, 8, 9, 11
Illustrate how the parameters and site wide framework could be interpreted and provides guidance on best practice for design.

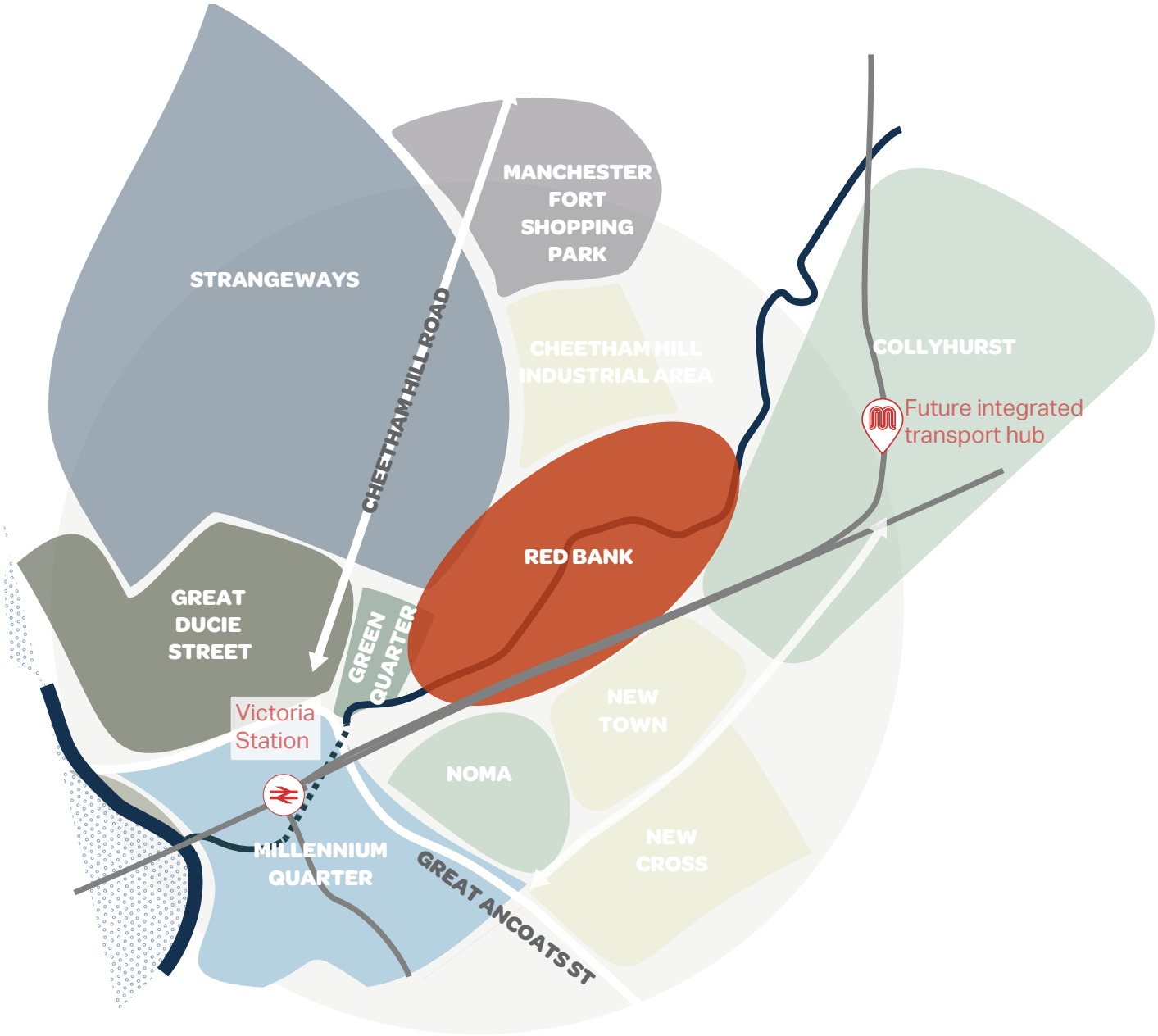
CONTEXT

2

EXISTING CONTEXT

Manchester and beyond

Hidden behind railway arches, Red Bank (and Lower New Town) is a natural extension to Central Manchester. Within minutes of Victoria Station, the Northern Quarter and the City Centre area can support a productive new residential community that contributes to the vibrancy of the many surrounding employment, cultural and leisure uses.



Red Bank within the context of wider character areas and strategic connections

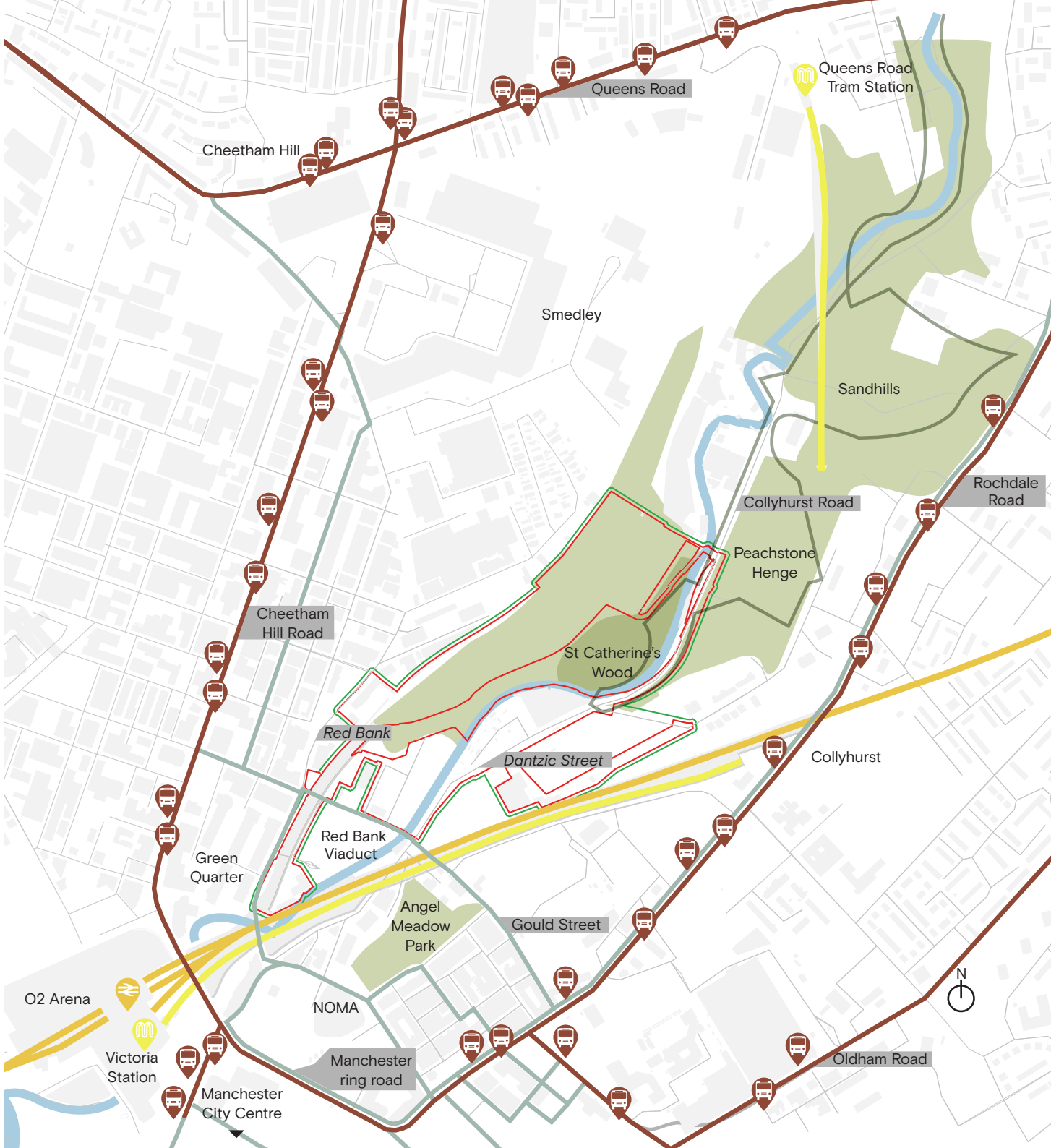
EXISTING CONTEXT

Manchester and beyond

Reducing vehicular movement to a minimum is critical to sustainability and reducing the impact of climate emergency, however it is also an inherent need in terms of being able to create a positive living ambience within the area. The design of the active travel network has given consideration to the locations of key areas, points of interest, resources and public transport links of the adjoining areas, with the emphasis on walking and cycling.

Drawing key:

- Existing street network
- Existing train network
- Existing train station
- Existing tram network
- Existing tram stop
- Existing bus network
- Existing bus stop
- Existing MCC and TFGM cycle network
- Existing green space
- HIF proposed park activation walking route
- Existing river network
- Masterplan Boundary
- Outline Planning Application Site Boundary



EXISTING CONTEXT

Manchester

Water and the city

In the past Manchester has turned its back on its many waterways. It is only recently that the city has rediscovered them as assets to the city; as places to stroll, jog, drink or party, with new buildings providing active frontages of restaurants, bars or homes. At their best, the water bodies are lined with trees and heavily landscaped. Sometimes, left to their own devices, the canals re-wild themselves in the spirit of wild urbanism.

Industrial legacy

Manchester is an archetypal city of the Industrial Revolution and its historical legacy is evident in the remaining 18th and 19th century historic edifices that give the city its unique character. The city centre contains some of the finest examples of Victorian commercial buildings and many of the surrounding 'industrial suburbs' are still characterised by the more utilitarian, distinctive red brick Victorian and Edwardian warehouses that served the growing manufacturing and trading industries of the paSt

Civic streets and open spaces

Manchester's centre is dense. Its streets are often narrow and buildings high. This townscape generates metropolitan intensity, with ground floors of buildings opening up to the street with shops, workspaces and places to eat and entertain. Not famous for grand parks, Manchester is a city of intimate gardens and planted squares. They offer a respite from the intensity of the streets. It is in this juxtaposition of bustle and tranquillity that Manchester excels.



Canal Street - bars and clubs along the tree-lined canal



Cotton Field Park - a waterside park



Ancoats - streets and squares among factories



Paragon Mill - waterside mills



King Street - Manchester's historic street



Sackville Gardens - a tranquil garden in the city

EXISTING CONTEXT

Red Bank in the past

Red Bank over the past two centuries has experienced dramatic change. The bucolic river valley of the early 18th century was cut and moulded by railway infrastructure and industry. Now is another moment of evolution for the site is brought forward as a new mixed use neighbourhood in a rewilded Irk Valley. This is an opportunity to retain and enhance the industrial heritage while bringing back the natural character that once characterised the area..

Drawing key:
- Roads
- River Irk
- Greenery
- Building
- Railway



1820s
At the beginning of the 19th century Red Bank and the Irk valley were not heavily developed. An open landscape was punctuated by small buildings of mixed use: a corn mill and dye works.



1840s
In the first half of the 19th century Red Bank and the Irk valley was only partly industrialised. The river forked and meandered northwards. The valley had verdant moments amongst the developed areas.



1910s
By the early 20th century the site was heavily developed with infrastructure and industry. A new railway sidings and viaduct was creating at the top of the valley linking to Victoria Station. There was a gasworks on Dantzic Street and an iron works on Roger Street.

EXISTING CONTEXT

Red Bank in the past

Much of Manchester's industry developed around its rivers and canals. It made the living conditions around them particularly difficult. When writing about the area around the River Irk in the *"Condition of the Working Class in England",* Engels describes *"a filth and disgusting grime, the qual of which is not to be found - especially in the courts which lead down to the Irk, and which contain unqualifiedly the most horrible dwellings, which [Engels had] yet beheld"*. Little is left of the era that once made the River Irk so infamous. Today, much of it has turned back to wilderness.



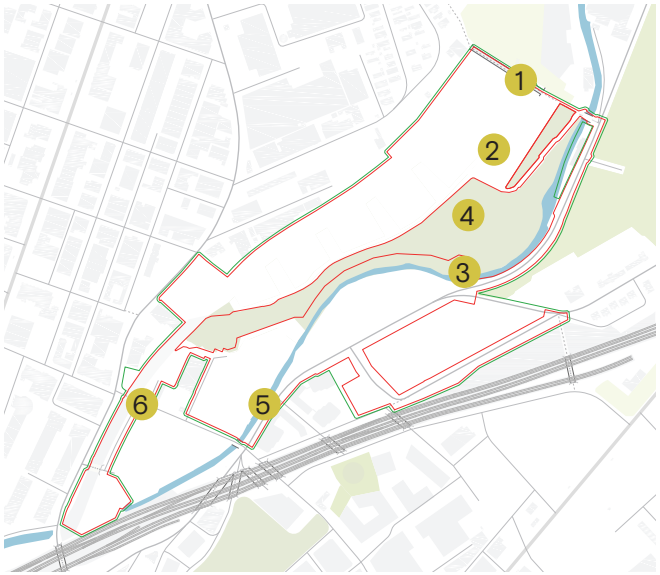
Gasworks once occupied the area that is to become Travis Island and a development plot RB16. The gasworks were demolished in the 20th Century.

Red Bank today

Much has changed since Engels described the living conditions around the River Irk and since its industrial might. With the railway sidings disused and many of the buildings on the north side of the river demolished, the area has over the decades significantly changed

The fast-streaming Irk winds around the site, with multiple bridges, including a Grade II-listed Union Bridge, linking Dantzic Street with St Catherine's Wood. Barney's Steps remain a spectacular landmark and provides long views across the Plateau toward the city centre.

Key plan





1. Central Manchester across the Plateau from Barney Steps



2. Barney Steps from the Plateau



3. River Irk from St Catherine's Bridge



4. St Catherine's Wood in the spring



5. River Irk and Roger Bridge, with "Green Quarter" in the back



6. The disused railway viaduct with arches along Back Red Bank

EXISTING CONTEXT

Around Red Bank today

The site is a mix of light industrial buildings, surface car parks, cleared vacant sites, the River Irk, St Catherine's Wood, self-seeding planting, and scrub land. It also includes brick Victorian railway viaducts. Most of the buildings are located on the north side of Dantzic Street and Red Bank, with few structures on the rest of the site. The River Irk bisects the site, but it is largely inaccessible and hidden by informal growth and brick walls.



Existing context:

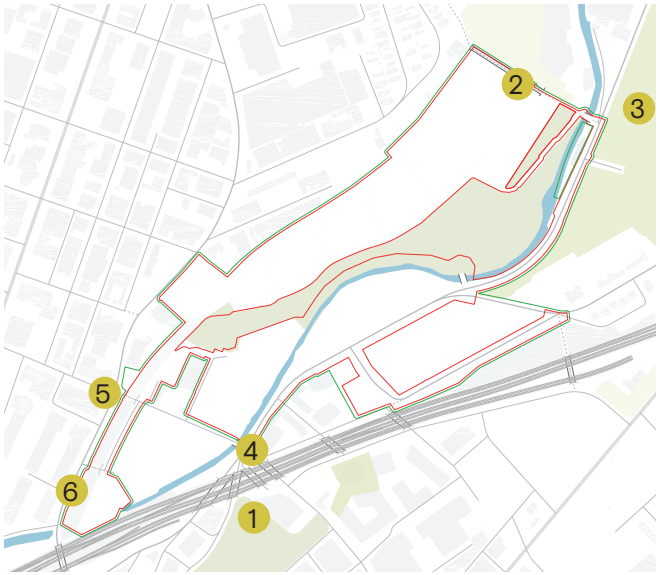
- Residential buildings
- Office buildings
- Industrial buildings
- Education Buildings
- Travelling Showperson yards
- Gypsies and Travellers site (closed)
- Pubs / restaurants / hospitality uses
- Supermarkets / grocery uses
- Surface car parks
- Green assets
- River
- Railway / train station
- Bus route / stop
- Metrolink route / stop
- Masterplan Boundary
- Outline Planning Application Boundary

EXISTING CONTEXT

Around Red Bank today

The public realm on the site is of poor quality with a lot of tarmac and the overall character is uninviting. There is poor wayfinding and a lack of clear, accessible routes on the site, and the edges are defined by infrastructure that creates visual and physical barriers

Key plan





1. Angel Meadow Park



2. Collyhurst looking from Barney's Steps



3. Packaging Products factory and the bottom of Barney's Steps



4. Multiple routes throught the main line viaduct



5. Roger Street tunnel under the disused viaduct from Red Bank



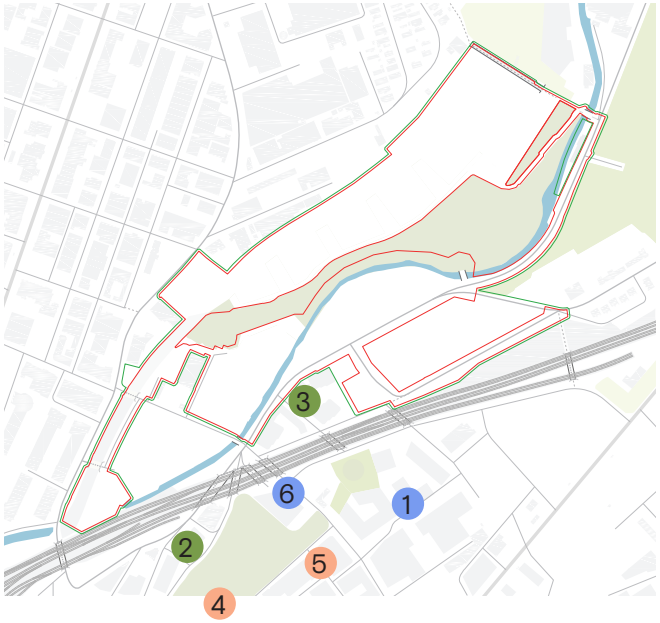
6. Lack of active frontage along Red Bank in the Green Quarter

EMERGING CONTEXT

Developments around Red Bank

The direct vicinity of Red Bank is changing dramatically. Developments around the St Michael's Flags and Angel Meadow Park are turning the area into a seamless part of Central Manchester. The city's pivot to the North West with the Victoria North regeneration project will place Dantzic Street at the heart of the future locality.

The density and height of the new developments are adding to the evolving physical character of the area. The new residents and the mix of uses in these developments will help bring vitality and activity to support the rich offer proposed for Red Bank.



- Completed
- Consented
- Under construction



1. Gould Street Development



2. Meadow Side Development



3. Victoria North Development



4. Angel Square



5. Meadow Side Development



6. Meadow Side Development

EMERGING CONTEXT

Strategic Regeneration Framework

The Victoria North initiative (formerly referred to as 'Northern Gateway') is an area of approximately 155 hectares to the north of Manchester City Centre and Victoria Station offering an opportunity to deliver approximately 15,000 new homes over a 15-20-year period, along with a range of employment, social, community, cultural and ancillary uses. Victoria North will establish a series of new, sustainable and integrated residential neighbourhoods, seeking a balanced mix of housing types and tenures, making it a desirable place for a variety of new and existing Manchester residents. Victoria North is one of the largest regeneration projects in the UK as well as being the largest single opportunity for residential redevelopment in Manchester, effectively a new town within the heart of an established, popular and growing city

FEC as joint venture partner with MCC developed the Northern Gateway Strategic Regeneration Framework (SRF). The SRF provides an updated vision, core objectives and development framework to guide the regeneration of Northern Gateway (now known as Victoria North), with a focus on the provision of housing and supporting infrastructure investment. In February 2019, MCC Executive endorsed the Northern Gateway SRF as a material consideration in the determination of all future planning applications relevant to the area. The SRF establishes both design and development principles that will guide and coordinate the regeneration of the wider Northern Gateway and neighbourhood design and development principles that aim to guide the development in each of the neighbourhoods.



Source: Strategic Regeneration Framework Executive Summary, Manchester Northern Gateway, February 2019

EMERGING CONTEXT

Strategic Regeneration Framework

Connectivity

The SRF provides guidance on the wider connectivity aspirations for Red Bank. Dantzic Street and Roger Street are to become local walking and cycling routes, with a more leisurely “off-road routes” contributing to the creation of an active travel network. A new bridge is proposed over River Irk to improve connectivity between Dantzic Street and the areas to the North. This however does not consider the complex topography in the exact location indicated.

Uses

The SRF sets out a general distribution of uses within Red Bank, indicating the area closest to the city centre as a mix of commercial and residential uses, with the remainder of the site residential. It also sets out the vision for the City River Park, with the improvements to the River Irk embankments and St Catherine’s Wood forming a crucial section of this new green space.

Heights

The SRF indicates a general distribution of heights across Red Bank and locations that offer “opportunities for distinctive landmark buildings with a focus on height”. In general, it indicates six locations for landmark towers within Outline Planning Application area and three locations within NT02-4 site. Elsewhere, it indicates general heights up to 12-16 storeys in Red Bank Viaduct and New Town, and general heights up to 8 storeys on the Plateau (with tall elements from 12 to 16 storeys).



Source: SRF (hybrid diagram combining New Town And Red Bank)

- Local walking and cycling route
- Neighbourhood walking and cycling route
- Off-road route
- Squares
- Proposed bridge over River Irk



Source: SRF (hybrid diagram combining New Town And Red Bank)

- Residential-led
- Mix of commercial and residential uses
- Key active frontages
- Active arches
- Secondary Retail and Service Hub



Source: SRF (hybrid diagram combining New Town And Red Bank)

- Up to 8 storeys
- Up to 12 storeys
- Up to 16 storeys
- Opportunities for distinctive landmark buildings with a focus on height

Housing Infrastructure Fund

HIF Planning Applications

As mentioned in the introduction, several elements of the "development project" within Red Bank have already received permission as part of the HIF works to deliver critical infrastructure and enabling works within the Initial Development Area, including:

- Green infrastructure including the new park at St Catherine's Wood which is proposed by MCC and planning permission granted under the HIF Infrastructure application (Application 2).
- Creation of the New Plateau Avenue. The initial phase of Plateau Avenue was consented by MCC's HIF infrastructure application (Application 2) and the final finish for this road will be proposed by FEC's detailed applications pursuant to the Outline Planning Permission.

These works were summarised in the Proposed Landscape Masterplan set out within the Application 2 Design and Access Statement and presented opposite.



Source: Application 2 Design and Access Statement: Page 24.

EMERGING CONTEXT

Housing Infrastructure Fund

Ground conditions and works

Substantial earthworks formed part of MCC's HIF planning permission (Applications 1 and 2). Areas of steep slopes have been identified as requiring major works to address future stability issues. These included:

1. Regrading the slope adjacent to plots RB02 and RB03 to target gradients of 1v to 2.5h;
2. Lowering ground levels beneath plots RB02 and RB03 to a reduced level of 38.5m AOD;
3. Defining a risk zone adjacent to plot RB05b;
4. Cut & fill exercise to minimise off-site soil removal and minimise ecological disruption.

Access, Movement and Public Realm

The HIF planning permissions (Applications 1 and 2) lay the ground for the movement framework of the Masterplan, providing designs for active travel routes within the City River Park and within the Red Bank Terraces. The applications also set out the general layout of the Plateau Avenue, including the junction with Red Bank. Additionally, public realm works and terracing of the River Irk were introduced around pltos RB06 and RB07. These infrastructure works have been incorporated into the Masterplan and into the Illustrative Scheme.

Plateau Avenue

The HIF Infrastructure Works planning permissions (Applications 1 and 2) includes designs for Plateau Avenue, including car parking, tree planting and the general arrangement of the carriageway. The carriageway width was set out to enable construction traffic, however, a narrower carriageway may be more appropriate for the completed state. As such, the Illustrative Scheme realigns the carriageway within the constraints of the approved application.



Source: HIF works

- Approximate areas of proposed fill
- Approximate areas of cut/potential site won fill opportunity
- Approximate areas of potential fill opportunity
- Approximate risk zone adjacent Plot RB05B



Source: HIF works

- Primary/Active Travel Routes
- Primary Pedestrian Routes
- Primary Vehicular Access Routes
- Vehicular Servicing and Emergency Access
- Future Cycle Lanes on Dantzic Street



Source: HIF works

EMERGING CONTEXT

Housing Infrastructure Fund

Red Bank Terraces

The HIF Infrastructure Works planning permissions (Applications 1 and 2) provide detailed designs for the Red Bank Terraces that traverse a 10-metre level change between the riverside plots and the Plateau. This includes a fully accessible active travel route with a central more direct stepped route connecting the public realm at the upper and lower level. Secondary meandering stepped routes will provide a less formal means of access, whilst elevated steel structures will allow for planting to flow beneath them. The viaduct linear park will link directly into the top of the proposed terraces and will also be accessible via steps from both north and south.

St Catherine's Wood

The wood will be augmented as part of the HIF Works planning permissions (Applications 1 and 2). The main body of St Catherine's Wood sits at the bottom of the embankment alongside the River Irk. This area will become home to a new woodland park proposed by MCC with meandering paths through the existing woodland and areas to dwell, explore and play. Some localised naturalisation of the River Irk edges were included in the HIF planning permissions (Applications 1 and 2). The Wood is a crucial element for several Masterplan strategies, such as play, recreation, open space and biodiversity net gain. FEC's Masterplan and Outline Planning Application responds to MCC's park proposals which were granted planning permission as part of Application 2.

Ridgeview Promenade

Ridgeview Promenade is a shared pedestrian and cyclist active travel route running along the southern length of the future development plots on the plateau, with key views down over St Catherine's Woods to the river and towards the city centre beyond. It is one of the key elements of the Masterplan and a key interface between the City River Park and the Plateau development plots. The Illustrative Scheme and the Illustrative Design Principles provide an indication of how the transition from the park to the neighbourhood could be formed.



Red Bank Terraces as shown in the Application 2 Proposed Landscape Masterplan.
Planning permission was consented 133143/VO/2022



St Catherine's Wood as shown in the Application 2 Proposed Landscape Masterplan.
Planning permission was consented 133143/VO/2022



Plateau Avenue and Ridgeview Promenade as shown in the Application 2 Proposed Landscape Masterplan.
Planning permission was consented 133143/VO/2022

STRUCTURING FRAMEWORK

Opportunities

Key site opportunities that informed the masterplan framework design include:

- Improve the connectivity with the city centre.
- Improve river crossing and create an accessible frontage to the river.
- Create a connection from the valley to the upper Plateau to improve its connectivity and to unlock a series of masterplan assets such as the direct connection to the park and the views.
- Open up views and connections to the river.
- Provide a direct relation to the river.



Key Opportunities

- Bridges
- Barney's Steps
- Future Metrolink stop catchment (800m)
- Potential active corridors
- Pedestrian links
- New key connections
- Green connections
- River frontage
- Activate arches
- Walking time from Victoria Station
- Direct connection to the park
- Views
- Key nodes
- Improve arches connection
- Potential bridge (not part of this application)
- Masterplan Boundary
- Outline Planning Application Boundary

Constraints

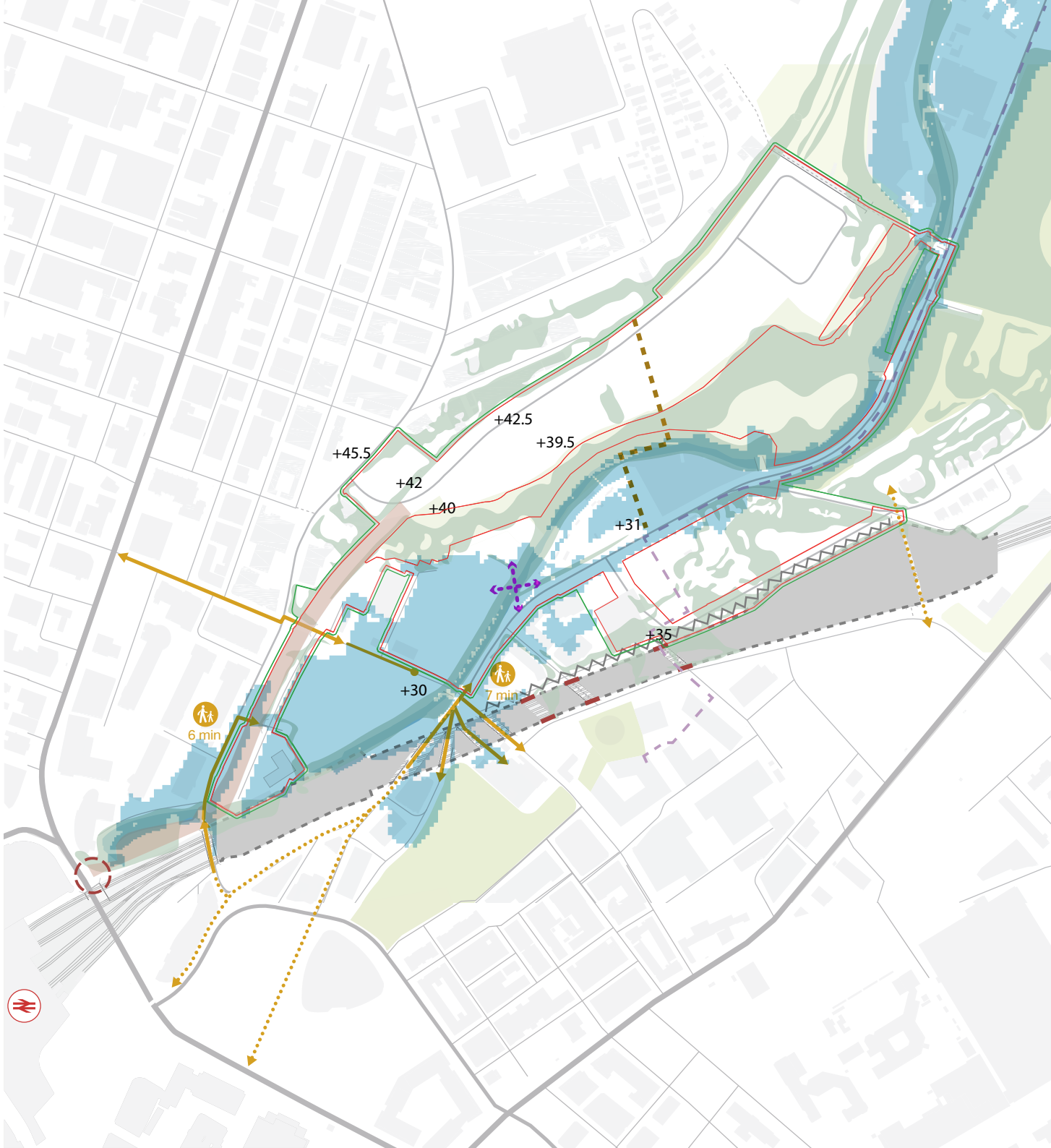
The following key constraints were identified, and informed the development of the masterplan framework presented in this document:

- Limited site access: current links limited to a closed Union Bridge and through the arches of the active railway viaduct and the disused Red Bank Viaduct.
- Railway viaducts: a major barrier with limited potential permeability.
- Topography: a major asset but also a constraint for accessibility.
- River Irk: another major asset but also a significant constraint when building in the flood zone

Key Constraints

- Walking time from Victoria Station
- Pedestrian Links
- Site Access
- Red Bank Viaduct
- Closed Arches
- Slopes steeper than 1:10
- Stepped connection linking to Red Bank
- Limited cross-river accessibility
- Flood zone
- Noise- Active Railway
- Gas main (indicative)
- Sewer (indicative)
- Viaduct as a movement and visual barrier
- Masterplan Boundary
- Outline Planning Application Boundary

Note: flood zone is indicative only, please refer to the separate Flood Risk Assessment Document for the actual flood zone position.



MASTERPLAN - FRAMEWORK

3

MASTERPLAN EXECUTIVE SUMMARY

Liveable, resilient and joyful

The Masterplan proposes up to 4,801 homes together with commercial, social and community uses. 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 Masterplan will help transform Red Bank into Manchester's most unique part.



Active travelling
with excellent cycle infrastructure and 10% car parking provision.



A primary school
adjoining City River Park, with facilities to be shared with the community.



15 minute neighbourhoods
that satisfy and nurture the needs of its diverse communities.



Enabling a net zero-carbon neighbourhood
with sustainable, energy-efficient homes, set within a resilient and future-proof landscape.



A health centre
to provide social infrastructure for the neighbourhoods.



Inclusive neighbourhoods
for everyone, be it families, single people, or elderly couples, with spaces to party, to relax and to release.



Distinct homes
in various forms and types, including a concentration of family-sized and affordable homes in the lower-density neighbourhoods.



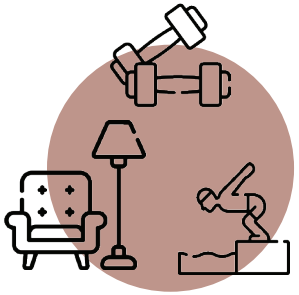
High street and hospitality uses
to provide shops, services, restaurants and more on the doorstep.



Rewilded, green & biodiverse
to promote health & wellbeing of humans, animals and plants in a changing climate.



A new park
The Masterplan identifies MCC's intentions and shows the HIF infrastructure works and new park at St Catherine's Wood (granted full planning permission under Application 2)



Community leisure spaces
in a form of clubhouses for local residents with gyms and co-working spaces.

Icons from: Freepik

FRAMEWORK

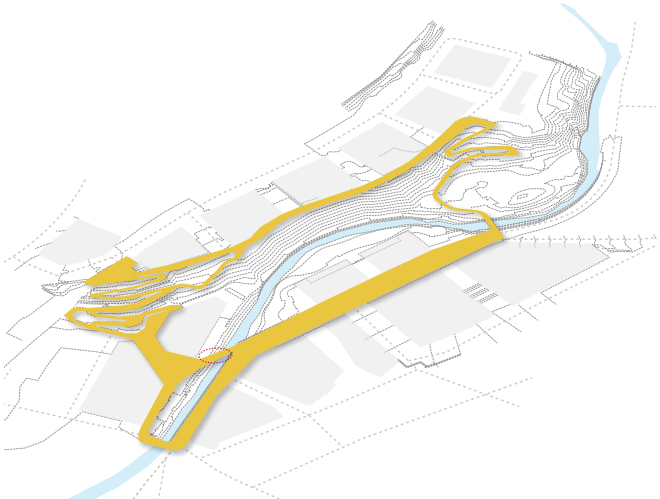
Spatial vision

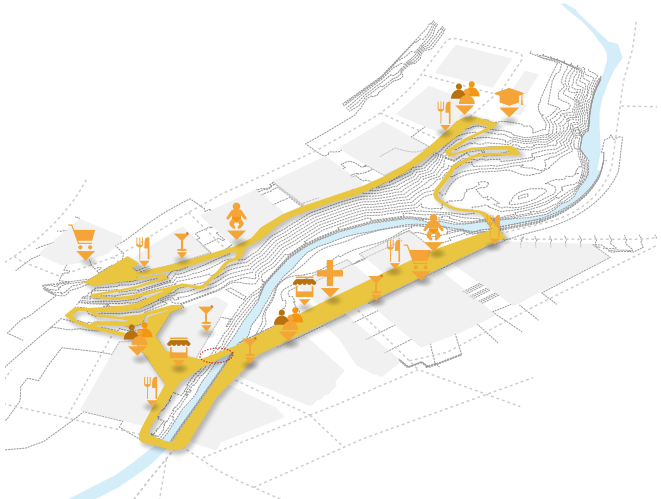
Red Bank will be an active, lively and animated piece of Manchester. To foster public life within it, a multi-layered infrastructure strategy is proposed to provide spaces to be joyous and meditative, active and relaxed, communitarian or alone, urban and wild and for people of all abilities.

Climate Loop
The Climate Loop is our lead concept for the emergence of a connected, safe and inviting public realm. It will form an active travel link between three neighbourhoods, making all of Red Bank accessible without ever needing to cross a road.

Public infrastructure
The masterplan uses the Climate Loop as the key connection between all public infrastructure in the Masterplan. On the loop, or within easy reach, are moments of play for small children and families, restaurants, small retail units, community hubs, schools and nurseries, recreation trails, public transport hubs, and more.

Active, green and delightful
The masterplan makes the most of its unique topography and context and provides along the Climate Loop a diverse set of climatic experiences for residents and visitors. At it's most elevated point are south facing long open views above the tree canopies. At its lower end, enclosed views, sensory atmospheres and the relaxing sounds and sights of the river's edge can be experienced.







Three interconnected neighbourhoods

Distinct characters

The Masterplan covers three neighbourhoods: Red Bank Viaduct, New Town and the Plateau. Each one has a unique character that responds to its setting and the proposed uses:

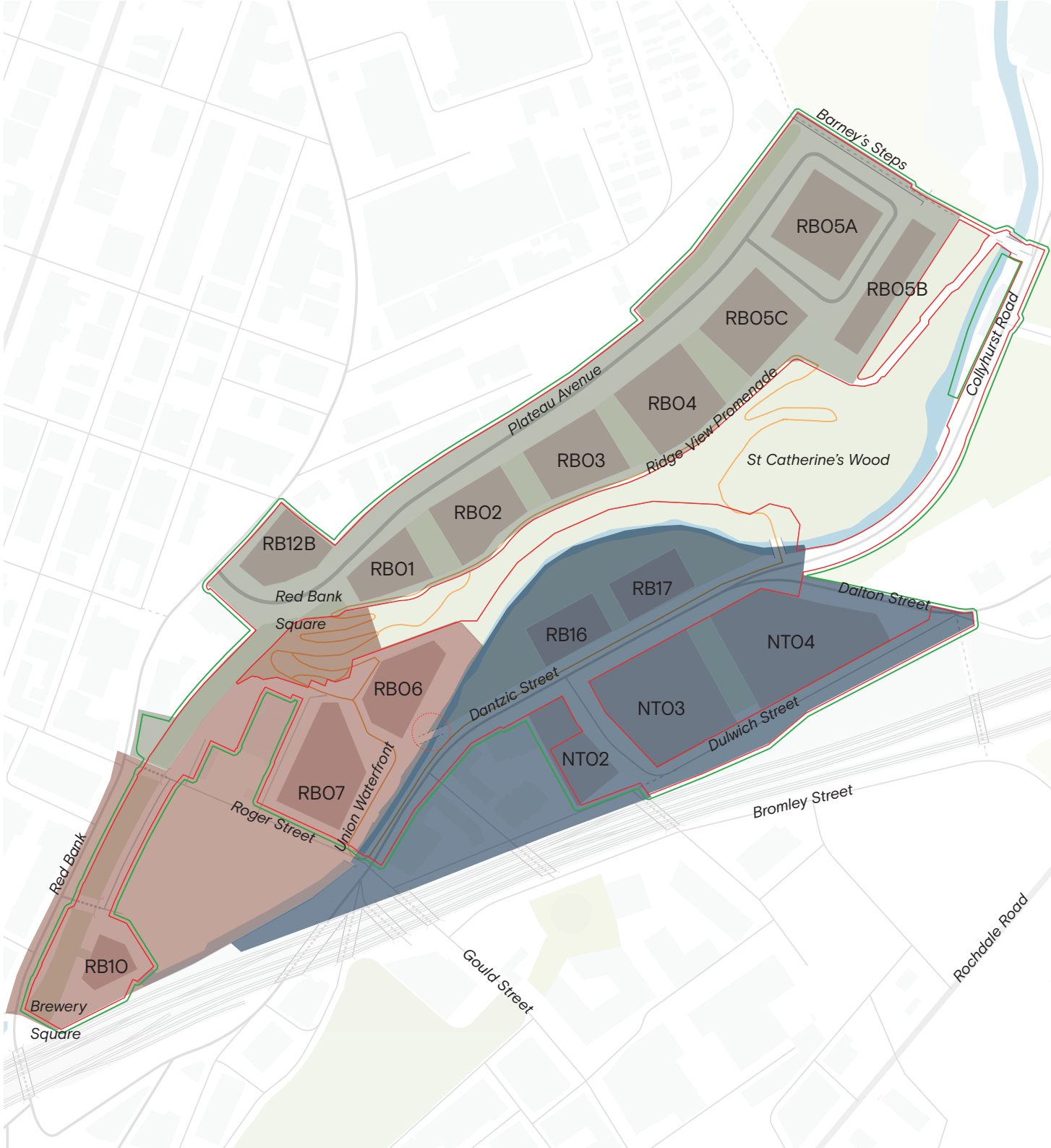
1. Red Bank Viaduct is a riverside destination of bars, restaurants and leisure spaces;
2. New Town is home to the local high street of Dantzic Street; and
3. Plateau is a family-focused residential oasis.

All connected by the Climate Loop

The Climate Loop seamlessly links the three neighbourhoods with one another, and with the City River Park proposed by MCC, which has planning permission.

Relationship with the SRF

The neighbourhoods span two character areas of the SRF. New Town of the Masterplan is formed of both the Red Bank and New Town plots within the SRF.



Drawing key:

- Red Bank Viaduct
- New Town
- Plateau
- Climate Loop
- Potential bridge (not part of this application)
- Masterplan boundary
- Outline Planning Application boundary

FRAMEWORK

Three interconnected neighbourhoods

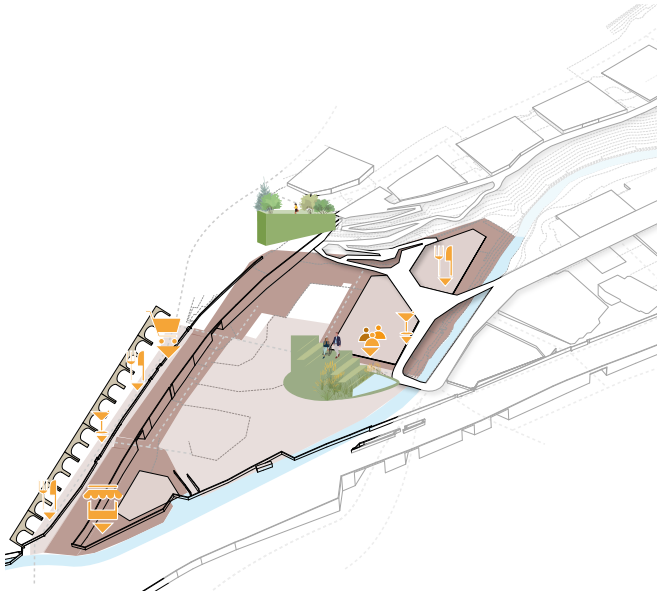
New Town - Where the city meets the park
New Town is a high density neighbourhood which links the city centre with the consented park. The future Dantzic Street is envisaged as a vibrant local high street with shops, hairdressers, parcel offices and health services, complemented by a commanding view of the River Irk and its steep valley. Directly linking Central Manchester on one side and Collyhurst on the other, it will become a busy active travel route with a truly metropolitan feel.

Red Bank Viaduct - A riverside destination
Red Bank Viaduct takes its character cues from the industrial heritage of the now disused railway viaduct and the nearby Cheetham Hill, with thriving businesses in the railway arches now having a new hub at Brewery Square at the foot of a landmark RB10 tall building. New restaurants and bars will flank the stepping down Union Waterfront and the terracing Red Bank Terraces.

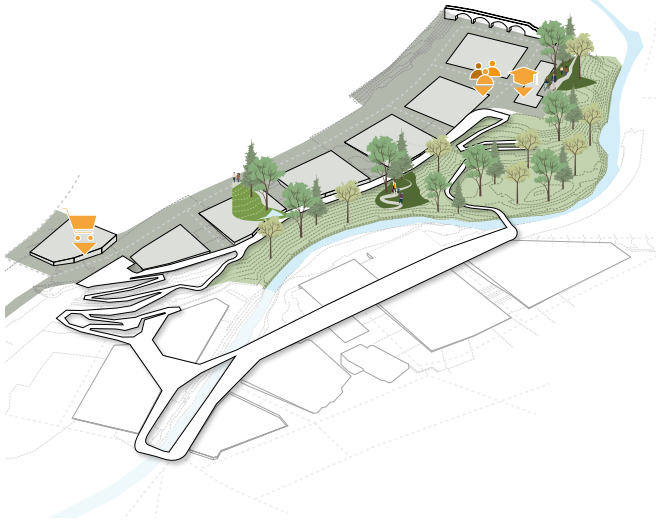
Plateau - A family neighbourhood on top of the hill
The Plateau differs in character from the metropolitan neighbourhoods in the valley, with a more residential and a family-focused character. Frequent front doors to homes will delineate streets here, with playgrounds and a potential primary school seamlessly nestling into the parkland. Green public spaces will flank every building and regularly permeate into the courtyard spaces.



New Town



Red Bank Viaduct

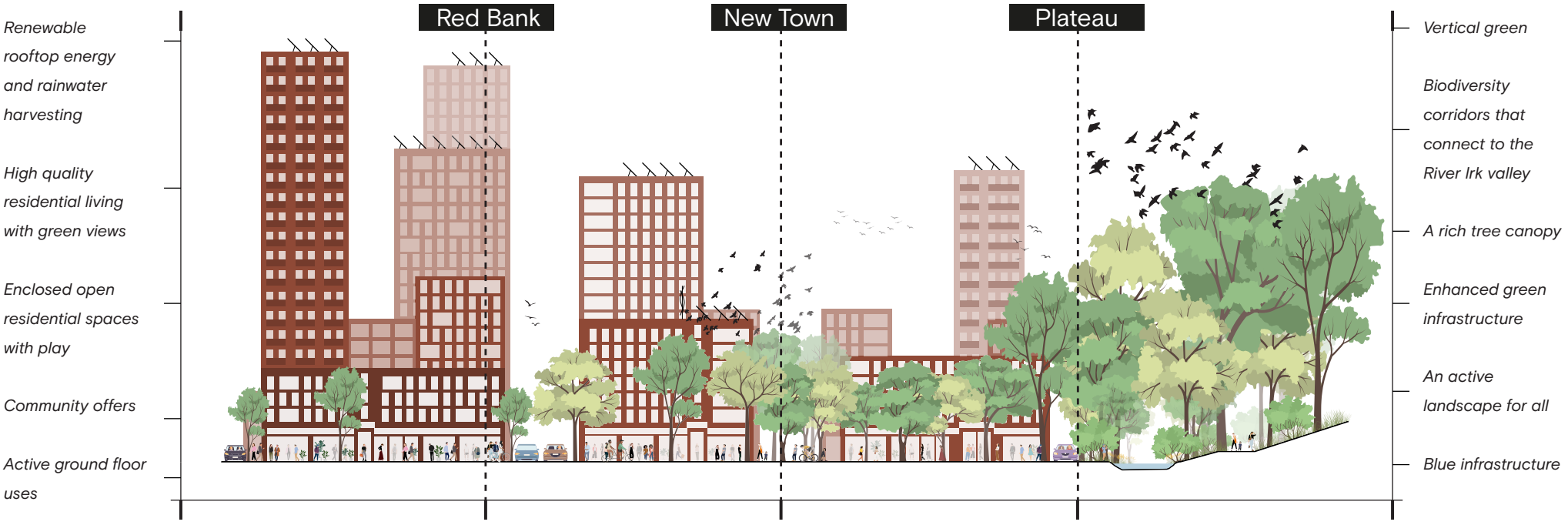


Plateau

SUSTAINABILITY

Wild Urbanism

A gradient through the neighbourhoods
Strong urbanism frames the naturalist landscape with a varying degree of rigidity. The concept of Wild Urbanism fundamentally drives the expression within the public realm, landscape and built form for each neighbourhood. Below the diagram shows where each neighbourhood sits on the y axis of the wild urbanism spectrum and highlights key neighbourhood attributes on the X axis.



Wild urbanism between neighbourhoods

Sustainability strategy

In the context of MCC's Climate Emergency Declaration, and the commitment to be a zero carbon city by 2038 or earlier, there is both the aspiration and the need to create an exemplar sustainable community at Red Bank.

Our Wild Urbanism vision is for a development that brings nature into the city and extends the city into the natural environment so that people and nature coexist in a harmonious and mutually beneficial way.

The unique landscape and topography of the site provide opportunities for active lifestyles using the Climate Loop for exercise and recreation for example.

The masterplan will create new jobs and explore ways of embedding stewardship management for the new neighbourhood.

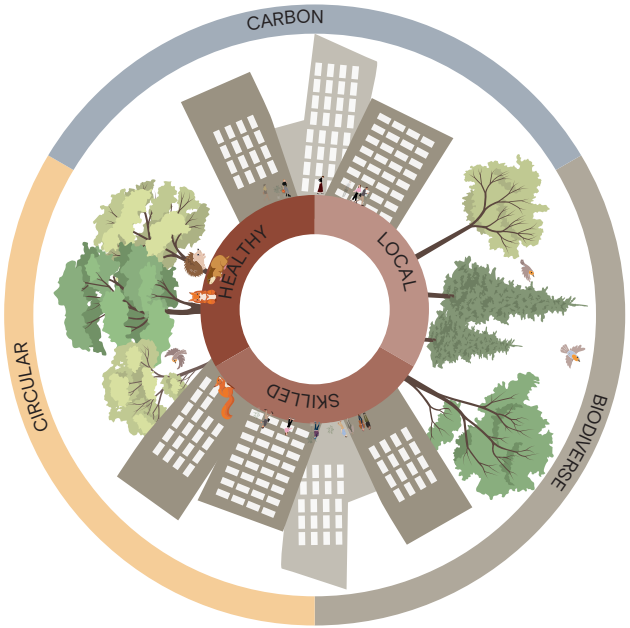
These positive social qualities must be provided within the constraints of our ecological limits so that the development does not use more than its 'share' of natural resources. Therefore, the masterplan aims to deliver a low-carbon, all-electric neighbourhood integrated within a resilient and diverse park for the future citizens of Red Bank.

The green infrastructure will be designed to create new ecological habitats whilst also managing flood risk. Moreover, services and amenities will be well placed around the development to reduce the need for internal vehicle movement which then contributes to healthier lifestyles and better air quality.

The themes

The following six themes form the overarching sustainability aspiration for the site and have been used to set the overall sustainability objectives for the development.

- Carbon: enabling a net zero carbon neighbourhood
- Biodiverse: resilient and biodiverse park
- Circular: thriving circular economy
- Healthy: resilient communities
- Local: 5-minute neighbourhood and 15-minute city
- Skilled: building social value



Enabled net zero carbon journey

Key local and national government policies commitments, both adopted and emerging have informed the Sustainability Strategy to ensure the strategy remains robust and future-proofed over the time the masterplan gets developed and built.

There is an opportunity to progressively increase the performance aspirations as the project is delivered so that it aligns with the emerging policy and guidance for enabled net zero carbon from MCC and the wider UK context.

Each Red Bank development phase will, at a minimum, achieve the mandatory requirements applicable when the design and construction commences. The ambition is to exceed minimum requirements where possible and meet evolving and ambitious best practice guidance such as RIBA 2030 and LETI targets, as outlined in the Outline Sustainability Strategy. In addition to that, the proposed development intends to:

- Minimise whole life cycle impacts within the developer's control and influence, wherever possible,
- Investigate routes to achieving net-zero carbon in construction (A1-A5),
- Enable net zero carbon in operation, as far as possible, by reducing energy demand, providing an all-electric energy strategy, renewable energy generation on-site and pursuing credible and high-quality green energy procurement routes.

SUSTAINABILITY

Sustainability strategy

The objectives
The table opposite (and on the following page) sets out a series of objectives with indicative key performance indicators (KPIs) to measure progress against each sustainability theme. The accompanying Sustainability Strategy expands further on the proposed measures.

The plan
To ensure that the sustainability aspirations are delivered in practice, effective delivery mechanisms will be in place throughout the design, procurement and operation of the development. The design development will continue to:

- Embed objectives into the design process
- Identify key risks that might prevent the project from achieving the objectives
- Identify potential funding sources that can support investment in sustainable infrastructure
- Establish approaches to Soft Landings and post-occupancy evaluation.

During the tender process, the sustainability requirements will be clearly communicated and transferred to design briefs or codes, specifications and passed on to subsequent delivery partners.

In operation, a process for post-occupancy evaluation will be agreed to between the delivery partners. Maintenance and management plans will be in place to continue delivering on the sustainability ambition.

	High-level objective	Indicative KPIs
Carbon	*Embed passive design strategies at masterplan and building level to deliver low energy buildings;* *Enable the delivery of homes that are fossil fuel free;* *Maximise renewable energy technology;* *Maximise smart technologies that allow for load sharing and peak load management; and* *Reduce upfront carbon emissions through intelligent design.*	*Aspire to be Net Zero carbon in operation (including regulated and unregulated energy);* *Meet 'Phased' fabric, energy, embodied carbon, and water targets to deliver homes and buildings that are resource efficient;* *Deliver homes that can achieve applicable RIBA Climate Change targets and LETI EUI targets;* *Use RIBA version 2 target 2030 to achieve low embodied carbon for homes (A-C); and* *Minimise cut and fill and infrastructure carbon - set a baseline and then reduce.*
Biodiverse	*Protect from extreme weather events and risk of surface water flooding;* *Integrate sustainable urban drainage to deliver nature-based surface water solutions;* *Integrate masterplan design solutions with urban greening to deliver vibrant communities;* *Maximise biodiversity and species habitats; and* *Prevent pollution.*	*Meet Greenfield run off rates whilst considering future climate allowances;* *Deliver a biodiversity net gain of at least 10% (planning requirement),* *Deliver an urban greening factor of 0.4;* *Ensure water efficiency standards are met to minimise reliance on fresh water.* *Each person must use less than 100 litres/ person/day;* *Use rain gardens and 'soft' sustainable drainage systems to reduce pollutant load to the River Irk;* *Combustion free community; and* *Minimise light pollution.*

	High-level objective	Indicative KPIs
Circular	*Reduce consumption of virgin materials and maximise use of renewable, secondary, recycled, or reused materials;Design in opportunities to eliminate (and where not possible) maximise recycling of commercial and residential waste;Specify and source materials, products, technologies, and other resources responsibly and sustainably;* *Design for longevity, adaptability or flexibility, and reusability or recoverability;* *Retain materials at their highest value over their life cycle by adopting circular design principles; and* *Enable collaborative consumption and circular economy businesses (industrial symbioses).*	*Set a target to incorporate 30% by volume of materials from recycled/secondary materials;* *Use the Regenerate tool by Urban Flows Observatory10 to guide decision making;* *Design of longer life infrastructure systems and services with ease of access and maintenance;* *Incorporate space for a Library of Things within the masterplan, to promote a sharing economy;* *Incorporate shared mobility services; and* *Create space within the masterplan for collaborative consumption models.*
Healthy	*Enable and encourage active and healthy lifestyles;* *Provide high quality homes, with a mix of type and tenure including affordable living (e.g., housing, energy, utilities);* *Strengthen the sense of community pride and engagement among existing residents as well as welcoming and integrating the new community as the 'site' becomes a 'place';* *Optimise sunlight and daylight provision across the site and within flats;* *Reduce the risk of overheating and minimise the urban heat island effect; and* *Create comfortable public realm spaces.*	*Percentage of buildings / dwellings that meet CIBSE TM59 and TM52 overheating requirements;* *Percentage of dwellings that meet BS EN 17037 & BS EN 8206 for daylighting within homes;* *Exceed BRE 209 requirements for external sunlight access requirements;* *Pedestrian comfort from wind in accordance with Lawson LDDC criteria;* *WHO indoor noise limit of 30 dB for bedrooms; and* *Percentage of dwellings within 5 minutes' walk to play area.*

	High-level objective	Indicative KPIs
Local	*Provide accessible local services, amenities, and social infrastructure, including leisure and cultural facilities.* *Promote Red Bank as a cycling and walking community with pedestrians prioritised.* *Ensure accessibility for all.* *Limit private parking spaces and ensure residents and visitors adopts sustainable travel patterns.* *Ensure electric vehicle (EV) charging points are delivered.* *Maximise opportunities for shared mobility.* *Support creation of a smart and digitally connected community.*	*No. of visitor bike parking spaces across the site.* *No. of electric car charging points across the site.* *Provision of local services for sharing of bikes, accessibility active transport options and car clubs.* *Segregated pedestrian and cycling infrastructure.* *Percentage of local services and community facilities within 15-minute walking distance.* *Percentage of properties with 5G connectivity.* *Percentage car free journeys.* *The Greater Manchester Accessibility Levels (GMAL) score.* *Participation in community consultation events.*
Skilled	*Provide quality jobs for the existing and the new community, both during construction and over the whole life of the operational development;* *Provide education and training to upskill the local community to compete in local high-quality jobs market;* *Provide a range of flexible business and start-up spaces, including alternative community uses/spaces;* *Develop a thriving sharing economy to provide affordable access to sustainable local products and services and foster meaningful interaction between residents and visitors; and* *Retain and encourage the growth of existing businesses.*	*Number of jobs and apprenticeships created during construction;* *Number of permanent / long term jobs created;* *Percentage of procurement through local businesses and SMEs (during construction);* *Average hourly pay for jobs on site;* *Percentage employed locally;* *Percentage apprenticeships filled by locals; and* *Participation in education / training on site during construction.*

OPEN SPACE

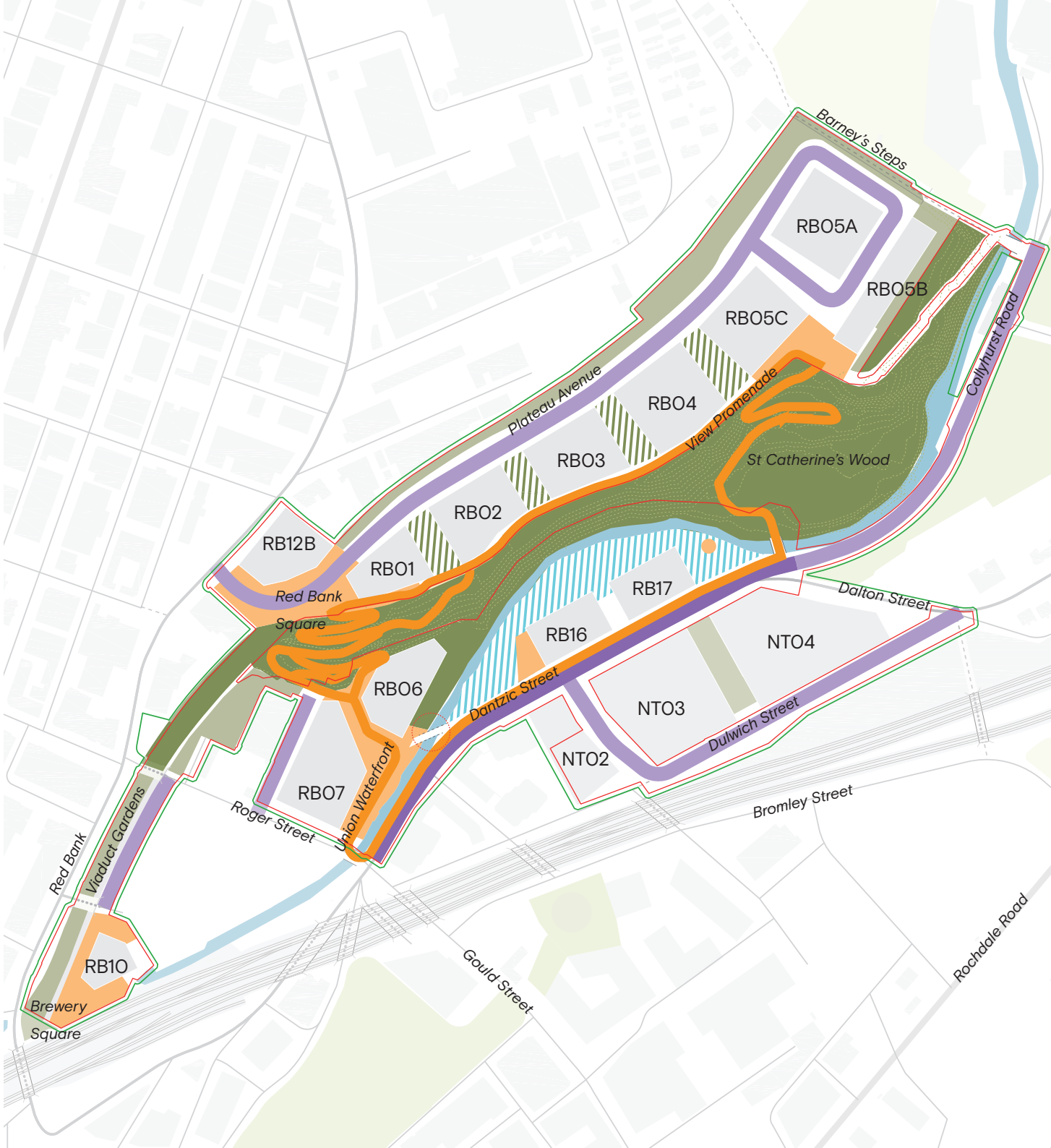
Hierarchy of spaces

Spatial network

The masterplan offers a rich diversity of spaces to support active travel, community life, access and servicing. At its centre is City River Park, a central greenspace offering a mixture of experiences (proposed by MCC - planning permission as part of Application 2). Coming off the park, the Green Fingers form pedestrianised links to Plateau Avenue, with views over the Irk and wild pioneer planting. Across the River Irk, Travis Island Wetlands provide a terraced park designed to flood and be wild. Smaller park structures (urban green spaces) with wild vegetation, communal gardens and mixed recreational activities are scattered across the Masterplan, linking or abutting two types of streets: the High Street (Dantzic Street) is a multi-modal corridor with commercial uses lining it while the Neighbourhood Streets are quieter multi-use spaces. Interfacing the green infrastructure and the streets, Public Squares form urban spaces for gathering and commercial activity.

Drawing key:

- Existing street network
- Existing public right of way
- City River Park
- Green Fingers
- Travis Island Wetlands
- Urban greenspace
- Climate Loop
- Public square
- High street
- Neighbourhood street
- Potential bridge (not part of this application)
- Masterplan boundary
- Outline Planning Application boundary



Climate Loop

The Climate Loop will put public life and nature at the heart of all urban life in masterplan. In time this framework should also extend into the future development phases, all anchored by the new City River Park.

City connections

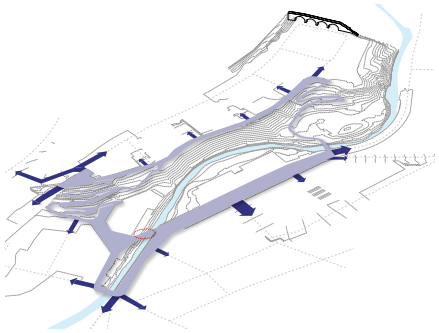
The Climate Loop is the lead concept for the emergence of a connected, safe and inviting public realm tissue in Red Bank. It will put public life and nature at the heart of all urban life of the new neighbourhood. The continuous one-mile active travel loop will provide a pedestrian and cycle route linking all the key parts of Red Bank without a single pedestrian crossing or any interference from cars.

15 minute neighbourhood

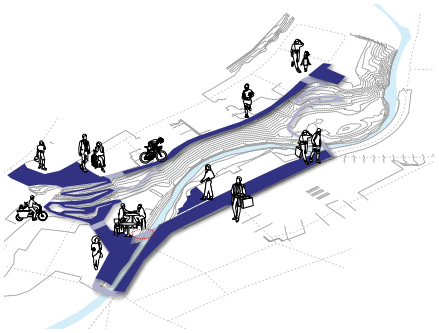
In order for Manchester to maintain its status as a desirable and liveable city it needs to retain a city wide mix. Mixed cities are equitable and pluralist, they are sustainable, liveable and workable, they provide opportunities and form sustaining and characterful neighbourhoods. This part of the city can truly manifest itself as a 15 minute neighbourhood.

Close to nature

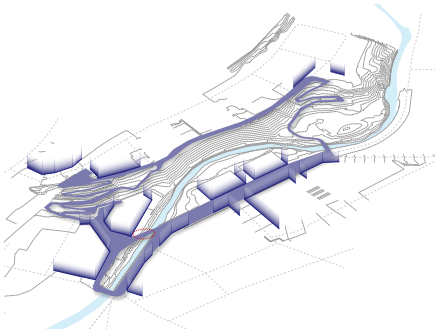
The Climate Loop has been carefully curated to engage with an array of climatic, sustainable and natural themes that explore the natural assets of the site's unique position in Manchester. The Climate Loop also provides the site with the opportunity of expanding on these inherent natural themes with further trees and planting and the creation of interconnected biodiverse corridors.



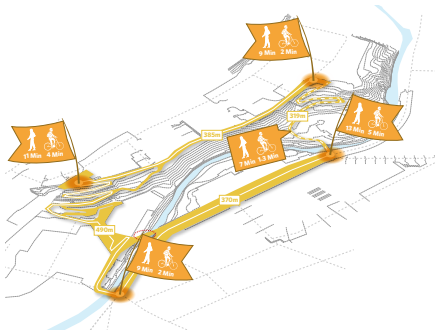
Strategic Connections



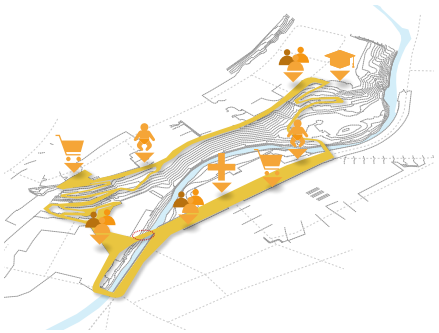
Public Spaces



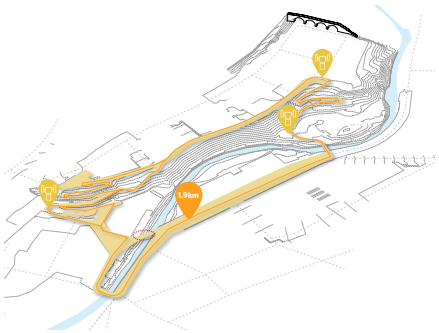
Active Frontages



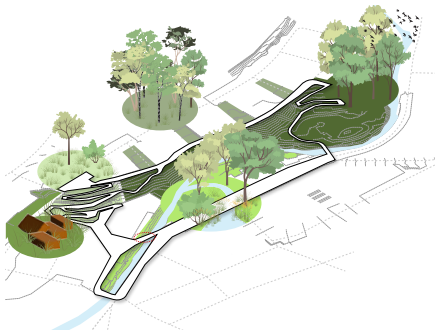
Walking & cycling from A to B



Key public infrastructure



Promoting a healthy lifestyle



A series of experiences



Varying views & aspects



Lively biodiversity corridor

OPEN SPACE

Landscape Character Areas

High-quality public realm supports the new neighbourhoods of Red Bank. The public spaces throughout the neighbourhood provide a pleasant environment for socialising and relaxing. The nuance in landscape characters offer lush green landscapes with grasses, shrubs, trees, and ample space for recreational activities. Key public squares are thriving hubs of activity with restaurants, cafes, shops, and other services. Dantzic Street is a bustling urban thoroughfare with busy paths for pedestrians and cyclists. Smaller green spaces and good neighbourhood streets complete the public realm structure, creating a lively and inhabited urban centre near Manchester city centre. The neighbourhood offers a unique combination of character, quality, hierarchy, and accessibility, making it a desirable place to live and work.

Drawing key:

- Climate Loop
- High quality public realm
- Key public square
- Key active commercial or community frontage
- City River Park
- Marginal river edge landscape
- Green links
- Community garden landscape
- Re-wildened railway viaduct
- River Irk
- Hard River Edge
- Potential bridge (not part of this application)
- Masterplan boundary
- Outline Planning Application boundary



OPEN SPACE

Play & sports

The SRF identifies the nearby Sand Hills Park and Collyhurst Park as the locations for the majority of formal sports and play facilities within Victoria North. As such, the Masterplan focuses on local provision.

Two types of play spaces are proposed: dedicated and incidental. Dedicated spaces are for play as the primary function, including playable areas for people of all ages. Incidental spaces are for passive play and include landscape design or public art. Traditional playing fields are difficult to provide due to extreme levels, so the design proposes a primary school MUGA that could be made available to the community outside the school hours.

Drawing key:

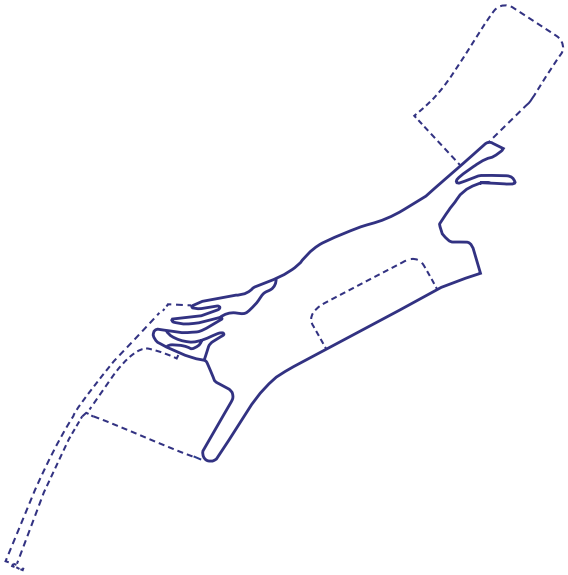
Formal play (age 5-11)	
Informal play (age 0-5)	0.03 ha
Incidental play (all ages)	0.04 ha
Doorstop play	0.03 ha
On-plot play provision	
Bouldering & climbing Wall (age 11+)	
Half Court (age 11+)	0.01 ha
MUGA (age 11+)	0.01 ha
100m running track	0.06 ha
100m (2-3 minute walk)	
Potential bridge (not part of this application)	
Masterplan boundary	
Outline Planning Application boundary	



OPEN SPACE

Recreation

The Climate Loop provides an accessible active travel connection between all three neighbourhoods. Signposted exercise stations along the length of the loop will provide additional opportunities to workout. Three laps of the accessible loop is equivalent to just over 5km. Additional 'looped', routes with stepped or steeper gradients, will provide opportunities for higher level intensity workouts.



Drawing key:

- Climate Loop
- Alternative routes
- Fitness posts
- On-plot fitness provision
- Exercise stations
- Potential bridge (not part of this application)
- Masterplan boundary
- Outline Planning Application boundary

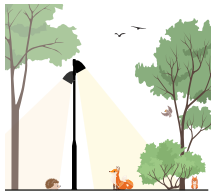
OPEN SPACE

Lighting

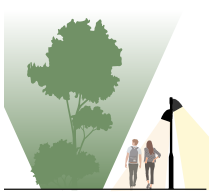
Dynamic lighting should provide for variation of colour temperature and intensity to pre-programmed time and seasonal settings. Warmer later at night, less intense later at night. The system also takes into account sunrise & sunset timings, ambient light conditions, dust or mist factor at the location. Enabling the street lights to adapt the daytime schedule and light output in response to daily and seasonal changes. By introducing wildlife-friendly lighting the Masterplan seeks to reduce the negative impact lighting has on nocturnal species. Utilising a reduced spectrum of light minimises disturbance on animals whilst still providing safe lighting for humans. Dark zones within the park provide areas of complete darkness where nocturnal animals can seek refuge and forage undisturbed.



Dynamic street lighting



Wildlife-friendly lighting



Dark zones

Drawing key:

- Dynamic active travel corridor lighting
- Dynamic neighbourhood street lighting
- Safe park lighting
- Wildlife friendly lighting zone
- Dark zones
- Ambient public space feature lighting
- Potential bridge (not part of this application)
- Masterplan boundary
- Outline Application boundary



TOPOGRAPHY

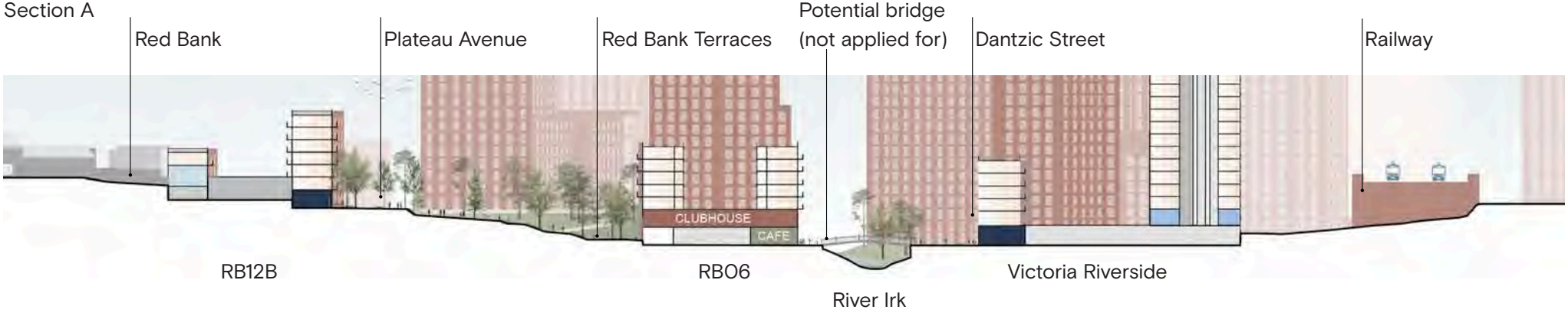
Topography

Nestled in the valley of the River Irk, Red Bank features spectacular topography with levels rising by 15 metres from the bottom of the valley to the links with Cheetham Hill at Red Bank. This unique topography provides for spectacular views within and beyond the site but also a set of challenges to ensure it is accessible across the neighbourhoods.

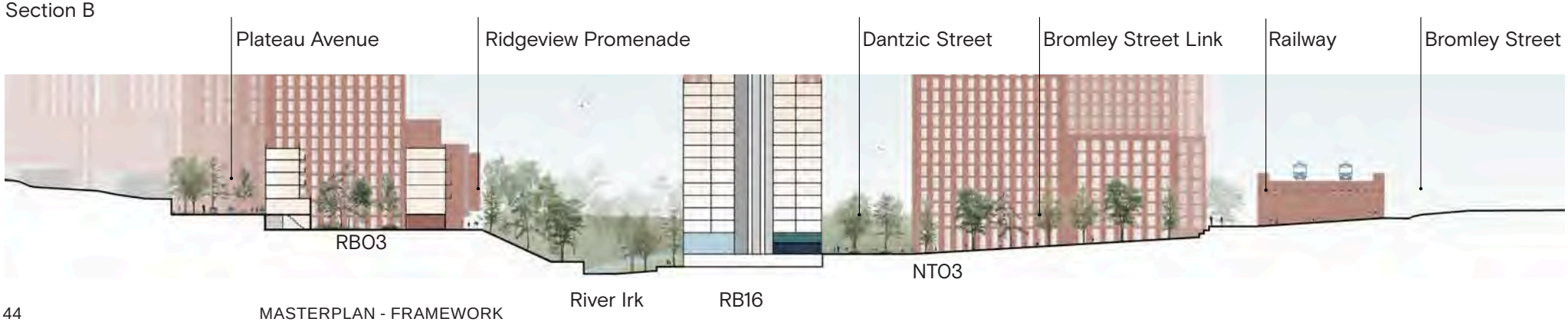
Red Bank Terraces are introduced (forming part of Application 2) to link the Plateau with the riverside neighbourhoods of Red Bank Viaduct and New Town. Across the river, Dulwich Street raises up toward Bromley Street and Dalton Street to provide links up to Rochdale Road and beyond.



Section A



Section B

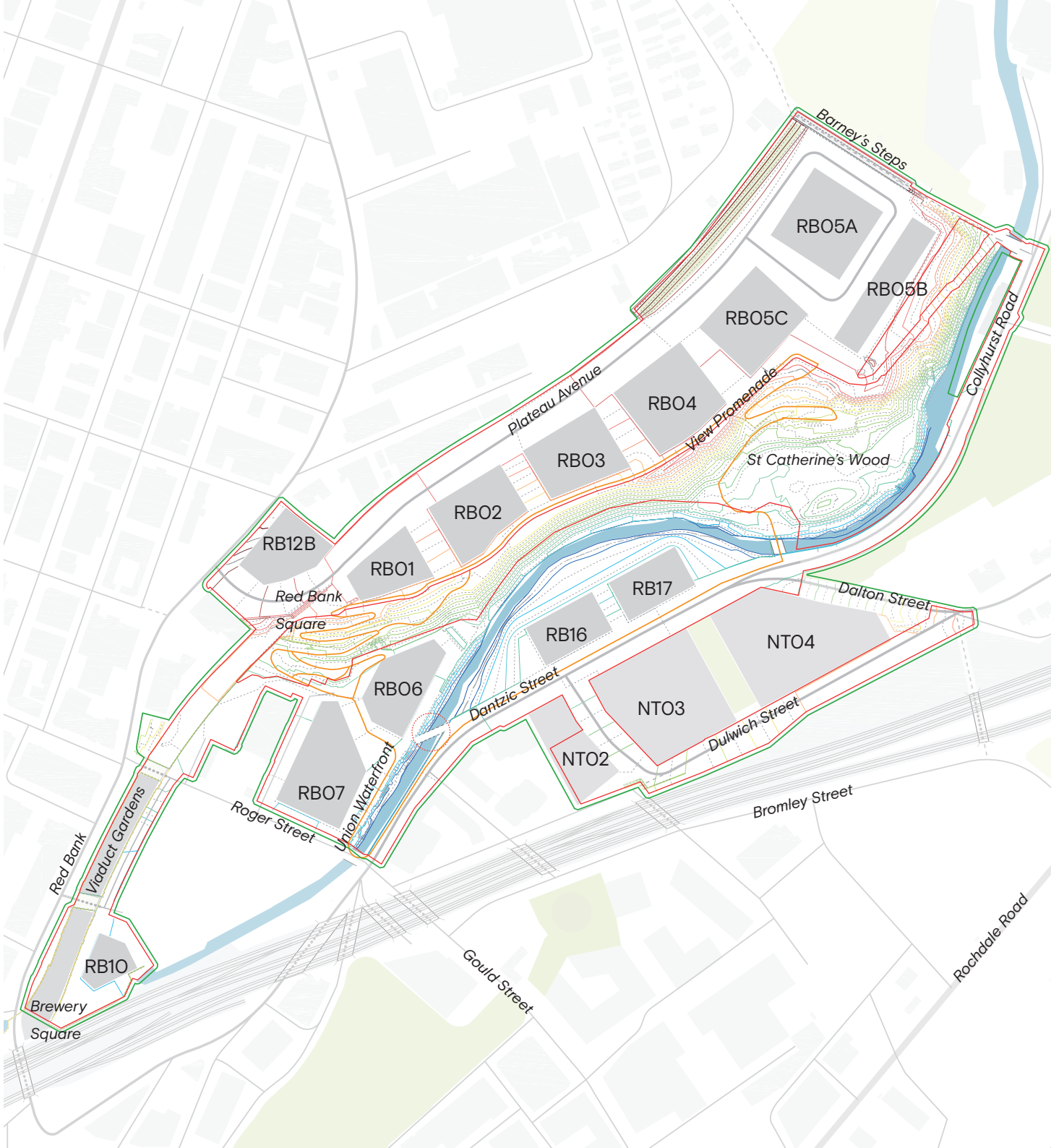


TOPOGRAPHY

Topography

The unique topography is an opportunity as much as it is a challenge. Major level differences have informed the setting out of the Masterplan to aid accessibility throughout. Technical considerations played a major role in establishing site levels. The requirement to mitigate flood risk led to decreasing levels along the river to provide flood water attenuation in some locations and increasing levels elsewhere to enable development. Major earthworks to stabilise the ground on the Plateau led to some re-levelling across the former railway sidings.

The masterplan creates an accessible set of routes throughout that provide legible and logical ways for all users including those with disabilities or impairments.



Drawing key:

+xx.x Indicative public realm level

+50.0 AOD

+37.0 AOD

+26.0 AOD

Potential bridge (not part of this application)

Masterplan boundary

Outline Planning Application boundary

MOVEMENT

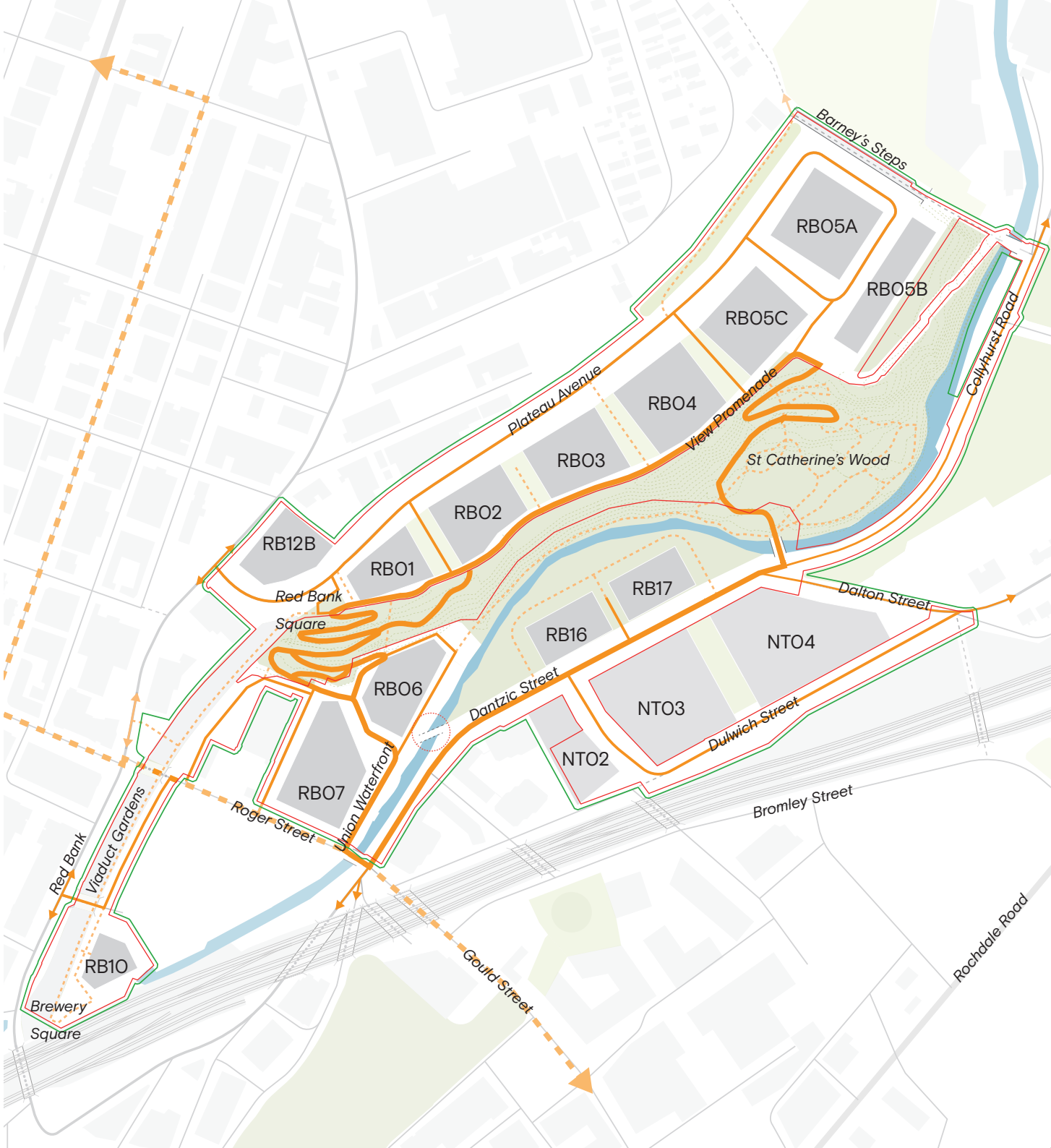
Pedestrian and cycle access

Pedestrian movement hierarchy
Walking is the most active and healthiest of transport modes. In Red Bank, it will also be the most pleasant. The Climate Loop forms the pedestrian spine of the Masterplan, with a myriad of paths linking it with adjoining streets, public squares and Green Fingers. All routes will be accessible to all users, however, in some instances a more direct route may exist for others who are capable due to the substantial level changes across the site.

Cycle movement hierarchy
Safe and well designed cycle routes will closely align with pedestrian ones. Dantzic Street will have segregated cycle lanes that in the future can link to the Manchester Bee cycle network.

Cycle parking
Each block in Red Bank will provide one cycle parking space per home in secure on-plot storage. Additional visitor and short-term cycle racks will be available within public realm.

Drawing key:
- Existing street network
- Existing public right of way
- Proposed Manchester Bee bicycle network
- Climate loop (Active travel loop)
- Proposed shared pedestrian and cycle network
- Proposed pedestrian only network
- Potential bridge (not part of this application)
- Masterplan boundary
- Outline Application boundary



MOVEMENT

Vehicular movement and servicing

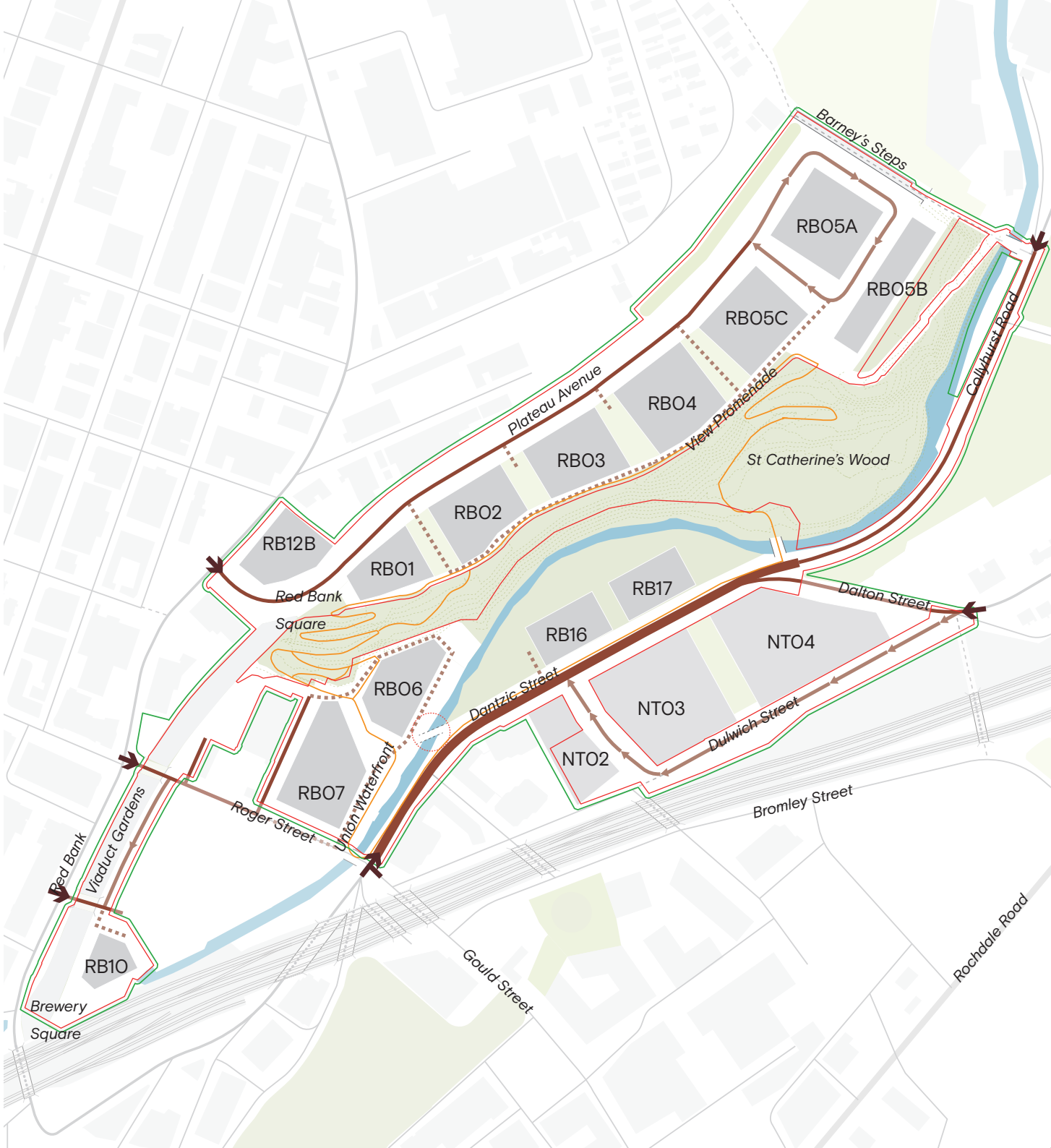
High quality streets

The highway design principles set out in the masterplan respect the principles and objectives of the Greater Manchester Transport Strategy 2040, and in particular, the Streets for All design guidance. This guides the street design towards a solution which prioritises people over vehicles and creates safe and comfortable streets for all.

Movement hierarchy and servicing

The Masterplan has been designed to keep vehicles to a limited number of streets. Dantzic Street is expected to have the highest traffic numbers, Plateau Avenue, Dulwich Street and Chase Street act as access-only neighbourhood streets.

Vehicular traffic is kept away from the active travel routes along; Ridgeview Promenade, Union Waterfront and the Green Fingers. These pedestrianised spaces will be designed to accommodate emergency and servicing vehicles only.



Drawing key:

- Vehicular site access
- Multi-modal high street
- Two-way neighbourhood Street
- One-way neighbourhood street
- Emergency /servicing vehicle access route
- Potential bridge (not part of this application)
- Masterplan boundary
- Outline Planning Application boundary

Key Street Principles

Multi-modal high street principle
The carriageway width for an active travel corridor is 6.2. This balances the desire to reduce traffic speeds while retaining easy passing distances for larger vehicles, therefore future-proofing Dantzic Street as a potential bus route

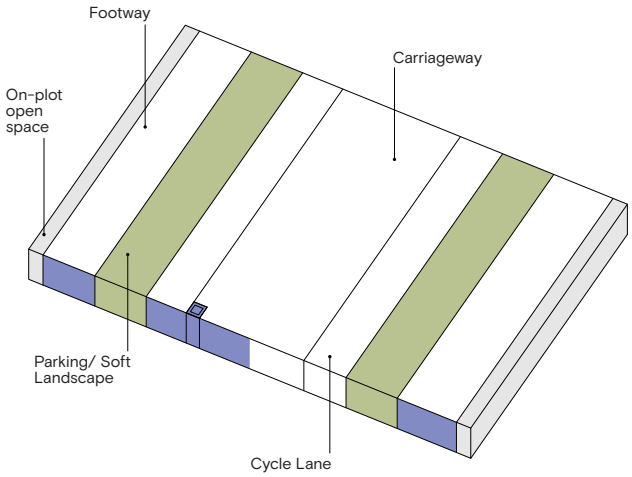
Two-way neighbourhood street principle
The desired carriageway width for two way neighbourhood streets is 5.5m. This encourages lower traffic speeds while still allowing larger vehicles to pass and creating a tempered and safe environment allowing cyclists to share the carriageway

One-way neighbourhood street principle
The desired carriageway width for one way neighbourhood streets is 4.5m. This ensures that traffic speeds are kept to a minimum while retaining comfortable space for both vehicular and cycle traffic sharing the carriageway.

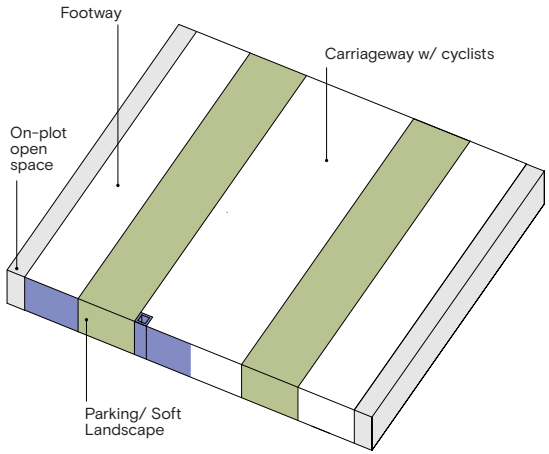
Street crossing principle
Where pedestrian volumes are likely to create cross-carriageway demand the Masterplan seeks to create priority crossings. The standard should be raised table crossings with textured setts placed in the carriageway that act as a rumble strip. Using surfacing and raising techniques to clearly delineate and re-prioritise the modal hierarchy.

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

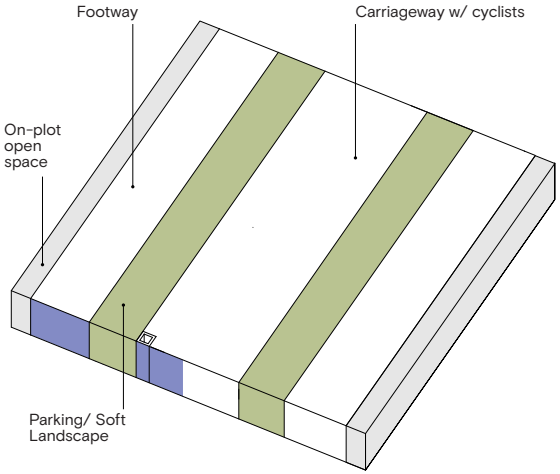
Multi-modal high street principle



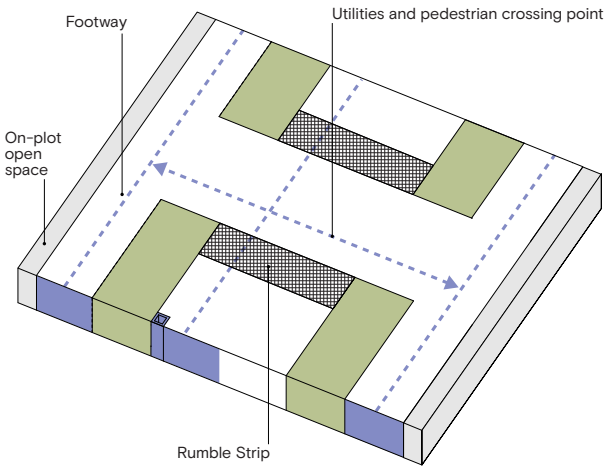
Two-way neighbourhood street principle



One-way neighbourhood street principle



Street crossing principle

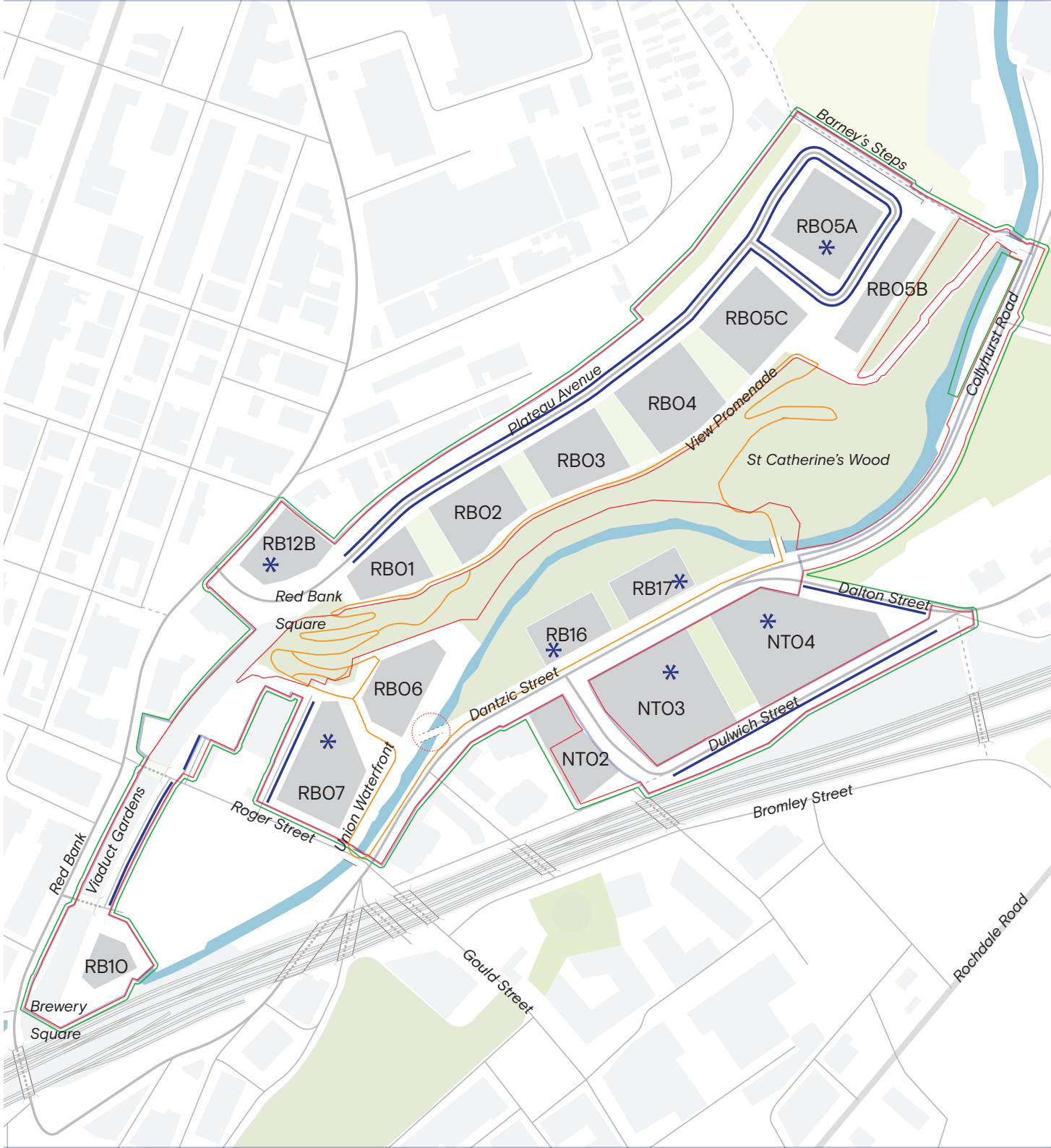


MOVEMENT

Car parking

Car parking

Red Bank is located right next to the core of Central Manchester. Excellent infrastructure for active travel will be delivered as part of the project. Public transport accessibility will improve during the build out of the project with a future Metrolink stop at Sandhills as part of the wider Victoria North vision. As such, driving around Red Bank or owning a car there is not considered a necessity. The proposed car parking ratio reflects this, with an overall 10% car parking ratio (including blue badge bays) across the Masterplan.



Drawing key:

- On street parking (blue badge car parking spaces may be located outside these zones)
- Potential on-plot car park location
- Potential bridge (not part of this application)
- Masterplan boundary
- Outline Planning Application boundary

Car parking

Outline Planning Application (Application 4)
The proposed quantum of car parking for which approval is sought as part of the Outline Planning Application is 12% and comprises:

- Up to 325 spaces for the residential development proposed by the Outline Planning Application of which up to 21 spaces would be accessible which amounts to 6.5% of the total number of spaces for the residential development;
- Up to 25 spaces for the non-residential development proposed by the Outline Planning Application including visitor and accessible spaces;
- Up to 52 car parking spaces to support the development proposed at NT02-NT04. The intention is that the 52 car park spaces will be provided in a temporary location within the Outline Planning Application area initially with a permanent solution provided in a centralised location as the residential led development proposed by the Outline Planning Application is brought forwards.

Of the 12% car parking proposed by the Outline Planning Application, the provision of residents car parking (up to 325 spaces) amounts to 10%, in line with the principles set within the "Northern Gateway Initial Development Area Transport Strategy (March 2019)" which recommends a parking provision of no more than 10% for residential uses. The implications of this level of provision have been tested through the master planning process for the Red Bank neighbourhood which has informed the preparation of this full planning application.

Given the highly accessible location of the Outline Planning Application Site, the proposed on-site facilities, and the existing and proposed active travel infrastructure, it is considered the level of residents car parking provision is suitable and appropriate. Residents car parking provision at this level, will encourage active travel and public transport to be the mode of choice for new residents

NT02-04 Plots Full Application (Application 5)
The NT02-NT04 full planning application proposes the following cycle and car parking provision:

- Cycle parking will be provided to encourage the use of active travel to and from, and within the Application 5 site. The level of provision proposed is 1 cycle space per residential property (1,551 cycle spaces).
- 10% car parking for residents of the development totalling 155 on site and off site car parking spaces comprising:
  - 7% car parking for residents of the development on site and within the podiums and on Dulwich Street totalling 104 car parking spaces. Of these 104 car parking spaces, 10 are accessible which equates to 6.5% of the overall car parking proposed by the proposed development (155 car parking spaces) and will be provided on site.
  - 3% car parking for residents of the development off site in a location within the Outline Planning Application area to be identified totalling 52 car parking spaces. Initially, the off site car park will be temporary in a secure and well lit car park until the permanent solution is delivered as part of the Outline Planning Application. It is proposed that the location, design and specification of the temporary off site car parking area will be secured by condition.
- 13 car parking spaces on site are proposed at Dulwich Street, Dantzic Street and Dalton Street (including 4 accessible spaces) for visitors to residents and users of the non-residential uses proposed by the development located in close proximity to main residential and non-residential entrances.

USE

Use character areas

Mixed areas with clear identities

Actively fronted throughout, Red Bank's ground floor uses will vary in character to respond to their setting. Commercial and retail uses will be centred along Dantzic Street, with a neighbourhood hub located around Red Bank Square. Community and social infrastructure (incl. a primary school, a health centre, clubhouses, cafes and restaurants) will animate the key public spaces of Union Waterfront, Ridgeview Promenade and St Catherine's Square. The industrious character of the Red Bank Arches will be reflected in the market use of Brewery Square (where new uses within these arches are proposed in the future, separate FPAs for change of use will be made). Elsewhere, homes will actively front streets and spaces.

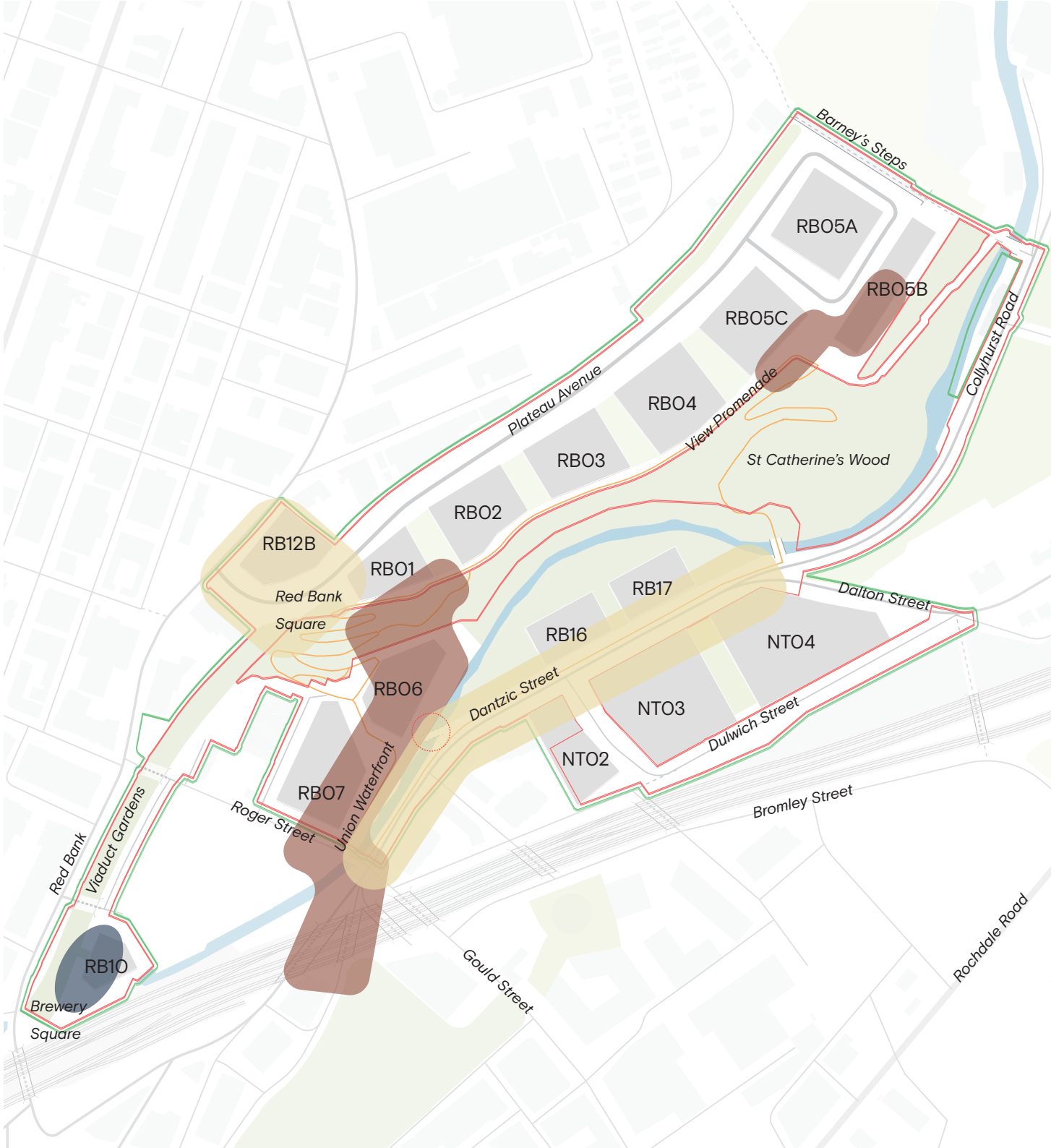
Accommodation schedule

Type	Clubhouse	Health Centre	Primary School	Other Non-Resi
Outline Planning Application	<3,250 m²	<3,250 m²	<2,750 m²	<6,300 m²
NTO2-04 Application	2,145 m² (434 m² publicly accessible)			2,147 m² (434 m² within the clubhouse)
TOTAL	<5,395 m²	<3,250 m²	<2,750 m²	<8,447 m²

** All areas are maximum GIA. Refer to the Dev. Spec. for GEA.*

Drawing key:

- Masterplan boundary
- Outline Planning Application boundary
- Potential bridge (not part of this application)
- Predominantly community / cafes / restaurants
- Predominantly commercial / retail
- Exchanging / making (incl. existing uses)



USE

Residential uses

Right homes in right locations

Within the three neighbourhoods, two distinct residential characters will exist: a metropolitan and vibrant one in the riverside neighbourhoods of Red Bank Viaduct and New Town, and a tranquil one on the Plateau. The residential mix within the Masterplan reflects this character, with a higher proportion of family homes within the Plateau. As a result the Outline Application contains a higher ratio of family homes than that NT02-04 Application.

Housing home type mix and quantum schedule

Type	Homes 1B (%)	Homes 2B (%)	Homes 3B (%)	Homes (total)
Outline Planning Application	25 %	63 %	12 %	<3,250
NT02-04 Application	41%	54%	5%	1,551
TOTAL	30%	60%	10%	<4,801

** All areas are maximum GIA. For GEA refer to the Development Specification in the Supporting Planning Statement.*

Drawing key:

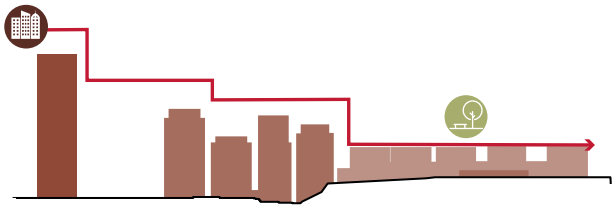
- Masterplan boundary
- Outline Planning Application boundary
- Potential bridge (not part of this application)
- Higher proportion of family homes
- Higher proportion of 1 and 2 bed apartments



TOWNSCAPE

Heights

The massing framework is designed around suitably scaled streets and spaces, with shoulder heights carefully considered in terms of proportions and definition. Taller buildings will be appropriate above that shoulder datum. Collectively, they are designed to form a cohesive extension of Central Manchester's skyline. Perimeter blocks are a preferred approach to achieving this framework. Most plots within the Masterplan are variations on two block typologies: residential courtyard blocks and mixed-use urban blocks. The Plateau contains mostly perimeter blocks, while New Town and Red Bank Viaduct contains mixed-use urban blocks with a range of uses on the ground and first floors.



A step down in height from the city centre toward the Plateau.

Drawing key:

- Masterplan boundary
- Outline Planning Application boundary
- Potential bridge (not part of this application)
- General plot height. Dark is taller, lighter is lower
- Tall building location
- Generally 5 to 6 storey datum
- Generally 7 to 8 storey datum

TOWNSCAPE

Long views and framed vistas

With rich topography and spanning two edges of the valley of the River Irk, Red Bank will feature excellent views both to the city and to the nature around it. Those most spectacular views will include the Manchester-wide views from Ridgeview Promenade and from the top of Barney's's Steps. Looking across, the consistent datum of the buildings along Ridgeview Promenade will frame the views toward the park from New Town and from St Catherine's Square. A myriad other shorter views will exist across the Masterplan, be it to the green spaces from Plateau Avenue or Dantzic Street, or from the courtyard blocks of the Plateau to St Catherine's Wood and across toward the city.



Drawing key:

- Masterplan boundary
- Outline Planning Application boundary
- Potential bridge (not part of this application)
- Views
- Long views

WATER

Flood strategy

The adjacent diagram shows the indicative flood zone for the design flood event overlaid onto the masterplan framework diagram, along with proposed minimum Finished Flood Level (FFL) for plots affected by the flood zone. This diagram is included for reference only, please refer to drawing 'RDB-WSP-XX-XX-DR-C-0016' in the Flood Risk Assessment and Drainage Strategy Report for the position of the flood zone and proposed FFL's.

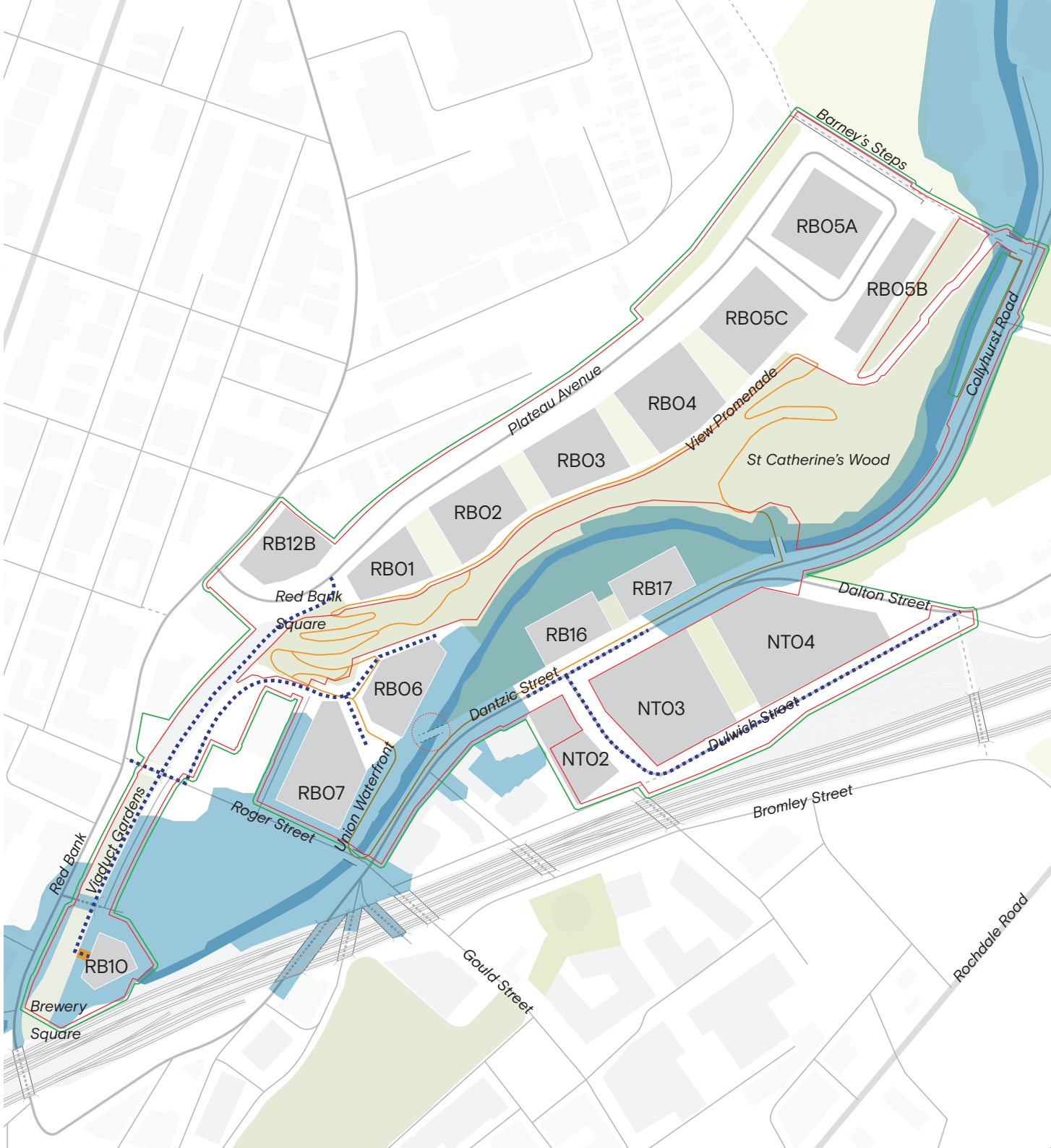
Emergency access during flood event

Due to the flood volume along the River Irk the masterplan sets out alternative emergency routes to plots RB06, RB07, RB10, RB16, RB17 in the case of a design flood event. These routes ensure that there is a safe means of access and egress from all the plots for residents, site users and the emergency services.

Drawing key:

- 100yr plus 35% - Design Flood Event *(reference only, see FRA)*
- +00m Minimum Finished Floor Level AOD excluding freeboard (reference only, see FRA)
- Emergency egress and access route during a flood event
- RB10 1st floor bridge to Viaduct Gardens
- Potential bridge (not part of this application)
- Masterplan boundary
- Outline Planning Application boundary

Note: flood zone is indicative only, please refer to the separate Flood Risk Assessment Document for the actual flood zone position.



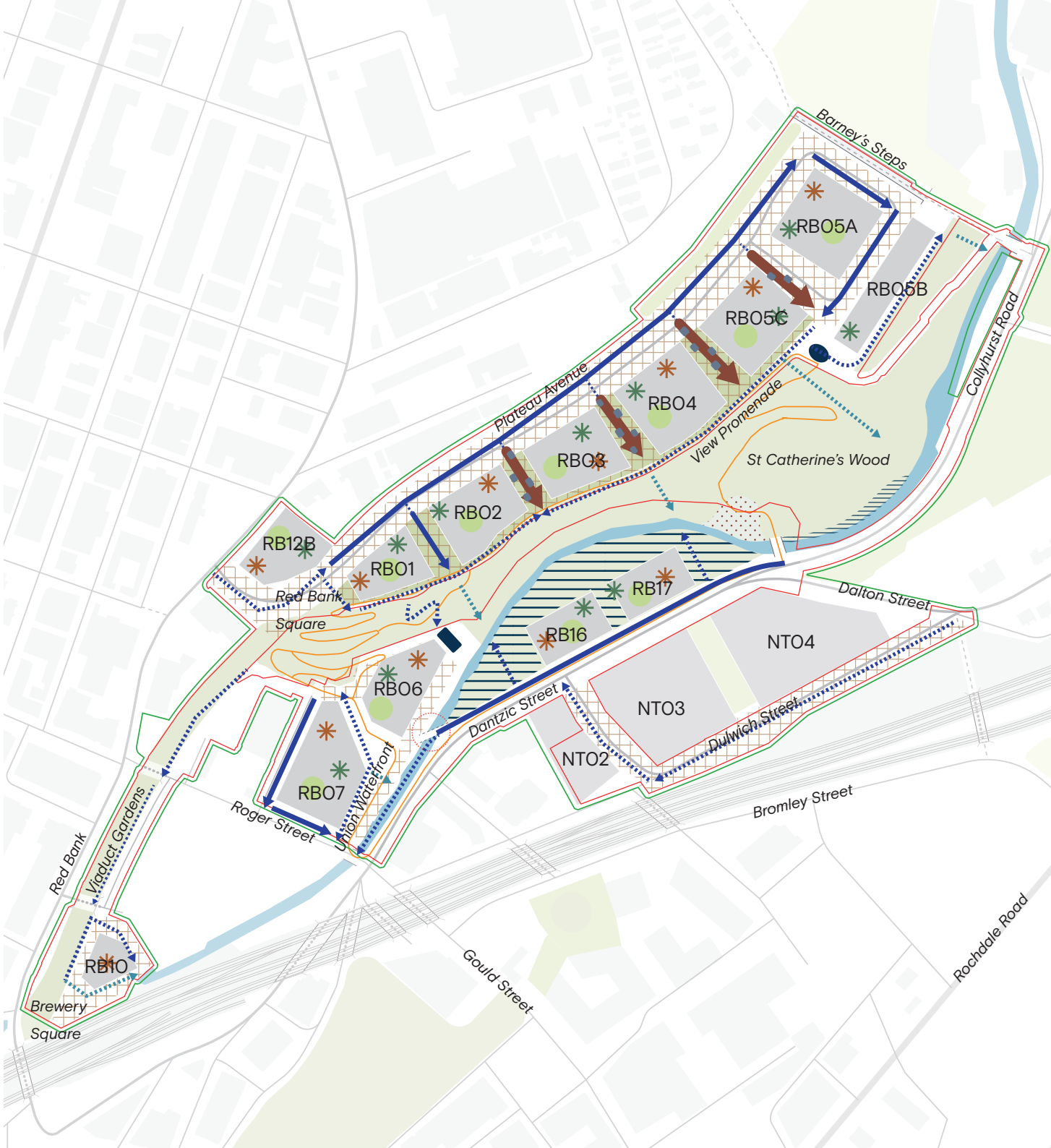
SITEWIDE STRATEGIES

SuDS & rainwater management

Water is managed using a roof-to-river system that divides it into three catchment areas and slows, stores and cleans runoff. Green roofs, swales, rain gardens, permeable paving, and detention/retention areas are proposed to store and slowly discharge water into the River Irk; restricting surface runoff to existing greenfield rates and create an ecologically diverse landscape; allowing citizens to connect to natural systems. Intensive green roofs and native species planting are proposed. Dry swales include wetland planting with elevated walkways and seating areas. Retention areas provide storage during floods and create a pond for public amenity and wildlife. The final detailed green and blue infrastructure proposals for each phase of the development will be presented in future detailed planning applications pursuant to the Outline Planning Permission

Drawing key:

- Above ground SUDS rain gardens
- Below ground storage feature
- Discharge to water course
- Green roof
- Brown roof
- Dry swale gardens with wet retention swales
- Retention basin
- Wetlands
- Floodable landscape
- Permeable paving
- Rain Garden (Courtyards)
- Potential bridge (not part of this application)
- Masterplan boundary
- Outline Planning Application boundary



ECOLOGY

Ecology & Biodiversity

Wild Urbanism

By implementing the multi-layered approach in conjunction with structural, maintenance, and planting interventions, the Masterplan will create a mosaic of habitats. This diagram explores the main principles of the Wild Urbanism approach, demonstrating how the themes of circularity, community, and wildlife might interrelate at Red Bank to respond to the biodiversity crisis. The main principles of our approach, include:

- CIRCULAR CITY - Biodiversity can be enhanced through emphasis on circular processes. These include actions such as composting and woodland management.
- COMMUNITY CITY - Site wide community initiatives can be put in place to help enhance and preserve biodiversity over time. These include growing initiatives such as the provision of community seed banks.
- WILD CITY - Wild initiatives involve enhancing local habitats. These include the incorporation of animal infrastructure and tree planting.

Manchester Biodiversity Strategy

Responding to the Manchester Biodiversity Strategy 2022-2030, the sitewide strategies contribute to the enhancement of the Nature Recovery Network, through actions to improve resilience, reinforcing natural + cultural diversity, and enabling people to connect with nature. Example actions include improving wildlife value neighbourhood spaces, and encouraging wildlife-friendly development schemes integrating nature-based solutions.

The BNG Assessment for the outline planning has been based on the latest Landscape Masterplan.

The Landscape Masterplan shows FEC's illustrative landscape 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 Application 5).

The Landscape 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.

To achieve 10% BNG for the Masterplan, off-site mitigation will be required.



DESIGN EVOLUTION

4

PLANNING ENGAGEMENT

Key events

Planning engagement
There has been a series of pre-application meetings since July 2021 covering use, amount, layout, landscape; sustainability and well-being, car parking and transportation as follows:

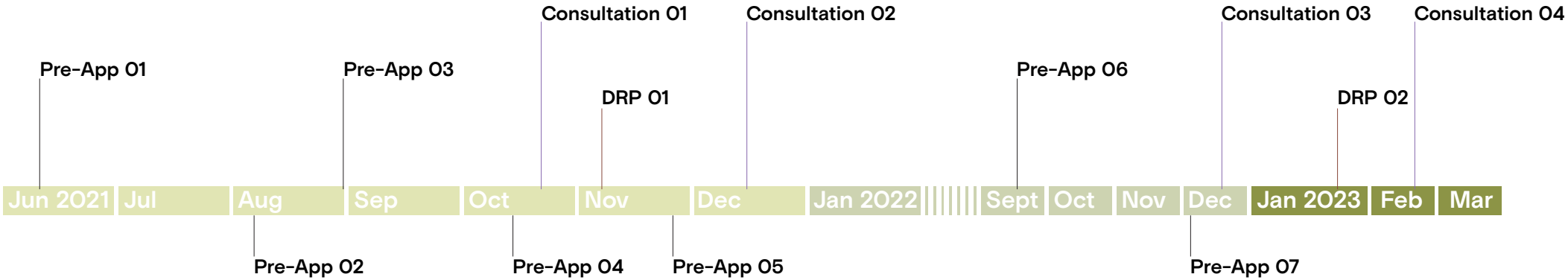
1. Team introduction and vision;
2. Site analysis, movement framework, neighbourhood strategies;
3. Strategic masterplan, including neighbourhood character, townscape and massing, TVIA ;
4. Uses, active frontages, social infrastructure;
5. Public realm, car parking and flood strategy;
6. Detailed masterplan, including key places and characters; HIF application coordination;
7. Final masterplan revised to align with the HIF planning permissions (Application 1 and 2).

Community engagement
There have been four stages of community consultation covering the HIF applications, the Outline Planning Application and the NT02-04 Application. The approach to consultation is detailed in the Statement of Community Involvement, but each stage of consultation involved:

1. A range of publicity to increase awareness among different stakeholders, including a mailout to local residents;
2. Information about the proposals provided on a consultation website hub, where an online questionnaire allowed people to submit feedback;
3. Drop-in events allowing people to find out more and talk to the team in person;
4. An email address and telephone number available for enquiries.

Design Review Panels
There have been two Design Review Panel meetings covering the Masterplan as well as one Design Review Panel meeting for Plots NT02-04 (Application 5). Further information is provided on the next pages:

1. Strategic masterplan and vision presentation;
2. Final masterplan design and addressing the feedback of the Panel in the first session;
3. Plots NT02-04 design (Application 5).



PLANNING ENGAGEMENT

Places Matter DRP

Places Matter DRP 01 November 2021
Vision and Strategic Masterplan



Feedback summary (Places Matter text)

- *The Panel fully supports your very high level of ambition for this huge scheme.*
- *We love the fact that you have discovered that this place has everything that Manchester doesn't and you are striving to make this a unique place that people are drawn to through the landscape.*
- *Embed the typologies now and consider how to make your massing better reflect the topography of the ravine through the terracing of more active roofscapes.*
- *Blocks RB16 and RB17 look uncomfortable and sever the visual connection across the valley. Redistribute the quantum elsewhere as these blocks occupy a place that could have a massively more important public role.*
- *Your intentions that 50% of the masterplan area be green space is laudable, but you will need quality as well as quantity, with active uses as well as wild spaces.*

Places Matter DRP 02 January 2023
Final Masterplan and response to the DRP's feedback.



Feedback summary (Places Matter text)

- *The Panel continues to fully support your very high level of ambition.*
- *The Panel remains concerned about the impact of blocks RB16 and RB17, though you have taken some steps to mitigate this by splitting the block and reducing its size slightly.*
- *You must ensure that you support a micro climate that creates a truly liveable place when developing at this high density - "keep letting the wild in even more".*
- *The use of roofscapes, stepping of the blocks and skyline modelling, to accentuate the drama of the river valley, have not yet been addressed. Consider how you might wild some façade and bring the 'green' up the buildings.*
- *Alongside the wilding of nature, be clear about the different "creatures" that you are looking to find space for and add "release points" that allow "odd things to happen".*
- *We applaud your walkable focus and approach. The very bold step to make this a 10% car parking solution was fully supported by the Panel.*

Response to the DRP feedback
The Panel's feedback has been carefully considered between the two reviews and ahead of submission. Two key comment response are described below:

- The Panel proposed not developing RB16/17 and extend City River Park to Dantzic Street
  Dantzic Street needs active frontage on both sides for it to become an animated high street. Since the Panel's feedback measures have been taken to maximise the amount of open space adjoining the two plots. RB16/17 were identified for development within the SRF and remain critical to delivering housing to satisfy Manchester's housing needs and the requirements of the HIF funding.

- The Panel proposed further accentuating the drama of the river valley
  The Masterplan puts much emphasis on stepping heights toward City River Park, particularly along the Ridgeview Promenade, where the building datum remains at 5-6 storeys. This, in our view, supports a human-scale character along the park and helps define its edges. The continuity of this datum also helps accentuate the level changes across the valley.

COMMUNITY ENGAGEMENT

Public consultation events

Phase 1 - Autumn 2021
Introducing the vision for the Red Bank neighbourhood.



Phase 2 - Winter 2021/22
Overarching plan for the Red Bank neighbourhood design and landscape.



Phase 3 - Winter 2022/2023
Update on Red Bank neighbourhood designs and introduction to first stage of detailed development.



Phase 4 - Spring 2023
More detailed design proposals for NT02-04, ahead of outline and detailed planning submission.



Themes in feedback
Across all stages of consultation, there was support for proposals and the regeneration of Red Bank generally. People also expressed support for specific aspects of the proposals, including:

- Delivery of new homes;
- Open green spaces (including the City River Park) and public realm;
- Environmental improvements and access to nature;
- A new primary school and other community facilities.

A range of issues and considerations were also highlighted in feedback:

- Protecting and enhancing existing biodiversity;
- Building in sustainability in a wider sense and at all stages;
- The need for new active travel routes and infrastructure, including safe walking and cycling routes integrating into a wider network;
- Public transport connections and improvements;
- Provision for parking and deliveries as part of the movement strategy;
- New community facilities and infrastructure to support the new Red Bank neighbourhood;
- Wider issues affecting the area such as crime, safety and homelessness;
- The need for high quality design incorporating a range of architectural styles.

OUTLINE PLANNING APPLICATION – DEVELOPMENT SPECIFICATION AND PARAMETERS

5

DEVELOPMENT SPECIFICATION

Quantum and type of uses

The Development Specification for the Outline Planning Application (Application 4) is provided in the Supporting Planning Statement and it is summarised on this page. The Development Specification provides details covering:

- Outline Planning Application Area
- Type of Planning Application
- Quantum of Residential Development
- Indicative Residential Mix
- Quantum of Non-Residential Uses
- Quantum of Clubhouse Buildings
- Quantum of Health Centre Use
- Quantum of Primary School Use
- Quantum of Cycle Parking
- Quantum of Car Parking

Residential Development
The Outline Planning Application seeks approval for up to 3,250 residential units (use classes C3 and C2) across the site.

MCC has requested that Residential Mix forms part of the Development Specification. For the purpose of preparing this Outline Planning Application, the residential mix is:

- 1 Bedroom Property - 25%
- 2 Bedroom Property - 63%
- 3 Bedroom Property - 12%

Non-Residential Uses
A mix of uses are proposed as part of the development with up to 6,300 m^2 GIA (7,000 m^2 GEA).

Clubhouse Buildings
Standalone clubhouse buildings are proposed which will provide amenity for the residents of the development with up to 3,250 m^2 GIA (3,600 m^2 GEA).

Health Centre Use
The Outline Planning Application seeks approval for health centre uses (Use Class E) with up to 3,250 m^2 GIA (3,600 m^2 GEA).

Primary School Use
The Outline Planning Application seeks approval for a primary school (Use Class F1(a)) with up to 2,750 m^2 GIA (3,000 m^2 GEA).

Quantum of Cycle Parking
The amount of cycle parking proposed as part of the Outline Planning Application is 1 secure cycle space per residential property (up to 3,250 cycle spaces).

Quantum of Car Parking
The amount of car parking proposed as part of the Outline Planning Application is 12% which comprises:

- Up to 325 spaces for the residential development proposed by the Outline Planning Application of which up to 21 spaces would be accessible which amounts to 6.5% of the total number of spaces for the residential development;
- Up to 25 spaces for the non-residential development proposed by the Outline Planning Application including visitor and accessible spaces;
- Up to 52 car parking spaces to support the development proposed at NT02-NT04.

	Application 4 Outline Planning Application
Site area	10.89 hectares
Residential uses	Up to 3,250 homes
Residential mix	1 Bedroom - 25% 2 Bedroom - 63% 3 Bedroom - 12%
Primary school	Up to 2,750 m^2 GIA
Health centre	Up to 3,250 m^2 GIA
Non-Residential Uses	Up to 6,300 m^2 GIA
Community amenity (clubhouses)	Up to 3,250 m^2 GIA
Cycle parking	1 space per dwelling
Car parking	12%

OPA Development Specification summary

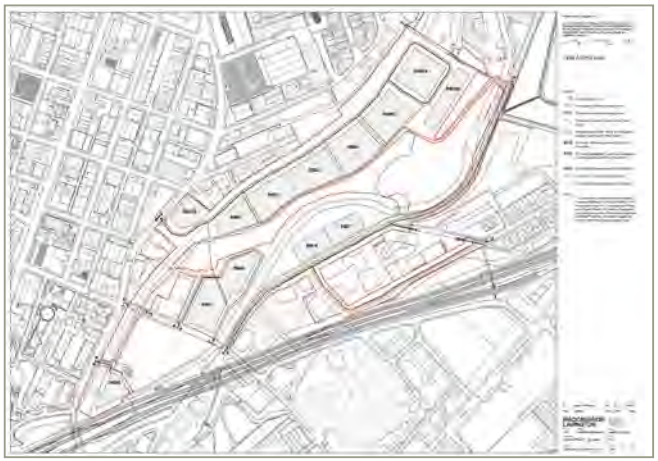
PARAMETER PLANS

Summary

Five parameter plans are submitted for approval within this Outline Planning Application. These define key attributes of the design including development plots, public realm, movement, use, building heights and site levels.



Development plots and public realm
Defines the development plot boundaries and public realm areas with limits of deviation.



Movement
Defines the type and location of movement routes.



Use
Defines the types of use and their location.



Maximum building heights
Defines the maximum building heights feasible within proposed development plots.



Site levels
Defines existing site levels and proposed finished floor levels.

PARAMETER PLANS

Parameter Plan P1

Drawing key:

- Development plots
- Potential route between plots
- Maximum extent of RB10 development plot above ground level. Development at grade may be appropriate subject to an additional Flood Risk Assessment as part of a Detailed Application.
- Development zone including public realm
- Public realm including rights of way, emergency access, car parking, sustainable urban drainage systems and infrastructure.
- Dantzic Street enhancements
- Neighbourhood road
- Consented improved green infrastructure works within outline planning application boundary. Application number: 133143/VO/2022
- * Key public open space
- * Consented improved green infrastructure works outside outline planning application boundary. Application number: 133143/VO/2022
- +- 00m Limit of development plot boundary deviation plus or minus by noted dimension in metres.
- - 00m Limit of development plot boundary deviation minus by noted dimension in metres.

At the detailed planning application stage where permission is sought for a building line, the building line for each plot can deviate on all boundaries of each plot where stated as + or -.

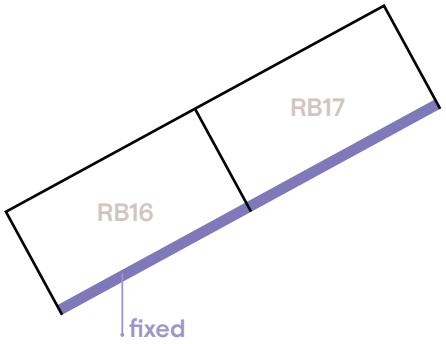
- S1 Existing sewer subject to diversion
- S2 Existing sewer subject to a no-build zone
- Outline Planning Application boundary

See the drawing for detailed notes

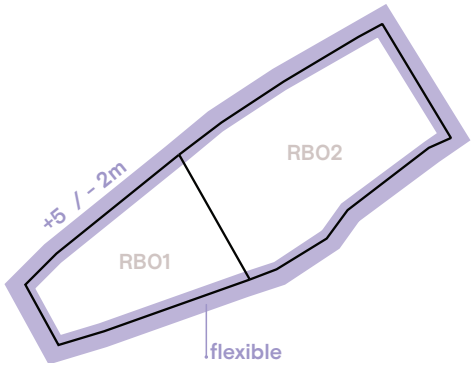


How to read the parameter plan

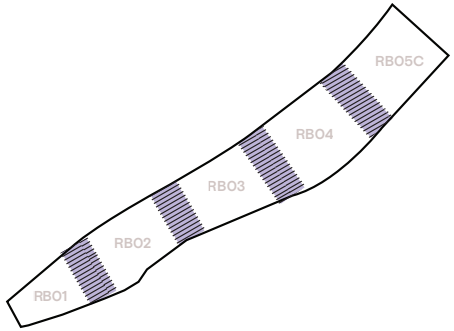
Fixed boundary
A fixed boundary has no limit of deviation. It will appear on Parameter Plan P1 as a solid boundary line without annotation.



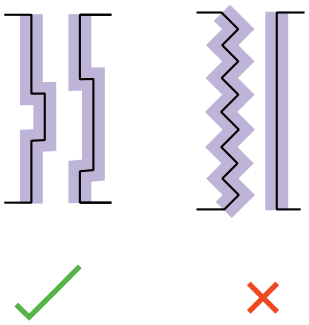
Flexible boundary
A flexible boundary has a limit of deviation, and is flexible to expand or contract within the limits defined in the annotation.



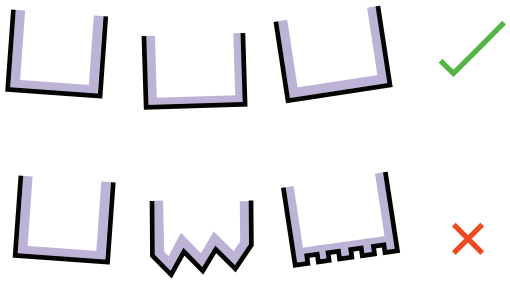
Breaks between plots
Limits of deviations for public routes have been provided on a number of plots. These are breaks in the building mass which can serve as public routes.



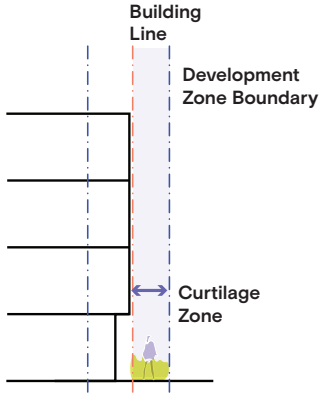
Plot boundaries opposite one another
Building lines which are opposite one another should be complementary in their plan form.



Adjacent plot boundaries
Building lines which are adjacent to one another should be complementary in their plan form.



Building lines in relation to development plots
The building line should sit within the minimum and maximum development zone boundary lines, whilst the curtilage zone should sit between the maximum development zone boundary and the building line.



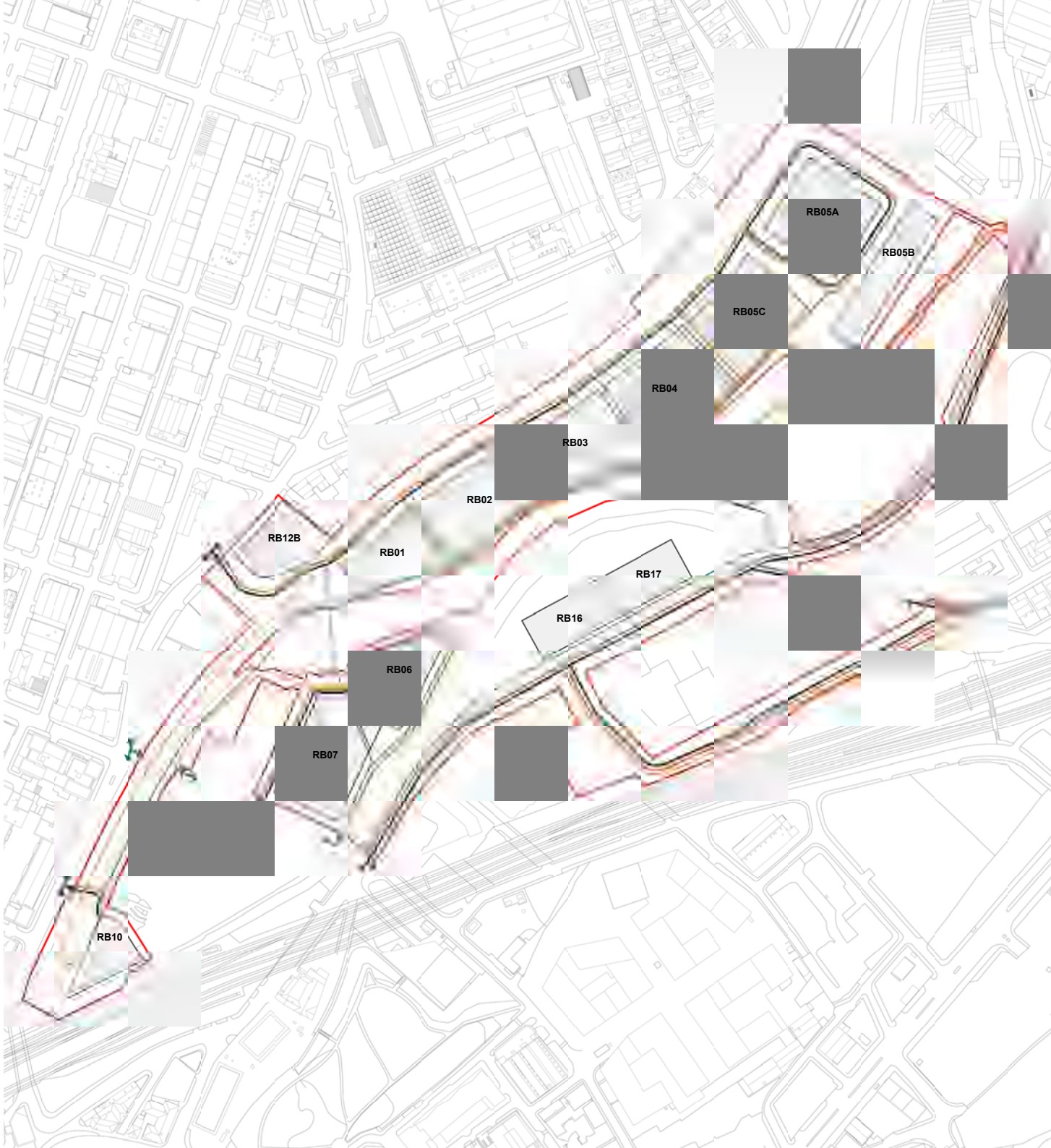
Parameter Plan P2

The Movement parameter plan defines the location of routes, their function and the location of access points.

Drawing key:

- Development plots
- Emergency vehicle access route
- Primary vehicular servicing route
- Emergency egress route during flood event
- Bridge access from RB10 to emergency egress route during flood event
- Primarily vehicular access point from boundary
- Primarily pedestrian - cycle or emergency vehicle access point from boundary
- Pedestrian access point from boundary
- Pedestrian - cycle route proposed
- Indirect pedestrian - cycle route
- Outline Planning Application boundary

See the drawing for detailed notes



PARAMETER PLANS

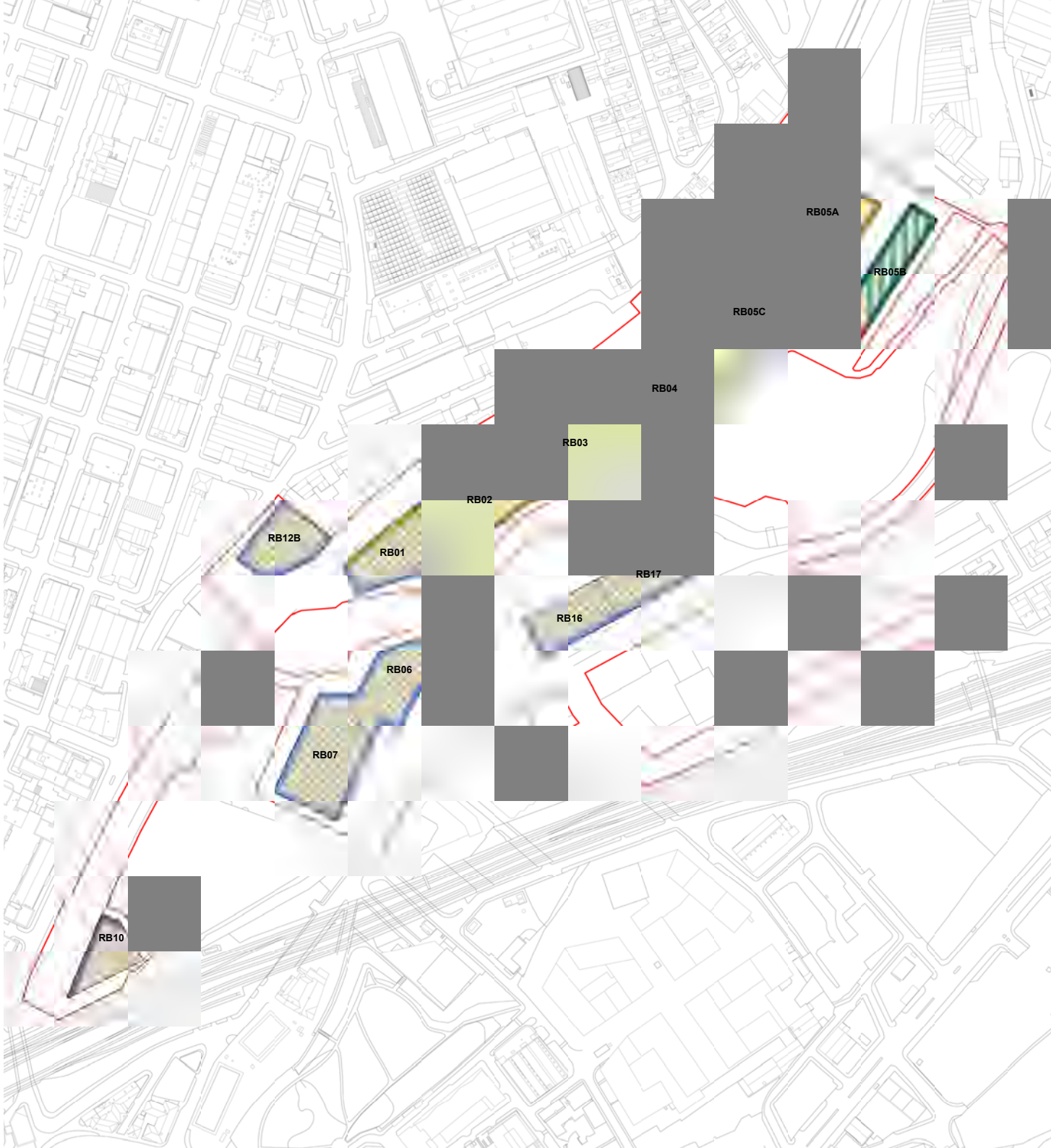
Parameter Plan P3

The Use parameter plan defines location of different use classes. Two areas are highlighted: the overall plot and the ground floor frontage.

Drawing key:

- Development plot use class C3 or C2
- Development plot either use class F1(a), C3 or C2
- Development plot use class C3 or C2 with non-residential uses up to second floor to include use classes E, F and SG
- Ground and first floor frontage (predominantly) use class C3 or C2
- Ground floor frontage either use class F1(a), C3 or C2
- Ground floor frontage either use class E, F1(a), SG or C2/C3 entrance/residential amenity
- Ground floor frontage either use class E, F, SG or C2/C3 entrance/residential amenity
- Ground floor frontage outdoor market (use classes E & SG) or C2/C3 entrance/residential amenity
- Outline Planning Application boundary.

See the drawing for detailed notes



PARAMETER PLANS

Parameter Plan P4

The Heights parameter plan proposes a framework for building zones and public realm areas with limits of deviation.

Drawing key:

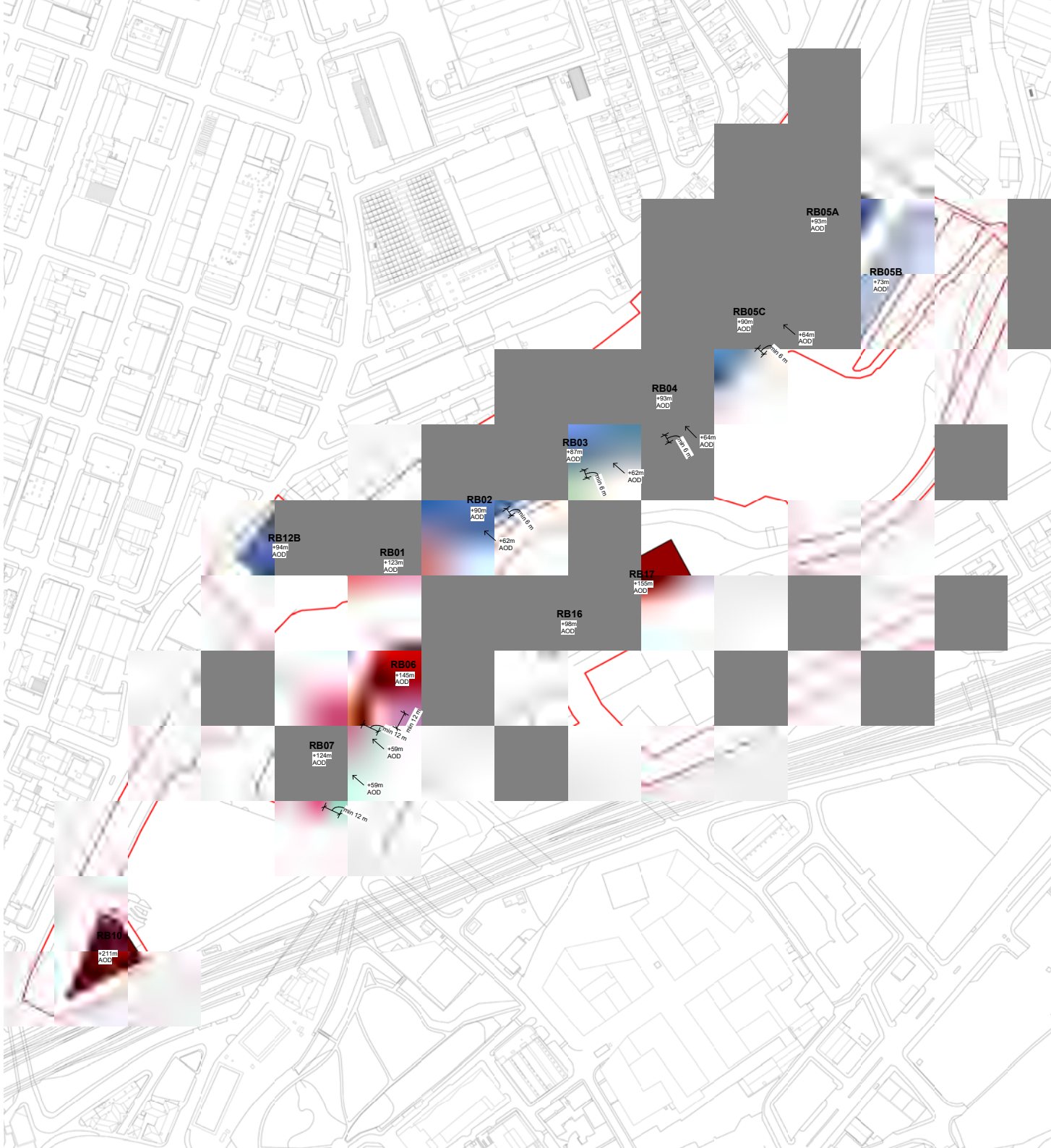
+xx.x m AOD Maximum building height AOD

Outline Planning Application boundary.

Building Height ranges as specified by the maximum building height AOD annotation:

- Up to +64m AOD (up to 5 - storeys)
- Up to +62m AOD (up to 6-storeys)
- Up to +59m AOD (up to 7-storeys)
- Up to +73m AOD (up to 8-storeys)
- Up to +90m AOD (up to 13-storeys)
- Up to +94m AOD (up to 14-storeys)
- Up to +98m AOD (up to 19-storeys)
- Up to +123m AOD (up to 24-storeys)
- Up to +124m AOD (up to 27-storeys)
- Up to +145m AOD (up to 34-storeys)
- Up to +155m AOD (up to 37-storeys)
- Up to +211m AOD (up to 55-storeys)

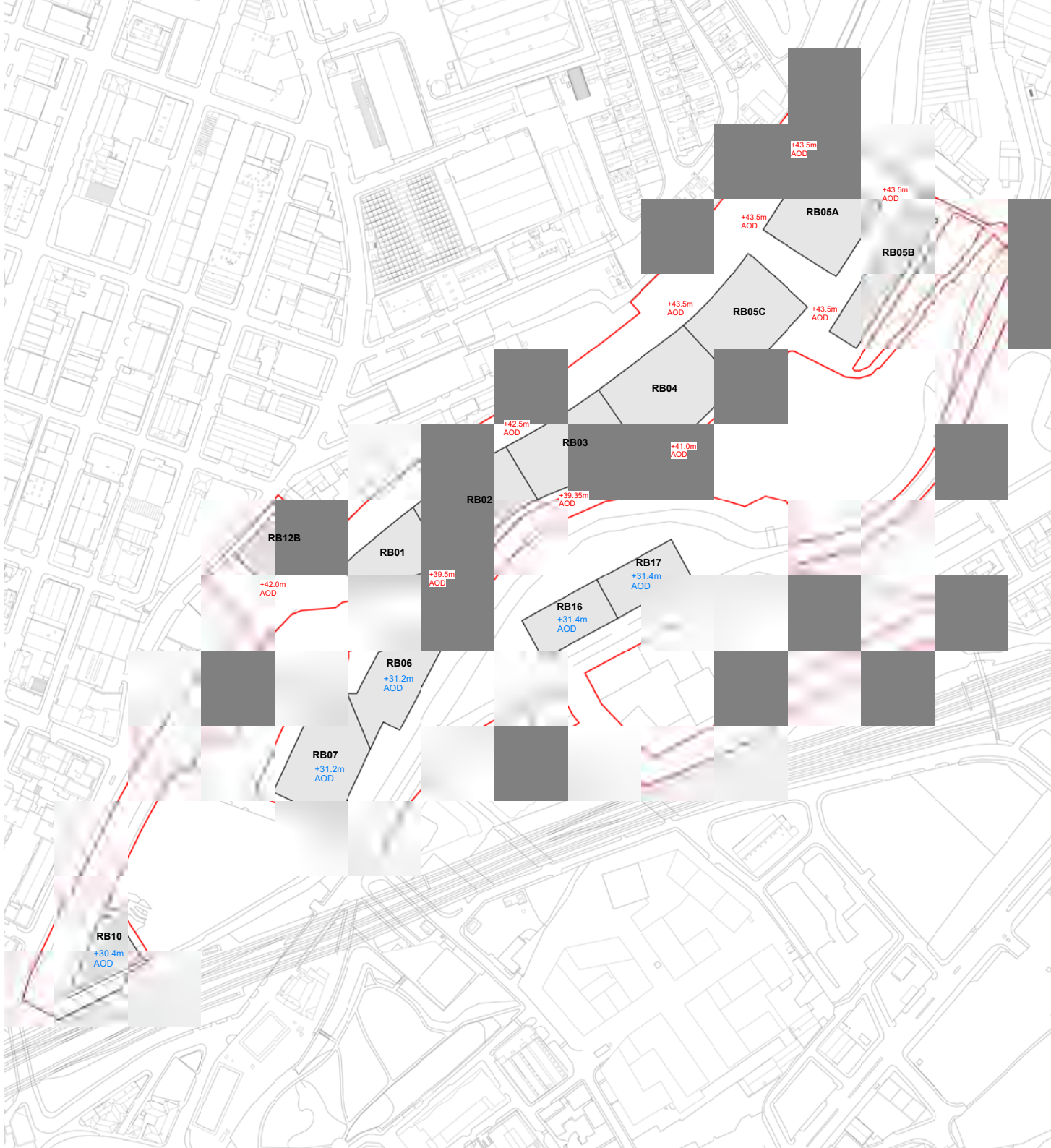
See the drawing for detailed notes



PARAMETER PLANS

Parameter Plan P5

The Site Levels parameter plan defines proposed ground floor levels across the site. Designers are required to interpret these in relation to specific topography and flooding conditions of each plot and each area within the plot.



Drawing key:

+x.xx m AOD Proposed site ground level AOD; limit of deviation is + / - 0.5m

+x.xx m AOD Minimum Finished Floor Level AOD excluding freeboard (the only uses below the design flood level may be car parking, cycle parking, refuse stores and a temporary outdoor market use)

Development plots.

Outline Planning Application boundary.

See the drawing for detailed notes

ILLUSTRATIVE SCHEME - SUMMARY

6

INTRODUCTION

Purpose of the illustrative scheme

An Illustrative Scheme has been prepared, which presents one potential approach to delivering the residential-led mixed-use development proposed by the Outline Planning Application. The Illustrative Scheme, presented in Chapters 6, 7, 8, 9 and 10 is not for approval, however it provides an indication to stakeholders and the community as to how the development could potentially come forwards within the Parameter Plans and Development Specification submittd for approval as part of this outline planning application.

The next pages provide a summary of the Illustrative Scheme as a whole. The chapters that follow present further illustrative detail for each of the three neighbourhoods (Chapters 7, 8 and 9). There is a common order to how the illustrative information within these sections is presented covering:

- Uses and Frontages
- Public Realm
- Townscape

Chapter 10 “Illustrative Scheme Strategies” demonstrates how certain planning requirements could be met within the Illustrative Scheme.

Illustrative design principles that relate to any specific neighbourhood are embedded in that neighbourhood’s section. Those that relate to the whole Masterplan area included in Chapter 11 “Appearance”.

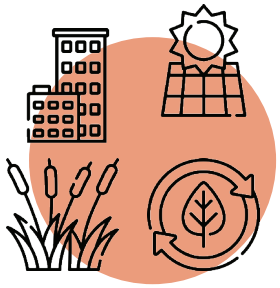
Looking NE towards Union Waterfront from Dantzic Street

Illustrative scheme executive summary

Liveable, resilient and joyful
Up to 3,250 homes together with commercial, social and community uses to activate the edges of the new park and complete the three Red Bank neighbourhoods.



Active travelling
with excellent cycle infrastructure and low car parking provision to incentivise a move away from cars in Central Manchester.



Enabling a net zero-carbon neighbourhood
with sustainable, energy-efficient homes, set within a resilient and future-proof landscape.



Up to 3,250 new homes
in various forms and types, including family-sized and affordable homes.



Active edges to the park
to bring definition, activity and animation to Manchester's new park which is proposed by MCC who have secured full planning permission for it as part of Application 2.



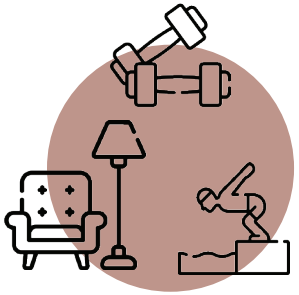
A primary school
adjoining City River Park, with facilities to be shared with the community.



A health centre
to provide social infrastructure for the neighbourhoods.



Up to 6,300m² GIA commercial uses
to provide shops, services, restaurants and more on the doorstep.



Up to 3,250m² GIA of residents' amenity
in a form of clubhouses for local residents with gyms, co-working spaces

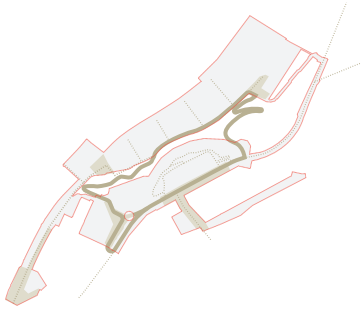
Design Summary

Civic, green and blue spaces
Streets and squares form the civic core of Red Bank, with Dantzic Street as a high street, Union Waterfront and Brewery Square as leisure destinations, and Red Bank Square and St Catherine's Square as tranquil neigbourhood hubs. St Catherine's Wood, Travis Island Wetlands, Viaduct Gardens and Plateau Green Fingers form the green heart of Red Bank. The green spaces go hand in hand with the blue spaces at Red Bank, which are centred around the River Irk.

Community, commercial and residential uses
The Climate Loop is the community spine of Red Bank with social infrastructure located along it. A primary school and children's nursery adjoins a residents' clubhouse off St Catherine's Square. A health centre sits on the first floor of commercial units of Dantzic Street. Another clubhouse looks over Union Waterfront, sitting above restaurants and bars underneath. Commercial uses will define active frontages of the civic spaces while frequent front door addresses form active frontages elsewhere. Homes will define the upper floors of most buildings.

Play and sport provision
The City River Park will provide the majority of play and sports provision in the immediate neighbourhood area. Smaller play areas will be scattered across the neighbourhoods.

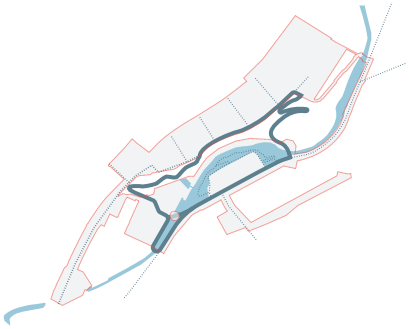
Movement connections and hubs
The Climate Loop provides a myriad of direct and meandering routes interconnecting keys spaces and places within the neighbourhoods.



Civic Space



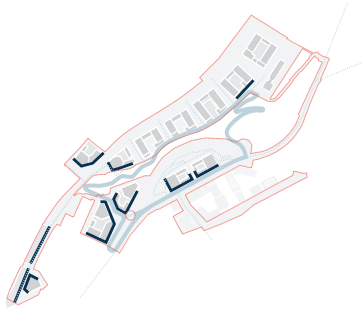
Green Space



Blue Space



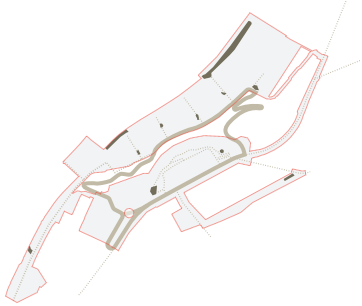
Community Use



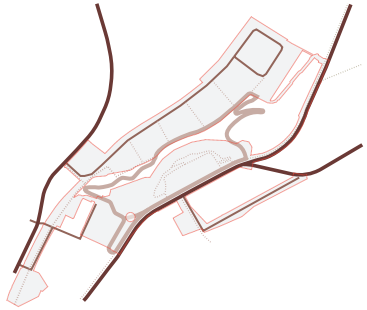
Commercial Use



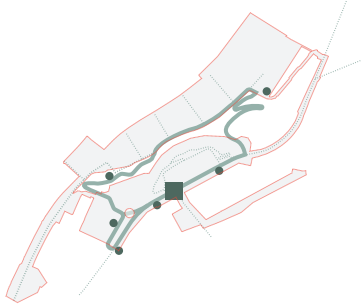
Residential Use



Play & Sport Provision



Movement Connections



Active Travel Hubs


Illustrative Masterplan
Key Spaces
1. Red Bank Square
2. Red Bank Terraces
3. Ridgeview Promenade
4. Green Fingers
5. Plateau Gardens
6. Travis Island Wetlands
7. St Catherine's Square
8. St Catherine's Wood
9. Union Waterfront
10. Union Square
11. Existing bridges
12. Potential new bridge
13. Barney's Steps
14. Viaduct Gardens
15. Brewery Square
16. St Michaels Flags &
Angel Meadow Park
17. Gasworks Development
18. Green Quarter
RBO5a
RBO5a
RBO5b
RBO4
RBO3
RBO2
RB12b
RBO1
RB17
RB16
RBO6
RBO7
NTO4
NTO3
NTO2
NTO1
NTO1
RB10
Collingham Street
Red Bank
Honey Street
Plateau Avenue
River Irk
Collyhurst Road
Vauxhall Street
Dalton Street
Dantzic Street
Chase Street
Dulwich Street
Lord Street
Roger Street
Red Bank
Back Red Bank
Bromley Street
Rochdale Road
Williamson Street
River Irk
Gould Street
Dantzic Street
Aspin Lane
Drawing key:
Outline Planning Application boundary
N



Places of amenity and rest in Red Bank Terraces as proposed in the Illustrative Scheme.



Provision for walking and cycling alongside Ridgeview Promenade as proposed in the Illustrative Scheme.



Visual connection between the neighbourhoods from Plateau Courtyards as proposed in the Illustrative Scheme.



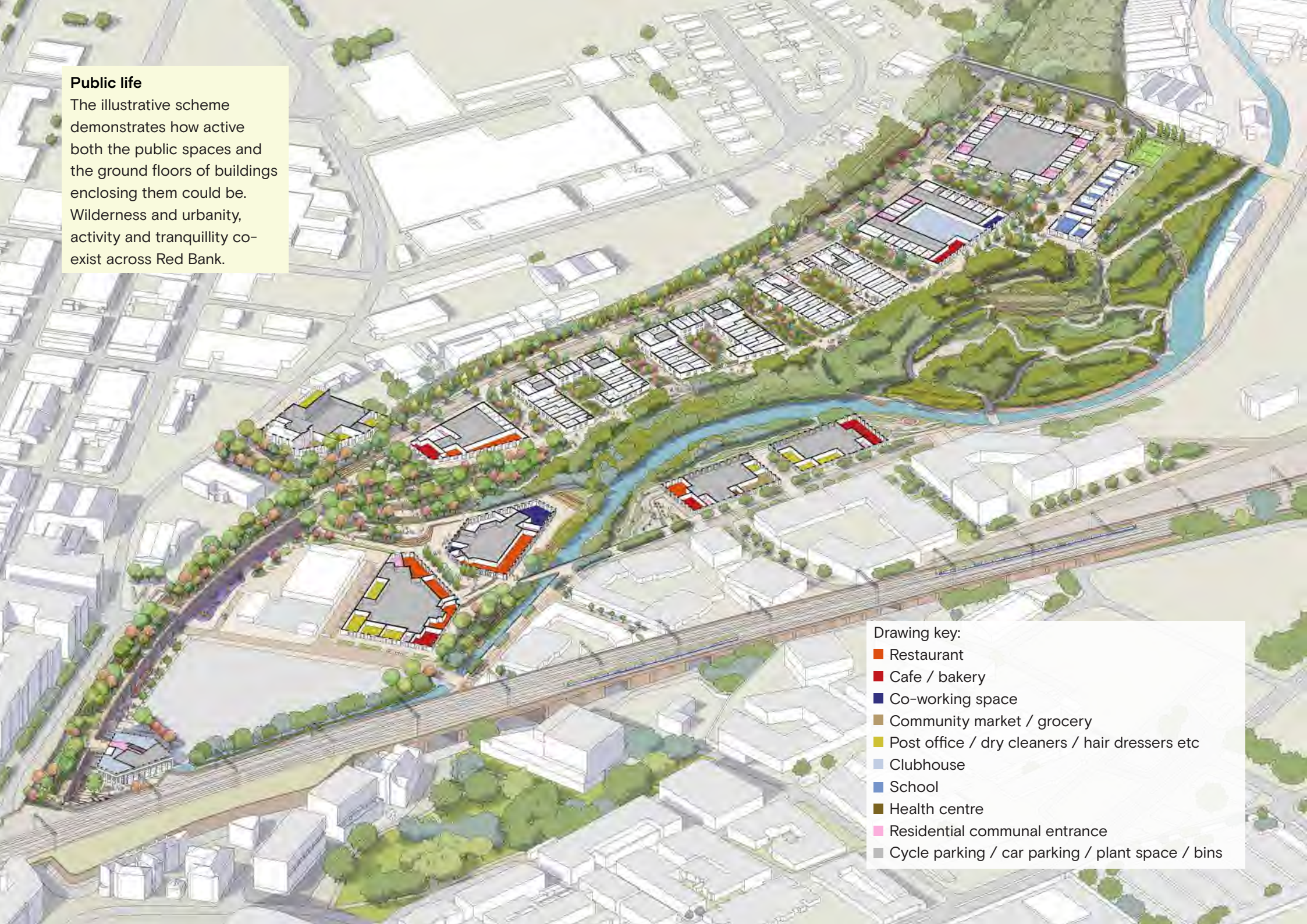
Renaturalising River Irk and creating a vibrant public realm at Union Waterfront as proposed in the Illustrative Scheme.



Amenities on offer at Travis Island Wetlands as proposed in the Illustrative Scheme.



Activity in St Catherine's Square as proposed in the Illustrative Scheme.


Public life
The illustrative scheme demonstrates how active both the public spaces and the ground floors of buildings enclosing them could be. Wilderness and urbanity, activity and tranquillity co-exist across Red Bank.
Drawing key:
Restaurant
Cafe / bakery
Co-working space
Community market / grocery
Post office / dry cleaners / hair dressers etc
Clubhouse
School
Health centre
Residential communal entrance
Cycle parking / car parking / plant space / bins

ILLUSTRATIVE SCHEME - NEW TOWN

7

INTRODUCTION

New Town is a neighbourhood at the boundary between wild and urban characters. Dantzic Street is a metropolitan thoroughfare animated by high street uses. Travis Island Wetlands and the Irk Valley juxtapose this urbanity with wilderness. The buildings and the landscape designs embrace this transition, making each condition equally wild and refined.

Key features:

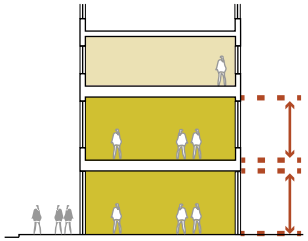
- Biodiverse, wild and floodable landscape of the Travis Island Wetlands;
- Commercial heart of Red Bank with high street uses along a tree-lined boulevard of Dantzic Street;
- A health centre complementing the high street;
- Consistent eight-storey datum with a landmark tall building of RB17 and a tall edifice of RB16.



USES AND FRONTAGES

Active uses and frontages

Dantzic Street is a bustling local high street with a range of shops, hairdressers and health services. It is a vibrant, metropolitan thoroughfare which has breathtaking views across Travis Island Wetlands to the River Irk: it is both wild and urban. The commercial units along Dantzic Street are double height with tall floor to ceilings. Uses like health centres, with large amounts of inactive frontage are located primarily at first floor.



Tall commercial frontages on Dantzic Street.



Spaces unable to provide active frontages (such as a health centre) should be predominantly located at first floor.

Drawing key:
- Restaurant
- Cafe / bakery
- Co-working space
- Community market / grocery
- Post office / dry cleaners / hairdressers etc.
- Health centre
- Residential communal entrance
- Cycle parking / car parking / plant space / bins

USES AND FRONTAGES

Illustrative active frontage principles

These diagrams illustrate a potential design of the typical conditions within the New Town neighbourhood .



New Town commercial frontage

1. Inactive frontages located away from key areas.
2. Generous floor to ceiling of ground floor.
3. Flag signs and small signs integrated into façades.
4. Active edge zone, pavement.
5. Planted zone.



New Town communal residential entrance

1. Minimum interruption to commercial frontage.
2. Generous lobby
3. Continuous datum treatment
4. Active edge zone, pavement
5. Planted zone



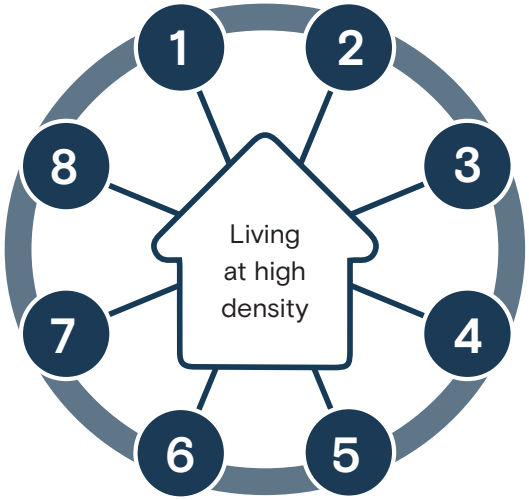
Car park entrances + ancillary uses

1. Residential entrance
2. Waste facilities located close to the entrance
3. Car park entrance
4. Active edge zone, pavement
5. Planted zone

New Town living

Living at high density
With several tall buildings across the Outline Application and the NT02-04 Application, high-rise living is one of the key attributes of New Town.

There are many things to consider for apartment design in tall buildings and the four points adjacent are some of the most important.



Key principles for living at high density:

1. Dignified communal spaces;
2. Reduced overheating;
3. Flexible open plan apartments;
4. Maximised dual aspect;
5. Views to the city;
6. Active uses at the base of tall buildings;
7. Easily accessible cycle stores.
8. A range of commercial uses on your doorstep.

Dignified communal spaces
Communal entrances, lift lobbies and corridors designed with care.



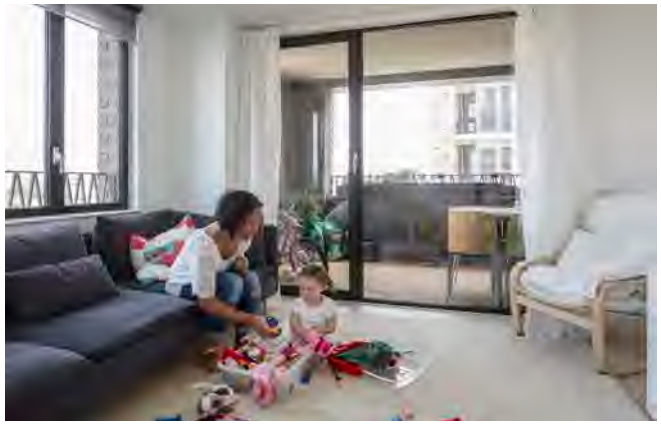
Varcoe Road by Maccreanor Lavington

Reduced overheating
Tall buildings are especially sensitive to over heating. Glazing ratios should be optimised to mitigate overheating, and window shading used where required.



Saxon Court by Maccreanor Lavington

Flexible open plan apartments
Apartments are majority open plan with flexible living spaces that can be zoned into distinct spaces.



Saxon Court by Maccreanor Lavington

Views to the city
Maximise views towards the city centre.



Oosterdokseiland by Maccreanor Lavington

PUBLIC REALM

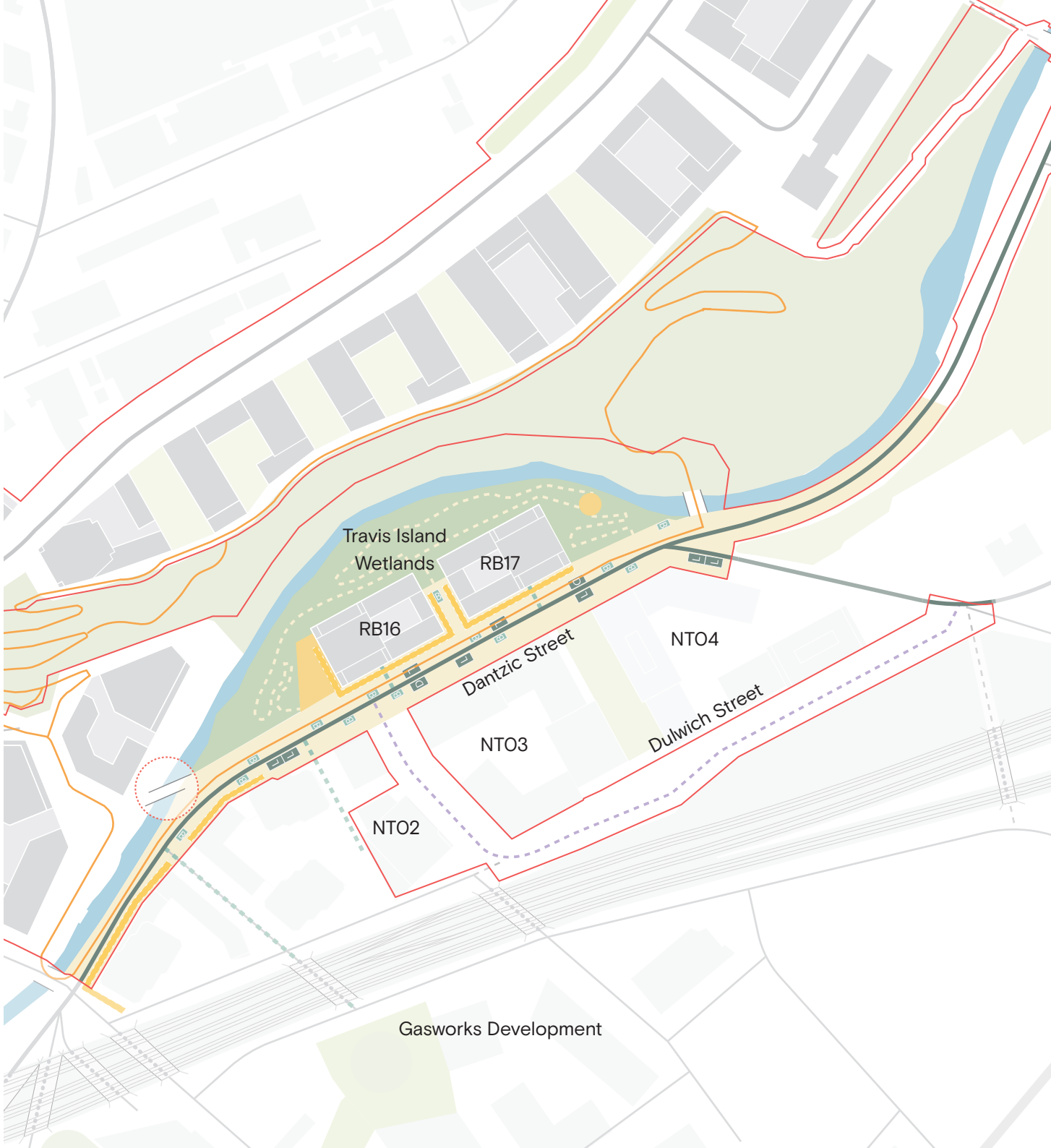
Public Open Space

High quality public realm sets the scene for New Town's diverse and contrasting character. The central axis of Dantzic Street offers a bustling high street with pedestrian crossings and safe cycle routes. Off Dantzic Street a small square for markets and commercial activity frames Travis Island Wetland.

Travis Island Wetlands is the core green space in the neighbourhood offering close to nature experiences of different wetland inspired habitats, riparian planting and diverse wildlife. Dulwich Street is a key route connecting Dantzic Street with the future Gasworks development. The one-way neighbourhood street provides some car parking spaces and forms a key emergency and service access route.

Drawing key:

- Public realm
- Key public square
- Commercial frontage
- Climate loop
- Wetland landscape
- Public path
- River Irk
- Two way street w/cyclists
- One way street w/cyclists
- Building emergency and service access
- Emergency access in flood event
- Loading bay
- Blue badge car parking
- Car parking
- Cycle parking area
- Outline Application boundary
- Potential bridge (not part of this application)





Dantzic Street character with NTO4 in background

Dantzic Street is the primary thoroughfare in New Town and is a bustling high street. It has diverse tree planting, biodiverse planted edges, ecological habitats, separate cycle paths, generous pavements and it is animated by vibrant commercial uses.

Key Streets

Dantzic Street is a tree-lined urban boulevard with safe walking and segregated cycle lanes. It is a lively thoroughfare connecting the Northern Gateway and Central Manchester, with ground floor commercial active uses. The street prioritises pedestrians, and regular step-free road crossings reduces car dominance by way of reduced carriageway widths.

Dulwich Street provides pedestrian, cycle, and vehicle access from Dantzic Street to the north and Dalton Street to the west. It acts as an emergency access route in the event of flooding. It has been designed as a slope with a gradient no less than 1:21 and prioritises pedestrians, cyclists, and active commercial spill-out zones over cars. The carriageway is defined within the high quality public realm finish resulting in the use of no raised kerbs.



Dantzic Street (a-a)



River Irk | *Footpath* | *Two-way Carriageway w/ cycle lanes* | *Footpath*

Dulwich Street (c-c)



Footway w/ commercial spill out zone | *Mixed used commercial zone* | *Mixed use public realm* | *One-way carriageway w/ cycle lanes* | *Footway w/ commercial spill out zone*

Dantzic Street (b-b)



Footway w/ commercial spill out zone | *Cycle lane* | *Loading bay* | *Two-way Carriageway* | *Wild planting area* | *Cycle lane* | *Footway w/ commercial spill out zone*

Dulwich Street (d-d)



Defensive planting area | *Footpath* | *Mixed use public realm* | *One-way carriageway w/ cycle lanes* | *On-street parking* | *Footpath*

PUBLIC REALM

Travis Island Wetlands

Travis Island Wetlands is a terraced landscape that allows local residents and visitors to experience a new urban wetland landscape typology in Manchester.

The greenspace makes the most of its position by the River Irk and its natural assets. Its design encourages people to explore and engage with the environment and feel connected to nature.

Play trails and informal walking routes meander through the space allowing users to enjoy the enhanced riparian planting along the River Irk.

A small public square adjacent to RB16 allows for the hustle and bustle of Dantzic Street to spill into the wetlands, occasionally activated by a local New Town market.

Key features:

1. Re-naturalised river edge
2. Wetland stepping stones
3. Wetland nature trail
4. Tiered wetland viewing area
5. Public market space
6. RB16 Restaurant/cafe with outdoor seating
7. Dantzic Street



PUBLIC REALM

Travis Island Wetlands

The resilient and sensitive design of Travis Island Wetlands incorporates naturalistic features and tiered levels that can easily embrace and attenuate flooding.

A lower terrace level to the river's edge will be re-naturalised with a soft and biodiverse margin of planting. The upper levels will be harder all year round spaces for good circulation and maintenance around the buildings. The landscape design has been based on safely accommodating the calculated volumes of flood water during a severe flood event.



Key plan

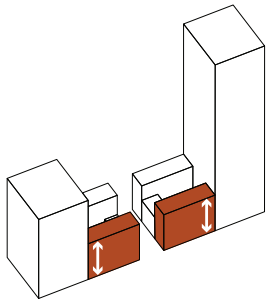


TOWNSCAPE

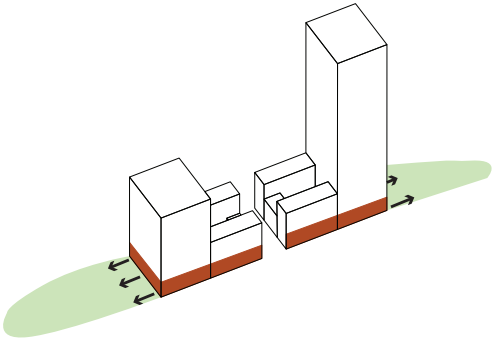
Tall buildings with a shoulder

Addressing Dantzic Street and the Wetlands

The architectural character of Dantzic Street is metropolitan with grand commercial frontages framed by taller buildings. To give a sense of continuity and legibility, a consistent datum of up to 7-8 storeys defines the neighbourhood buildings. Tall buildings freely extend above this datum without detracting from it.



Potential for a consistent shoulder of up to 7-8-storeys.



An address to Travis Island Wetlands as well as Dantzic Street.

Illustrative height principles

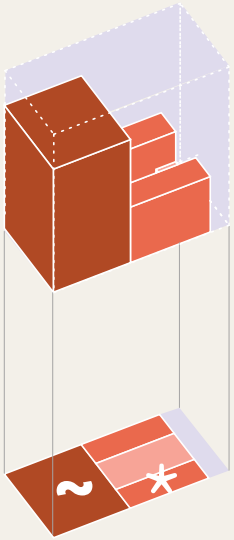
Responding to the Masterplan and the Parameters
The Parameter Plans provide a flexible height parameters for each plot. The diagrams opposite offer an illustration of how the Illustrative Scheme responds to the parameters and the guidance.

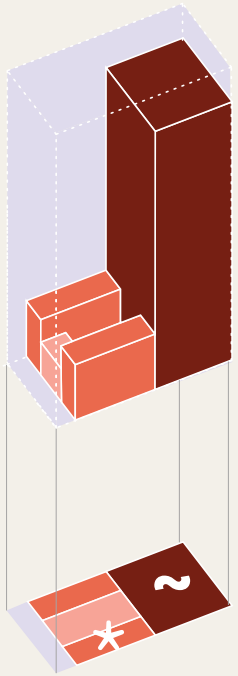
Height variation in RB16
A tall building helps enclose Travis Island Wetlands and forms a landmark along Dantzic Street, with a consistent shoulder of 7-8 storeys establishing a civic edge to Dantzic Street and Travis Island Wetlands.

Height variation in RB17
A tall building of RB17 marks a transition from the verdant areas of the City River Park (including St Catherine's Wood) and the metropolitan Dantzic Street. A consistent shoulder of 7-8 storeys establishes a civic edge to Dantzic Street and Travis Island Wetlands.



Masterplan Framework Heights Diagram





Drawing key:
- Masterplan boundary
- Outline Application boundary
- Potential bridge location subject to FRA
- General plot height. Dark is taller, lighter is lower.
- Tall building location
- Up to 5 to 6 storey datum
- Up to 7 to 8 storey datum

Illustrative building massing
Maximum building height parameter massing
~ *Tall building location*
★ *Consistent street datum*

ILLUSTRATIVE SCHEME - RED BANK VIADUCT

8

INTRODUCTION

Summary

Red Bank Viaduct takes its character cues from the industrial heritage of the now disused railway viaduct and nearby Cheetham Hill. Thriving businesses in the railway arches face a new hub at Brewery Square at the foot of a landmark RB10 tall building.

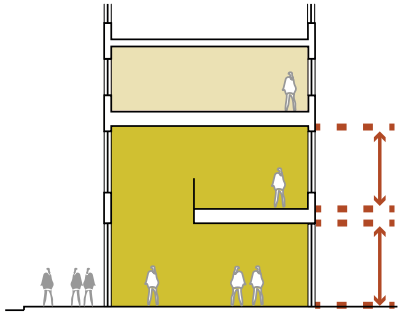
Union waterfront is activated by a ground floor of new restaurants, bars and community uses. The landscape steps away forming hard terraces down to a re-naturalised river edge.



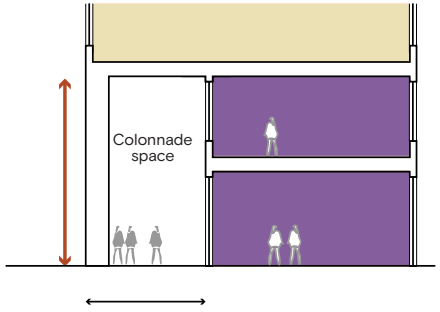
USES AND FRONTAGES

Active uses

The non-residential uses in Red Bank Viaduct are centred around Brewery Square and Union Waterfront. The river side terracing of Union Waterfront is animated by cafes and bars with generous floor to ceiling heights. Brewery Square benefits from the existing businesses located in the viaduct arches and a temporary market space that occupies the colonnade of RB10.



Potential for tall commercial frontages on Union Waterfront



Potential for semi-covered market use at the base of RB10



USES AND FRONTAGES

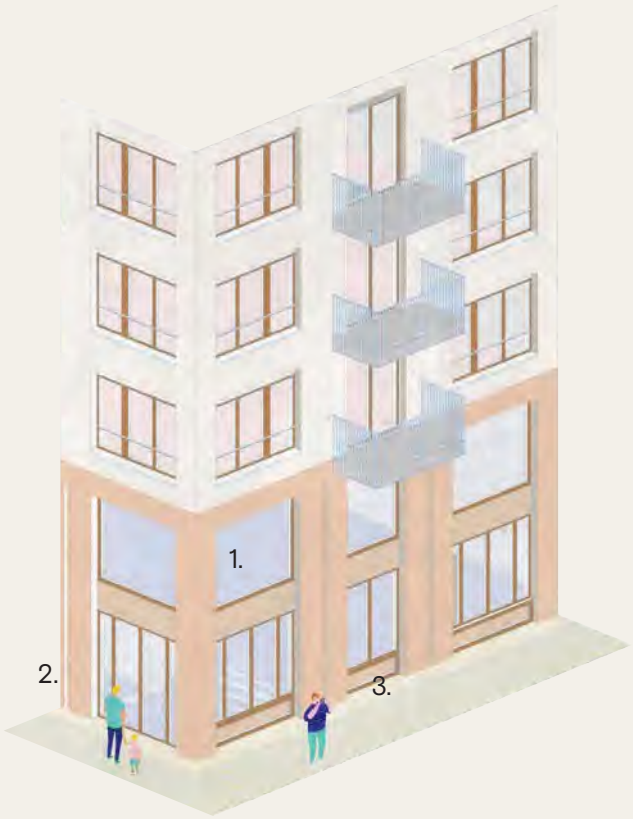
Illustrative active frontage principles

These diagrams illustrate a potential design of the typical conditions within the Red Bank neighbourhood



Red Bank commercial frontage

1. Inactive frontages should be located at first floor.
2. Generous ground floor heights
3. Flag signs and small sign integrated into façades.
4. Active edge zone, pavement.
5. Planted zone.



Commercial frontage with FFL higher than public realm

1. Double height commercial space
2. Active frontage meeting the public realm
3. Active edge zone

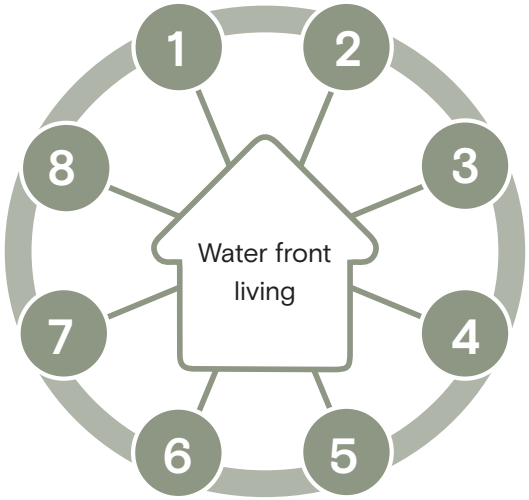


Commercial frontage with FFL higher than public realm

1. Colonnade used also as an activity spill out zone
2. Commercial space
3. Ramp for access

Red Bank Viaduct living

Water front living
Apartments in Red Bank Viaduct are similar to apartments in New Town in many respects. A distinct quality of Red Bank Viaduct is the proximity to Union Water Front which brings with it specific considerations for how noise is mitigated and how apartments should be planned to capture views of the water.



Key principles for water front living:

1. Views of the water;
2. Mitigating noise from water side uses;
3. Views to the city;
4. Space for a resident's clubhouse;
5. Maximised dual aspect;
6. Minimised overheating;
7. Generous communal spaces and
8. A range of commercial uses on your doorstep.

Views of the water
Building and apartment design should maximise views of Union Water Front.



Royal Albert Wharf by Maccreanor Lavington

Mitigating noise from waterside uses
Acoustic attenuation panels if required should be integral to the facade design.



Peabody Clapham by Hawkins Brown

Views to the city
Maximise views towards the city centre.



Chesterfield House by Maccreanor Lavington

Space for a resident's clubhouse
A resident amenity space located in the heart of Red Bank Viaduct.



Chesterfield House by Maccreanor Lavington


Union Waterfront
Union Waterfront is a terraced, riverside destination area lined by cafés and bars. The landscape design creates opportunities for this vibrant commercial life to intermingle with the wild, biodiverse planting along the river bank: there will be places to sit, play and eat amongst nature.
Feature lighting columns lamp and pole system
Balconies with views over the river
Double height frontages
Bold Commercial Entrances
Commercial Spill out areas
Spacious public square
Stepped river edge
Diverse planting mix
Soft river embankment

PUBLIC REALM

Public Open Space

Red Bank Viaduct is diverse in public open spaces. Vehicle access on Roger Street, Chase Street and Back Red Bank is for emergency servicing and some visitor/resident parking.

Union Waterfront is a vibrant commercial space with a green riverside terrace. Brewery Square is a unique artisan public space framed by the legacy of railway infrastructure. The proposed Viaduct Gardens to the top of the arches provide an elevated linear park experience. City River Park extends into the neighbourhood by way of Red Bank Terraces which connects Red Bank to the Plateau.

Drawing key:

- Public realm
- Key public square
- Commercial frontage
- Climate loop
- Soft landscape
- Public path
- River Irk
- Two way street w/cyclists
- One way street w/cyclists
- Building emergency and servicing access
- Emergency access in flood event
- RB10 1st floor bridge to Viaduct Gardens
- Loading bay
- Blue badge car parking
- Car parking bay
- Cycle parking area
- Outline Application boundary
- Potential bridge (not part of this application)



Key Streets

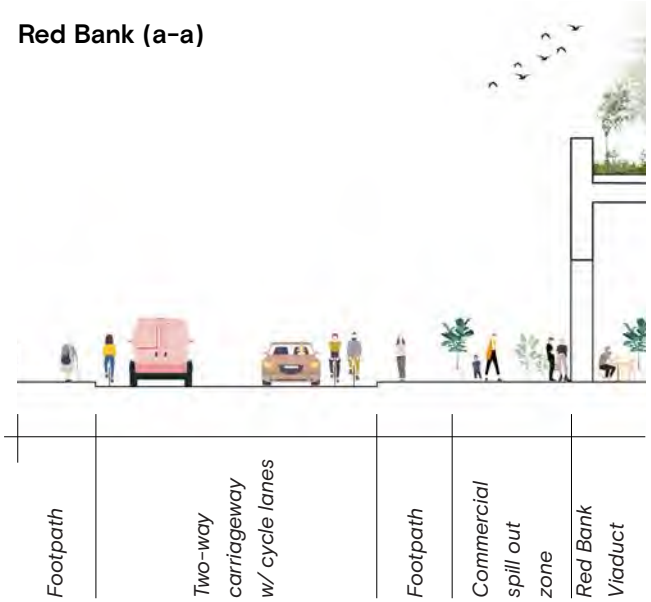
Several existing streets are indicated as upgraded within the Illustrative Scheme:

- Red Bank improvements include upgraded footpaths, additional street trees, service and blue badge parking bays;
- Back Red Bank's commercial uses will now front onto a pedestrian street, with a number of on-street car parking spaces for residents only;
- Chase Street improvements include upgraded footpaths, additional street trees, a mixture of on-street, service and blue badge parking and a reformatted carriageway;
- Roger Street will be upgraded in the future by the Manchester Bee Network changing from a urban street to a cycle priority neighbourhood street.

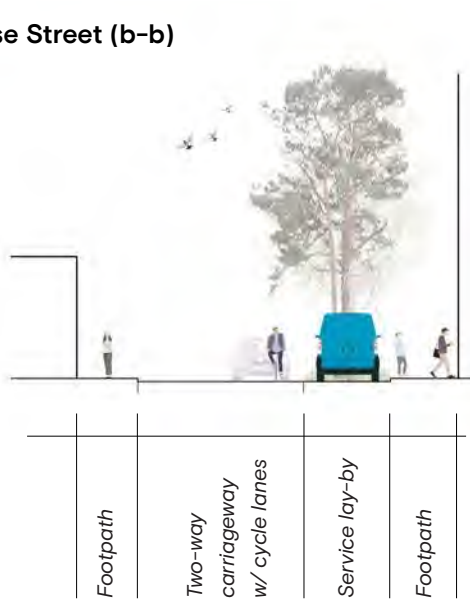


Key plan

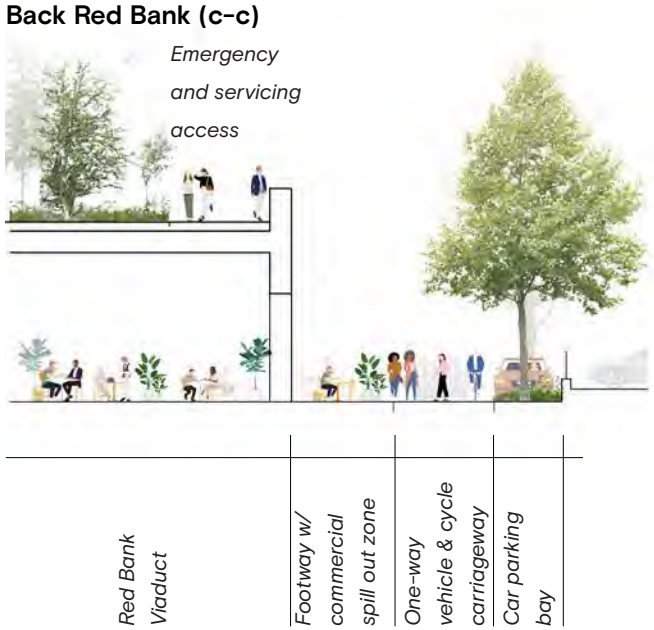
Red Bank (a-a)



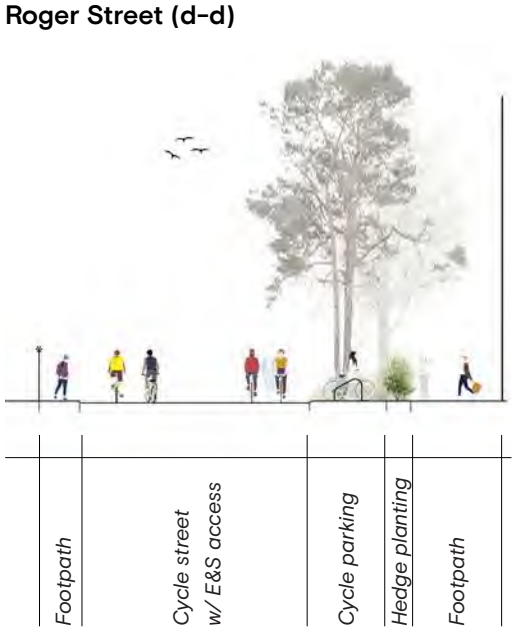
Chase Street (b-b)



Back Red Bank (c-c)



Roger Street (d-d)



PUBLIC REALM

Union Waterfront

Active commercial ground floors lining Union Waterfront will animate the space. The building's chamfered edges draw in pedestrians and frame the central space which will be used for public gatherings and markets in the future.

The river edge terraces offer a perfect space to sit and linger with views over the water. Mature tree planting provides wind protection, shade and shelter.

The terraced nature of the square acts as both a flood defence measure, preventing flooding to the rear of RB06 and RB07, and flood mitigation measure maximizing floodable volume along the river's edge.

Key features:

1. Re-naturalised river edge
2. Hard embankment to Dantzic Street
3. Seated riverside terraces
4. Floodable public realm
5. Safe means of egress in flood event
6. Restaurant/cafe/bar
7. Potential bridge (not part of this application)



PUBLIC REALM

Red Bank Terraces

Red Bank Terraces is a set of sweeping terraces with wild planting that mediates the level difference between Red Bank Viaduct and the Plateau. It forms part of the Climate Loop and is a particularly exciting exercise experience. Sloped walks are no steeper than 1:21, with level landing and resting areas for users of all abilities to immerse themselves in the planting and admire the views. The terraces across the area provide opportunities for play, exercise and dwell in with enjoyable views amongst the planting.



Axonometric illustrating the stepped landscape

PUBLIC REALM

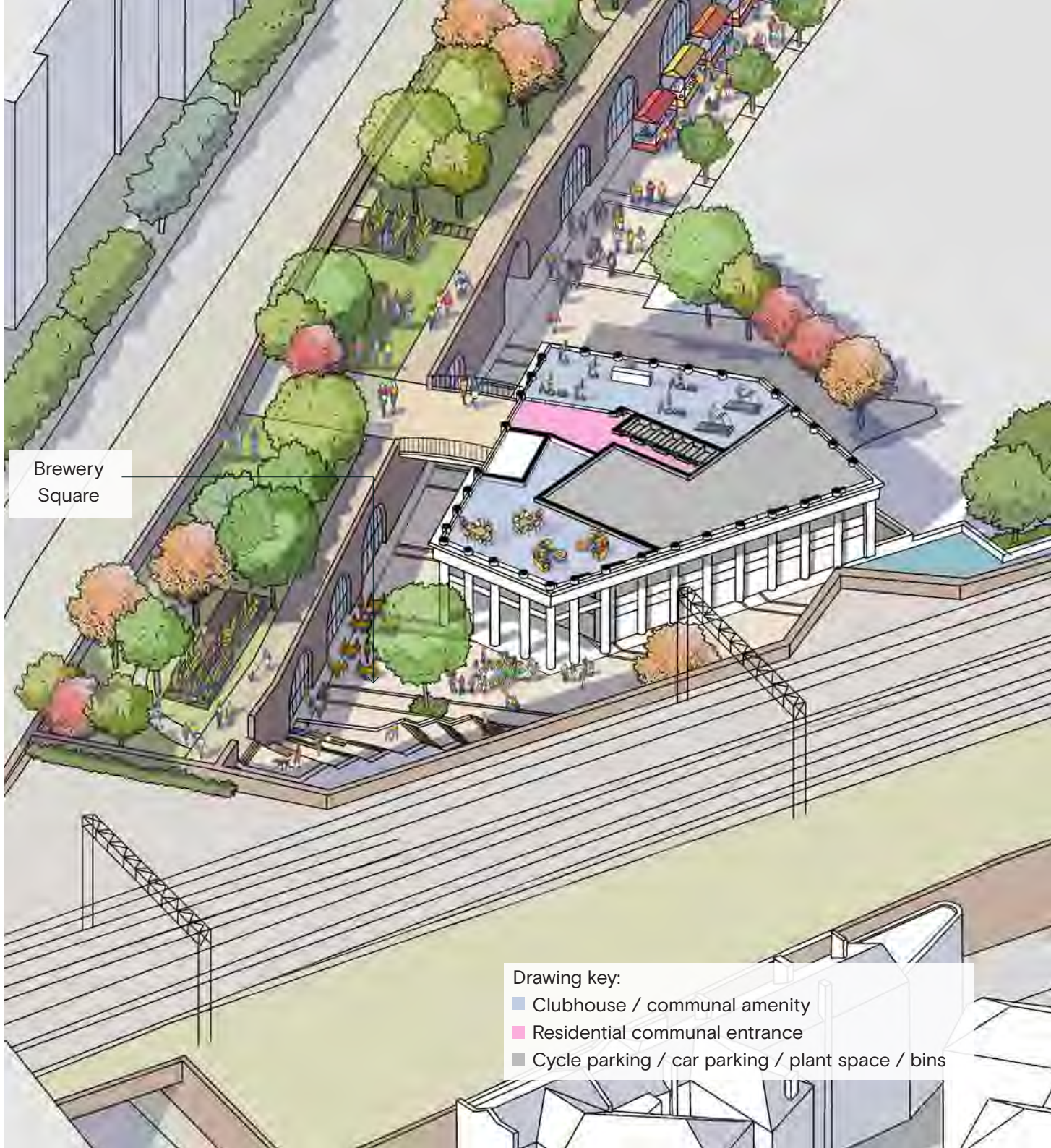
Brewery Square

Brewery Square is a unique new space that sits between converging viaducts, railway lines and the River Irk, and has an industrial quality to it with a sense of opportunity.

It functions as an exciting new destination space with a flexible character that considers its unique existing context and heritage assets and could host programmed all year round social and dining events to attract people.

There is a good potential relationship with the operators of ground floor units of the viaduct and the potential opening or arches in the future which offer some permeability to the Square.





PUBLIC REALM

Brewery Square

On top of the disused railway viaduct overlooking brewery square is a re-wilded linear park. The greenspace will host a multitude of community based activities from allotments to fitness stations to picnic decks. The space also acts as an emergency access and egress route for RB10 in the case of a flood.

Due to Brewery Square remaining in the flood plain, an outdoor market space is proposed in the undercroft of the RB10 tall building to provide an active use that can animate the area. Residential lobbies and associated uses are raised above the flood level.

The overlapping uses and complexities hone a unique mixture of wild and urban life creating a unique destination for this part of Manchester.



Key plan

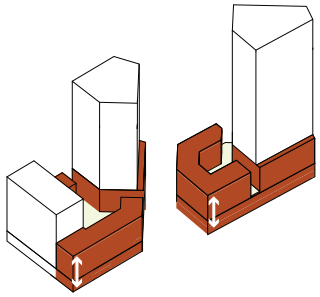


TOWNSCAPE

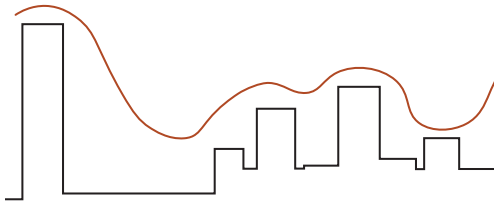
Tall buildings with a shoulder

Building form

Brewery Square and Union Waterfront are the two key public spaces in Red Bank Viaduct. The townscape proposal reinforces their importance and character: the landmark RB10 tall building actively animates Brewery Square; up to 7-8 storey building datum on RB06 and RB07 sets the character along Union Waterfront and the terracing of Red Bank Square creates a pleasant environment for the uses which animate these spaces.



Potential for a consistent shoulder of up to 7-8-storeys



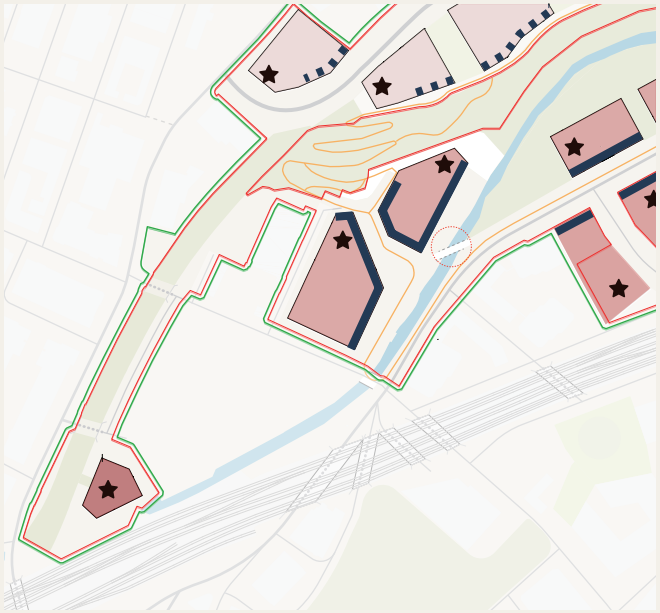
Potential for a varied skyline that steps down from RB10

Illustrative height principles

Responding to the Masterplan and the Parameters
The Parameter Plans provide a flexible height parameters for each plot. The diagrams opposite offer an illustration of how the Illustrative Scheme responds to the parameters and the guidance.

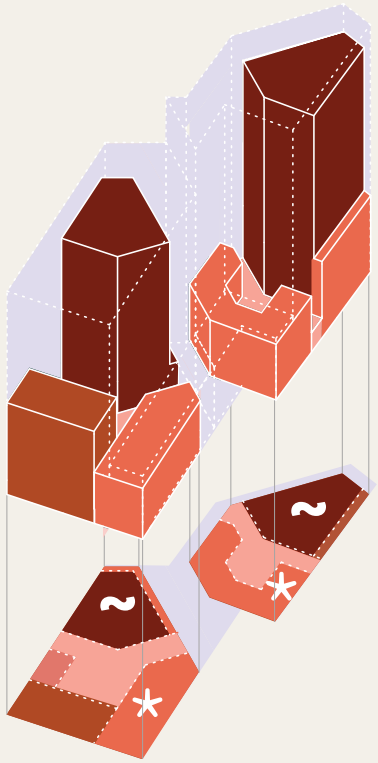
Height variation in RB06 RB07
Two taller elements are set to the north to minimise overshadowing to homes while framing key views. A consistent shoulder of 7-8 storeys forms a civic edge to Union Waterfront and Red Bank Terraces.

Height variation in RB10
The massing of the tall building of RB10 is articulated across its height.

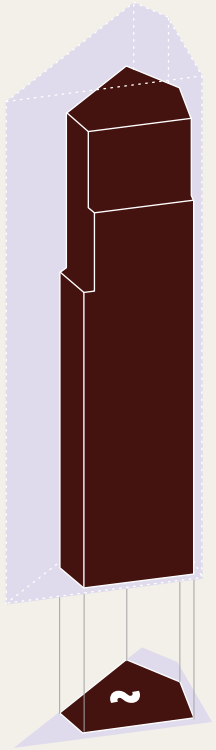


Masterplan Framework Heights Diagram

Drawing key:
- Masterplan boundary
- Outline Application boundary
- Potential bridge location subject to FRA
- General plot height. Dark is taller, lighter is lower.
- Tall building location
- Up to 5 to 6 storey datum
- Up to 7 to 8 storey datum



Illustrative building massing
Maximum building height parameter massing
~ *Tall building location*
✶ *Consistent street datum*



ILLUSTRATIVE SCHEME - PLATEAU

9

INTRODUCTION

The Plateau is animated by maisonette front doors, planted gardens, playgrounds, a primary school and two public squares: St Catherine's Square and Red Bank Square. Lower building heights with up to 5-6 storey datum punctuated by taller elements of up to 13 storeys and one tall building of up to 24 storeys at Red Bank Square frame the neighbourhood. The Plateau has a close relationship with nature, featuring a parkside elevated Ridgeview Promenade, tree-filled Green Fingers and lush communal gardens facing out to the park.

Key features:

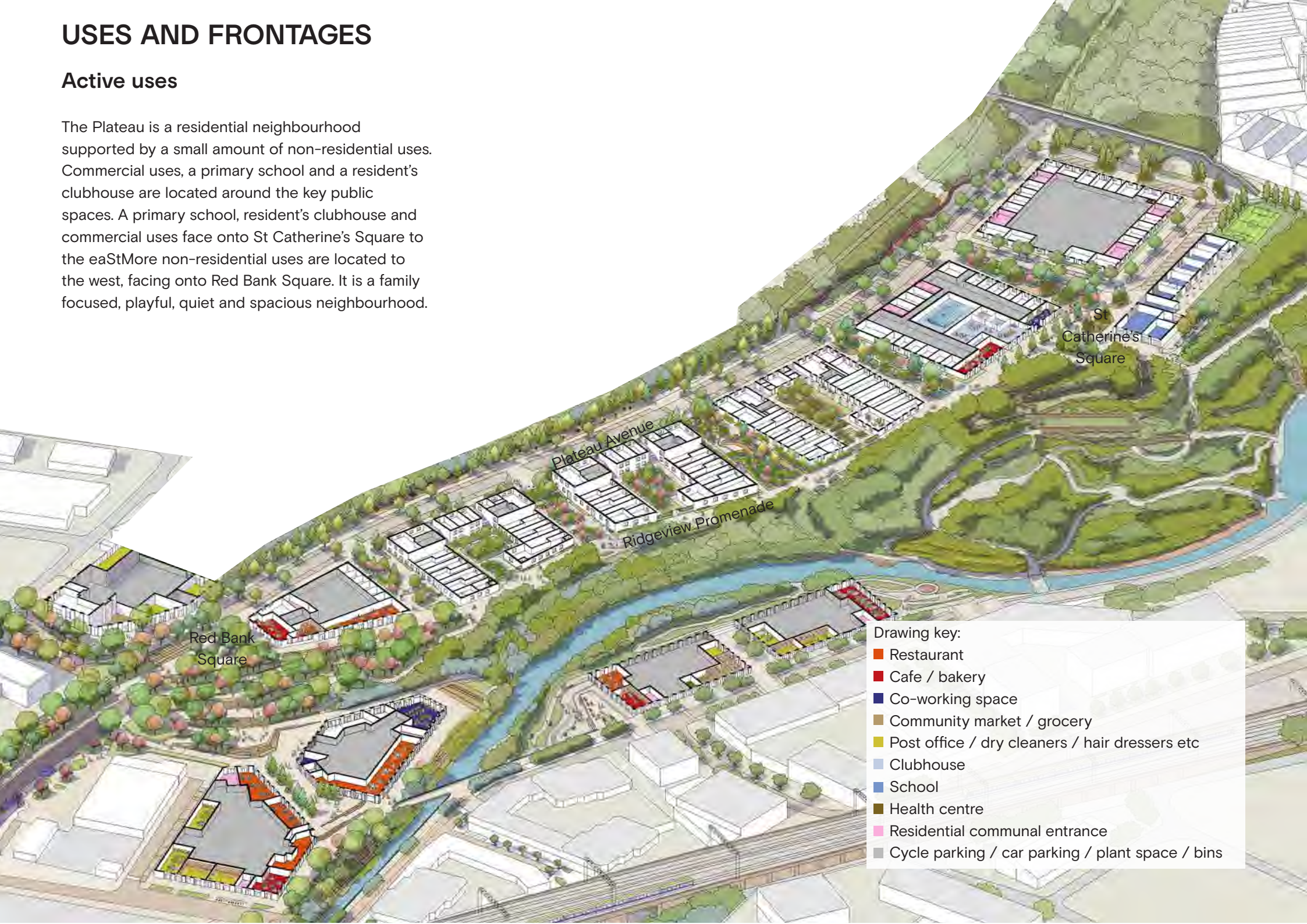
- Family-orientated residential neighbourhood
- Ridgeview promenade offering views across the rewilded Irk Valley.
- Plateau Avenue: a street to support residential life, cycle lanes, planting, servicing, parking, play.
- St Catherine's Square: a public space animated by non-residential uses and play space.
- Green Fingers: the lush planted spaces between plots for play and amenity.



USES AND FRONTAGES

Active uses

The Plateau is a residential neighbourhood supported by a small amount of non-residential uses. Commercial uses, a primary school and a resident's clubhouse are located around the key public spaces. A primary school, resident's clubhouse and commercial uses face onto St Catherine's Square to the eaStMore non-residential uses are located to the west, facing onto Red Bank Square. It is a family focused, playful, quiet and spacious neighbourhood.



USES AND FRONTAGES

Illustrative active frontage principles

These diagrams illustrate a potential design of the typical conditions within the Plateau neighbourhood



Plateau communal entrance

1. Residential entrance
2. Waste facilities located close to the entrance
3. Defining character style for the building
4. Active edge zone, pavement
5. Planted zone



Plateau open courtyard communal entrance

1. Courtyard entrance allowing long views
2. Lobby entrance from the courtyard
3. Maisonette typology
4. Active edge zone, pavement
5. Planted zone



Plateau cycle storage

1. Cycle storage integrated in the building
2. Cycle stands outdoor provision
3. Plateau block courtyard

USES AND FRONTAGES

Residential communal strategies

Raised ground floor flats.
The raised ground floor is elevated above the ground outside, therefore providing residents with ample privacy. A planted edge of shrubs and wildflowers completes the design; adding additional privacy benefits and general quality to street and home.



1. Raised ground floor
2. Soft edge zone
3. Planted zone

Maisonettes
Maisonettes with front doors opening onto streets, that have animated, planted edge zones where residents can sit and tend their hedges. Bedrooms are located on the first floor, living spaces and kitchens face either the street or courtyard garden.



1. Maisonette entrance
2. Hedged front gardens for maisonettes
3. Planted zone.

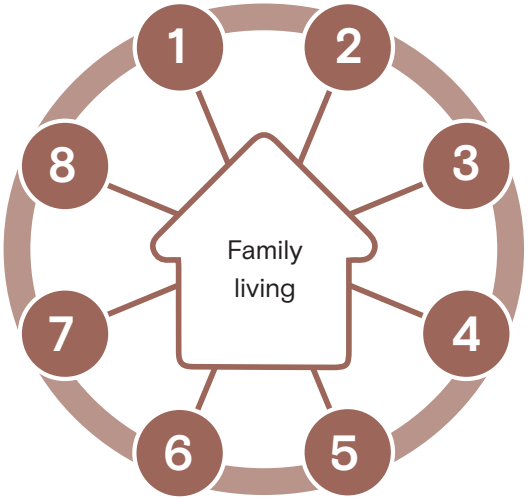


1. Paved terrace for each garden facing home
2. Planted rear gardens for maisonettes
3. Mixed planted and playable courtyard landscape

Plateau living

Family living

The Plateau has a distinct residential offer when compared to New Town and Red Bank Viaduct. More family housing is expected in the Plateau to take advantage of the proximity to doorstep play spaces, the primary school, safe routes and courtyard gardens.



Key principles for family living:

1. Secure courtyard play spaces;
2. Flexible bedrooms;
3. Zoning between kitchen and living rooms;
4. Entrance hallways with space for prams;
5. Maximised dual aspect;
6. Framed views across the Plateau;
7. Minimised overheating;
8. Generous communal spaces.

Secure courtyard play spaces

Apartments should have access to secure play spaces in courtyards with a mix of planting and play.



Image credit Maccreanor Lavington Architects

Flexible bedrooms

Rectangular bedrooms with space for a double or two single beds. Master bedrooms need space for a cot.



Image credit Adam Kahn Architects.

Zoning between a kitchen and living rooms

Whether open plan or not, there should be an element of zoning between kitchens and living rooms.



Image credit Maccreanor Lavington Architects

Entrance hallways with space for prams

A hallway should be wide and spacious enough to manoeuvre and store a pram.



Image credit Adam Kahn Architects.

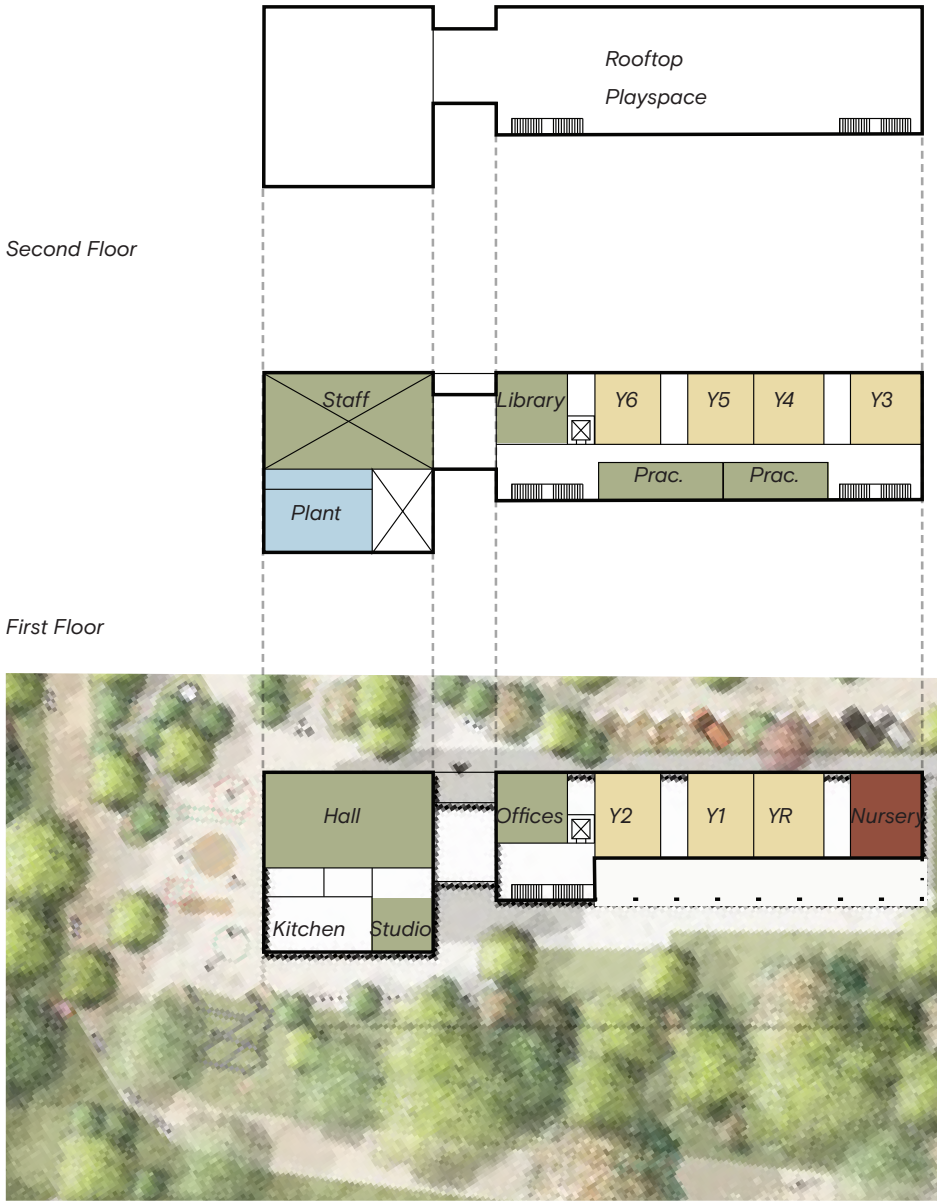
Red Bank Primary School

Potential for the primary school

The Plateau, with its family focus and the park on the doorstep is an excellent location for a primary school that could benefit the communities of Victoria North. The RB05B plot has been tested to accommodate a 1 form entry primary school. Recognising the dense city-centre location, the Department for Education Building Bulletin 99 formula for outdoor play space provision for confined sites was used to assess suitability of the plot.

Alternative use

The Education Strategy for Victoria North continues to be development at the time of submitting this application. Should an alternative approach to meeting the school need to taken, this plot is suitable for residential use with active community uses on the ground floor.



Indicative layout of a 1 form entry primary school on Plot RB05B. The entrance to the school straddles between the vehicular access of Plateau Avenue and the pedestrian realm of St Catherine's Square. The school hall faces the square and could be used independently of the school outside the school hours. Similarly, the Multi Use Games Area (MUGA) of the school could be made available to the community.



Axonometric illustrating the school around St Catherine's Square

PUBLIC REALM

Public Open Space

The Plateau has a wilder and more tranquil character than the other two neighbourhoods. Two key destinations offer communal space for local residents; Red Bank Square and St Catherine's Square. The Plateau Gardens provide a neighbourhood linear park filled with biodiversity, wildlife, play and lingering areas.

Ridgeview Promenade is a shared pedestrian and cycle route which forms part of the Climate Loop. Day to day it is the key link for local residents travelling to school in the mornings and afternoons.

Plateau Avenue is a neighbourhood street designed for pedestrian and cycle comfort with integrated tree planting, play and some on-street parking.

Drawing key:

- Public realm
- Key public square
- Commercial frontage
- Climate loop
- Soft landscape
- Public path
- River Irk
- Two way street w/cyclists
- One way street w/cyclists
- Building emergency and servicing access
- Emergency and servicing access in flood event
- Loading bay
- Blue badge car parking
- Car parking bay
- Cycle parking area
- Outline Application boundary
- Potential bridge (not part of this application)



PUBLIC REALM

Key Streets

Ridgeview Promenade is a pedestrian and cycle active travel route that has great views across Manchester and the Irk valley. The Promenade has been designed to also accommodate emergency vehicle access.

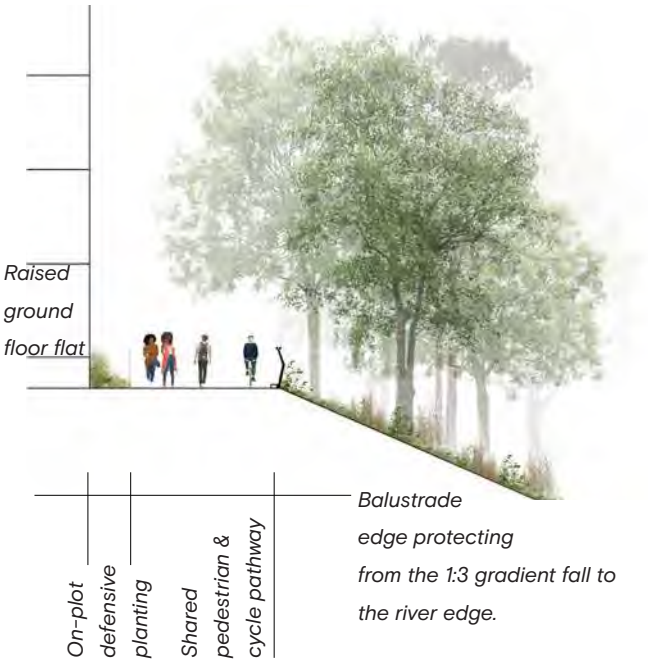
Plateau Avenue's base design has been secured through the HIF Planning Application. The neighbourhood street is designed for pedestrian and cycle comfort. The 5.5m carriageway reduces traffic speeds further securing safety for local residents.

The street accommodates spacious footpaths and numerous blue badge, service and standard car parking bays. To ensure a wild character a street tree with diverse under-story planting will be planted every two parking spaces.

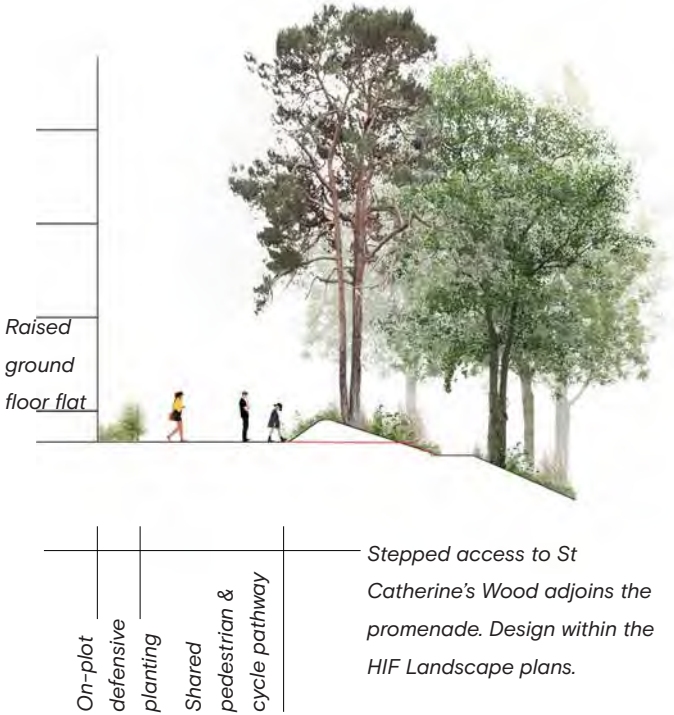


Key plan

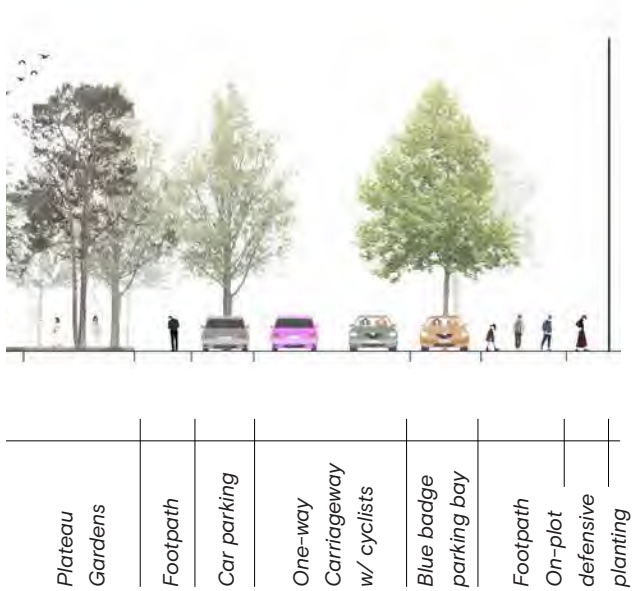
Ridgeview Promenade (a-a)



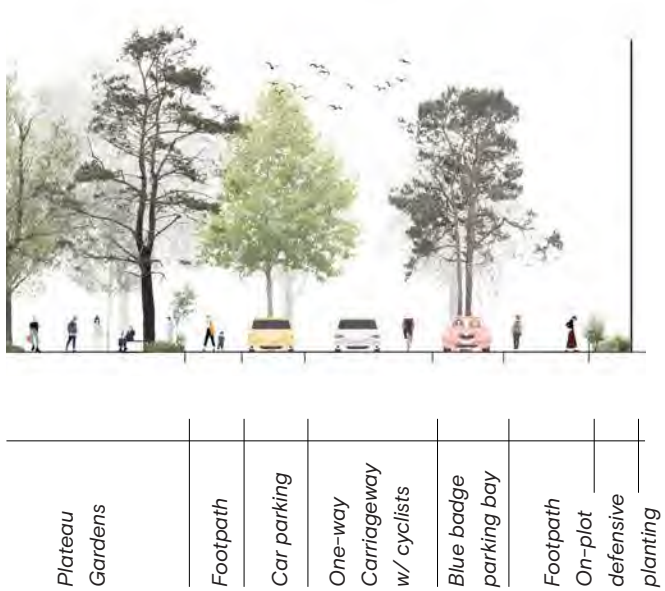
Ridgeview Promenade (b-b)



Plateau Avenue (c-c)



Plateau Avenue (d-d)



PUBLIC REALM

Red Bank Square

Red Bank Square
Red Bank Square is the gateway into the Plateau. Framed on one side by areas of commercial spill out space and animated ground floor units the public realm steps down into Red Bank Terraces.

Clear and accessible routes are provided for traversing the levels. Small seating areas are provided along all routes for the public to sit in sheltered spaces with magnificent views over City River Park and Manchester.



Axonometric view illustrating the stepped landscape



PUBLIC REALM

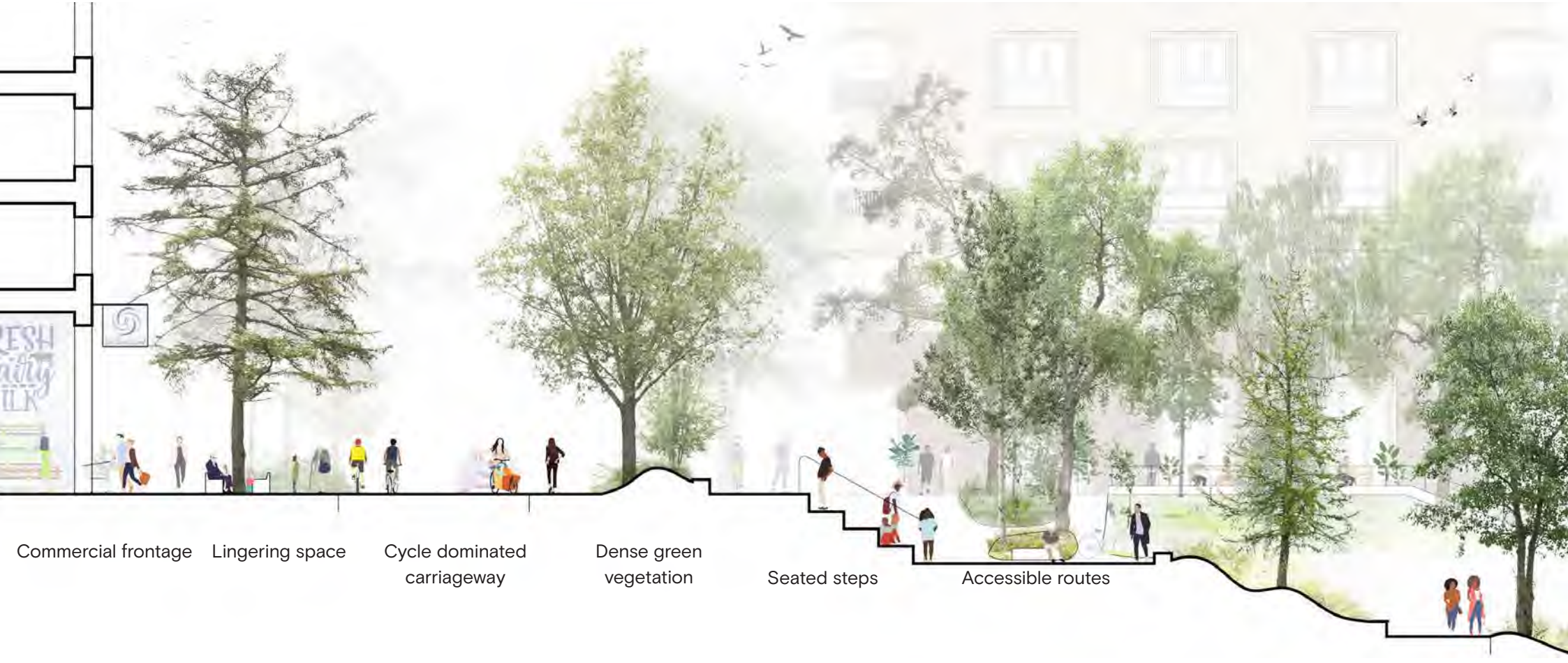
Red Bank Square

Designed with pedestrians and cyclists in mind the gateway square uses high quality materiality and well positioned urban furniture to define the carriageway.

A system of steps and ramps provide safe and accessible access across the level difference from Red Bank Square to Red Bank Terraces. A variety of different routes give users flexibility to traverse the level difference whichever way they desire. The densely planted, yet well overlooked space is a pleasure to stroll through as part of a daily commute.



Key plan



PUBLIC REALM

St Catherine's Square

St Catherine's Square is a neighbourhood destination adjacent to St Catherine's Wood. Fronted by a clubhouse with co-working spaces and a cafe, play facilities and a primary school. The square will be a bustling hub of activity, with morning and afternoon footfall.

A wild verdant green design ensures that the square blends into the existing woodland and will serve as a gathering space for community events outside of school hours.

The architectural character of the square will be defined by its active enclosure and its strategic location with views across St Catherine's Wood.





St Catherine's Square looking towards RB05C
The playful landscape of St Catherine's Square provides spill-out space for all the adjacent uses and offers moments of small incidental play. The dense naturalistic planting palette ensures that the space feels part of the adjacent City River Park structure. Seating elements frame the edge of the space providing enticing views into St Catherine's Wood.

PUBLIC REALM

Green Fingers

The Green Fingers along the Plateau will be densely planted spaces with exploratory sensory trails, doorstep play and small social spaces for the local residents. Activated by the maisonette front doors, the Green Fingers will provide a green link between Plateau Avenue to the North and Ridgeview Promenade to the South.

The family-sized maisonettes will have secure private outdoor space for each home and opportunities for children to play together in front of their homes.

Hard circulation spaces along the building edges will allow for occasional maintenance and emergency vehicle access.



ILLUSTRATIVE SCHEME - PLATEAU

PUBLIC REALM

Green Fingers

The Green Fingers are significant ecology corridors filled with native flora that connect into biodiverse planting along the northern edge of the site on Plateau Avenue, all the way through to St Catherine's Wood. As well as forming part of the Biodiversity Strategy, they form part of the SuDS Strategy and water will be attenuated and expressed in rain gardens and swales.

These pedestrian priority spaces create a number of visible and permeable routes connecting Plateau Avenue and the Ridgeview Promenade. Although public in nature, they have an interface with the ground floor of the buildings where wide buffer planting has been introduced for privacy.



Key plan

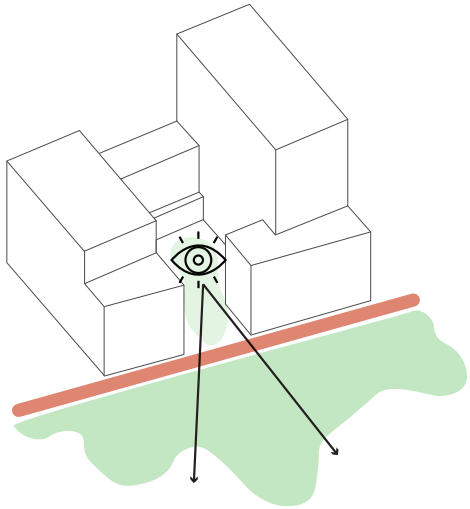


ILLUSTRATIVE SCHEME - PLATEAU

TOWNSCAPE

Plateau Courtyards

The illustrative masterplan shows the majority of Plateau blocks having courtyards which open onto the Climate Loop and City River Park. The courtyards extend the wild landscapes of the park and frame views south towards the river. The illustrative scheme was carefully planned around maximising daylight and direct sunlight coming onto the courtyards to achieve high quality of outdoor amenity and good microclimate for the homes surrounding them.



Open views between plots towards the Irk Valley



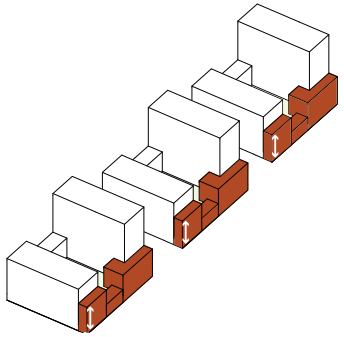
TOWNSCAPE

Parkside human scale

Building form

The Plateau is less dense than the other two neighbourhoods. The height and scale of buildings responds to it, particularly so along Ridgeview Promenade where buildings set back to 5-6 storeys to keep

density neighbourhood with perimeter blocks ranging from up to 5-14 storeys. A lower height datum addresses Ridgeview Promenade, St Catherine's Square and Red Bank Square creating a pleasant pedestrian environment. Green Fingers create planted routes and play spaces between plots that have wide views across the Irk valley.



A consistent building datum along Ridgeview Promenade

Illustrative height principles

Responding to the Masterplan and the Parameters
The Parameter Plans provide a flexible height parameters for each plot. The diagrams opposite offer an illustration of how the Illustrative Scheme responds to the parameters and the guidance.

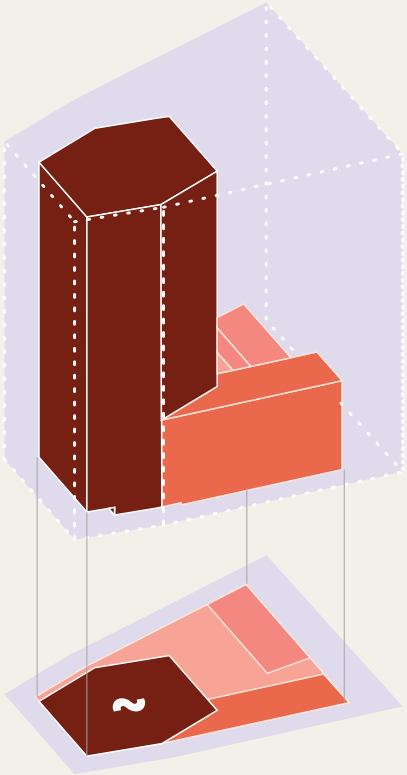
Height variation in RB01
The tallest building on the Plateau marks the landmark location on top of the Red Bank Terraces. A shoulder consistent in height with the lower elements across the Ridgeview Promenade creates a cohesive height datum across the Park edge.

Height variation in RB12B
The junction of Red Bank and Plateau Avenue is an appropriate location for a taller element. A shoulder consistent in height with the lower elements across the Red Bank Terraces/Square creates a cohesive height datum across this key public space.

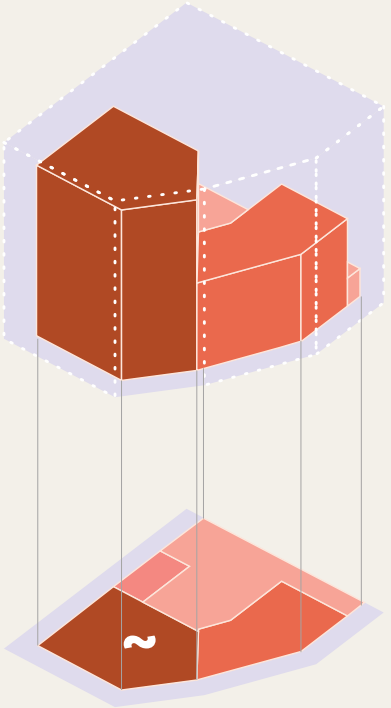


Masterplan Framework Heights Diagram

Drawing key:
- Masterplan boundary
- Outline Application boundary
- Potential bridge (not part of this application)
- General plot height. Dark is taller, lighter is lower.
- Tall building location
- Up to 5 to 6 storey datum
- Up to 7 to 8 storey datum



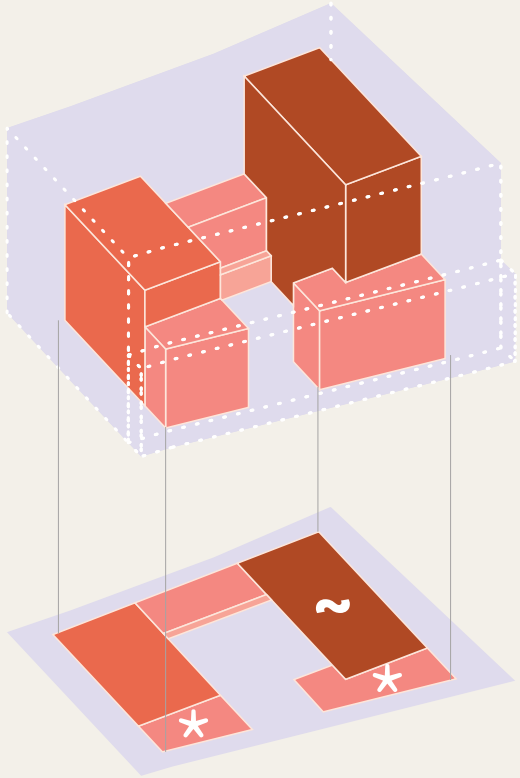
Illustrative building massing
Maximum building height parameter massing
~ *Tall building location*



TOWNSCAPE

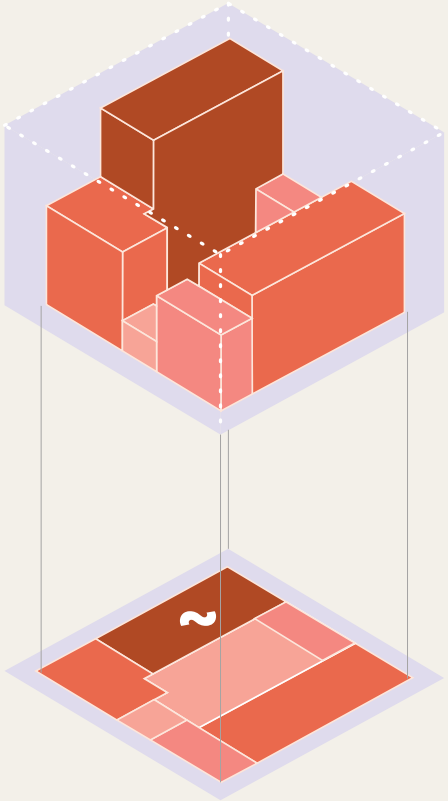
Illustrative height principles

Height variation in RB02 - RB05C
The illustrative masterplan shows the Plateau blocks are oriented around courtyards that open up to the Ridgeview Promenade. A consistent 5-6-storey datum defines the park edge while taller elements are located away from it, with the tallest ones concentrated in the northern corner to reduce overshadowing to the courtyards.



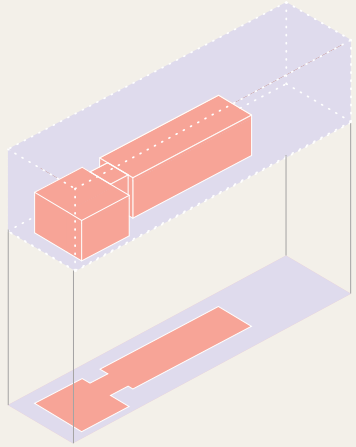
Illustrative building massing
Maximum building height parameter massing
~ *Tall building location*
* *Consistent street datum*

Height variation in RB05A
RB05A follows the same principles as the other Plateau blocks, however, it is rotated 90 degrees to better respond to orientation and improve daylighting to homes and the courtyard.

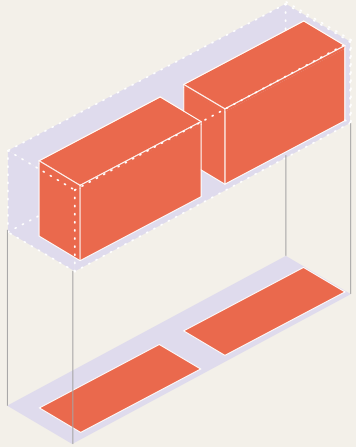


Height variation in RB05B
RB05B is a swing plot that may be developed both as a school and a residential scheme. Its height parameters allow for a residential building of datum consistent with the lower elements along the Green Fingers.

SCHOOL



RESIDENTIAL



ILLUSTRATIVE SCHEME - STRATEGIES

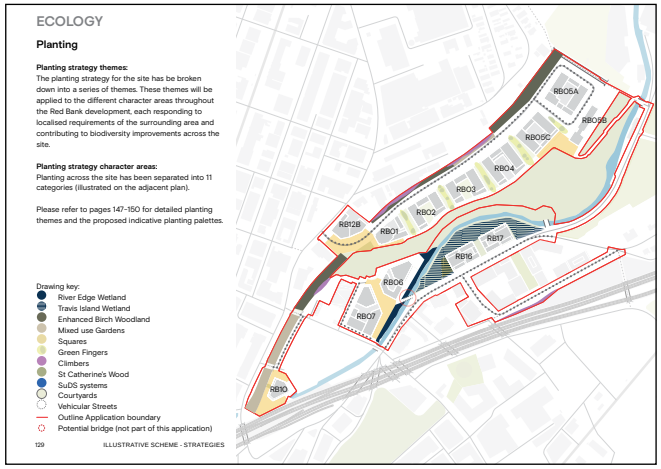
10

INTRODUCTION

This chapter discusses strategies that relate to the Illustrative Scheme. These are distinct from the Masterplan Framework drawings which are presented in previous chapters because they only cover areas within the Outline Application Boundary and only relate to elements that are undefined in the Masterplan Framework.

Just like the Illustrative Scheme, the Illustrative Scheme Strategies show a potential way of developing the site within the Masterplan Framework guidelines and the Parameter Plan rules.





Masterplan Framework

- Spatial vision
- Three interconnected neighbourhoods
- Sustainability strategy
- Hierarchy of spaces
- Landscape Character Areas
- Play & sports
- Recreation
- Lighting
- Topography
- Pedestrian and cycle access
- Vehicular movement and servicing
- Car parking

Illustrative Scheme Strategies

- Inclusive Design
- Ecology & Biodiversity
- Planting
- Fire
- Waste

LANDSCAPE

Inclusive design

The design process for the public realm on Red Bank has prioritised accessibility and inclusivity for all. The design follows guidelines and acts such as the Equality Act 2010 and Building Regulations 2010, and aims to meet the needs of people with sensory, mobility, and other impairments, as well as families, the elderly, and those who have limited understanding of written English. The site's steep topography and natural barriers have presented challenges to creating an inclusive experience, but alternative routes and high-quality public spaces have been considered. The design includes accessible pedestrian walkways, cycle paths, and vehicular routes to connect residential areas and amenities.



Drawing key:

- Proposed building entrances with flush thresholds
- Proposed building entrances with stepped thresholds
- Accessible Climate Loop (Gradient ≥ 1:21)
- Accessible routes (Gradient ≥ 1:21)
- Single unit stepped entrance
- Public seating approx. 20m centres
- Accessible green space, play spaces and trails
- RB10 feature staircase
- Outline Application boundary
- Potential bridge (not part of this application)

ECOLOGY

Ecology & Biodiversity

Existing terrestrial habitats

St Catherine's Wood is a crucial habitat for small mammals and birds such as the European hedgehog (Erinaceus europaeus), the European badger (Meles meles) and the Song Thrush (Turdus philomelos). The infrastructure of Red Bank viaduct is an optimal roosting habitat for Common pipistrelle (Pipistrellus pipistrellus), whilst the undisturbed scrub on top of the bridge offers refuge to a number of nesting birds like Redstart (Phoenicurus phoenicurus). Although the River Irk's borders are overgrown with shrubs, this makes it a valuable riparian corridor.

Existing aquatic habitats

The River Irk is a habitat for Heron (Ardea cinerea). Although the adjacent shrubs have been identified as having low-biodiversity value (predominantly overgrown scrub), they provide a valuable corridor for small mammals moving through the site. There are signs that Otter (Lutra lutra) uses the river as part of its wider habitat.

Drawing key:

- Outline Application boundary
- Semi-natural broadleaf
- Not surveyed
- Continuous bracken
- Hardstanding with short perennial
- Hardstanding
- Broad-leaved woodland
- Scattered scrub vegetation
- Broad-leaf with low bat potential
- Broad-leaf with moderate bat potential
- Scattered broad-leaf



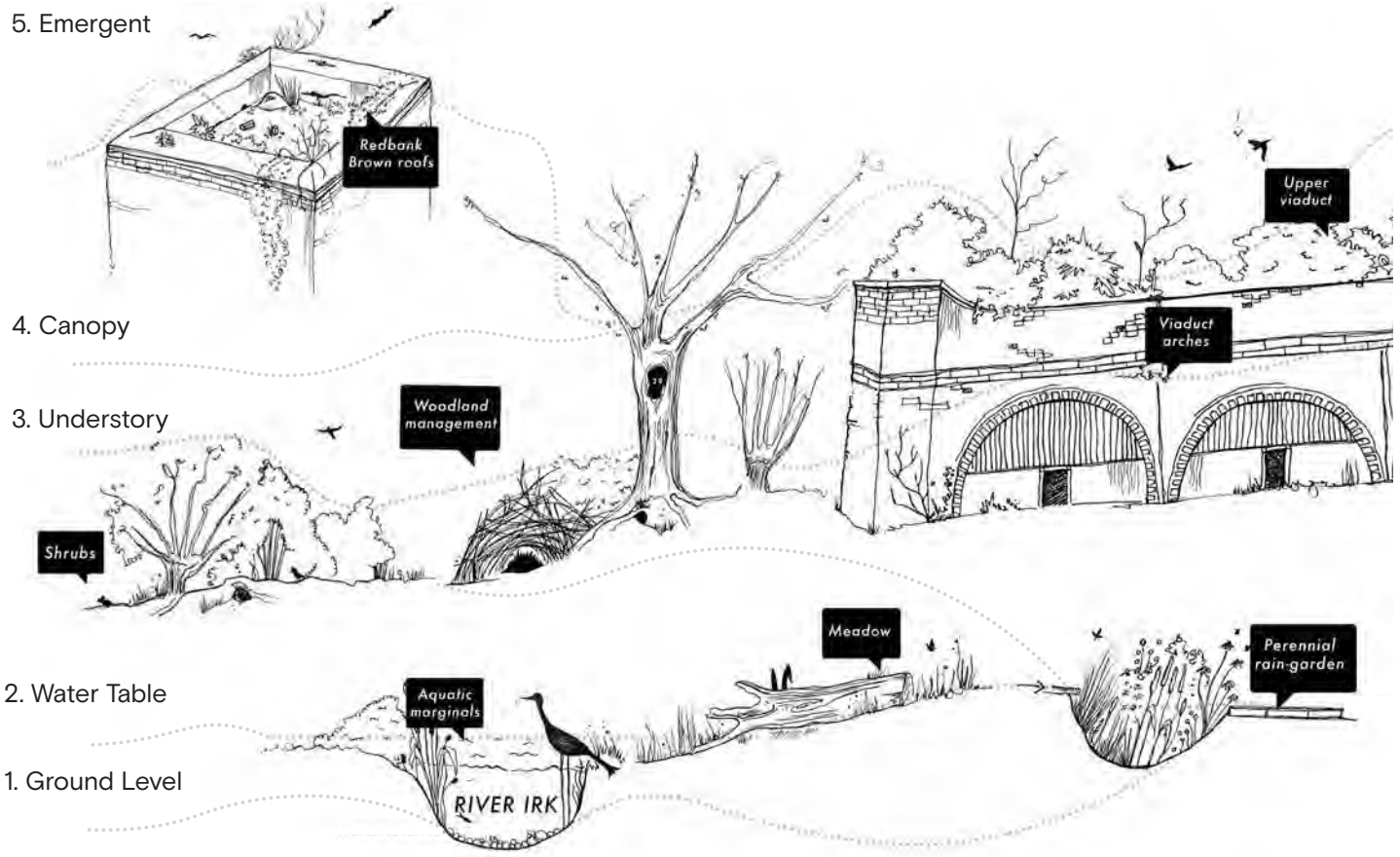
Ecology & Biodiversity

A multi layered approach
It is helpful to consider Red Bank's biodiversity strategy outside of the plan and on a vertical spectrum. The site already includes areas of large topographical differences which lend itself to this approach. It also consists of a typical vertical woodland structure, similar to the one we are replicating. We propose organising biotopes into 5 different categories, visually represented in this diagram.

Structures, maintenance and planting
In addition to considering biodiversity across site as multi-layered, we also aim to enhance biodiversity with a variety of interventions. These can be categorised into three main themes:

- Structures;
- Maintenance;
- Planting.

By combining structural, maintenance and planting interventions across site, we hope to create a holistic site-wide approach to biodiversity. These interventions will help to ensure the establishment and longevity of habitats, whilst simultaneously encouraging residents to engage with their local environment.



ECOLOGY

Proposed Bioversity Strategy

There is an overall increase in habitat diversity with 3 additional habitat types, and a net gain in biodiversity in the wider area with enhancement of off-site woodland proposed. The range of new habitat types will benefit a wide variety of species. Importantly, we imagine habitats on site transitioning gradually from one type to the next as 'ecotones', which create spontaneous in-between habitats and wildlife corridors. For example, the transition between woodland and grassland would be gradual as pockets of scrub and pioneer tree species provide a valuable habitat for nesting birds. To ensure the ongoing success of retained, enhanced and new habitats, their management will be tied into 30-year landscape and ecology management plans with specific measures prescribed to ensure target conditions are met and remedial action is in place where required.



Drawing key:

- Perennial planting
- Horticulture, productive gardens
- Grass and wildflower mix
- SuDS and rain garden
- Enhanced existing vegetation
- Mixed woodland
- Brown roof
- Extensive green roof
- Wetlands
- Gardens (mixture of hard and soft)
- New hedgerow
- Urban trees
- River Irk
- Outline Application boundary

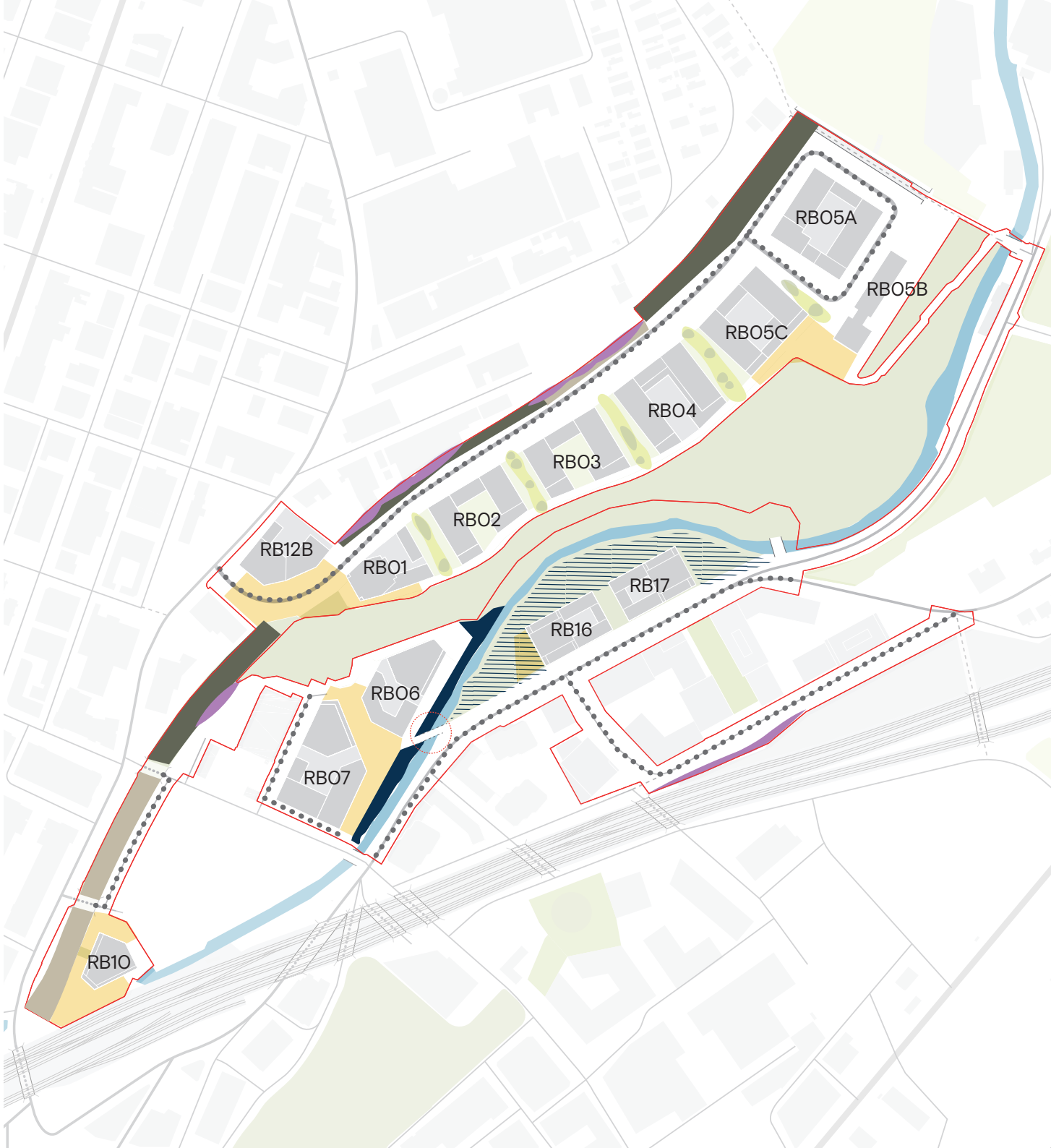
ECOLOGY

Planting

Planting strategy themes:
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 throughout the Red Bank development, each responding to localised requirements of the surrounding area and contributing to biodiversity improvements across the site.

Planting strategy character areas:
Planting across the site has been separated into 11 categories (illustrated on the adjacent plan).

Please refer to pages 147-150 for detailed planting themes and the proposed indicative planting palettes.



Drawing key:
- River Edge Wetland
- Travis Island Wetland
- Enhanced Birch Woodland
- Mixed use Gardens
- Squares
- Green Fingers
- Climbers
- St Catherine's Wood
- SuDS systems
- Courtyards
- Vehicular Streets
- Outline Application boundary
- Potential bridge (not part of this application)

ECOLOGY

Planting

Planting strategy themes

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 throughout the Red Bank development, 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 enhance local wildlife, responding to recommendations in the ecology report.
- Edible & Productive - Weaving edible species through planting palettes, opportunities for foraging and cultivation take diffeent forms including productive gardens, edible planting trails, and foraging routes.
- Resilience - The urban environment needs to become more resilient to climate change and other associated environmental issues, including pollution, extreme temperature, flooding and drought. Selecting species to enhance environmental resilient is crucial for sustainablilty and longevity.
- Landscape Character - We drew inspiration from the existing landscape character through species selection whilst offering new landscape character types. This offers a more untamed representation of nature whilst diversifying the current landscape character of the site.

WILDLIFE FRIENDLY-



Pollinator species *Winter seed heads* *Late/winter flowering* *Fruiting* *Native Species*

EDIBLE& PRODUCTIVE-



Edible fruiting *Edible herbs* *Herbaceous cultivation* *Foraging friendly*

RESILIENCE-



Pollution tolerant *Cleaning properties* *Low maintenance* *SuDS*

LANDSCAPE CHARACTER

Colour and playfulness *Evergreen* *Seasonal interest* *Understory* *Sensory Value* *Woodland Pocket*

SERVICING

Fire

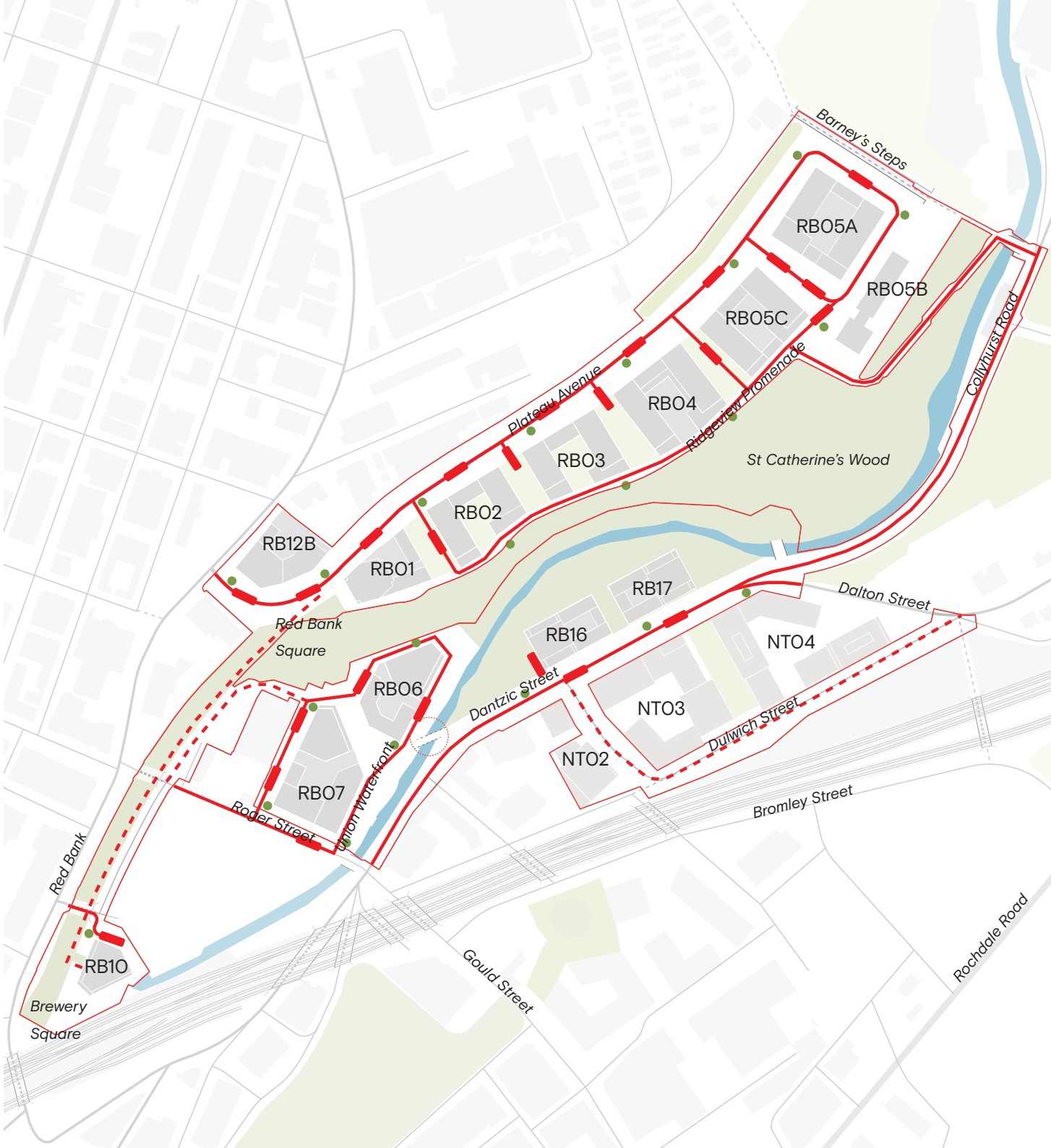
The illustrative scheme has been designed following the guidance of draft BS 9991. The report will address fire service access provisions to each dry and wet rising main serving the residential cores as well as to commercial units and to residential maisonettes. The following fire strategy provisions have been considered when reviewing the illustrative scheme:

- All residential buildings over 11m in height are to be provided with sprinkler protection.
- Fire Service access is to be provided within 18m and in sight of the fire main inlet valves and firefighting shaft entry point on each residential building.
- Access within 45m is to be provided to all parts of the independent townhouses, increased to 90m where sprinklers are provided (for buildings less than 4.5m in height).
- 15% perimeter access to be provided to the school building (if it is less than 7.5m and less than 2000m2 in area).

Drawing key:

- Fire hydrant
- Fire service vehicle parking
- Fire service vehicle access (roadways)
- Fire service vehicle access in case of flooding
- Potential bridge (not part of this application)
- Outline Planning Application Boundary

(Fire Hydrant locations indicatively shown to meet requirements to be within 90m of each building, or for buildings provided with fire mains – within 90m of dry fire main inlets, and located on a ring main no more than 90m apart. A full assessment will be conducted at the detail design stages of the plots.)



SERVICING

Waste

Refuse vehicle access

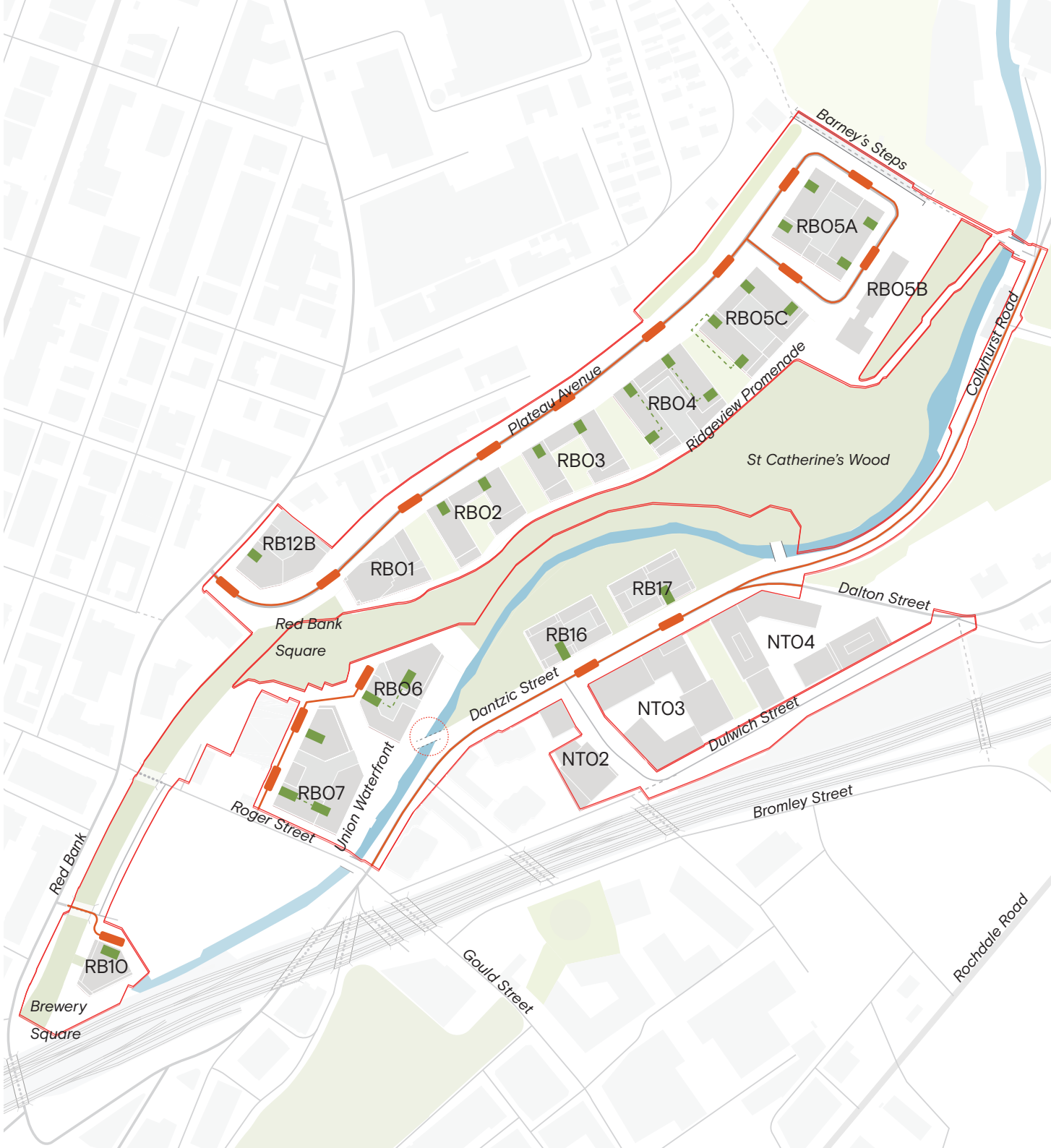
The Refuse Strategy is based on the euro-based system and has been tracked using a 12-metre vehicle to allow for a range of refuse solutions. Refuse vehicle movement has been limited to Dantzic Street, Plateau Avenue, Chase Street and Back Red Bank to minimise nuisance to the public realm users.

Bin store locations

Residential bin stores are located on plot within each block adjacent residential cores. Bin stores are designed to be within a 10-metre drag distance from the refuse collection point. If this is not possible, they will be consolidated by building management at presentation points on collection day. The drawing opposite shows the internal and external movements of bins, refuge vehicle route and collection points.

Future-proofing

The illustrative scheme accommodates a standard euro-bin-based refuse strategy. It may be possible to accommodate underground refuse storage (URS) systems, if desired.



Drawing key:

- Residential bin store
- Building management bin dragging route to collection point
- Refuse vehicle loading location
- Refuse vehicle route
- Potential bridge (not part of this application)
- Outline Planning Application Boundary

ILLUSTRATIVE SCHEME - APPEARANCE

11

INTRODUCTION

The purpose of this section

The Illustrative Scheme section contains various illustrative design principles across its chapters. The illustrative design principles that relate to specific neighbourhoods are contained within each neighbourhood's sections, in Chapters 6, 7 and 8.

This chapter discusses illustrative design principles that are not location specific and relate to the whole of the Outline Planning Application area. These principles are split into two sections:

- Public realm & landscape principles, including wayfinding, street design, open space and planting principles;
- Building appearance, including approaches to facade design, materiality and massing articulation.



Landscape principles such as paving materials or species appropriate across different areas are contained in this section.



Public realm furniture principles, including seating, wayfinding and lighting are included in this section.



Approaches to facade design, including balcony treatment and window articulation are contained in this section.



Approaches to massing and facade articulation are contained in this section, including the base, middle and top principle.

PUBLIC REALM & LANDSCAPE APPEARANCE ILLUSTRATIVE PRINCIPLES

Wild to urban gradient

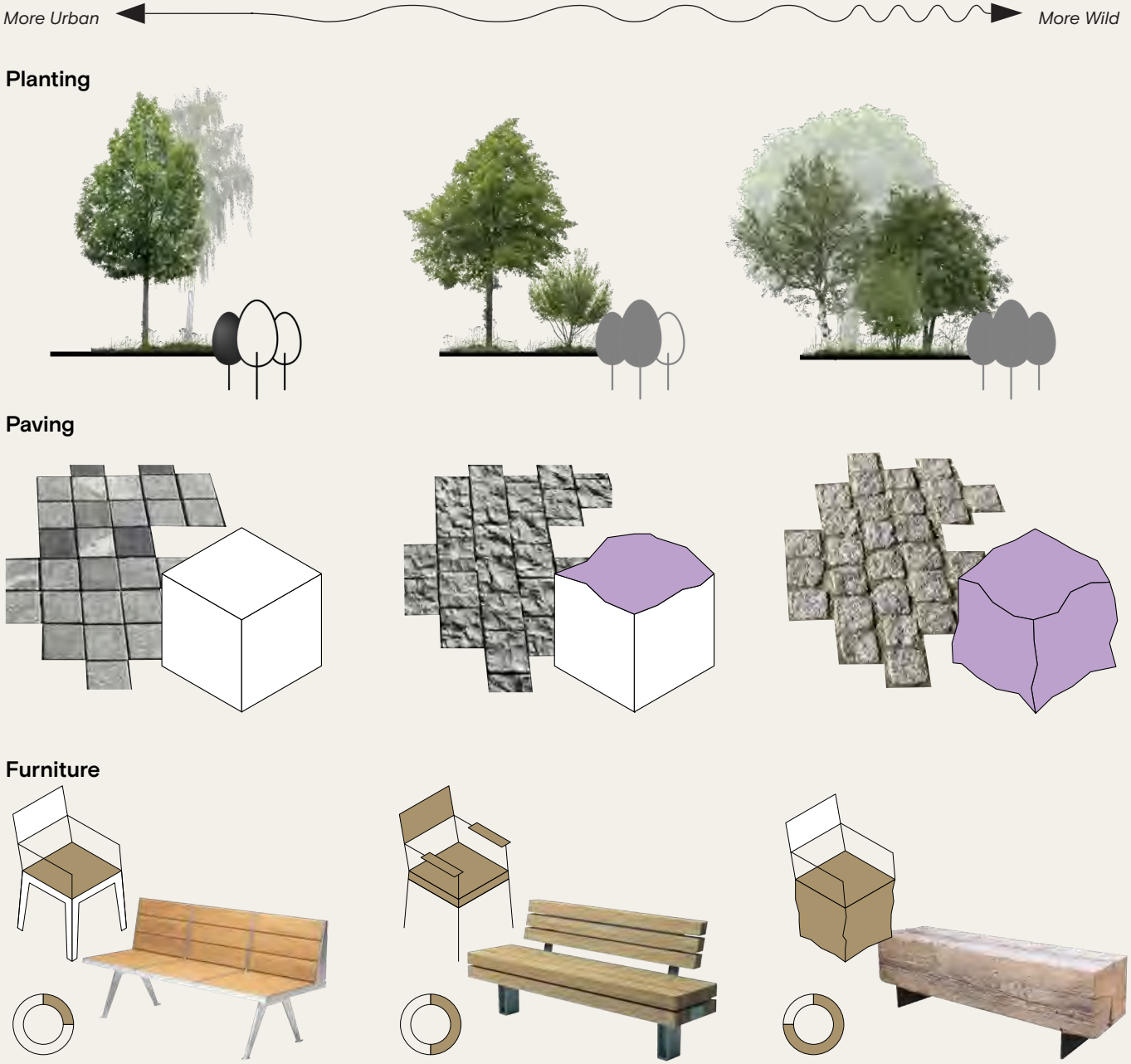
Informing qualities through Wild Urbanism
Designers will use the gradient as a guide to inform the schematic design of both soft and hard spaces There are 3 core elements to the public realm:

Planting
Trees will planted in an informal manner and vary in species, age, height and stem character. Under-story planting will be diverse in species of bushes, shrubs, perennials, ground cover and seasonal bulb planting.

Towards urban settings, the wild planting will be contained by a more urban edge and regular maintenance. As the gradient becomes more wild the edge will start to loosen, and in the most wild areas there will be no visible edges. Maintenance will be reduced allowing for self-seeding and natural cycles to appear in the vegetation.

Paving
Paving in the more urban areas should use saw cut edges and honed finishes. As the gradient moves more wild, a mix of saw cut edges and tumbled finishes will dominate the paving selection. The most wild end of the spectrum will use hammer cut edges and tumbled finishes.

Furniture
Furniture in the more urban areas should be sleek in design. As we move to the wild end of the spectrum the materiality should start to shift becoming more naturalistic in character.



Climate Loop

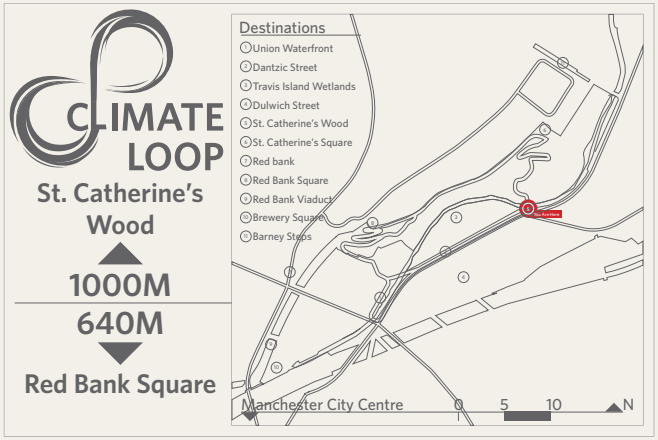
Legible wayfinding family

The Climate Loop connects a variety of different spaces within the masterplan and thus does not have distinct material character. Rather, a distinct family of wayfinding elements highlights the route and provides clear directions to key spaces within the masterplan.

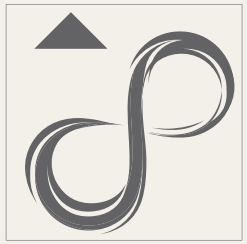
The Plaque

Two formats of plaque:

The large format plaque will contain key information about your location, the distance to the next destination(s) and a map of where you are in reference to the surrounding urban fabric.



The smaller plaque will contain only the climate loop logo and a direction arrow that will guide users to the loop as well as between destinations.





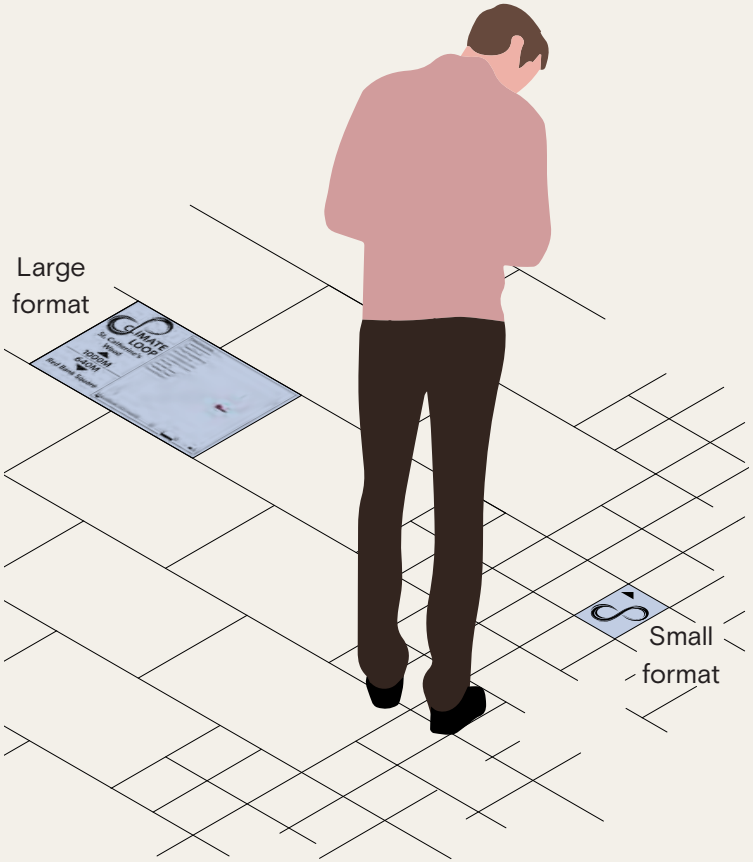
Grunewald - Berlin, Germany

PUBLIC REALM & LANDSCAPE APPEARANCE ILLUSTRATIVE PRINCIPLES

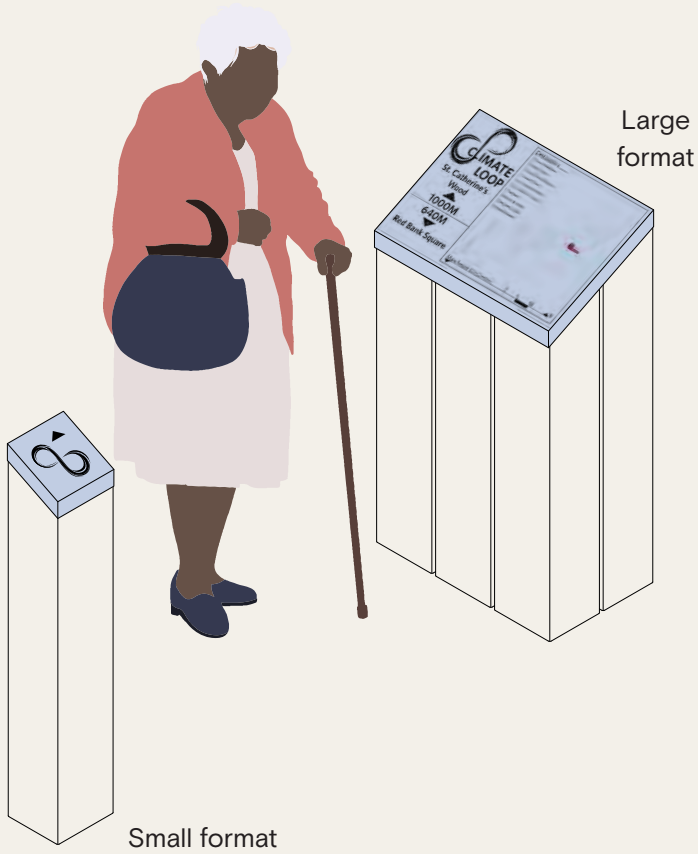
Climate Loop

Family of plaques
The family of plaques will be made of one coherent material palette to ensure a strong wayfinding character. Their are two ways of using the plaques:

Set into paving
The Climate Loop plaque can be used on streets and in hard public spaces as an inset element into the paving structure.



Mounted on a plinth
The Climate Loop plaque can be mounted on top of a plinth in green spaces or on less formal paths.

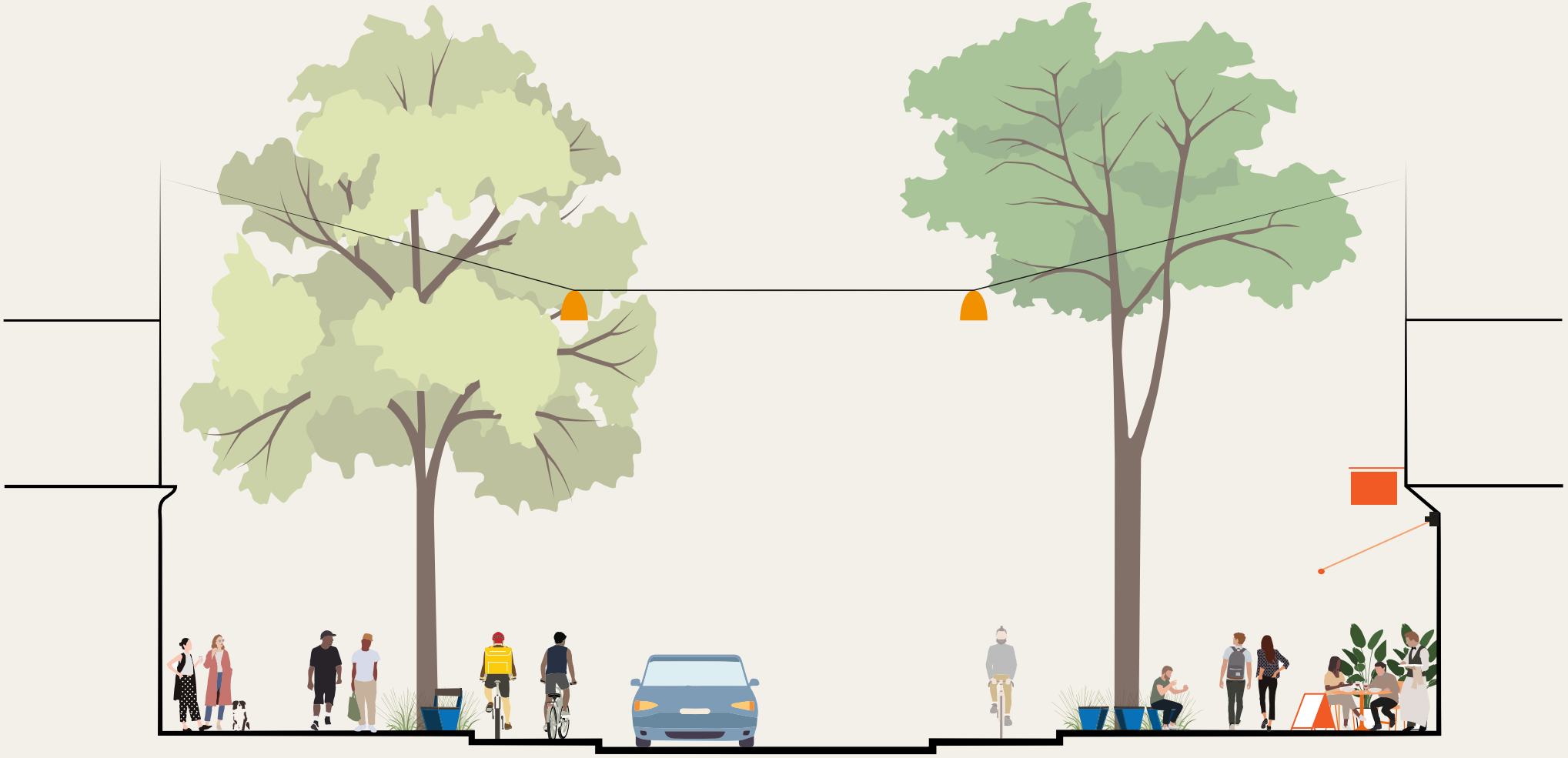


PUBLIC REALM & LANDSCAPE APPEARANCE ILLUSTRATIVE PRINCIPLES

Streets

What our streets are made of

In order to create a clear, well-designed set of streets across the masterplan there are a number of key elements that require setting out:



Wide Pavements | **Adaptable Corridors** | **Cycle Infrastructure** | **Traffic Calmed Carriageways** | **Cycle Infrastructure** | **Adaptable Corridors** | **Wide Pavements**

PUBLIC REALM & LANDSCAPE APPEARANCE ILLUSTRATIVE PRINCIPLES

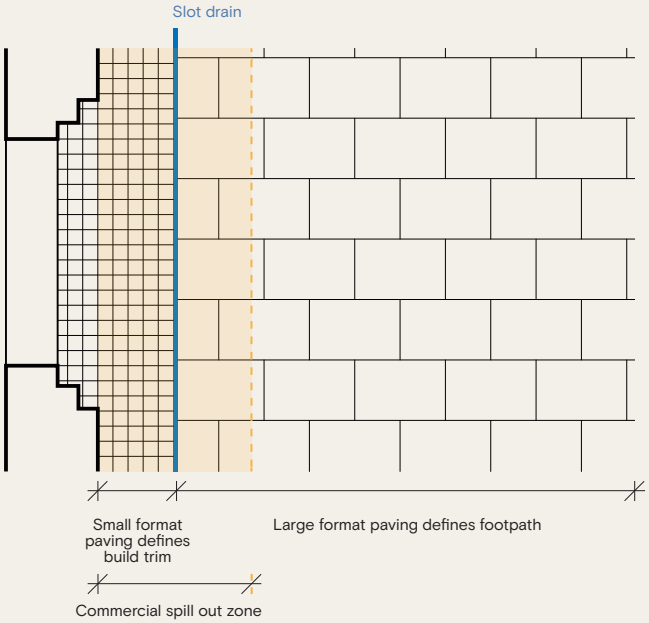
Streets

Building edge zones
Building edge zones are an important feature to the street. They help to define the building and notionally activate the ground floor.

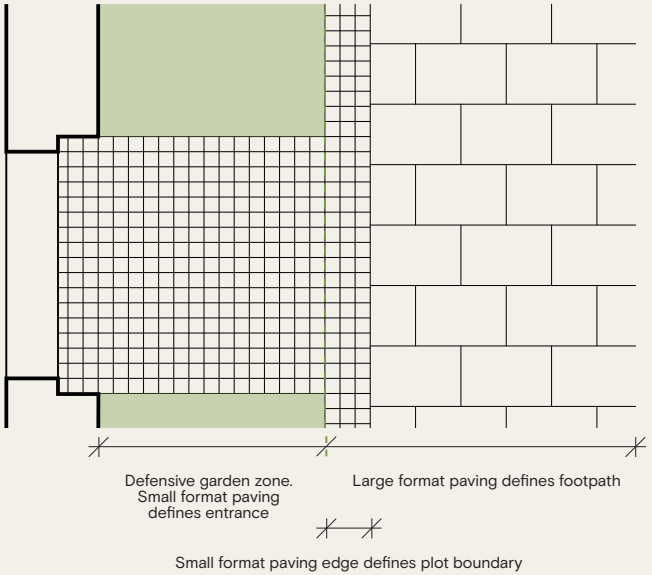
Commercial frontage
Commercial frontages will have an edge zone that uses small format paving in contrast to the footpath. The same paving will be used on plot to fill out any nooks and crannies in the architectural envelope.

Residential frontages
Residential frontages will provide a defensive garden space. Small format paving in contrast to the footpath will further define the defensive edge zone.

Commercial frontage



Residential frontage





Islands Brygge - Copenhagen, Denmark



J. H. Deuntzers Gade - Copenhagen, Denmark

PUBLIC REALM & LANDSCAPE APPEARANCE ILLUSTRATIVE PRINCIPLES

Streets

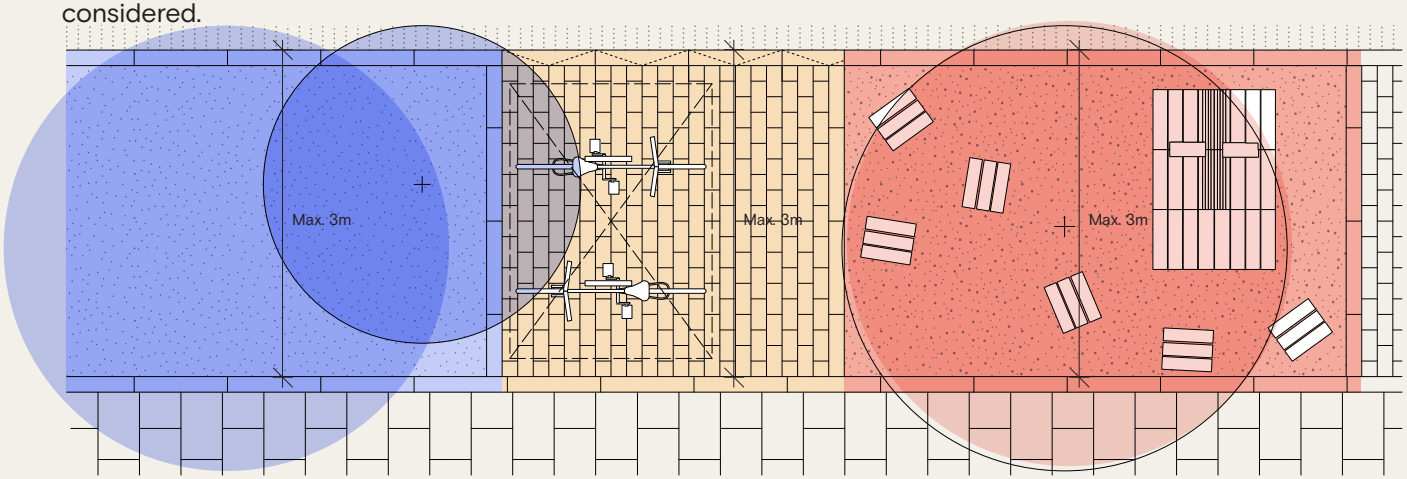
Adaptable corridors
Green space, cycle parking and public seating areas are key for creating lively animated streets. These street elements should take priority over on-street car parking and service lay-bys.

Where on-street car parking is required, the masterplan proposes a street tree for every two parking spaces. This will ensure green streets throughout the masterplan.

Green & blue
Diverse plantings of trees, bushes, shrubs, perennials and groundcover should be considered.

Cycle parking
Defined by small format paving using the same material as the adjacent footpath.

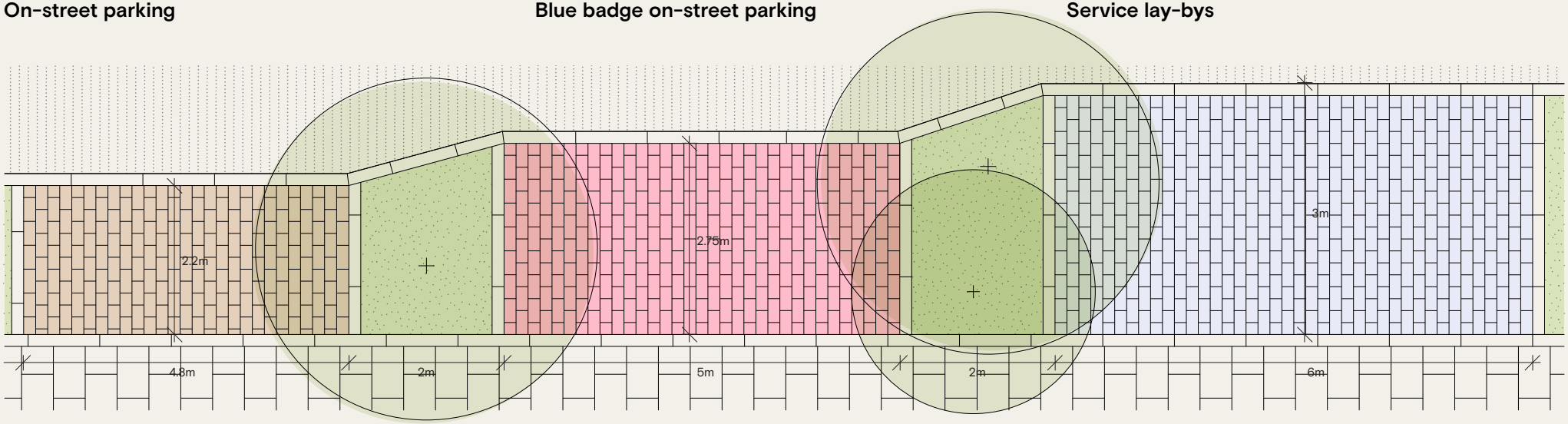
Public seating areas
Defined by crushed granite gravel and planted with trees for climatic shelter.



On-street parking

Blue badge on-street parking

Service lay-bys



PUBLIC REALM & LANDSCAPE APPEARANCE ILLUSTRATIVE PRINCIPLES

Streets

Integrated cycle infrastructure
Cycle infrastructure is an important mode of active travel and promotes a healthy travel lifestyle.

A mixture of cycle lane typologies are used across the masterplan to secure safety for cyclists on the streets.

Segregated cycle lanes should be used on high traffic streets and have a minimum width of 1.5m.

Defined in-carriageway cycle routes are to be used on neighbourhood streets with medium traffic levels and should be a minimum width of 1.5m.

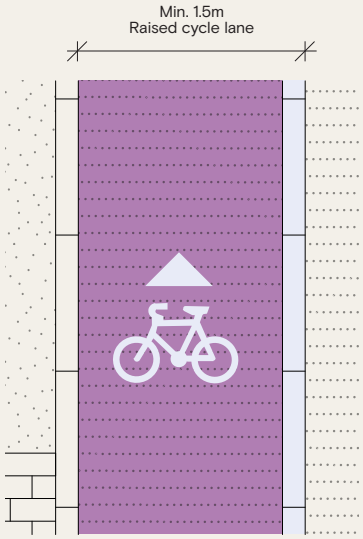
Suggestive cycle graphics in the carriageway will be used on low trafficked neighbourhood streets and prioritise cyclists over vehicles.

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

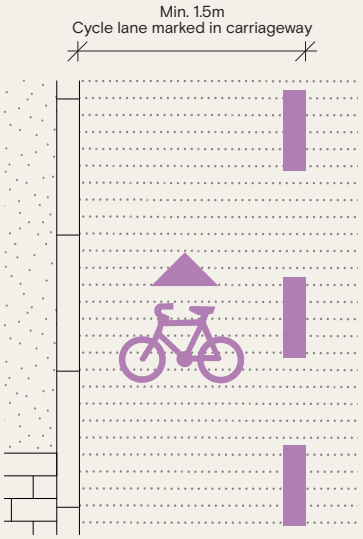
Multi-modal corridors will have a width of 6.2m this safeguards the use of larger vehicles in the future while keeping a tight street section.

Two-way neighbourhood streets will have a width of 5.5m and one-way neighbourhood streets will have a width of 2.25m. Kerb heights for these streets will be maximum 60mm.

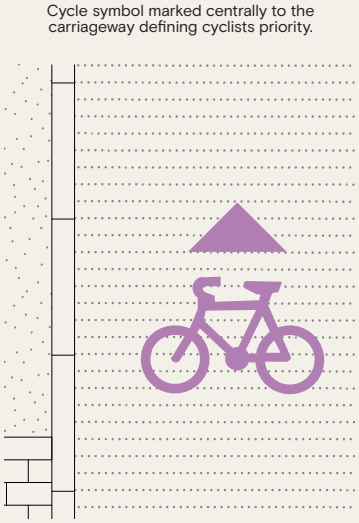
Segregated



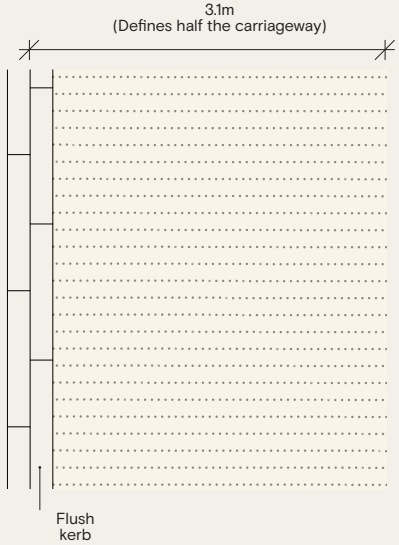
Defined in carriageway



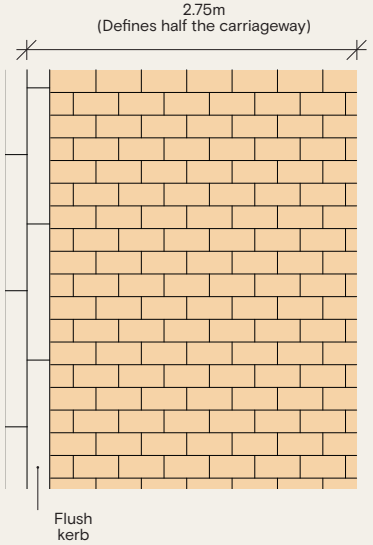
Suggested in carriageway



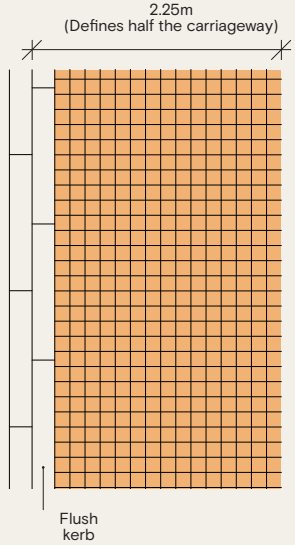
Multi-modal corridor



Two-way neighbourhood street



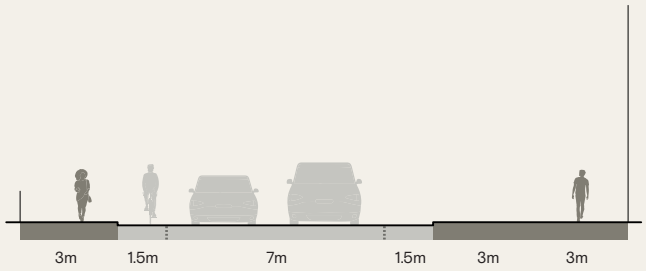
One-way neighbourhood street



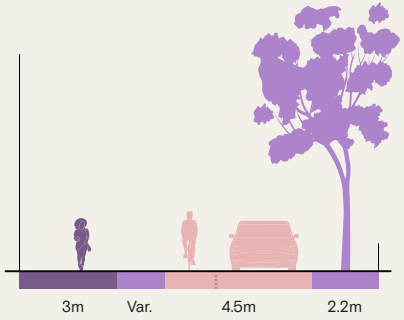
PUBLIC REALM & LANDSCAPE APPEARANCE ILLUSTRATIVE PRINCIPLES

Streets

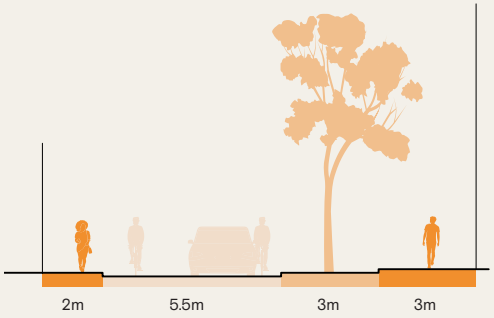
Red Bank



Back Red Bank



Chase Street



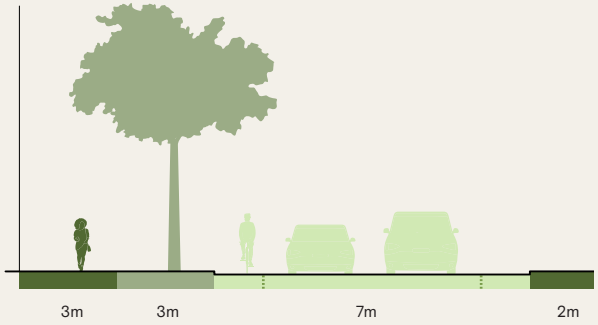
Dantzic Street



Dulwich Street



Dalton Street



Plateau Avenue



Plateau Avenue Loop

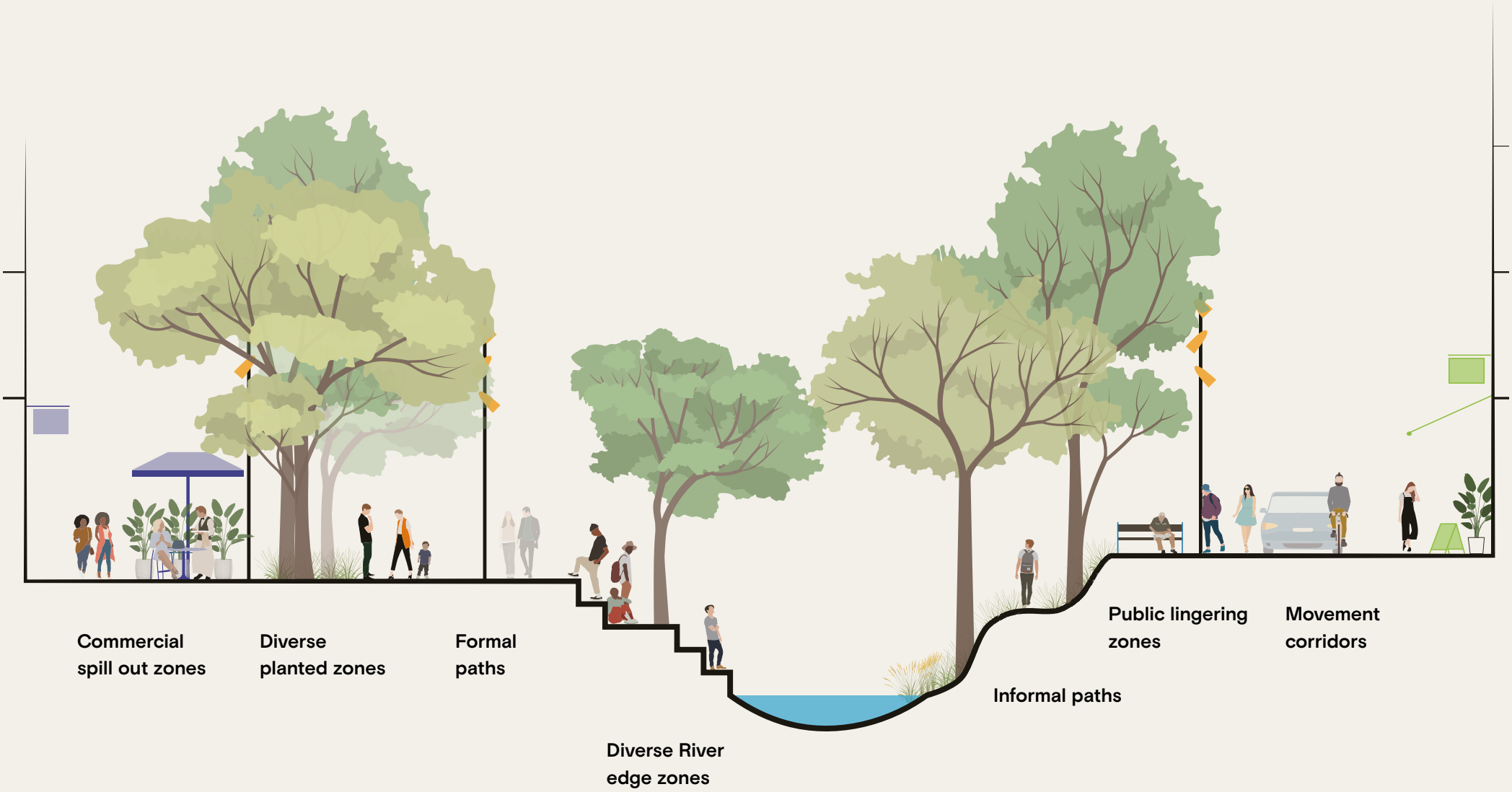


PUBLIC REALM & LANDSCAPE APPEARANCE ILLUSTRATIVE PRINCIPLES

Open Space

What our spaces are made of

In order to create a clear well designed set of open spaces across the masterplan there are a number of key elements that require setting out:



PUBLIC REALM & LANDSCAPE APPEARANCE ILLUSTRATIVE PRINCIPLES

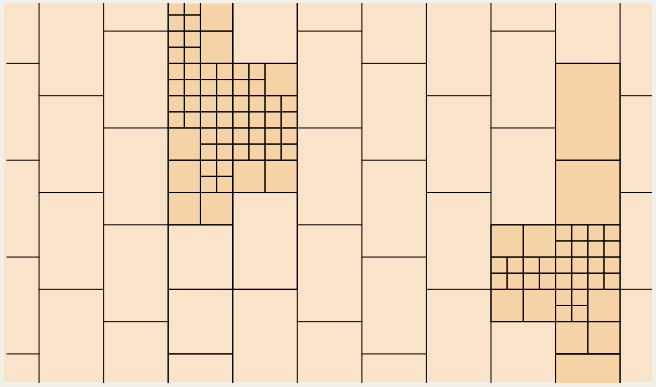
Open Space

Defining public space qualities

Open space across the masterplan has many different uses. The materiality in these open spaces will be used to define the different uses. In order to create a clear language across the district there are three key principles that should follow the same rules: pedestrian zones, vehicular movement delineation, and public lingering zones.

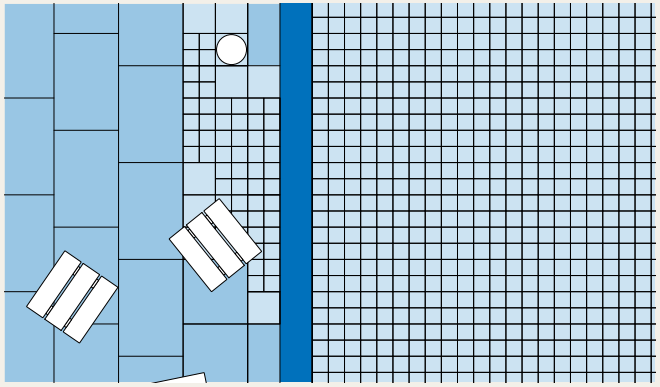
Pedestrian zones

Large format flagstones are used to characterise the pedestrian movement areas. Smaller inset paving details are used to provide a tactile finish and add a human scale to the ground plane.



Vehicle movement delineation

Both cycle and vehicular movement should be loosely defined in the public realm. Notional changes in paving size and urban street furniture should edge the carriageway.

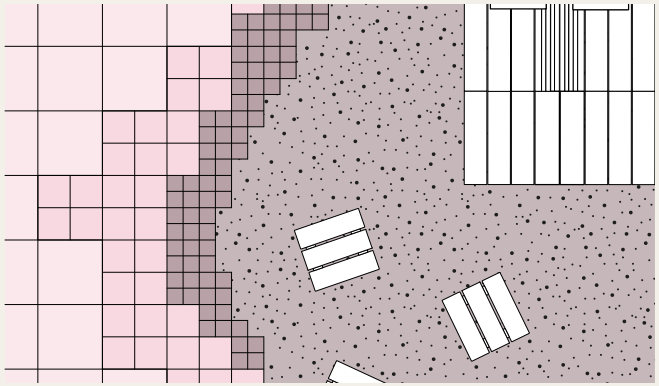




Östra Drottninggatan- Malmo, Sweden

Public lingering zones

Notional changes in paving size from large grain to small grain down to gravel will define public lingering zones. Crushed granite gravel will be used to define all public seating areas across the masterplan.



PUBLIC REALM & LANDSCAPE APPEARANCE ILLUSTRATIVE PRINCIPLES

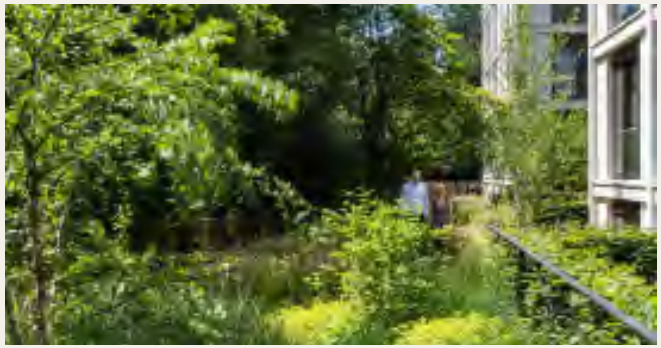
Open Space

Defining green space qualities
Green spaces are characterised by diverse species palettes which are informed by the structure of natural planting communities.

Green spaces will provide contact with nature for people and areas of refuge for wildlife.

Local residents groups will be encouraged to take an active role in the design, planting and management of green spaces to foster a sense of ownership and stewardship.

Tree planting
A diverse selection of tree species, suited to the local microclimate, planted in mixed groups at irregular spacings. Street tree planting and pockets of microforests, managed to encourage successional growth.



Holland Park Villas (Gillespies)

Diverse plant mixes
Diverse planting mixes which replication natural planting communities. Primarily native species with the inclusion of non-native species tolerant of future climatic change.



Grey to Green (Sheffield City Council)

Formal pathways
Strong edges to planting through placement of seating and balustrades characterise formal primary pathways which contrast with the wild appearance of adjacent planting.



Arninge-Ullna Riparian Forest Park, Stockholm

Informal pathways
Informal secondary pathways are characterised by choices in materiality such as gravel and timber boardwalks with planting growing in and around, spilling over and blurring edges.



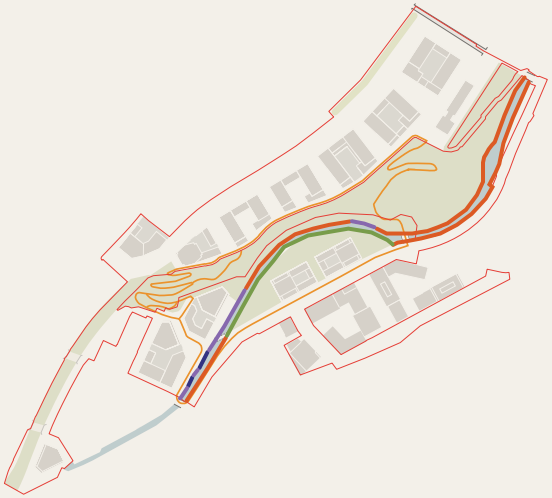
Mayfield Park, Manchester

PUBLIC REALM & LANDSCAPE APPEARANCE ILLUSTRATIVE PRINCIPLES

Open Space

River edge illustrative design principles
The river edge will be enhanced to encourage biodiversity, with opportunities for people to interact with the waterside nature through seating and viewing spaces.

The approach to riverside green will be informed by physical constraints and the availability of space.



Drawing key:

- Walled edge
- Stepped edge
- Soft sloped edge
- Wetland edge
- Outline Application boundary

Walled river edge
Vertical and floating ecosystems will transform the waters edge by greening the river walls, introducing vital habitats for wildlife along more constrained sections.



River Vilaine, Rennes

Stepped river edge
Creating a widened urban fringe that allows access for all down to the rivers edge providing the opportunity for recreation and benefits for wellbeing. It also widens the river corridor to alleviate flooding.



Avon River Precinct - Christchurch, New Zealand

Soft sloped river edge
Along suitable sections, the river can be renaturalised by removing hard riverbanks. Breaking free from the canalised state, the river will become shallower and wider, encouraging the development of riparian ecosystems.



Mayfield Park, Manchester

Wetland river edge
Marginal-aquatic plants will be selected to form a wetland habitat along the river edge, stabilising the river edge whilst enhancing biodiverisity.



Cultuurpark Westergasfabriek, Amsterdam

General planting

The planting palettes on the following pages provide an indication of the type of vegetation that would be appropriate across the various parts of Red Bank.

Character Areas	Planting Themes	Planting Palette
Green Fingers Colourful planting for active pedestrian spaces. Naturalistic feeling created with underplanting and woodland plants.		Perennials: Ajuga reptans; Achillea x lewissii; Dryopteris filix-mas; Fragaria vesca; Hedera helix Shrubs: Cornus mas; Cornus alba; Cornus sanguinea
Retaining Walls Climbing plants create a green backdrop for key spaces and vertically extend habitats.		Climbers: Pyracantha; Hedera helix; Parthenocissus tricuspidata; Humulus lupulus; Lonicera perilymenum; Rosa canina
Enhanced Birch Woodland To create a sense of enclosure, movement and anticipation, attracting and nurturing wildlife with a low maintenance approach.		Field layer: Asplenium scolopendrium; Carex pendula; Dryopteris filix-mas; Geum urbanum'Variegata' Woodland edge: Digitalis purpurea; Teucrium scorodonia; Stachys officinalis; Hyacinthoides non-scripta
Mixed Use Gardens Planting for habitat creation and to encourage cross pollination		Trees/shrubs: Malus spp.; Pyrus spp. Edible herbs: Salvia rosmarinus; Borago officinalis; Foeniculum vulgare Shrubs: Brassica oleracea Wildflowers: Orchard mix
Vehicular Streets Pollution tolerant species that provide year-round interest		Grasses: Miscanthus sinensis 'Gracoilimus'; Miscanthus sinensis 'Kleine siberspinne'; Calamagrostis x acutiflora Perennials: Aster novae-anglia; Alchemilla mollis; Rudbeckia hirta

PUBLIC REALM & LANDSCAPE APPEARANCE ILLUSTRATIVE PRINCIPLES

General planting

Character Areas	Planting Themes	Planting Palette
Squares Planting in gravel substrate to create nectar rich, low-maintenance hotsports.		Grasses: Stipa gigantea Perennials: Euphorbis x martinii; Nepeta 'Six Hills Giant'; Phlomis russeliana; Allium sphaerocephalon Shrubs: Hamamelis x intermedia; Cornus alba 'Sibirica'
Courtyards Lush, evergreen planting palette to soften the surrounding hardscape.		Perennial ferns: Polystichum setiferum; Polypodium vulgare; Blechnum tabulare Grasses: Hakonechloa macra Climbers: Hedera colchica Shrubs: Fatsia japonica
Rain Gardens Habitat creation through planting. Emphasis on pollinator species and plants with seasonal interest.		Marginal Perennials: Ajuga reptans; Deschampsia cespitosa; Geranium 'Rozanne'; Iris sibiria 'Perry's Blue'; Crocosmia 'Lucifer' Shrubs: Cornus sanguinea; Sambucus nigra
Wetland - River Edge Planting choices driven primarily by the goal of habitat creation.		Wildflowers: Iris pseudacorus; Galium palustre; Mentha Aquatica; Eupatorium cannabinum; Lythrum salicaria; Schoenoplectrus lacustris
Wetland - Travis Island Establishment of tiered wetland and rivers edge with planting species suited to inundation.		Reeds: Phragmites australis Sedges and rushes: Carex paniculate; Juncus effesus Wildflowers: Caltha palustris; Myosotis scorpiodes Grasses: Agrostis solonifera; Arrhenatherum elatius
SuDS Habitat creation through planting. Emphasis on pollinator species and plants with seasonal interest.		Wildflower Mix: Meadow Mixture for Wetlands EM8

PUBLIC REALM & LANDSCAPE APPEARANCE ILLUSTRATIVE PRINCIPLES

General planting

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SuDS Habitat creation through planting. Emphasis on pollinator species and plants with seasonal interest.		Wildflower Mix: Meadow Mixture for Wetlands EM8

Tree planting

The planting palette on this page indicates trees species that are appropriate across Red Bank.

Character Areas	Planting Themes	Planting Palette
Vehicular Strees Pollution tolerant species with a tall, upright growing habit and proven ability to sequest carbon.		Natives: Acer Campestre; Betula pendula; Tilia cordata; Sorbus aria; Sorbus torminalis; Pinus sylvestris Non-natives: Acer platanoides; Pinus nigra
Enhanced Birch Woodland Trees selected suited to the woodland biotop. Inclusion of fruiting and flowing species.		Natives: Betula pubescens; Prunus padus; Betula pendula; Prunus avium; Sorbus aucuparia
Courtyards Evergreen species suited to a courtyard microclimate.		Natives: Juniperus communis; Pinus nigra Non-natives: Magnolia grandiflora; Populus nigra subsp. betulifolia
Green fingers Naturalistic, woodland character with pocket woodlands of Betula. Multi-stem trees with wildlife value.		Natives: Sorbus aucuparia; Betula pendula; Almus glutinosa; Prunus padus; Sorbus torminalis Non-natives: Betula utilis
Squares Resilient tree species that will tlerate soil compaction and soften the hard landscape		Natives: Carpinus betulus; Sorbus aria Non-natives: Betula utilis; Gleditsia triacanthos; Pinus nigra
Wetland Trees suited to growing in damp soils or flood plains.		Natives: Alnus glutinosa; Betula pubescens; Salix alba; Salix caprea; Salix fragilis

BUILDING APPEARANCE ILLUSTRATIVE PRINCIPLES

Façades

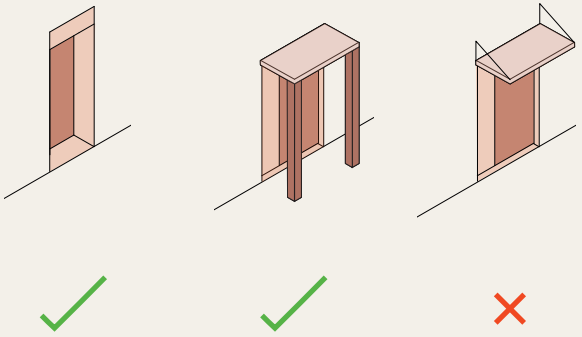
Summary

The building appearance principles on the following pages contribute to a wider set of illustrative design principles that are distributed throughout this document, marked by a coloured page background.

Building appearance described here relates to the design of façades. It includes both the elements that make up a façade (such as windows, balconies, materials and porches) and how these elements come together into a facade composition.

Residential entrances composition

Private and communal residential entrances require covered areas, these should be developed as insets or porches with columns. Clip-on canopies should be avoided.





Gayton Road by Maccreanor Lavington

Balconies

Where proposed; balconies should form an integral part of the facade design. They should align with the regular facade composition, be of complementary materials and they should have a degree of enclosure to reduce the visual impact of potential balcony clutter from the street.

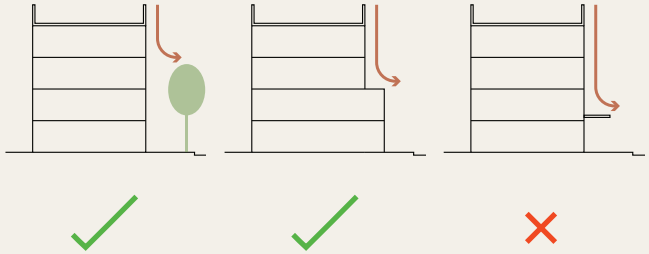


St Andrews by Maccreanor Lavington

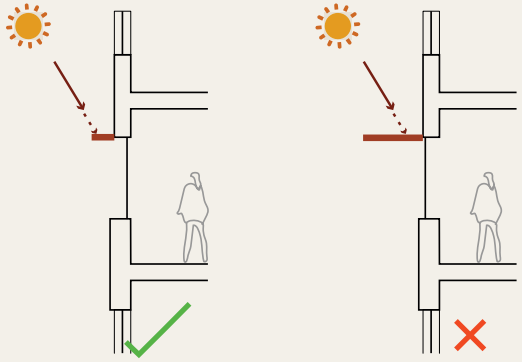
BUILDING APPEARANCE ILLUSTRATIVE PRINCIPLES

Façades

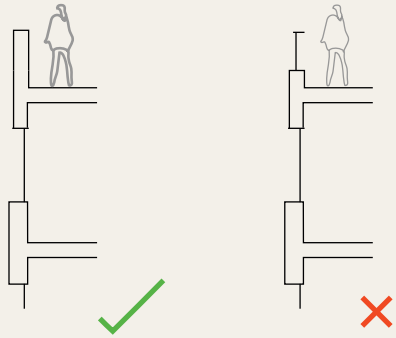
Wind mitigation
Wind mitigation on all buildings, if required, should not be through clip-on screens. Steps in the building form or thoughtfully located trees are acceptable responses.



Solar shading
Solar shading should utilise the depth of window reveals to help minimise the depth of projection from the building facade.



Parapets
Solid parapets are encouraged over transparent railings or screens.





South Gardens by Maccreanor Lavington



Goldsmith Street by Mikhail Riches Architects

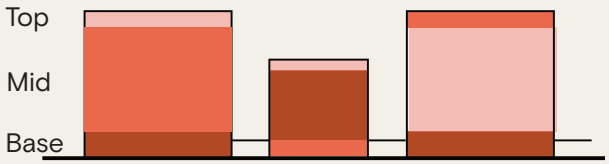


Charlotte Road by Stephen Taylor Architects

BUILDING APPEARANCE ILLUSTRATIVE PRINCIPLES

Façades

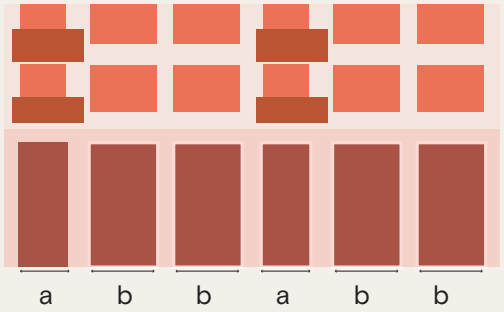
Facade rhythm
A base, middle and top facade composition is encouraged as a principle for all buildings. This can be expressed using a variety of means.





South Gardens by Maccreanor Lavington

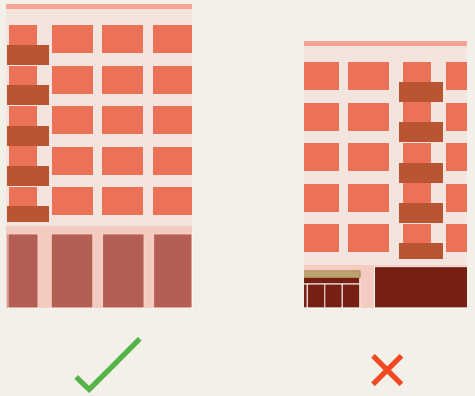
Facade rhythm
The rhythm of windows and doors in the facade should be laid out to a regular rhythm.





Varcoe Road by Maccreanor Lavington

Non-residential frontages
Non-residential frontages should be tall and have a consistent fenestration design across a plot.



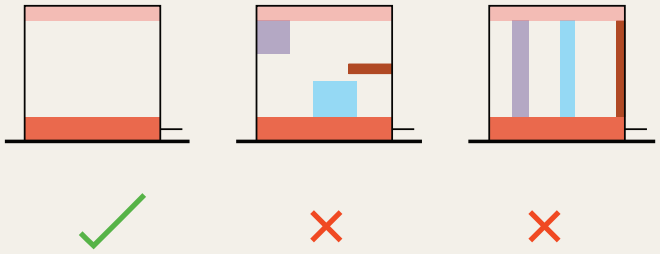


South Gardens by Maccreanor Lavington

BUILDING APPEARANCE ILLUSTRATIVE PRINCIPLES

Façades

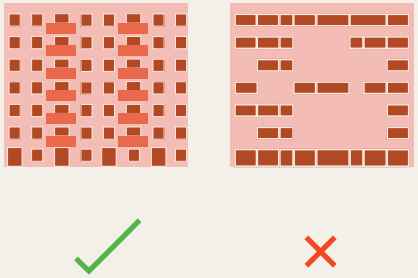
Complementary materials reinforcing composition
Building materials should not be randomly arranged on a facade. The materials should be complementary and should reinforce the facade composition of the base, middle and top. They should be robust, resistant to damage and decay, and require minimal maintenance.





South Gardens by Maccreanor Lavington

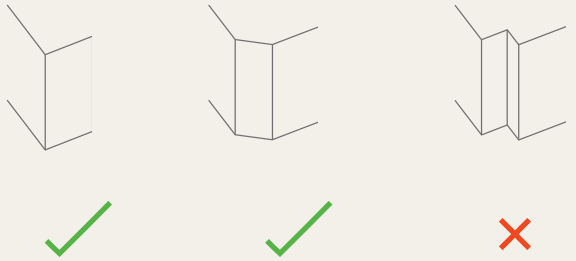
Windows and openings
Windows should not be randomly arranged. They should be placed in a regular rhythm, and where appropriate reinforce the facade composition of the base, middle and top.





Bart's Square by Maccreanor Lavington

Corners
The form of building corners should help frame streets. Square-edged corners or 45 degree chamfers are acceptable. Cut-away corners are not encouraged.





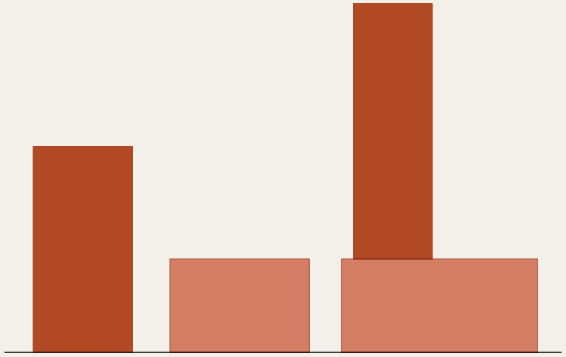
Cadix Harbour by Stephen Taylor Architects

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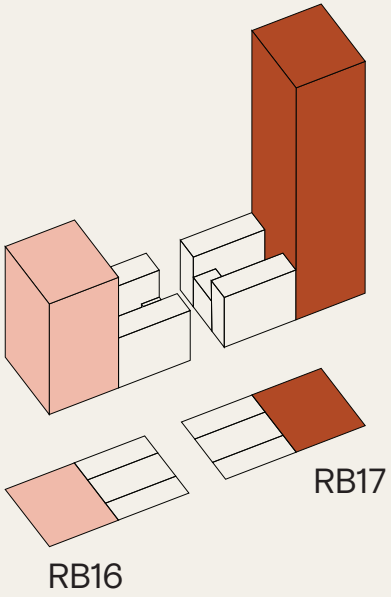
Tall buildings

Tall buildings are located at specific locations in the Masterplan Framework. Proportion, orientation and modulation should be carefully considered when designing tall buildings across the Outline Planning Application area.

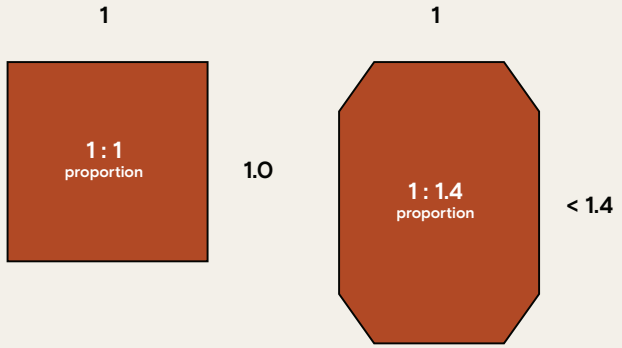
Townscape composition
Tall building locations should give due consideration to the overall townscape composition of the masterplan.



Tall buildings within blocks
Tall buildings should form part of urban blocks with a consistent public realm frontage and street datum.



Tall building proportions
Proportions of the tall building plan and elevation should aim towards appropriate slenderness and square-like plan proportion.



BUILDING APPEARANCE ILLUSTRATIVE PRINCIPLES

Tall buildings

Facade design is particularly important on tall buildings. The ideas on this page are simple principles that should be incorporated into a successful design.

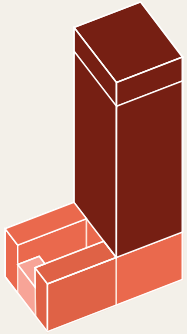


An example top. Blackfriars Circus, Maccreanor Lavington.

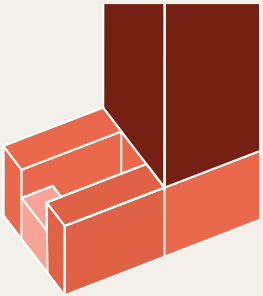


An example base, South Gardens, Maccreanor Lavington.

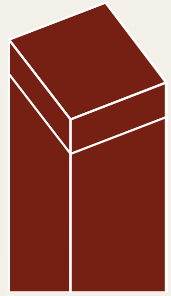
Top, middle and base
A hierarchy in facade design is encouraged, expressing a base, middle and top. This is especially important for tall buildings. Different feature can be used to express this idea: materials, facade composition, window types, facade detailing.



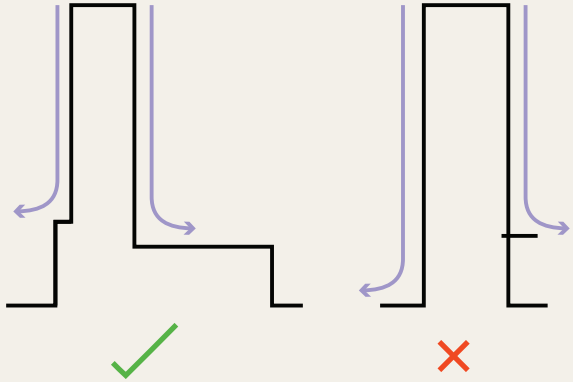
Base of tall buildings
The base should be clearly articulated in the facade design of tall buildings. It should also be a place brimming with ground floor activity.



Top of tall buildings
The top of buildings can be expressed on all buildings, but is particularly important on tall buildings.



Wind mitigation
Wind mitigation strategies should be integral to the architectural design. Clip-on screens should be avoided. Steps in building massing are encouraged.



The future is wild and urban.



Far East Consortium

MACCREANOR LAVINGTON + SCHULZE GRASSOV