Design and Access Statement

28.04.22

Planning

JACKSON'S BRICK WORKS

This document was produced on behalf of Nuvu Development Limited by Planit-IE and Barton Wilmore (now Stantec).

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Introduction

01





Purpose and Structure

This Design and Access Statement has been prepared by Planit-IE for Nuvu Development Limited in support of a Hybrid Planning Application to include: Full Planning Permission for Phase 1 (residential, including community hub) and Outline Planning Permission for Phase 2 (residential and school) submitted to the Manchester City Council, providing background context and design proposals for the redevelopment of the Land at the former Jackson's Brickworks site in Newton Heath, Manchester.

Scope and Purpose

This Design and Access Statement forms part of the Planning Application submitted on behalf of the Applicant, Nuvu Development Limited for the comprehensive redevelopment to create up to 716 dwellings, comprising:

- Phase 1: Full planning permission for erection of 378 dwellings, including apartments (Use Class C3), Community Hub with 616.5 sqm commercial floorspace (Use Classes E, F1, F2), including community use and community café.
- Phase 2: Outline planning permission for an education facility - secondary school (Use Class F1) and the erection of up to 338 residential units (Use Class C3).

LocatEd (Department for Education) will act as school partner for the development of the education facility on Phase 2.

Document Structure and Objectives

The aim of this report is to provide sufficient background, context detail and illustrative material to supplement the masterplan submitted as part of the outline and detailed planning application.

The Design and Access Statement includes details of:

- Access and Movement
- Use
- Amount
- Layout
- Scale
- Landscape
- Appearance

The development has been designed using a neighbourhood approach to create a cohesive masterplan, encompassing both the outline and detailed phases of development, resulting in a comprehensive masterplan framework for the entire site.

The initial part of the document sets out the contextual analysis, site considerations and opportunities for the overall development. Following this, the vision, conceptual development and masterplan drivers underpin the masterplan framework for the overall development. The masterplan framework sets out parameters and guidance for both the outline and detailed development.

From here a series of character areas have been established to define guiding principles for subsequent detailed planning applications.

The document concludes to describe the detailed design proposals for Phase 1 including details of use, amount, layout, scale, landscape and appearance.

The Brief

The project brief has evolved and been informed by extensive design evolution and consultation process. The overriding aspiration is to deliver a new high quality residential neighbourhood, which will support the development of a key site that has been identified for regeneration for over 25 years. The proposed development seeks to respond to the recognised demand for high quality housing, that meets the needs of the local community, including families. The proposals for a new secondary school also seek to support Manchester's increasing demand for school places. The brief has been underpinned by a number of objectives that have remained constant throughout the design development process

- Deliver a mix of dwelling types and sizes to meet local needs.
- Deliver a community hub building a the heart of the Site, providing a facility for both existing and new local residents to come together
- Create key pedestrian routes and cycleways across the Site, to serve future residents and the existing community by improving permeability through the creation of new north-south and east-west connections.
- Deliver a variety of accessible green spaces including private, semi private and public green spaces with pocket parks and a central community park.
- Utilise the canal edge as a key frontage within the Site for waterside living.
- Create an active frontage to the Rochdale Canal and promote accessibility to the canal towpath.
- Enhance the visual appearance and character of the canal towpath by providing a green open space at the heart of the site, fronting the canal, to promote greater footfall and generate active surveillance.
- Incorporate Sustainable Urban Drainage Systems (SuDS) to minimise the risk and impact of localised flooding on and off-site, watercourse pollution and other environmental damage

The applicant is Nuvu Development Limited, a subsidiary of Your Housing Group, with a purpose of developing homes for rent, shared ownership, rent to buy, private rent and open market sale.

Your Housing Group has secured external funding through its strategic partnership with Homes England. Your Housing Group's access to grant funding through Homes England means that the Proposed Development offers a window of opportunity to remediation and redevelop this long-standing regeneration site. The scale of opportunity is evidenced through the Site's significant history of planning applications for residential development, with all previous redevelopment proposals having been disbanded, resulting in the Site's continual vacancy.

The proposed school will be delivered by LocatED, who have been actively involved in the preparation of the masterplan for the proposed development with regard to the proposed school provision.

LocatED is a government-owned property company, responsible for buying and developing sites for new schools in England. LocatED works directly with landowners, agents and developers nationally. The in-house specialist teams also provide strategic property advice to the Department for Education, school trusts, local authorities and other central government departments to support

LocatED

the provision of education in an efficient and fit-for-purpose estate.

The LocatED team play a part in the delivery of new, world-class schools and creating thousands of good school places for future generations of children. It is also committed to supporting improvements and efficiencies in the wider school estate.

In addition to site acquisition for new schools, LocatED;

- Delivers complex mixed-use developments in support of efficient and cost-effective delivery of new schools
- Actively manages the portfolio of properties owned by the Department for Education
- Identifies property for enhanced value, income generation opportunities or redevelopment
- Provides advice to the Department for Education and other bodies involved in education provision on property and site issues

The Site

The Site

The Site occupies 19.1 hectares of land and is situated within Newton Heath in East Manchester. The Site was formerly occupied by Jackson's Brickworks for industrial uses and subsequently used as a landfill Site. The Site has been vacant since the 1990s.

The Site is bound by the Rochdale Canal to the north, Mitchell Street and Newton Heath Resource Centre to the east, residential areas and Briscoe Lane Academy to the south, and Ten Acres Lane Sports Complex immediately to the west, and derelict industrial sites further to the west.

As the Site is currently vacant and unmanaged, it is overgrown with self-seeded trees and shrubbery. Evidence of the former brickworks is present at the Site in the form of rubble piles and concrete bases which remain from former buildings. Currently, tree removal in contaminated land is in progress.

Core Strategy

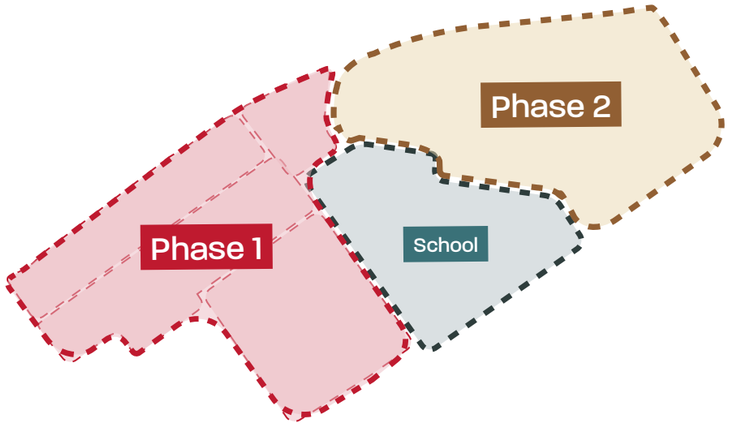
Both the East Manchester Strategic Regeneration Framework (2008-2018) and the MCC Unitary Development Plan (UDP- 1995) identify the Site for future development.

The Site has been identified for regeneration for over 25 years, within Policy EM5 Central Park of the UDP (1995), with Central Park being identified for regeneration over the ten year plan period (from 1995 to 2005), whilst recognising the opportunity to redevelop the Site.

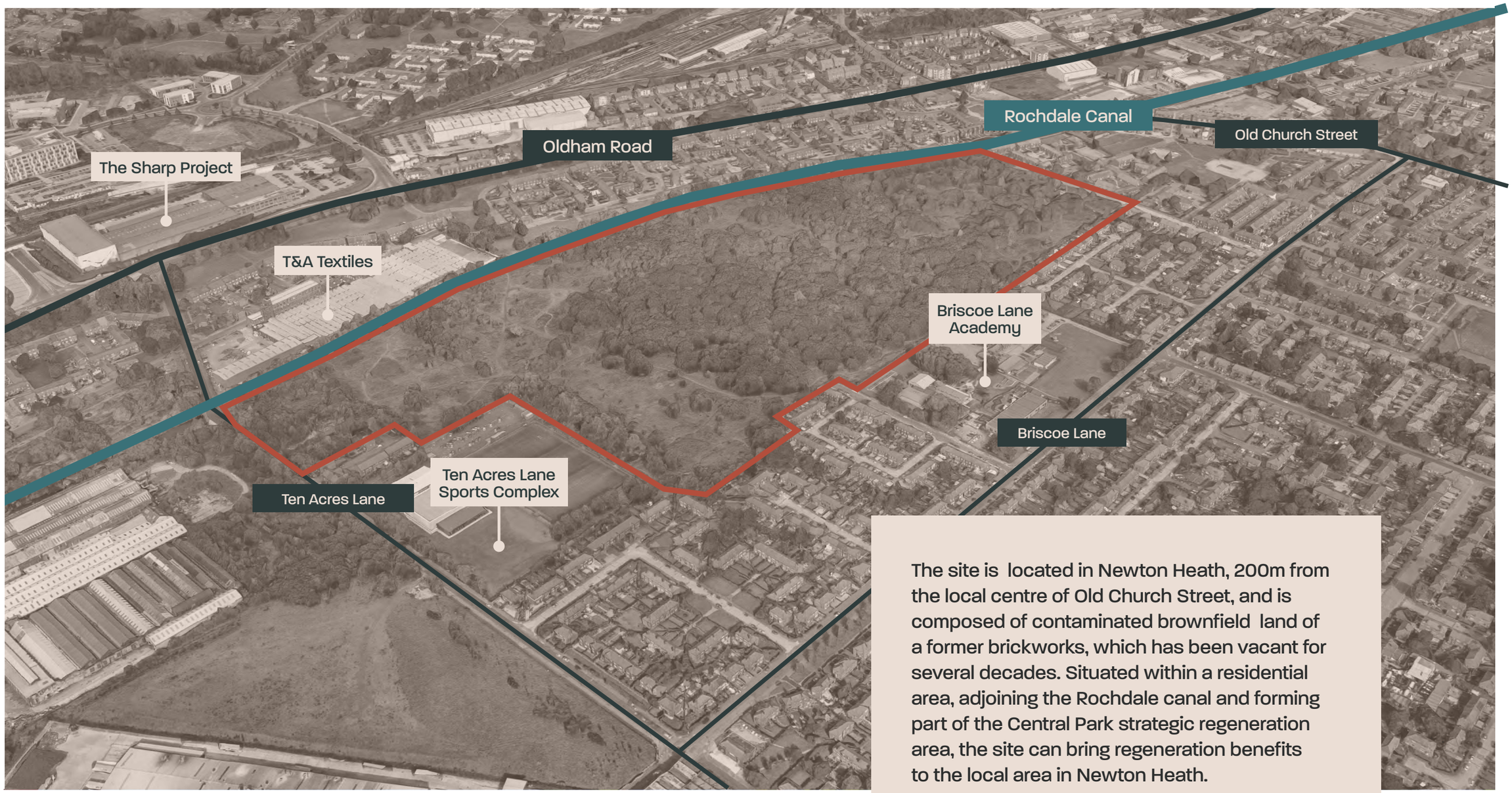
The Site is subsequently identified for redevelopment in the East Manchester Strategic Regeneration Framework (SRF) (2008-2018), which makes specific reference to the 'Jackson's Brickworks Site'. The SRF sets out a number of principles and opportunities for the redevelopment of the Site.

The Site is located within the Regional Centre, as defined by Policy EC3 of MCC's Core Strategy (2012) and Site also falls within East Manchester, as defined by Policy H4 of the Manchester Core Strategy (2012). Core Strategy Policy EC3 Regional Centre states that housing is an appropriate use within the Regional Centre, although should complement the development of mixed-use employment areas.

Core Strategy Policy H4 East Manchester states that East Manchester will accommodate around 30% of new residential development over the lifetime of the Core Strategy. Priority will be given to family housing and high value, high quality development where this can be sustained. High density housing will be permitted within the parts of East Manchester that fall within the Regional Centre which are adjacent to the City Centre – including Newton Heath.



Phasing Diagram



Aerial view of the site and the surrounding context

The site is located in Newton Heath, 200m from the local centre of Old Church Street, and is composed of contaminated brownfield land of a former brickworks, which has been vacant for several decades. Situated within a residential area, adjoining the Rochdale canal and forming part of the Central Park strategic regeneration area, the site can bring regeneration benefits to the local area in Newton Heath.

Planning Background

Whilst the Site has a history of residential applications, no redevelopment has been delivered on Site with all previous applications disbanded and the Site remains vacant.

Site Regeneration Need

Historically used for the extraction of clay and the firing of bricks in a kiln, the site now contains large clay pits, which were subsequently in-filled with waste. As a result, the ground conditions on the site are heavily contaminated below ground.

The site has subsequently been left vacant for several decades. It has attracted antisocial behaviour and further contamination through fly-tipping, as well as extensive growth of invasive species including Japanese knotweed. It is currently considered to be a threat to human health.

Regeneration Context

The site is strategically located within the context of major regeneration areas, including the emerging Northern Gateway and New East Manchester, and forms part of the Central Park strategic regeneration area.

The Jackson's Brickworks site offers excellent potential to deliver much needed housing in this well connected part of the city.

Planning History

Following the cessation of industrial use, the Site has been identified for redevelopment for over 25 years. Saved UDP Policy EM5 Central Park identified Central Park as an area for regeneration and recognised the opportunity to redevelop the Site - with the creation of a "focal point" at the "meeting point of the Rochdale Canal and Ten Acres" being permitted.

The Site is subsequently identified for redevelopment in the East Manchester Strategic Regeneration Framework (SRF) (2008-2018), which makes specific reference to the 'Jackson's Brickworks Site'. The SRF sets out a number of principles and opportunities for the redevelopment of the Site.

Despite being identified for regeneration for a substantial period, the existing Brickworks Site is highly contaminated due to its former uses as a waste tip and brickworks. As such there are extensive contamination issues that require remediation before any re-development can take place.

The Site's planning history includes residential development proposals approved in the 1980s and 1990s, and most recently an application for residential and commercial development received a resolution to grant planning permission from the Planning Committee in 2014. The Outline Planning Application (Application Ref: 098689/OO/2012/N1) received a resolution to grant from the planning committee on 16 October 2014 for:

"Outline planning permission for development comprising up to 500 residential dwellings and 3,500 sqm of floorspace for B1(a) use (Business), incorporating new vehicular and pedestrian access from Ten Acres Lane, Hallam Road and Mitchell Street, Open space, landscaping and public realm with access to be considered and all other matters reserved."

The approval of the outline planning permission was subject to the signing of a Section 106 Agreement. It is understood that the applicant went into administration, and as such the Section 106 was never signed.

An application for full planning permission to facilitate remediation works on the Site was subsequently submitted by the Applicant, Nuvu Development Limited, which was approved by MCC on 28 October 2021, under planning application reference: 129197/FO/2021. The description of development for planning application 129197/FO/2021 is as follows: "Site remediation works including removal of existing vegetation, ground works and other associated works."

The key areas of the remediation works include:

- Excavation;
- General Site clearance;
- Preparation Material Management Plan (MMP);
- Identification, management and appropriate removal of any asbestos containing materials;
- Break out of hard-standing areas;
- An Invasive Non-Native Species Management Plan;
- In-situ turnover of the top 2-3m of Made Ground and overdig for some areas of deeper Made Ground (~ 5m depth); and
- Importation of inert clean cover soil material.

It should be noted that the necessary remediation works are a major and costly undertaking and it is anticipated that the works will take between 18 and 24 months to complete. Given the length of these lead in times, it is important from an overall project viability point of view that the works can commence as soon as possible. The approach of securing a planning permission in advance of this main redevelopment application, has afforded greater time for the redevelopment proposals to go through a rigorous design and consultation process to ensure that the high quality redevelopment and associated benefits envisaged by the Applicant are maximised.

Policy

Local Development Plan

Within the context of Manchester, the Development Plan comprises the following documents which are relevant to this application:

- Manchester Core Strategy (2012);
- Manchester Proposals Map (2012); and
- Saved Policies of the Manchester Unitary Development Plan (2005)

Manchester Core Strategy (2012):

The Core Strategy was adopted on 12 July 2012. It sets the overall strategic direction for planning in Manchester over the plan period from 2012 to 2027. The policies of the Core Strategy establish where major development and other forms of investment should be located in order to be sustainable, meet local needs and take full advantage of opportunities.

Saved Policies of the Unitary Development Plan (1995):

The Unitary Development Plan was adopted in July 1995. Coinciding with the adoption of the Core Strategy in 2012 significant proportions of the UDP have been replaced, however, a number of polices were saved on 11 July 2012 and remain extant.

Material Considerations

The following published policy, executive reports and guidance documents are relevant material considerations:

- National Planning Policy and Guidance:
- National Planning Policy Framework (NPPF) 2021, and
- Planning Practice Guidance (PPG).
- Supplementary Planning Guidance
- National Design Guide

A number of additional Supplementary Guidance Documents have been identified below:

- Our Manchester Strategy 2016-2025;
- Guide to Development in Manchester Supplementary Planning Document (2007) and Technical Guidance (2015);
- Manchester Climate Change Framework: 2020-2025
- Manchester Zero Carbon Framework (2020);
- Manchester's Green and Blue Infrastructure Strategy (please refer to Section 3 of this Statement);
- East Manchester Strategic Regeneration Framework (2008-2018);
- Eastlands Regeneration Framework (2019);
- City Centre Transport Strategy (2019);
- Design for Access 2 (2003);
- Manchester Residential Quality Guidance (2017);
- Places For Everyone Joint Development Plan 2021, intended to replace the Draft Greater Manchester Spatial Framework (2019).

East Manchester Strategic Regeneration Framework (2008-2018)

Highlighting the site's existence as a long standing regeneration priority, it is identified in the East Manchester Strategic Regeneration Framework (SRF) (2008-2018), which makes specific reference to the 'Jackson's Brickworks Site'. The SRF identifies a number of principles to consider when redeveloping the Site, and also identifies the Site as one of three strategic target areas for larger family housing.

Summary / Principle of Use

Both the East Manchester Regeneration Framework (2008-2018) and the MCC Unitary Development Plan (UDP- 1995) identify the Site for future development. The East Manchester Regeneration Framework identifies a number of principles to consider when redeveloping the Site, and also identifies the Site as one of three strategic target areas for larger family housing.

Core Strategy Policy EC3 Regional Centre states that housing is an appropriate use within the Regional Centre, although should complement the development of mixed use employment areas.

Core Strategy Policy H4 East Manchester states that East Manchester will accommodate around 30% of new residential development over the lifetime of the Core Strategy. Priority will be given to family housing and high value, high quality development where this can be sustained. High density housing will be permitted within the parts of East Manchester that fall within the Regional Centre which are adjacent to the City Centre – including Newton Heath.

UDP Policy EM5 identifies Central Park as an area for regeneration over the ten year plan period (from 1995 to 2005), with development permitted, which includes:

- Creating a "focal point" at the "meeting point of the Rochdale Canal and Ten Acres";
- "Facilities to serve the daily needs of employees and residents of the business park";
- "High quality landscaping to enhance the character of the area"; and
- "Improved access to the Rochdale Canal, a linear area of public open space traversing the business park, and improvements to the canal walkway."

Core Strategy Policy SP1 Spatial Principles states that development in all parts of the City should improve access to education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

Consultation and Engagement

Round 1 Consultation Process

Prior to the submission of the application for remedial works on site, the Applicants have undertaken a programme of community and stakeholder engagement to provide residents and interested parties with an opportunity to view the plans and share feedback.

A letter providing information about the proposals, advertising the public engagement process, including ways to provide feedback, was distributed to 3,756 properties closest to the site.

A press release was also issued to the Manchester Evening News and Place North West to advertise the consultation and provided details on how to get in touch with the project team and a Community Information Line was established to enable residents to speak with a member of the development team and provide their feedback via phone. An email address was also available for residents to request more information, ask questions or provide feedback.

A dedicated website, www.jacksonsbrickworks.co.uk, was created and launched on 4th December 2020 to coincide with the distribution of the letter to the local community and promotions through social and . The website provided an overview of the proposals, the vision for the site, information related to highways and the environment and ways to get in touch with a member of the project team.

To engage with a wider audience, promotion of the proposals and public engagement process was also undertaken through social media platforms. During the consultation period, there were 3,946 visitors to the project website.

Questionnaire Responses

An online feedback form was also provided to capture residents' views and comments during the public engagement period. In total, 22 written responses were received during the public engagement process, the majority of which were via the feedback form available on the project website.

- 57% of respondents think there is a need for new, high quality homes in Newton Heath
- 65% of respondents think developers should maximise opportunities on brownfield land first
- Homes for first time buyers, affordable housing, and homes for older people were the property types respondents felt were most needed. No respondents felt large executive homes were appropriate for the area.
- An almost equal split think the proposals would (48%) and would not (43%) contribute positively to the surrounding streets and spaces.

Response Themes

Respondents were provided with an opportunity to comment on what their current impressions of the site are with an open text box. The main themes that were mentioned in responses were as follows:

- The site looks derelict/abandoned;
- The site in its current form is a magnet for anti-social behaviour;
- The surrounding buildings are unattractive;
- The site is significant in size;
- The site currently does not link up well with other residential areas;
- The need for better residential facilities;
- The site is well connected to public transport routes;
- Suitable for affordable homes; and
- Not supportive of development on the site.

Community Zone Feedback

Respondents were provided with an opportunity to suggest what they would like to see included in the proposed commuity zone.
The suggestions were as follows:

- A large playground and cycling track;
- Provision for a youth club and youth activities such as martial arts, skills training, arts and crafts etc;
- Enclosed areas for sports such as football and netball;
- Communal seating;
- Green space for families;
- Facilities that would prevent any anti-social behaviour; and
- Small shops and restaurants.



Affordable Homes for all ages

Feedback suggests that affordable homes are appropriate for the area, and that they should cater for all age groups.



Play and Sport

An emphasis was made for the provision of play and sport facilities to ensure an active community.



Green Space and Conviviality

Green space for people and families to come together was a key response theme.



Socially Positive

The need to address the issues of the site in its current state of dereliction was clear in the feedback.



Community Facilities

The suggestion of facilities to provide for the community and help address issues of antisocial behaviour was a key theme.



Connectivity

Impact of development on surrounding highways infrastructure, and the good provision of public transport locally, were cited as reasons for reduced numbers of cars on site. The opportunity to improve connectivity across the site for pedestrians and cyclists was also raised.

Round 2 Consultation Process

The second round of the consultation process followed as a continuation of round 1.

Letters were issued to local Councillors, including ward members for Miles Platting & Newton Heath ward, where the site is located, the Leader of the Council, the Executive Member for Housing and Employment and members of the Planning and Highways Committee to advise of the consultation and offer meetings.

A public exhibition of the plans was held at the Holiday Inn local to the site with members of the development team to answer any questions from local residents.

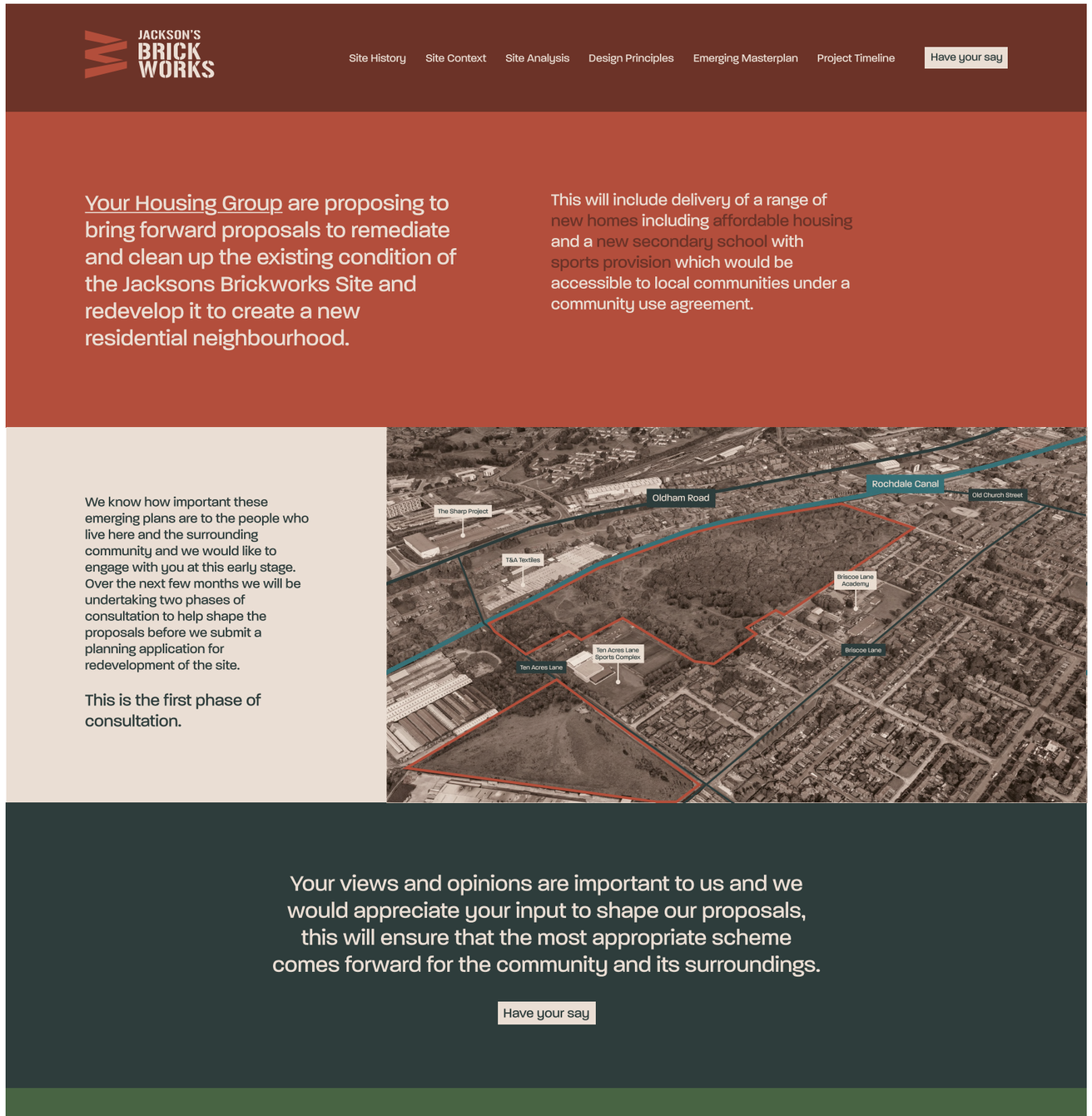
A leaflet was distributed to 3,300 nearby commercial and residential properties to provide an overview of the plans and how feedback could be provided.

A consultation website, www.jacksonsbrickworks.co.uk, was established to provide further information on the proposals, as well as a facility to submit feedback via an online form.

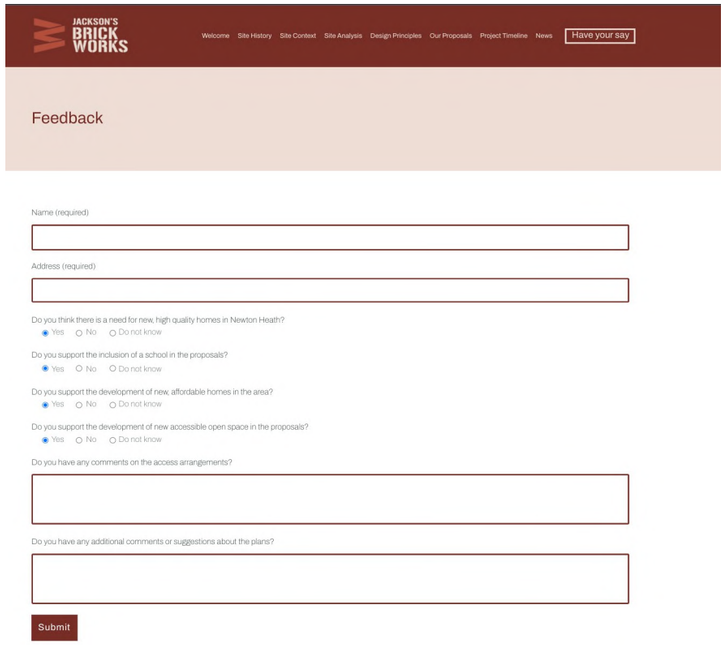
Social media adverts were circulated to residents to ensure the wider community were included in the public consultation. The adverts provided details about the plans and provided a link to the consultation website.

Consultation materials were left on display at Newton Heath Library following the public exhibition event until Tuesday 4th January along with feedback forms and contact details.

A community information telephone line, email address and postal address were available throughout the consultation period for those wanting to correspond with a member of the development team.



Questionnaire



Responses Breakdown

New Quality Homes

Feedback suggests that there is a need for new, quality and affordable homes in the area.

New Secondary School

Inclusion of a new school was well received by the majority of respondents.

New Accessible Open Space

Green space for people and families to come together was a key response theme.

Traffic and Congestion

Respondents raised concerns about increased traffic associated with homes and school drop off on Hallam Road.

Round 2 Consultation Feedback Summary

Loss of Green Space/Removal of Trees

A number of respondents raised concerns that the proposals would remove the existing green space and trees. The site has been left vacant for decades and has become a hot spot for antisocial behaviour, including fly-tipping. In addition, the site is in need of complete remediation. The site is currently inaccessible to many local residents and the proposal will not only make the area safe, but also create attractive outdoor spaces for the community to enjoy. The plans also incorporate pedestrian and cycle connections, making the green spaces more accessible.

Impact on local traffic

Another concern raised by respondents was the impact the new development would have on local traffic. A number of access points have been identified to assist with easing traffic. Ten Acres Lane will provide the primary vehicular access point into the site. The plans have been developed with connectivity in mind, to encourage residents to use alternative forms of transport, instead of reverting to car. This will help to alleviate traffic congestion, as well as promoting more sustainable ways of travel.

Access on Hallam Road

Concerns regarding access on Hallam Road were also raised by respondents. There were calls for the road to not be an access route due to existing high levels of traffic congestion.

Public Consultation Extended 6th March



Following the public consultation in December 2021, changes were made on the masterplan. A further consultation was launched until the 6th of March to hear thoughts regarding these changes.

The amendments to the masterplan are in response to the comments received following the second round of consultation, which took place on the proposed development in November 2021. The amends do not change the majority of the proposals which were previously consulted upon, with the principle changes relating to the vehicular access arrangements, primarily with regard to Mitchell Street and Hallam Road.

To take into consideration comments received, the amended scheme as of February 2022 proposed:

- A vehicular through route from Ten Acres Lane to Mitchel Street
- Restricted vehicular access from Hallam Road
- School drop off location

These changes are illustrated on the updated masterplan

Understanding the Context

02




JACKSON'S
BRICK
WORKS
NEWTON HEATH
CENTRAL
PARK

Wider Area Analysis

Surrounding Context

The site is strategically located within the context of major regeneration areas, including the emerging Northern Gateway and New East Manchester. This long-standing vacant site can bring regeneration benefits to the local area in Newton Heath.

Northern Gateway

This major regeneration project will shift the centre of gravity within the city and catalyse uplift of the north eastern fringe of Manchester city centre, including the site.

Newton Heath and Miles Platting

Newton Heath and Miles Platting are areas that measure highly on indices of multiple deprivation. The surrounding areas have are composed primarily of postwar housing estates, with some remnants of industrial Manchester's urban fabric, and areas of light industry, much of which is vacant. There is an identified regeneration need to attract and retain economically active households to the area. There are several proximate committed development schemes that will contribute to regeneration of the area.

City Centre and Regional

Core Strategy Policy H1 Overall Housing Provision states that approximately 60,000 new dwellings will be provided for in Manchester between March 2009 and March 2027. High density developments (over 75 units per hectare) are considered appropriate in both the City Centre and parts of the Regional Centre given the accessible location. Within the City Centre there is a presumption towards high density housing development, within mixed use schemes which contribute to regeneration initiatives by providing sustainable, well designed accommodation which meets the needs of workers moving to Manchester.

East and North of Manchester

Core Strategy Policy H2 (Strategic Housing Location) states that the identified area to the east and north of Manchester City Centre will accommodate a significant amount of new residential development with an emphasis on providing medium density (40-50 dwellings per hectare) family housing including affordable housing.

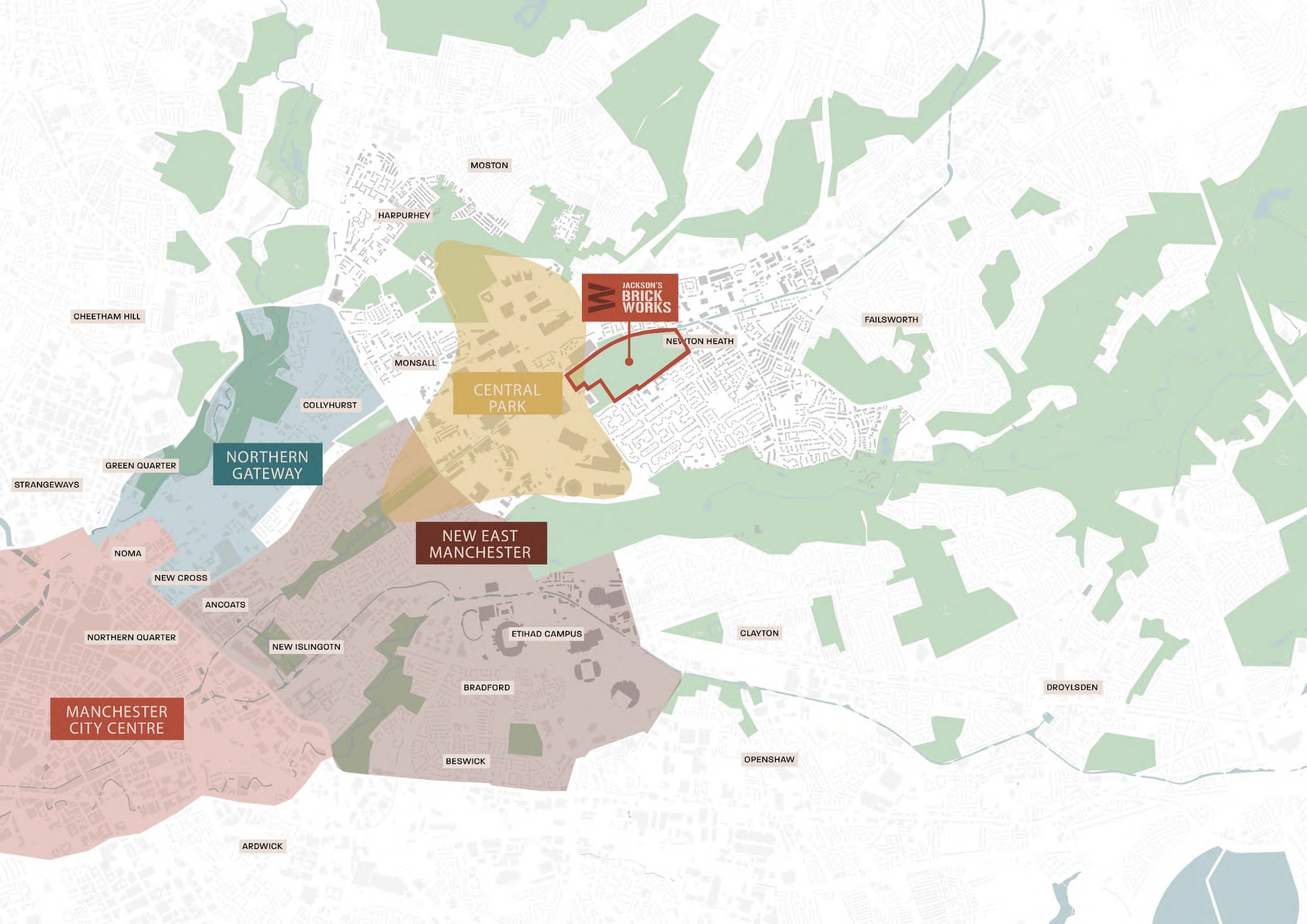
Brownfield Land is referenced within the Core Strategy as the “the priority for development over greenfield sites” in the Core Strategy, with the requirement “to build at least 90% of new homes on brownfield sites”, aligned to the Proposed Development.

The development is a brownfield site in line with the Places for Everyone Plan (draft) “’brownfield preference’ policy” which is adopted in the Plan, which has sought to “enable most efficient use of our brownfield land supply” and “maximise the supply of the brownfield land at the core of the conurbation and limit the need extent of Green Belt release”.

Key Considerations

The strategic analysis presents opportunities to take forward to inform and shape the masterplan proposals below:

- Potential to maximise the strategic location of the site within the masterplan proposals.
- The location within Manchester presents an opportunity to create a sustainable neighbourhood.
- Opportunity for the development proposals to knit in to the surrounding context of Newton Heath.
- Opportunity to provide a substantial number of homes to support offer of new community, education facilities and a range of high quality homes to benefit the local community.


MOSTON
HARPURHEY
CHEETHAM HILL
JACKSON'S BRICK WORKS
FAILSWORTH
NEWTON HEATH
MONSALL
CENTRAL PARK
COLLYHURST
GREEN QUARTER
NORTHERN GATEWAY
STRANGEWAYS
NEW EAST MANCHESTER
NOMA
NEW CROSS
ANCOATS
NORTHERN QUARTER
NEW ISLINGOTN
ETIHAD CAMPUS
CLAYTON
BRADFORD
DROYLSDEN
MANCHESTER CITY CENTRE
BESWICK
OPENSHAW
ARDWICK

Public Green Spaces

The local area has been assessed for sports and play provision, using the Fields in Trust (FiT) 'Guidance for Outdoor Sport and Play' standards for walking distances, and Play England's Playable Space Quality Assessment guidance to consider the condition of play spaces in the vicinity.

There are significant green corridors within the context of the site, providing good access to green amenity spaces for leisure. The adjoining canal is a major asset to the site as an active travel, nature and leisure corridor.

Green spaces to the north of the A62 are less accessible as the road acts as a severance, and independent mobility of children and young people is limited locally.

There is a need to provide play spaces on site, and provide additional sports provision to meet local demand.

Key Considerations

- This assessment should influence the open space and landscape strategy.
- The site is located within close proximity of green space and the Rochdale Canal, the masterplan should encourage safe access to the surrounding amenity spaces.
- The masterplan should be designed to provide green space for all with enhanced pedestrian and cycling connections.
- Proposals should encourage safe access to Rochdale canal, and enhance this as a movement corridor.
- New parks and public realm should be located within walking distance of homes.

Local Sports Provision

There are several sports facilities within 1,200m or 15 minutes walk of the site, including Ten Acres Lane Sports Complex, Oxford Road Community Park, Greaves Field Mabel Street, Brookdale Park, Clayton Vale and Moston Vale. While these facilities offer some outdoor sports provision, their quality is varied and there is a requirement for additional high quality sports provision locally.

Local Play Provision

The play spaces in the vicinity are of a generally poor quality and condition. In addition, the character of the surrounding public realm does not enable or encourage independent mobility for young children, as streets and spaces are unsafe if unaccompanied. Local play provision is inadequate, and additional play provision would be required on site.

Leisure and Wellbeing

Rochdale Canal

The site adjoins the Rochdale Canal, which offers long-range connectivity as a leisure route. The canal has a tranquil natural character, and has great potential to be upgraded through regeneration efforts, as it forms a key piece of strategic green/blue infrastructure and significant nature corridor.

Clayton Vale

Clayton Vale, a popular green amenity destination and Local Nature Reserve in the Medlock Valley, sits within 0.7 miles or 15 minutes walk from the site. It also provides a range of sports and recreation facilities.

Local Parks

There are three significant city parks within 1 mile or 20 minutes walk of the site; Brookdale Park (0.6mi), Broadhurst Park (0.8mi), and Philips Park (0.9mi).

Allotments

There are three allotments within 1 mile of the site, though allotment provision is proportionally low within the area.

BOGGART HOLE CLOUGH

CRUMPSALL PARK

BROADHURT PARK

QUEENS PARK

JACKSON'S BRICK WORKS

GASKELL STREET PARK

VILLAGE PARK

BROOKDALE GOLF CLUB

10 MINS 2 MINS

20 MINS 7 MINS

30 MINS 10 MINS

40 MINS 15 MINS

50 MINS 17 MINS

60 MINS 20 MINS

CLAYTON VALE

PHILLIPS PARK

NATIONAL CYCLING CENTRE

DROYLESON CEMETRY

Strategic Movement Network

The site sits within an area ranked 7 out of 8 for accessibility by TfGM data. The highly accessible and well-connected location enables new residents to travel using sustainable mobility options, including walking, cycling, and public transport.

Locating required new housing in proximity to the city centre ensures impact of future development on Manchester's Road network is kept to a minimum. The site benefits from access to transport infrastructure, and this is a consideration that is taken forward to the design of the movement framework, to encourage use of public transport with excellent pedestrian and cycling that makes the site appropriate for a low parking ratio.

Metrolink stops

The site sits within a 10 minute walk of both the Newton Heath & Moston, and Central Park metrolink stops, linking directly to central Manchester, where national rail connections can be made.

Bus Stops

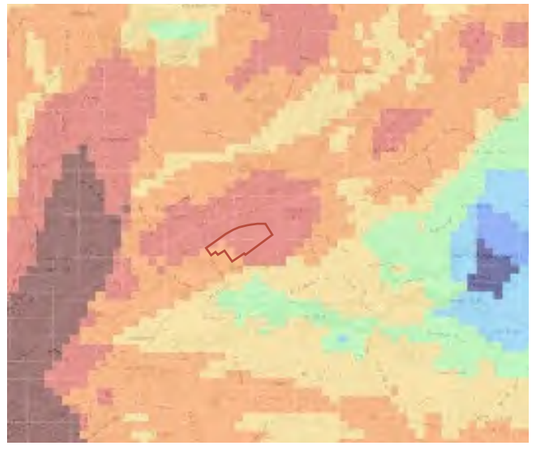
The site is well served by bus. Commuting by bus is the primary modal choice locally, and proximity to the city centre makes travel by public transport convenient.

Oldham Road

Oldham Road forms a key strategic movement corridor connecting the city centre with the M60 ring road to the east, and to Oldham beyond. This location provides easy access to the major regional highways network.

Pedestrian Links

Jackson's Brickworks site benefits from close proximity to Manchester city centre, with walking and national cycle connections through the Rochdale Canal which can be optimised.



Greater Manchester Accessibility Levels Map
Source: Mapping GM

Key Considerations

- The site benefits from easy access to transport infrastructure and this is a key consideration to take forward to the masterplan proposals.
- The movement framework should be designed to enhance pedestrian and cycling connections to local transport, encouraging the use of public transport.
- The movement framework should encourage walking and cycling and reduce the reliance on the car for commuting to and from Manchester from the development.
- Proposals for vehicle and access should be designed to consider the impact on the existing road network.
- Pedestrian connections should be designed to encourage permeability throughout the development and connect to the Rochdale Canal.


CRUMPSALL
ABRAHAM MOSS
MOSTON
FAILSWORTH
10 MIN
10 MIN
10 MIN
5 MIN
5 MIN
5 MIN
NEWTON HEATH AND MOSTON
CENTRAL PARK
MONSALL
QUEENS ROAD
A635
A6010
A665
A664
A62
A663
M60
ETIHAD CAMPUS
HOLT TOWN
5 MIN
VELOPARK
CLAYTON HALL
NEW ISLINGTON
EDGE LANE
CEMETRY ROAD
DROYLESDEN
AUDENSHAW
10 MIN
PICCADILLY
ARDWICK
ASHBURYS
FAIRFIELD
GORTON
A662
A6010
A635

Local Amenities and Land Use

To the east of the site lies Old Church Street which forms the high street of Newton Heath. Along this stretch and within the immediate surroundings, a range of amenities are provided.

The site sits within an area composed predominantly of housing, with light industry concentrated to the west of Ten Acres Lane, which forms a logical boundary.

By introducing new households to the area and increasing the critical mass of inhabitants, this well-located brownfield site will help the local centre at Newton Heath to thrive, and support businesses in the surrounding area.

There is potential to provide some local amenities and facilities on site to benefit the new neighbourhood and surrounding community, including a new secondary school, new shared sports facilities, and a community zone.

Key Considerations

- The development should encourage access to Newton Heath Local Centre, to encourage and increase footfall to the existing facilities on offer.
- Proposed uses should be designed to compliment the existing facilities to benefit the community.
- Uses should not compete with the local facilities on offer at Newton Heath.
- The movement framework should be designed to enhance pedestrian and cycling connections to local facilities.

Everyday Amenities

Shopping Centres

There are several supermarkets within easy access of the site, and several more specialist local food retailers in the vicinity.

Post Offices and Convenience

There are several convenience stores within a short walk of the site, including on Old Church Street, Briscoe Lane, and Oldham Road.

Health Centres

The Newton heath Health Centre is within 50m of the site, and there are two pharmacies on Old Church Street.

Social infrastructure and 'third places'

Libraries, Community Centres, and Places of Worship

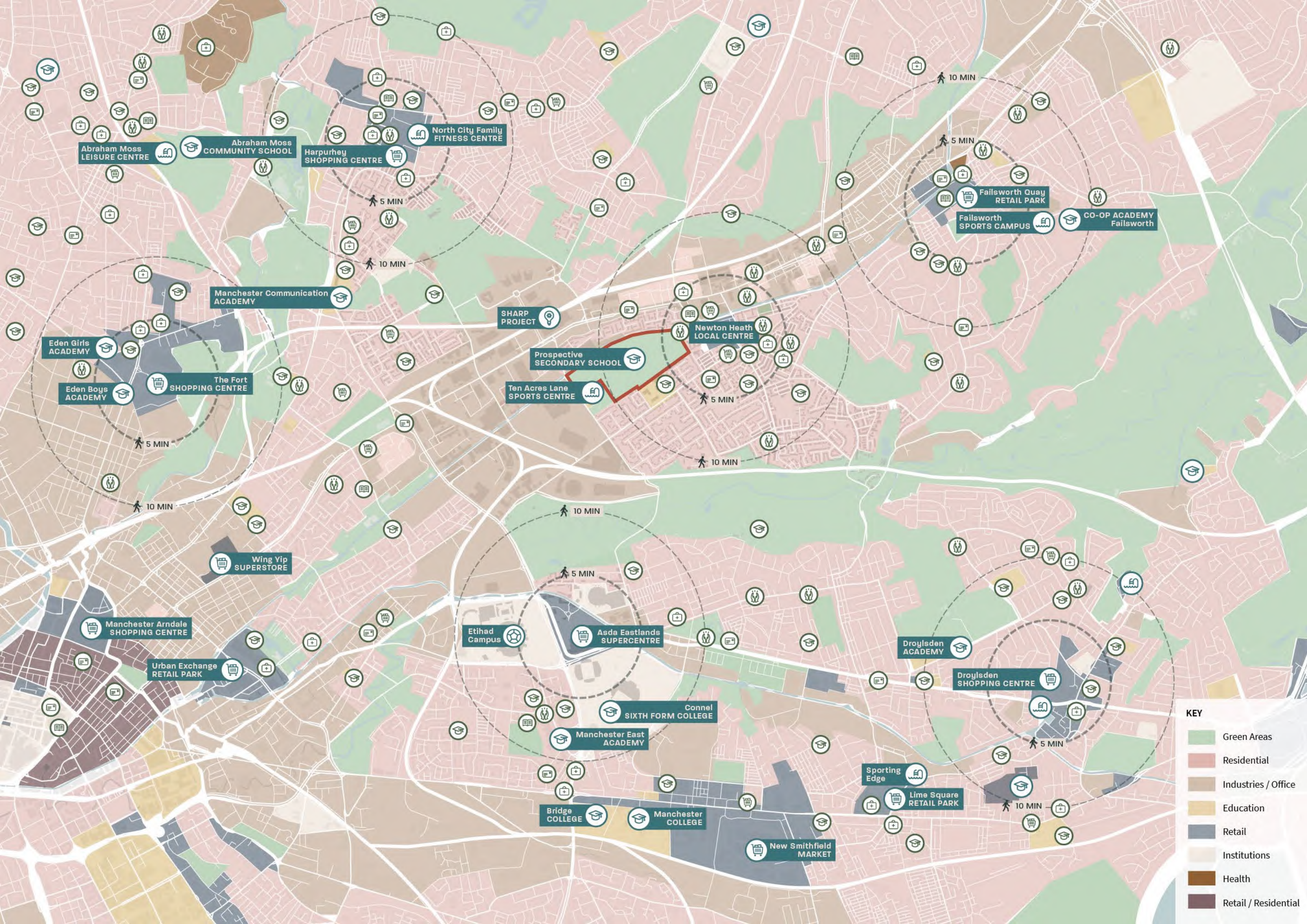
Newton Heath Library is approximately 50m to the north east of the site. There are several places of worship within the vicinity of the site. There is a limited provision of community spaces locally.

Education Facilities and Youth Centres

There are a number of junior schools locally, including Briscoe Lane Academy, Christ the King RC Junior & Infants School, All Saints Primary School, and St Wilfrid's Primary School within Newton Heath. There is however an under-provision of secondary schools in the area. There is an under-provision of youth centres locally after .

Gathering Spaces

There is a range of informal community gathering spaces, including pubs, cafés, and social clubs locally; however, there is scope to supplement this local offer on site.


Abraham Moss LEISURE CENTRE
Abraham Moss COMMUNITY SCHOOL
Harpurhey SHOPPING CENTRE
North City Family FITNESS CENTRE
5 MIN
10 MIN
Manchester Communication ACADEMY
Eden Girls ACADEMY
Eden Boys ACADEMY
The Fort SHOPPING CENTRE
5 MIN
10 MIN
Wing Yip SUPERSTORE
Manchester Arndale SHOPPING CENTRE
Urban Exchange RETAIL PARK
SHARP PROJECT
Prospective SECONDARY SCHOOL
Ten Acres Lane SPORTS CENTRE
Newton Heath LOCAL CENTRE
5 MIN
10 MIN
10 MIN
5 MIN
Failsworth Quay RETAIL PARK
Failsworth SPORTS CAMPUS
CO-OP ACADEMY Failsworth
10 MIN
5 MIN
Etihad Campus
Asda Eastlands SUPERCENTRE
Connel SIXTH FORM COLLEGE
Manchester East ACADEMY
Bridge COLLEGE
Manchester COLLEGE
New Smithfield MARKET
Droylsden ACADEMY
Droylsden SHOPPING CENTRE
5 MIN
Sporting Edge
Lime Square RETAIL PARK
10 MIN
KEY
Green Areas
Residential
Industries / Office
Education
Retail
Institutions
Health
Retail / Residential

Local Analysis

Analysis of the surrounding context at a local scale has been undertaken to provide an understanding of land use, movement and access, building heights and urban grain. The analysis influences the masterplan proposals. For example, the analysis of the surrounding existing building heights influences the proposed building heights framework, ensuring the proposed building heights blend into the surrounding context.

Land Use



Areas of post-war housing adjoin the eastern and southern boundaries of the site, and to the north across the Rochdale Canal. Also beyond the canal lies Tootings Mill building, which is a remnant of the industrial heritage of the area, and is has an industrial function. The Western boundary adjoins Ten Acres Lane with predominantly vacant industrial uses facing. These are currently undergoing or being considered for redevelopment. Ten Acres Lane Sports Complex also abuts this edge. Additionally to the southern boundary is Briscoe Lane Academy, a primary school.

Key

- Outdoor public green areas
- Light industrial
- Education
- Faith centre
- Retail/commercial
- Residential
- Play areas/Sports Centre

Movement and Access



Adjoining the site along the northern boundary is the Rochdale Canal towpath, which is a significant active travel and leisure route, and also forms part of the National cycle network (Route 66). There are three crossing points adjoining the site which connect across the canal. There are several pedestrian access points along the southern boundary. There is good bus connectivity along Briscoe Lane, Old Church Street, and Oldham Road. Newton Heath & Moston, and Central Park metrolink stops are 10 minutes walt to the north.

Key

- Site Boundary
- National cycle network along Rochdale Canal towpath (Route 66)
- Vehicular Access to Rochdale towpath
- Vehicular access to the site
- Metrolink stops
- Metrolink line
- Bus stops

Heights



The Height datum of the surrounding area is low, set predominantly by post-war housing of 2.5 storeys in height. There are some instances where this datum is exceeded - notably All Saints Church; Tooting Mill which reaches 23m at its highest point; Newton Silk Mill; committed development at Newton Street which reaches 6 storeys; The Rosedale Building and associated proposals for development reaching 10 storeys.

Key

- Red line boundary
- 50m
- 40m
- 30m
- 20m
- 10m
- 5m
- 0m

Urban Grain



The areas of housing to the north, east, and south are of a fine grain. Terraced runs predominate, with a mixture of linear and curvilinear grid structures which incorporate cul-de-sacs. This urban form is interspersed with coarse grain light industry, which characterises the area to the west of Ten Acres Lane.

Key

- Red line boundary
- Coarse grain light industry
- Fine grain residential areas
- Street pattern

Townscape Character

03




BOWEN ST

Historical Evolution

Newton Heath and Miles Platting

The site was historically used for the extraction of clay and the firing of bricks in a kiln by brickmakers J&A Jackson. However, it has been vacant for a number of years.

In 1845 the area was largely farmland. The historic field pattern is visible from the agricultural past of the area.

Historic maps from 1923 showcase the newly established brick works occupying the north western portion of the site, with clay pits with modest kilns. The brickworks complex did not include any significant building in terms of architecture or heritage value.

The volume of industries located in the area inevitably led to the construction of densely packed back-to-back housing to provide homes for the necessary workforce.

The industrial character of Newton Heath is clear, with fine-grain Victorian era terraced housing radiating from Oldham Road, and coarse-grain industrial buildings aligned along the Rochdale Canal.

By the middle of the 20th century, with the decline in manufacturing industry and the closure of its local industries, Newton Heath and Miles Platting had become increasingly deprived areas in Manchester.

Extensive redevelopment and regeneration came forward in subsequent years, with and slum clearance of terraces were conducted to the north of the Rochdale Canal to make way for council housing.

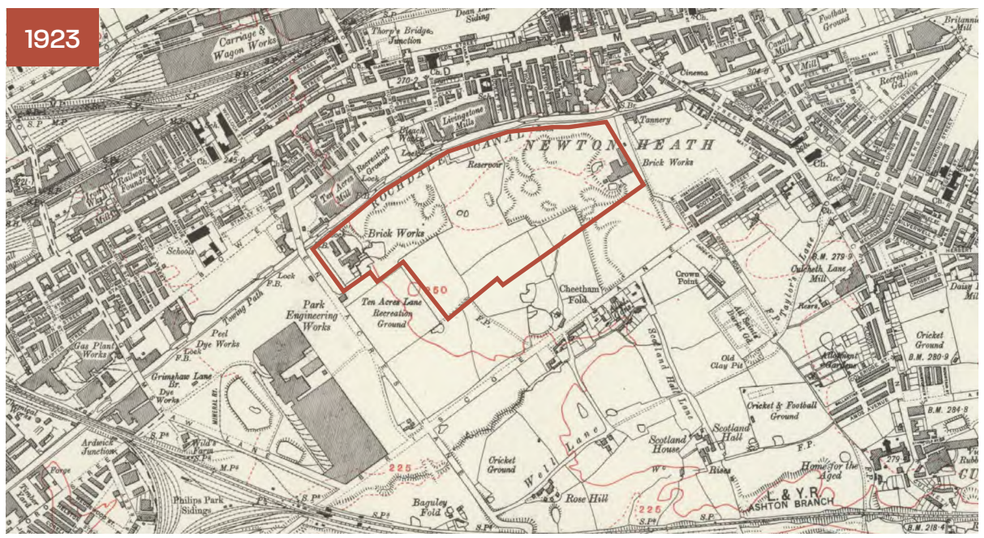
The council housing estates replaced the Victorian linear grid with a curvilinear Radburn layout. To the south of the site, the mid-century housing estate and School developed along Briscoe Lane.

Today, several post-industrial sites, cleared or underused, and available vacant land exist in the area, creating a void in the tight urban grid and street patter of the surrounding area.

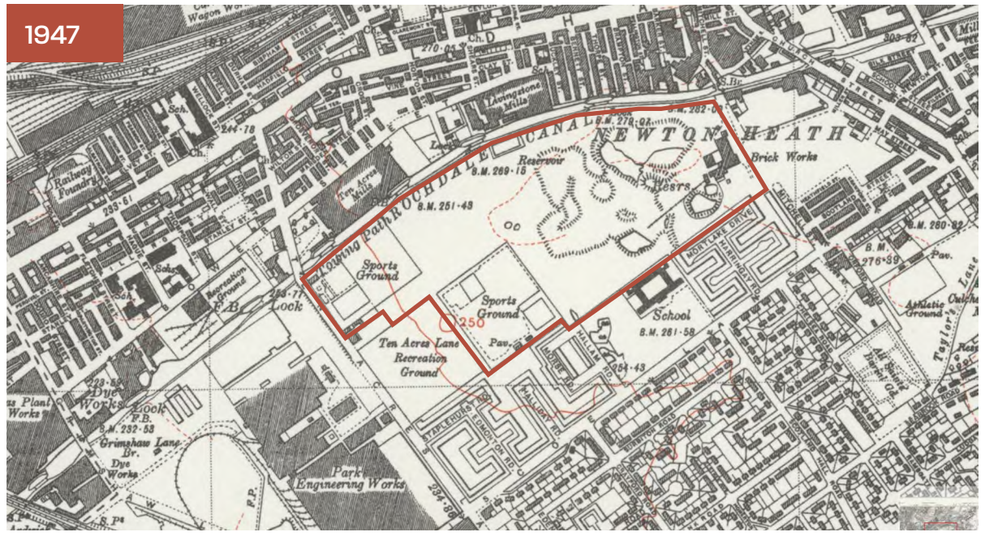
The majority of the industrial mills have been removed, however the textiles factory on Bower Street remains and provides a historic key landmark adjacent to the Rochdale Canal. Today the industrial buildings, historic mills and victorain terraced housing are dominated with a mix of post war, radburn and modern housing. The areas immediately surrounding the site have been further developed and including Ten Acres Lane Sports Complex off Ten Acres Lane and residential development to the eastern edge of the site, off Mitchell Street and Millwright Street.



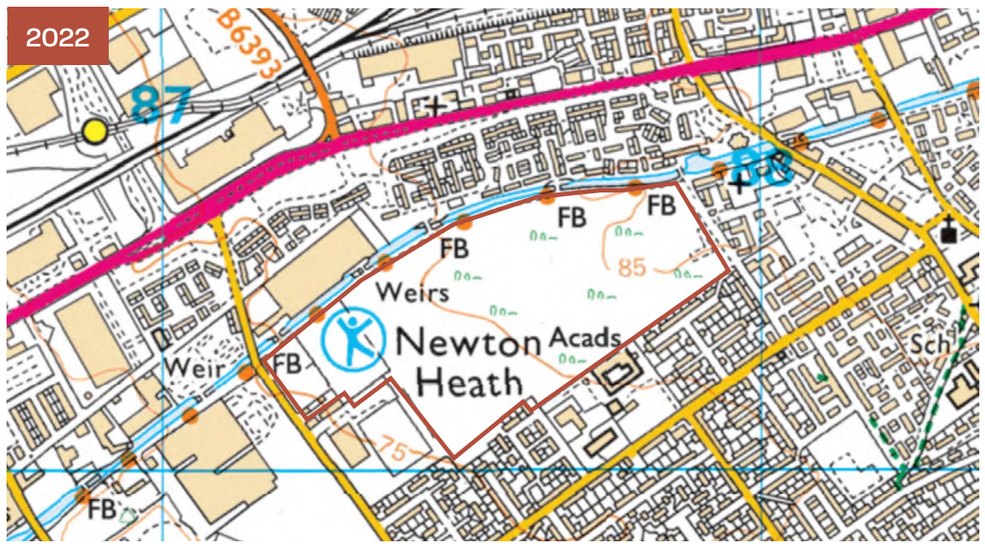
Newton Heath area farmlands with few Mills and other industries starting to form around the Rochdale Canal



Brick Works Established



Clay Pits Expanded



Post-industrial cleared site, currently vacant land



Residential neighbourhoods between Miles Plating and Newton Heath
(Image Credit: Manchester Local Image Collection)



Oldham Road looking towards Manchester
(Image Credit: Manchester Local Image Collection)



Mills and industries bordering the Rochdale canal, which acted as the main transport link
(Image Credit: Manchester Local Image Collection)



Pott Street, now Droylsden Road in 1960.
(Image Credit: Manchester Local Image Collection)



Surrounding areas started to develop with extensive terrace housing to allocate workers of the local industries.
(Image Credit: Manchester Local Image Collection)



Terraced housing with protruding elements on the facade, portrayed in a photograph from 1962.
(Image Credit: Manchester Local Image Collection)

Townscape Analysis

2.1 ha

147 units approx

70 DPH

The study of local typologies has identified a number of key design features that characterise the distinctiveness of the development area, and provide best practice examples of development.

Architectural Character

Frontages along primary streets present more variation and architectural detailing, such as the bay and hipped double bay windows to create rhythm. These features, in addition to the greater depth of front gardens, ranging from 4m to 6m, help to define street hierarchy. Increase of heights at key nodes on main roads creates variation in scale and focal points, which help reinstate road network categorisation.

Terraced houses present several protruding elements, including arched bay windows and porches or front gardens. These add depth to the curtilage, creating a more visually interesting streetscene and a threshold to the dwelling. Further, the duo pitch gable roof, and the gable ends form prominent and characteristic features to the street.

Street Pattern and Width

The predominant street pattern in the area is of a regular grid structure, where streets are lined with two storey terraces serviced by back alleys. The linear grid enables legibility, with staggered junctions creating focal points at key nodes. Blocks are of a short, permeable structure.

Secondary streets are approximately 11m wide, including footpaths to both sides of the carriageway and occasional small trees. This pattern creates human-scale proportions, parallel parking allows for more intimate streets. The streets still allow for defensible space with small front gardens which are well defined with low boundary walls which promote conviviality. Small street trees create rhythm and break up the dominance of urban form. Ginnels increase permeability in the blocks, but create less secure spaces. Semi-private drives with communal parking and courtyards are common in the area.

Materials and Appearance

Composed primarily of Victorian houses, the look and feel of the area is focused on the traditional red brick and sash windows with slate roofs. Façades are characterised by Victorian brickworks and main entrances are accentuated with brick arches over doors. Front garden curtilage is often composed of low brick walls, in some cases this includes hedgerows or ornamental iron railings and gates.

Landscape and Open Spaces

Communal parking courtyards and green pocket parks break up the tight grain of the area, and provide open space amenity for the surrounding terraces.

Plot depths and Density

The housing in the area usually runs in rows of 4 or 6 in the case of terraced units and groupings of 2 semi-detached units, in a low density setting. The surrounding homes are mainly composed of plot depths ranging from 17m on secondary streets and 23m on main roads, with private gardens front and back.

Terminating Vistas

Views are terminated by active frontages. Cranked streets create spatial and visual interest within the street scene, with oblique views of frontages.



Townscape Character Diagram of typical surrounding Victorian streets

Key

- Variation in scale
- Conviviality Space
- Pedestrian connections
- Plot depths and density
- Green pockets of open space
- Celebrating architectural character
- Protruding elements add depth and variations to the facades
- Permeable blocks
- Front gardens
- Terminating vistas
- Variation in roofscape
- Active buildings at key nodes, terminating vistas



Front gardens and trees create rhythm at street level
Hethorn Street



Pocket parks bordered by other homes.
Queensferry Street and Gaskell Street junction



Front garden treatment promotes conviviality
Queensferry Street



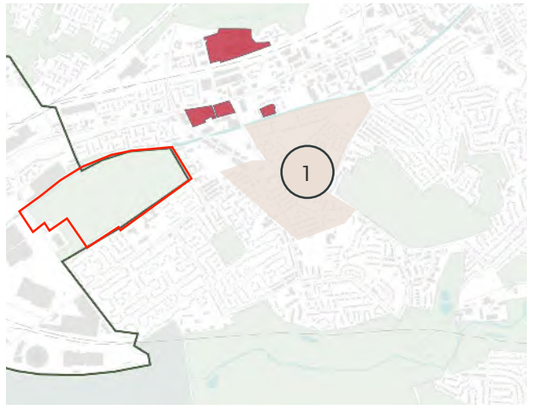
Angled streets give focus to key points and buildings
Hethorn Street and Melsonre Street



Deep front gardens with hedgerow boundary treatment
Human-scale proportions with parallel parking allowing for more intimate streets.



Pocket Parks breaking the grain of a group of local housing
Rossington Street and Leng Road



Views Location Plan

Key Points

The study of local precedents has identified a number of key design features that characterise the distinctiveness of the development area, and provide best practice examples of development. New development at Jackson's Brickworks will be informed by the characteristics identified, to ensure the delivery of a high quality, locally distinctive and sustainable new neighbourhood.

These key design points include:

- Legibility provided by linear grids, with staggered junctions creating focal points at key nodes.
- Front gardens with low boundary treatment, including low brick walls, hedgerows and ornamental iron railings, promoting conviviality but providing some private curtilage from the street.
- Different roof forms, building heights and use of brick to create landmarks at key points, adding to the variation along streets.
- Green open spaces of varying size, create focal points within neighbourhoods and break up the built form.
- The materiality is predominantly brick within the area, representing the historic context of the area.
- Surrounding Victorian terraces around 70dph has been considered as part of the masterplan to determine proposed density.

Local Development Context

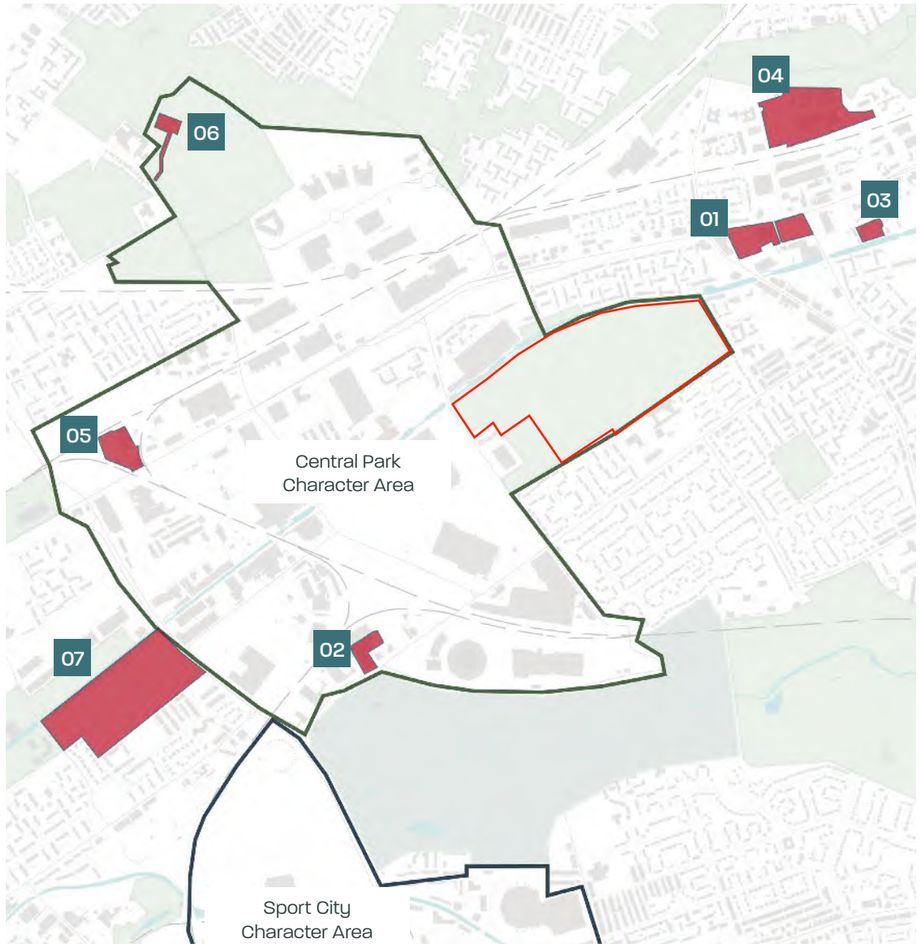
Emerging Townscape

Due to the industrial character of the area, several sites have come forward with planning applications being submitted.

Planning permission for housing development, including Land off Oldham Road, Dob Brook Close and the site by Hulme Hall Lane has been proposed.

Development has been informed by the local context, and implements several elements from the area's architectural character, including variation of scale and roof forms, and the use of brick as the principal building material. The development include a mix of semi-detached and terraced housing with apartment buildings. This creates a variation not only of architectural character and urban form but also in terms of residents.

For further details on the surrounding uses and developments please refer to the planning statement.



Comitted Development

01 Land Off Oldham Road (A62), Dulverton Street, Holyoak Street And Droylsden Road, Manchester
125990/FO/2020

02 Former Workshop, Arkady Industrial Estate, Briscoe Lane, Manchester, M40 2XG
123295/FO/2019

03 Dob Brook Close, Manchester, M40 1DB
126281/FO/2020

04 Reliance Street Waste Management Site, Reliance Street, Manchester, M40 3EZ
121841/FO/2018

05 497 Oldham Road Manchester M40 5AA
128133/FO/2020

06 Land To The South West Of Moston Vale, Manchester
127629/FO/2020

07 Land Bounded By Hulme Hall Lane, Varley Street, Iron Street, Coleshill Street And Rochdale Canal, Manchester, M40 8HH
125596/FO/2019

Key
- Red line boundary
- Committed Development







01 One Manchester Newton Heath

Ensuring that the proposal reflects its local context, the concept looks back at the sites industrial period history to create a place grounded in community, with a strong but contemporary local identity.

Number of apartments: 100
Number of houses: 39
Number of storeys (apartment): 4/5
Number of storeys (houses): 2/3
Ground floor commercial space: 2,271 sq.ft. (A1, A2, A3, B1 and D1)







03 Dob Close

The proposed development presents an opportunity to develop the site with active street frontages to Dob Brook Close, use the canal as a positive asset and create a sense of place, reinforcing the existing street pattern, whilst improving passive surveillance by populating what is currently an unrealized and underused site.

Number of houses: 8
Number of apartments: 16
Total number of homes: 24
Number of storeys: 2-3







07 Coleshill Street

The proposed masterplan works towards the redevelopment of former Manox factory site, creating a new mixed neighbourhood that is well integrated with its surrounding context. It seeks to improve the canal frontage, connect with the surrounding area and provide high quality outdoor amenity spaces.

Number of houses: 313
Number of apartments: 107
Total number of homes: 410 (Build to Rent)
Commercial space: 8,008 sqft

(All Images Courtesy of: xxx)

The Site

04



Historic Analysis



The Rochdale Canal looking East, Mather and Platts to the right and Ten Acres Lane bridge in the middle ground.
(Image Credit: Manchester Local Image Collection)



Jackson's Brickworks, Mitchell Street, 1963
(Image Credit: Manchester Local Image Collection)

Site's Historical Evolution

Due to the former use of the Site as a brickworks and it having been left vacant and unmanaged for so many years, the ground conditions are heavily contaminated and there is extensive growth of invasive species including Japanese Knotweed.



Miles Platting during the height of the industrial revolution



Brick Works Established

The historic field pattern is visible from the agricultural past of the area, with the newly established brick works occupying the north western portion of the site.



Clay Pits Emerging

The impact of the brick works on the surrounding area is visible in this plan, with excavation works marked indicating the extraction of clay and formation of pits within the landscape.

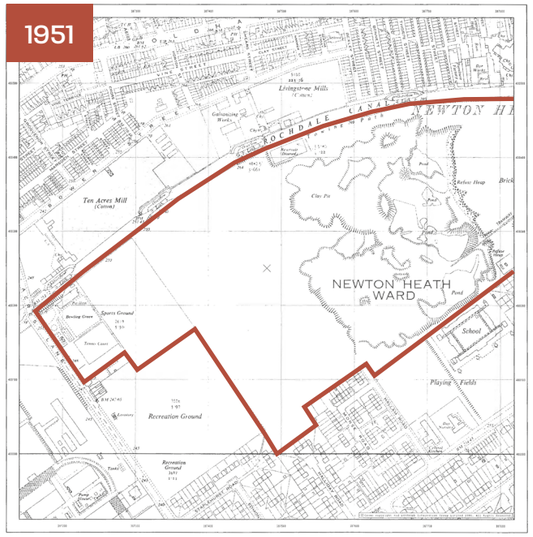


Clay pits at Jackson's Brickworks
(Image Credit: Manchester Local Image Collection)



Tipping at Jackson's Tip, a disused clay pit in Levenshulme
(Image Credit: Manchester Local Image Collection)

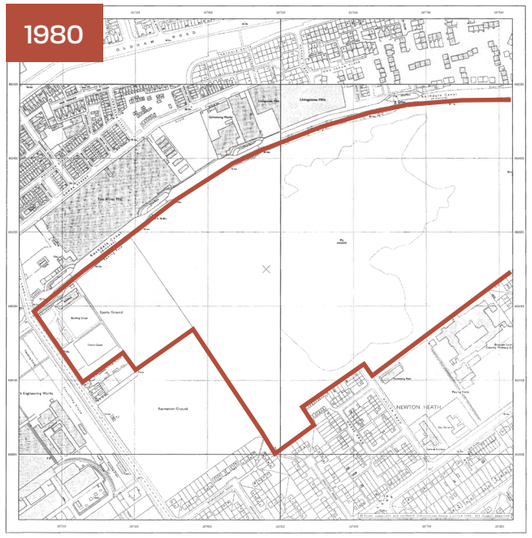
1951



Clay Pits Expanded

This plan shows the extension and deepening of the clay pits within the site. Adjoining Ten Acres Lane, a recreation ground is indicated which now forms the site of Ten Acres Lane Sports Complex, and mixed sports facilities are visible on site where the brick works buildings formerly stood.

1980



Site Disused

Jackson's Brickworks closed down in the in the 1970s due to economic recession, and the Newton Heath site was left vacant. Following the closure of the brickworks, the site was licensed to operate as a landfill, with tipping likely to have been occurring since the late 1950s. In this plan its clearly visible the infilling of the disused clay pits with waste materials. The site remains disused from this period until present day.

The Brickworks

The site is a former brickworks, historically owned by the brick makers J&A Jackson Ltd – one of the major producers of brick in the city. As such, it forms part of the industrial heritage of Manchester.

Filling of Claypits

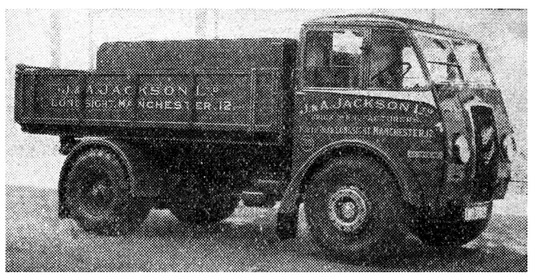
The site was historically used for the extraction of clay and the firing of bricks in a kiln. This process left large clay pits, which were subsequently infilled with waste. As a result, the ground conditions on the site are heavily contaminated below ground.

Site Disused

The site has subsequently been left vacant for several decades. It has attracted antisocial behaviour and further contamination through flytipping. Nature has reclaimed the area to create a mix hedgerow, woodland and scrub planting, including highly invasive species. It is currently considered hazardous to public health.



A brick showing the J & A Jackson Ltd maker's mark



A J & A Jackson Ltd brick wagon

Site Analysis

Five Distinct Areas

The site has been identified by Manchester City Council for regeneration and development for over two decades. It is identified through Manchester City Council's Planning Policy (Local Plan Policy and Core Strategy) and subject to a previous planning application for redevelopment which received a resolution to grant permission from MCC in 2014.

The Site is composed of five distinct areas, each with its own unique character and considerations. The areas can be defined as follows: Rochdale Canal Edge, Central Area, Northern Edge, Eastern Edge and Ten Acres Lane.

The whole site is considered to be contaminated land. As of April 2022, the site is no longer wooded, further to tree removal due to remediation works.

01 Rochdale Canal Edge

Characterised by the watercourse and featuring historic locks with bridges, the canal area also varies in character in three areas. It is an asset to the site although currently underused.

02 Central Area

Conformed mainly of scrub woodland and with extensive growth of invasive species such as Japanese knotweed. Entryways are informal and there is currently little overlooking, which allows for antisocial behaviour.

03 Northern Edge

The area benefits from connections to Mitchell Street and pedestrian connections towards the Rochadale Canal. With large trees acting as a barrier on the edges, there is a lack of overlooking which causes poor surveillance and therefore creates an unsafe environment for pedestrians.

04 Eastern Edge

Housing located in Briscoe Lane, as well as the Briscoe Lane's Academy border the perimeter of the eastern edge. There are traces of informal pedestrian access points and paths.

05 Ten Acres Lane

Characterised by its proximity with the Ten Acres Lane Sports Complex and one of the few vehicular connections over the Rochdale canal.

Oldham Road

Rochdale Canal

Old Church Street

Northern Edge

Mitchell Street

Central Area

Rochdale Canal Edge

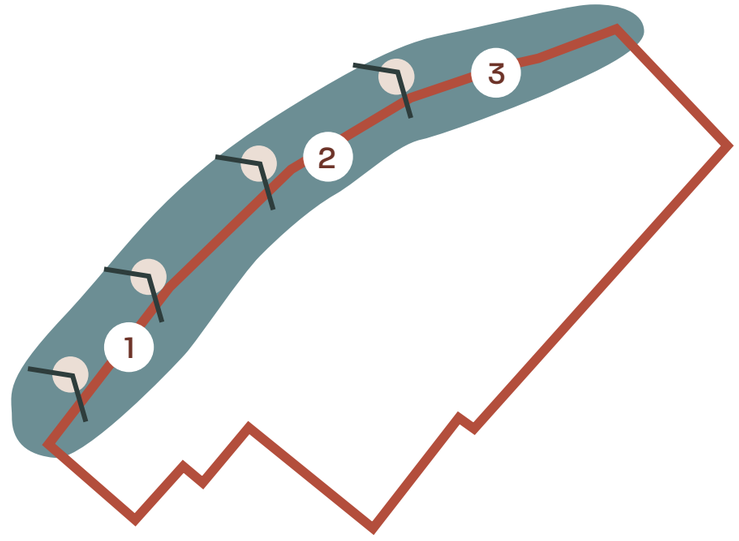
Eastern Edge

Ten Acres Lane

Briscoe Lane

Ten Acres Lane

Rochdale Canal Edge



The Rochdale Canal runs along the northern boundary of the site.

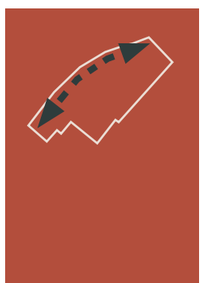
It is currently an underused resource and is an asset to the site, providing strategic connectivity, an attractive landscape setting and opportunities to be close to water.

The canal varies in character along its length and can be broadly divided into three different areas. The canal also features four attractive locks and three crossing points, providing connectivity into the residential area to the north of the site and Oldham Road beyond.

Locks

The locks that run along the canal are a characterful historic asset. There is the opportunity to utilise them as place making features and touch points with new development.

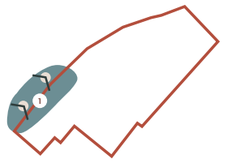




Note: Images do not reflect current situation of the site. As of April 2022, the site has been cleared of trees due to remediation works on contaminated land.

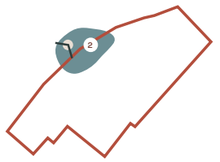


Along this area of the canal side, there are mature trees to both sides which aid in creating an attractive canal environment. There is a sense of enclosure yet wide and well surfaced paths.



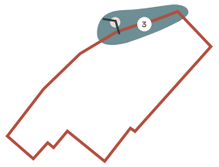


The surfaced pathways continue into this stretch of the canal side, yet the number of mature trees is considerably less. This in turn has produced open edges with views across the canal. Additionally there is a lack of direct overlooking.





This section of the canal features hard edges and trees to just one side. Properties back onto the canal and there is a dramatic increase in urban character.

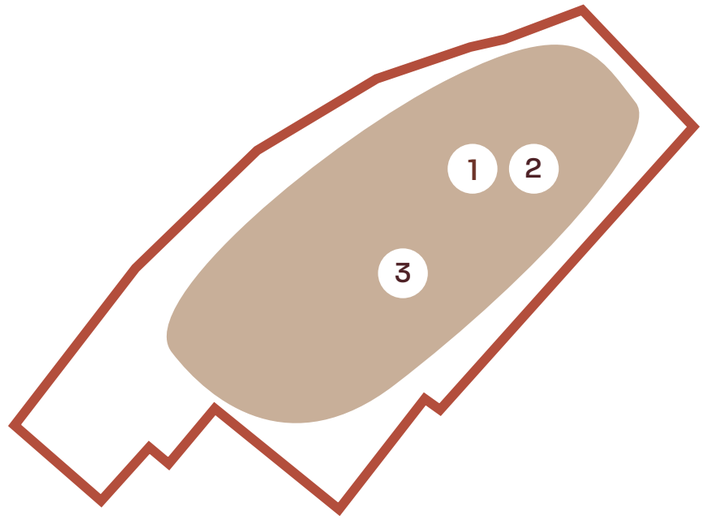








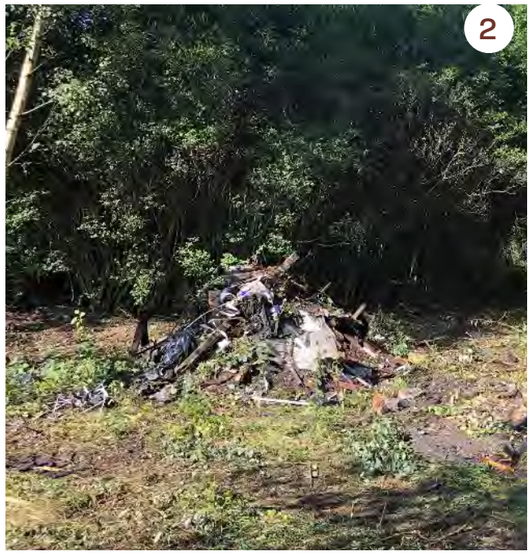
Central Area

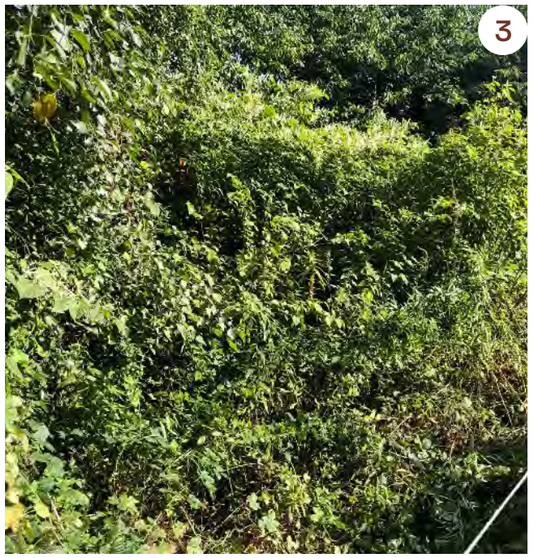


Conformed mainly of scrub woodland, this area is considered to be contaminated land, and with extensive growth of invasive species such as Japanese knotweed. Entryways are informal and there is currently little overlooking, which allows for antisocial behaviour. The existing character consists of;

- Scrub woodland
- Informal access
- Little overlooking
- Left over spaces
- Evidence of antisocial behaviour
- Contaminated land and Japanese Knotweed



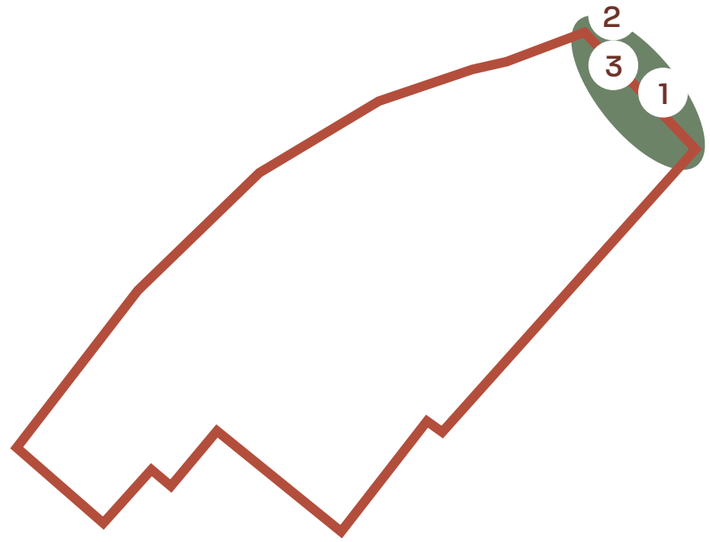






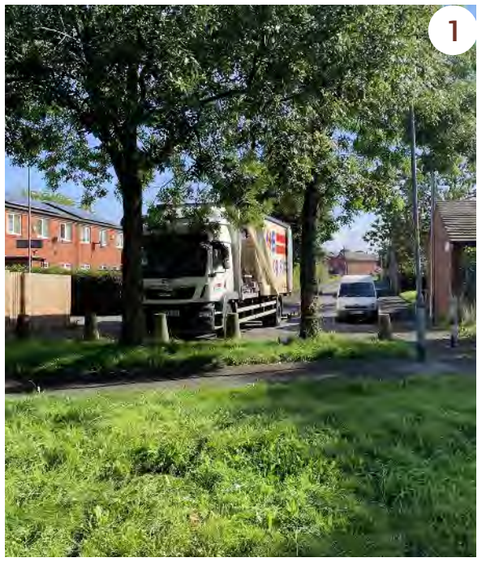
Note: Images do not reflect current situation of the site. As of April 2022, the site has been cleared of trees due to remediation works on contaminated land.

Northern Edge

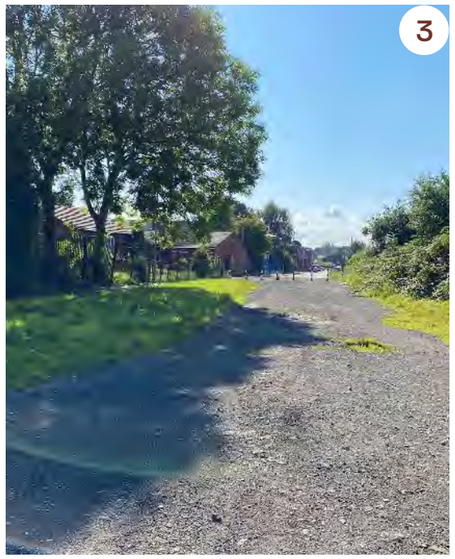


The area benefits from connections to Mitchell Street and pedestrian connections towards the Rochdale Canal. With large trees acting as a barrier on the edges, there is a lack of overlooking which causes poor surveillance and therefore creates an unsafe environment for pedestrians. The existing character consists of;

- Large trees to edges
- Pedestrian connection
- Surfaced perimeter pathways
- Road connection
- Lack of overlooking
- Poor surveillance creates unsafe pedestrian environment





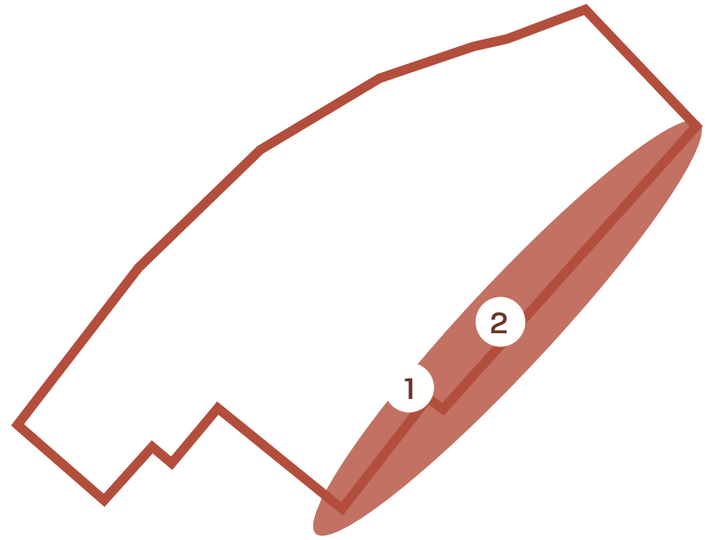




Note: Images do not reflect current situation of the site. As of April 2022, the site has been cleared of trees due to remediation works on contaminated land.

Eastern Edge

Note: Images do not reflect current situation of the site. As of April 2022, the site has been cleared of trees due to remediation works. on contaminated land.



Housing located in Briscoe Lane, as well as the Briscoe Lane's Academy border the perimeter of the eastern edge. There are traces of informal pedestrian access points and paths. The existing character consists of;

- Limited vehicular access (no through traffic)
- Opportunity for cycle and pedestrian access to link existing and future neighbourhoods
- Properties backing on to site
- Informal, overgrown pedestrian access points
- Interface with existing school



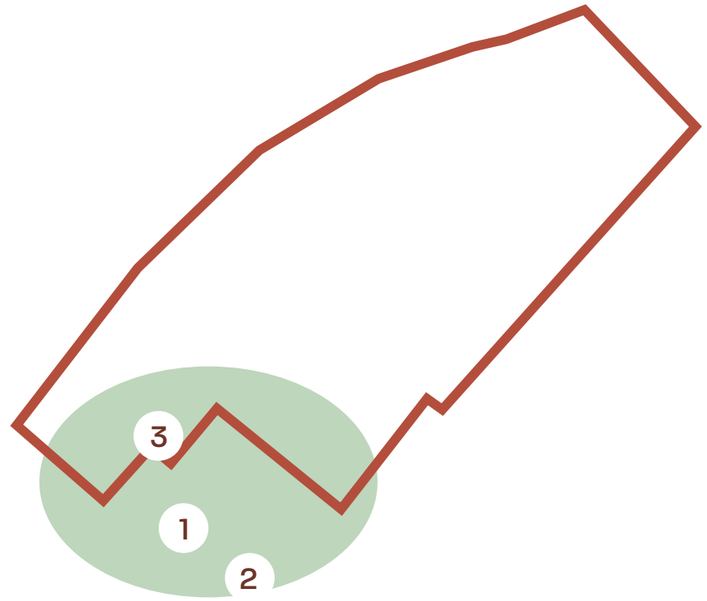




Note: Images do not reflect current situation of the site. As of April 2022, the site has been cleared of trees due to remediation works on contaminated land.

Ten Acres Lane

Note: Images do not reflect current situation of the site. As of April 2022, the site has been cleared of trees due to remediation works. on contaminated land.



Characterised by its proximity with the Ten Acres Lane Sports Complex and one of the few vehicular connections over the Rochdale canal. The existing character consists of;

- Opportunity for main vehicular access
- Interface with sports complex
- Opportunity for pedestrian access









Note: Images do not reflect current situation of the site. As of April 2022, the site has been cleared of trees due to remediation works on contaminated land.

Site Considerations

The former use of the Site as a brickworks has led to the site being vacant and unmanaged for many years. The ground conditions are heavily contaminated and there is extensive growth of invasive species including Japanese Knotweed. The site will be fully remediated to ensure that the development is a safe and healthy environment for people to live.

The site constraints have informed the masterplan framework and development proposals.

Uses

The site is surrounded by a number of different land-uses. These include the interface with the existing school on Briscoe Lane, the Sports Complex on Ten Acres Lane, as well as the surrounding residential development, most of which currently backs on to the site. As a result, the development proposals will need to consider and respond to this varied context appropriately and sensitively.

Access and Movement

The site can currently be accessed via numerous informal pathways, providing connectivity between the canal tow path and surrounding residential areas. There are several cul-de-sacs which terminate at the site. Careful thought will be given to how these access points are sensitively integrated with the layout of the new development to allow pedestrian and cycle connectivity, but prevent through traffic and rat-running. Ten Acres Lane will provide the primary vehicular access point into the site, connecting the site towards Mitchell Street. Pedestrian and cycle access towards the canal will be made from Hallam Road.

The canal forms a strategic movement route, providing valuable off-road pedestrian and cycle connectivity into the wider area. There are two locks that form bridge connections over the canal, providing connectivity into the residential area to the north and access to Oldham Road. There is also a third footbridge over the canal at the north-east corner of the site, which provides a direct connection to Newton Heath Health Centre and Newton Heath & Moston tram stop.

Landscape and Open Space

Due to its industrial heritage, and subsequent infilling of clay pits with waste, much of the site is contaminated. Extensive remediation is therefore required. This will involve the removal of the majority of the vegetation and invasive species on the site, including Japanese Knotweed.

The canal is an asset to the site, providing an attractive and varied landscape setting along its length, creating opportunities to be close to water. The existing canal locks are also characterful features that should be integrated into the proposed development.

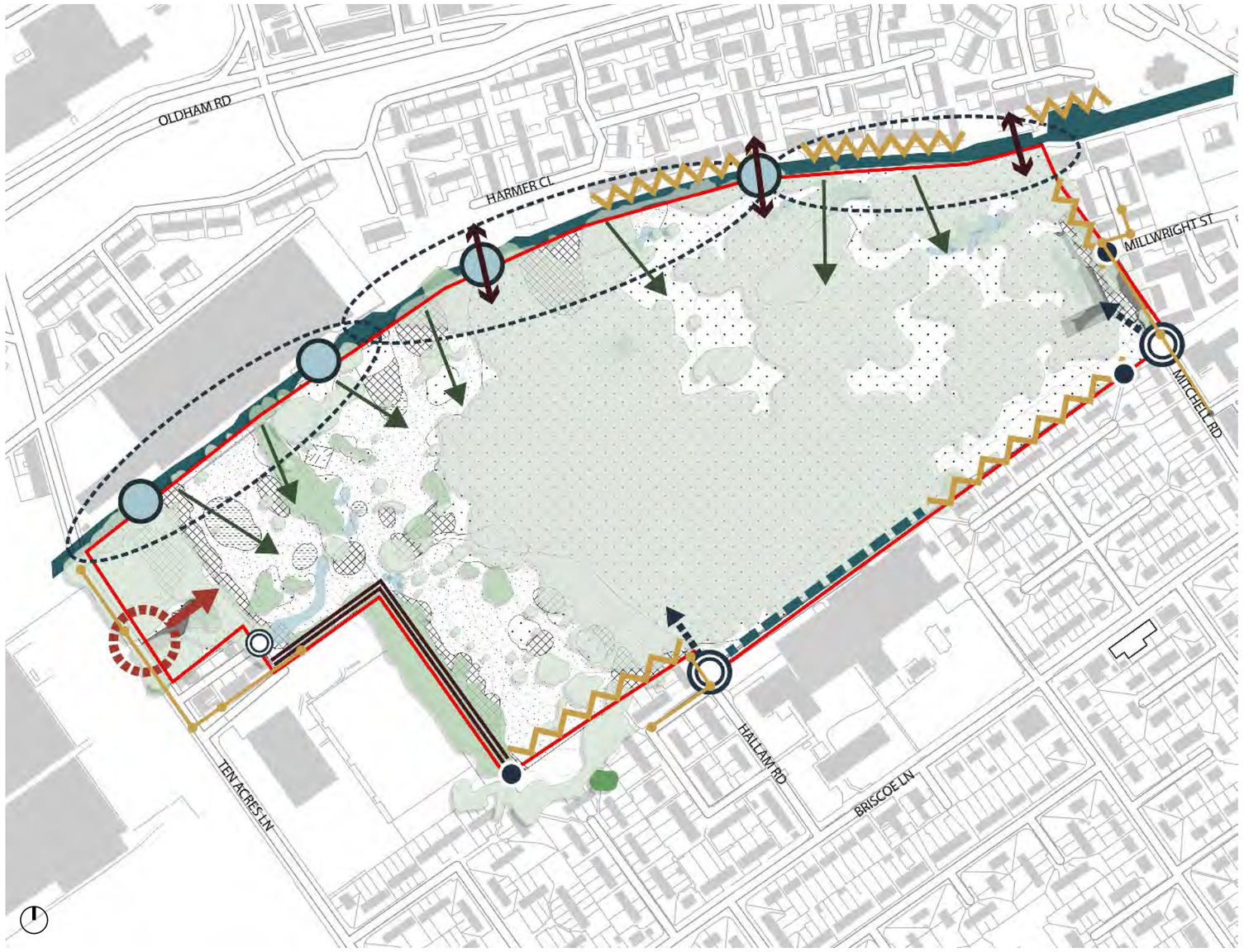
Detailed ecological surveys have been undertaken for the site. In addition to invasive species and Japanese Knotweed they have identified the presence of slow worms, which were relocated.

Topography and Views

The site is reasonably flat and topography does not present any challenges for development. The highest ground levels are adjacent to Ten Acres Lane, where levels are higher than the canal towpath, further consideration of proposed buildings and access to the canal in this location will be required.

The ground is contaminated and the site will be fully remediated, this will impact on the existing topography and levels.

The site can be viewed from the canal towpath and from residential areas surrounding the site. As part of the planning application, a TVIA report provides analysis and consideration to viewpoints.



Key

- Site boundary
- Canal
- Potential main vehicular access point
- Existing bridge over canal
- Existing cul-de-sacs - opportunity to link into development
- Existing pedestrian access points
- Properties backing on to site
- Existing combined sewer
- Canal locks - opportunity to form touch-points with new development
- Glimpsed views from canal towpath into site, between trees and over layered vegetation
- Flooding areas from surface water
- Topography
- Canal character areas
- Interface with existing school
- Interface with existing sports centre

Tree survey

- Category A
- Category B
- Category C

Ecology

- Bare ground
- Bare ground with ephemeral/ short perennial
- Poor semi-improved grassland
- Dense continuous shrub
- Semi-natural broad-level woodland
- Tall ruderal
- Marsh / Marshy grassland
- Hardstanding
- Rubble pile

Site Constraints Plan

Site Opportunities

Currently, the Jackson's Brickworks site is a void in the tight urban fabric of the Newton Heath area, as it has been a cleared site for several years without any kind of building structures. New development in this area will provide much needed homes for the community, within close proximity to Manchester City Centre and Newton Heath Local Centre.

The current vacant site has no opportunities for overlooking and natural surveillance, creating an unsafe pedestrian environment. By bringing the site to life, the development proposals will help to make the surrounding streets more vibrant and safe places to be, improving access in the local area and encouraging use of the canal corridor, as well as footpaths and cycleways running through and around the site.

The development presents the opportunity to:

Uses

- Create a meaningful heart to the new development through the co-location of the proposed secondary school (including sports pitches with potential to be shared by the community) and a community zone at the centre of the site.
- Locate facilities at the heart of the new development, adjacent to the canal and on a key landscaped route across the site will ensure that this becomes a true community space, for both existing and new residents as well as users of the canal tow-path.
- Incorporate play provision within the new development.

Access and Movement

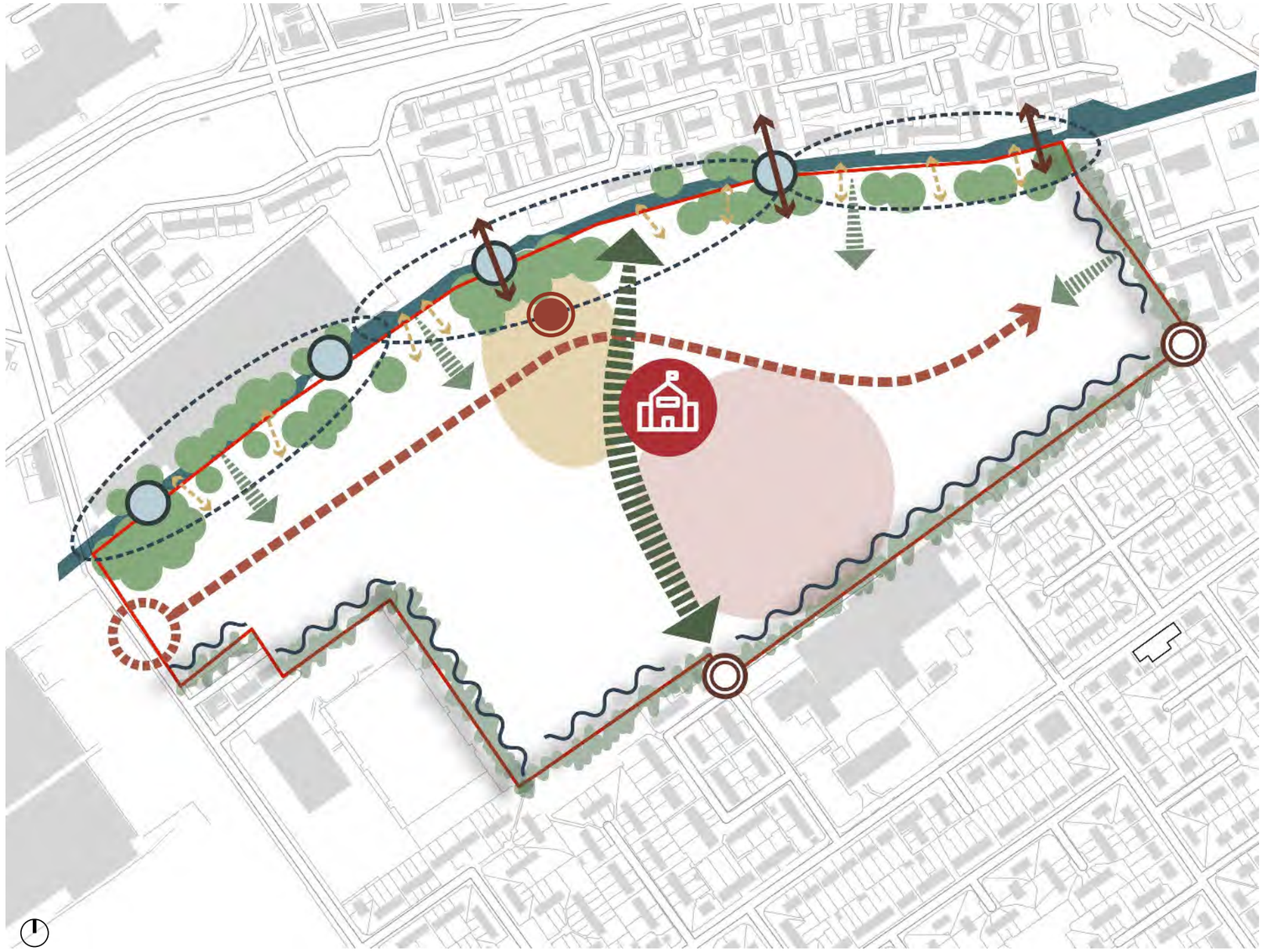
- Improve north-south connections from the existing residential areas on Briscoe Lane towards the Rochdale Canal.
- Enhance east-west connections from Ten Acres Lane to the housing development off Mitchell street.
- Connect to the wider network of streets, including Hallam Road, Mitchell Street and Ten Acres Lane.
- Utilise the canal locks as key arrival points to the site along the northern edge.
- Enhance strategic connections within the area and provide safe and attractive walking and cycling connections, with a clear and legible network of streets.

Landscape and Open Space

- Enhance the canal edge environment and provide a bio-diverse corridor with new planting, SUDs and rain gardens, enriching the overall Newton Heath area.
- Create a safe environment for recreation such as walking and cycling along the canal.
- Provide a new community park and public realm at the centre of the development, where connections and uses converge.
- Provide smaller play parks to encourage activity throughout the development.

Topography and Views

- Evenly distribute the ground levels through remediation works, to ensure that levels are integrated within the proposed development.
- Enhance views from the development overlooking the canal, orientating dwellings to enhance views.
- Propose tree planting to the periphery of the site to act as buffer to development and to mitigate views from the canal tow-path.



Key

- Site boundary
- Canal
- Potential main vehicular access point
- Potential primary vehicular route through development
- Existing bridge over canal - opportunity to connect into wider area
- Existing cul-de-sacs - opportunity to link into development providing pedestrian, cycle and limited vehicular access
- Potential to provide new trees and planting along the canal edge to provide a landscape buffer
- Canal locks - opportunity to form touch-points with new development
- Key green link through development
- Opportunity to bring influence of canal and green edge into development
- Opportunity to create overlooking and improve safety of canal
- Respond to different characters along canal
- Opportunity to create central space at heart of new development
- Opportunity to incorporate community hub within central space and adjacent to canal
- Locate school at heart of development
- Proposed school grounds back on to existing adjacent school grounds
- Opportunity to improve edge conditions and create overlooking
- Opportunity to retain some existing vegetation around the periphery of the site to act as buffer to development

Site Opportunities Plan

Creating the Place

05

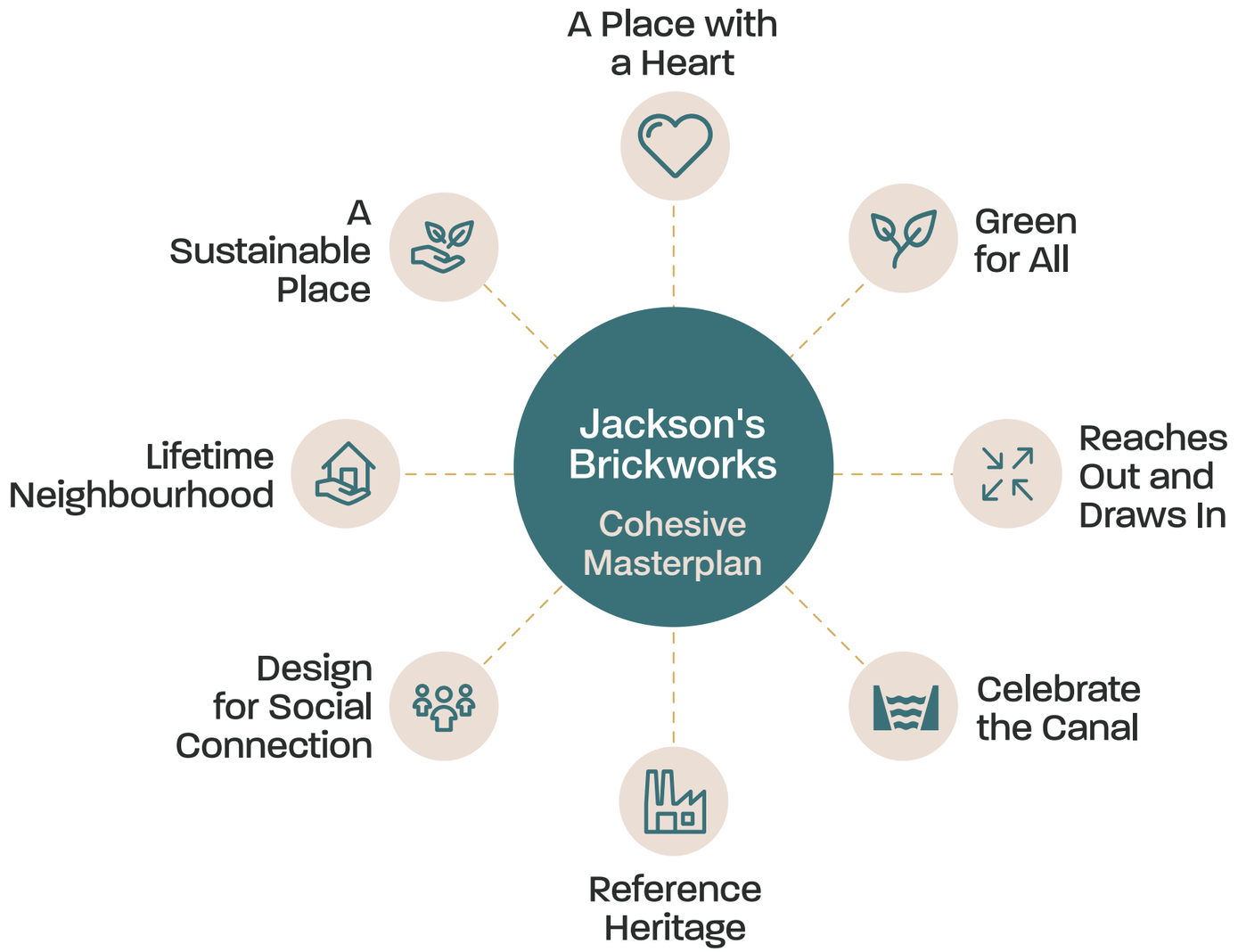
Key Design Principles

The following design principles have been developed to help shape and guide the future development of the site, creating a cohesive masterplan which is total place.

1. A Place with a Heart
2. Green for All
3. Reaches Out and Draws In
4. Celebrates the Canal
5. References Heritage
6. Design for Social Connection
7. Lifetime Neighbourhood
8. A Sustainable Place

The following precedent images have been selected to demonstrate the aspirations of the vision. Captions describe the key principles captured within the each of the images. Precedent Images do not represent the final development proposals.

Please refer to the Detailed Application Site Layout and Architecture, Detailed Application Landscape chapters for details on materials.





Sugar House Island Social Spaces that bring people together



Safe, overlooked green spaces integrated into the development



Attractive swales and green streets create connected green corridors through a residential community - Grey to Green, Sheffield

A Place with a Heart

Creating a sense of place with focal points for activity. A Community Zone will draw people together and encourage social interaction, plus a School at the heart of the community.

Green for All

Creating meaningful access to various types of green space, available for all. With different scales of privacy (private/semi-private/public) and maximising views, drawing in on existing sensory landscape qualities. All in all will create a stimulating landscape.

Reaches Out and Draws In

Safe and attractive connections to existing neighbourhoods. High quality landscape at connective nodes. Welcoming spaces to draw people in. Utilising built form to announce arrival



School at the heart of the community in Cambridge



Stimulating, native landscape that references the sensory qualities and pioneer species on site



Attractive community green amenity spaces with key buildings at key nodes, overlooking the spaces



Existing lock along site boundary. Opportunity to celebrate this historic attribute of the site and integrate into development

Celebrate the Canal

Retain existing qualities of the canal. Utilise characterful locks as touch points with new development. Improve safety through overlooking. Utilise canal as a bio-diverse corridor and strategic movement route. Opportunities for residents to have close proximity to water.



Historic brick initialled J.&A.J. Historic materiality to draw upon within the new development

Reference Heritage

Industrial heritage – showcase brick. Victorian era townscape character e.g. terraced houses, continuous lines, window proportions and gable ends to create variety and interest



Doors and windows activate the public realm at key junctions and spaces. Seating and green space located to create safe, communal spaces - Goldsmith Street, Norwich

Design for Social Connection

Community zone with centralised/shared facilities at the heart of the neighbourhood, incorporating opportunities for play, recreation and socialising.



An attractive green corridor along a waterside edge. Beautiful planting and pedestrian paths create a pleasant route along the water - Parc de Billancourt, Paris



A residential development using brick in the facade treatment, a variation in colour creates an attractive street with interest - Marmalade Lane, Cambridge



Street design to encourage social interaction and neighbourliness - Marmalade Lane, Cambridge



An attractive street scene designed to accommodate families.
Multiple houses discretely integrated within one coherent form



SUDs and native planting to capture carbon, enhance biodiversity,
improve air quality and account for increased surface water runoff

Lifetime Neighbourhood

Diverse community. Intergenerational. Pepper-potting (a variety of different house types and tenures, distributed across the scheme to ensure social integration). Tenure blind: high quality design for all.

A Sustainable Place

Use of sustainable materials in the built form. Landscape areas that capture and store carbon from the atmosphere. Enable sustainable lifestyle choices and encourage use of sustainable and active transport.



Dunham Massey - green space designed for all ages



Encourage cycling with covered, safe and secure, and attractive cycle storage

Precedent Studies

National Best Practice

As well as responding sensitively to local context, Jackson's Brickworks should draw design cues from exemplar 21st century housing development, steering future design towards a holistic, zero-carbon model. Jackson's Brickworks should function efficiently to ensure it meets the needs of residents both now, and in the future.

Included in the next following pages of this townscape study, are a series of national best-practice case studies where design quality, sustainability and place-making were key.

Specific focus has been given to the following aspirational urban design themes / principles when selecting case studies, ensuring the design themes identified and are implemented and support high-quality sustainable development at Jackson's Brickworks based on the lessons learned from the best practice examples.

Key of Urban Design Themes

Designed for conviviality and social connection

A focus on community is at the heart of the place, at all scales.

High quality design

Quality of housing typologies, built form, streets and public spaces, including of variations in scale and landmark buildings

Safe and walkable streets with good permeability

Designed with the context of the site in mind - good connections to nearby existing public transport nodes and community amenity

Landscape setting

Existing high quality landscape at a green edge interface, incorporating innovative and beautiful landscape design at all scale. Residential homes have active edges and good natural surveillance

Sustainable residential design -

Utilising a wide range of methods and approaches to deliver truly sustainable development that enhances the natural environment with positive enclosure and a human scale

The following precedent images have been selected to demonstrate the aspirations of the vision. Captions describe the key principles captured within the each of the images. Precedent Images do not represent the final development proposals.

Please refer to the Detailed Application Site Layout and Architecture, Detailed Application Landscape chapters for details on materials.

Marmalade Lane, Cambridge



Rear mews streets create active edges facing dual aspects



Buildings positively address green space, with a mix of house types and tenures



Example off low boundary walls to gardens



Safe and walkable streets



Low boundary treatments invites social interaction

Key facts

0.97 Ha	42 units	42 DPH

95% Private

5% affordable

Key considerations

- A strong focus on community residential development
- Active frontages front onto key spaces
- Building materials and boundary treatments are contextual with the history of the site
- Low boundary walls with attractive planting to enhance social connection
- Streets integrate opportunity for dwell and play for residents
- A generous community green space to be utilised in a variety of ways, including; community growing, small scale event space and play

Goldsmith Street, Norwich



Neighbourhood squares and spaces designed for conviviality and connection



Variations in scale to bookend runs and hold corners



Corner-turn units activate two edges of public space



Active edges addressing focal and green spaces, strong frontages create enclosure



Safe and walkable streets with good permeability

0.8 Parking space per home

Key facts

1.2 Ha	105 units	82 DPH

100% affordable

Key considerations

- An exemplar residential housing scheme with sustainable credentials at the very core of the design
- Affordable housing in what is contextually an affluent area
- High quality, sustainable materials in the architecture
- Integration of green streets which are overlooked by adjacent development
- Built-form at the corners adds variety to the street and creates an attractive key node within the development
- Windows and doors create active frontages through the development to create a safe street which avoids blank façades and creates continuous interest

The Malings, Ouseburn



Example of high quality dense housing overlooking the water



Spaces for strong community life



Example of private spaces associated with apartments incorporating small areas of landscape to break up the surfaces



Active edges and strong frontages create enclosure



Amenity spaces

One Parking space per home

Key facts

0.61 Ha	76 units	125 DPH

25% Private — 75% affordable

Key considerations

- A community focused residential development
- Nearby waterside - River Tyne near Newcastle cty centre
- Primarily terraces and Tyneside flats are arranged up and down the contours of the steeply sloping, south-west facing site once home to the Maling pottery
- Community uses activate the ground floor
- Each home has either a small garden or a large roof terrace
- A new public realm connects the development to the surrounding streets and a new riverside walk
- Footpaths run along the site contours to access down to the river across the whole site
- Parking is generally on-street and underground.

Oakfield Project, Swindon



Varied roof form and use of brick to create landmarks



Variations in scale to bookend runs and hold corners



Active edges addressing focal and green spaces, strong frontages create enclosure. Range of tenures.



Safe and walkable streets with good permeability, Lifetime living options



Perimeter block development allows for enclosed and protected rear gardens. Terraced homes are combined with apartments at key locations

One Parking space per home

Key facts

5.2 Ha	239 units	45 DPH

70% Private

30% affordable

Key considerations

- An eco-friendly neighbourhood promoting sustainable credentials
- Large community outdoor park for the residents
- Pocket parks
- Play area made from natural materials
- Grassed amphitheatre within the main outdoor space
- Indoor community space for all kinds of events
- Highest standard of sustainable credentials for the buildings within the development, EPC A rating, solar panels, air source heat pumps
- Parking for 1-2 cars
- Streets have been designed to be pedestrian and cyclist priority

Coleshill Street, Miles Platting



Neighbourhood squares and spaces designed for conviviality and connection



Mews activate side streets



Monotonous canal frontage



Varied roof form and use of brick to create landmarks



Community spaces address key public realm

438 Cycling spaces

332 Parking spaces

Key facts

6.4 Ha	410 units	64 DPH

303 Houses

107 Apartments

744 sqm Commercial

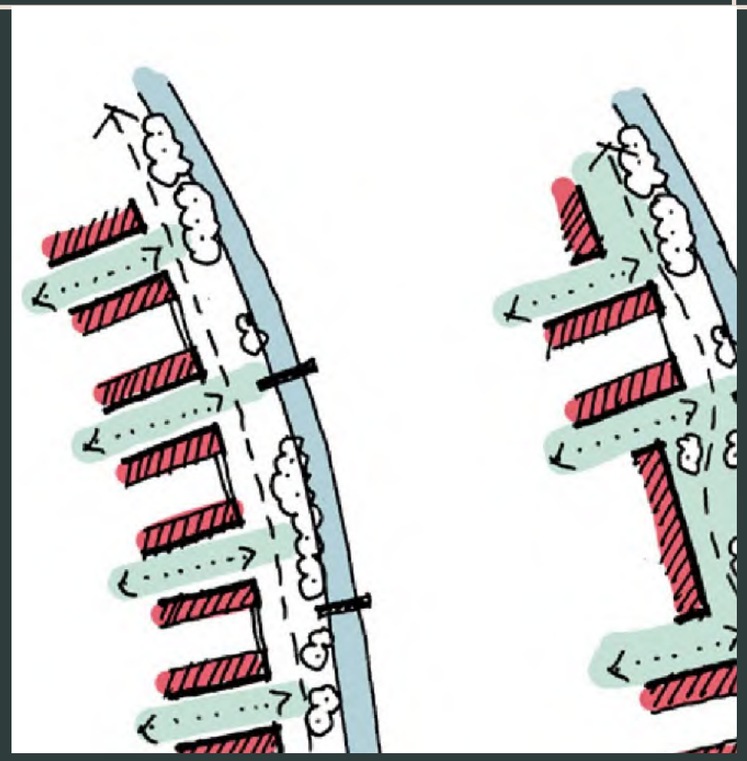
Key considerations

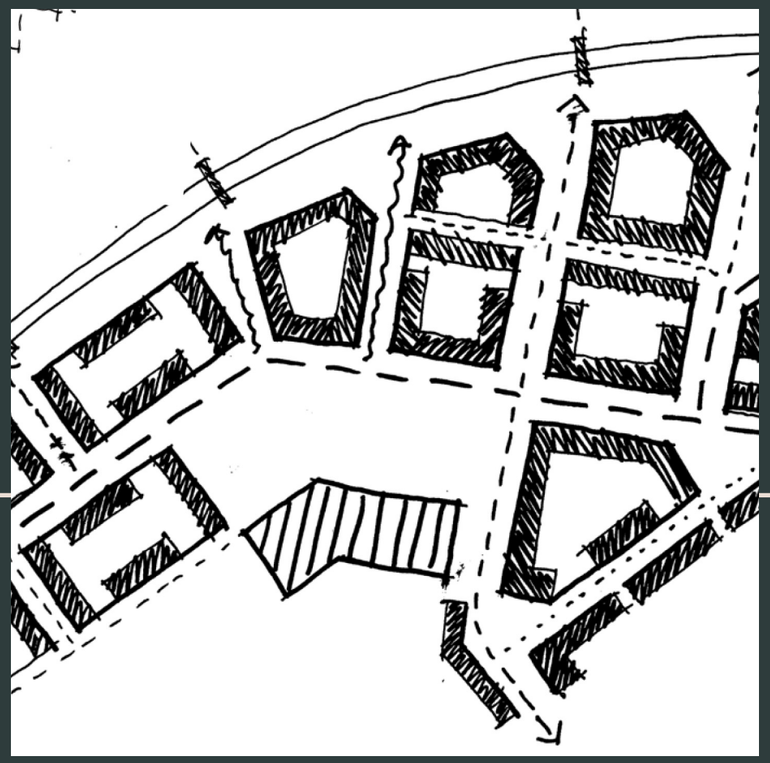
- Mixed use energy efficient community
- All homes will be available to rent, including social housing
- A nursery, shops and a community hub will also be built, within proximity to the development
- The development includes proposals to improvements to the area around Rochdale Canal to encourage more people to walk and cycle along the tow-path
- The site is developing on previous contaminated brownfield land

500 NEW tress

Developing the Concept

06

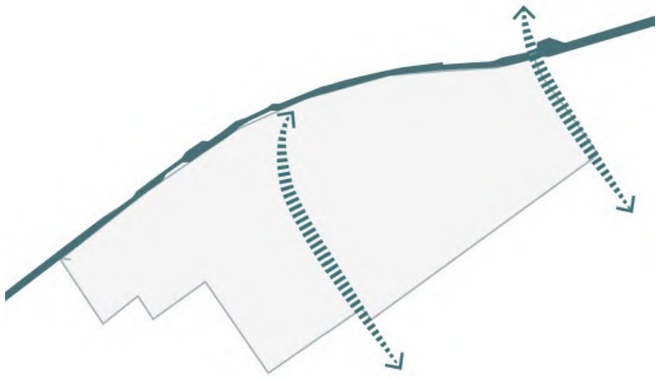




Design Principles

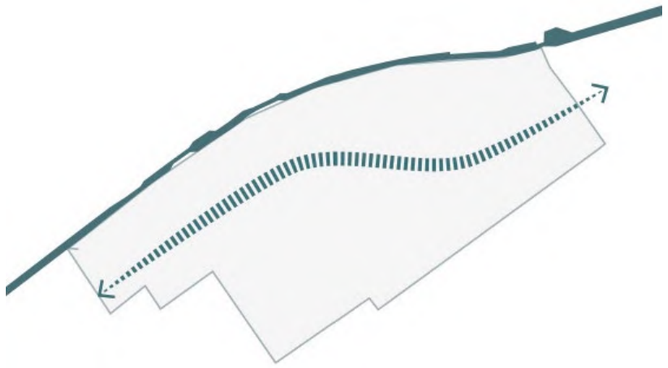
Understanding the site constraints, surrounding context and character establish a clear set of unique opportunities, as shown on page 49. The opportunities have been distilled into 5 spatial design principles which underpin the masterplan framework. These are guiding design principles that should be incorporated at detailed planning stages. The design principles are illustrated below:

01 North-South links throughout the Site



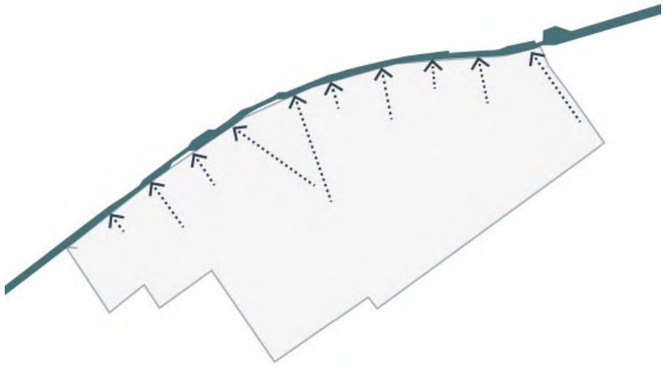
Enhance north-south pedestrian/cycle connections from Hallam Road towards the canal, improving connections to the canal from the existing surrounding the development.

02 Key East-West Connection



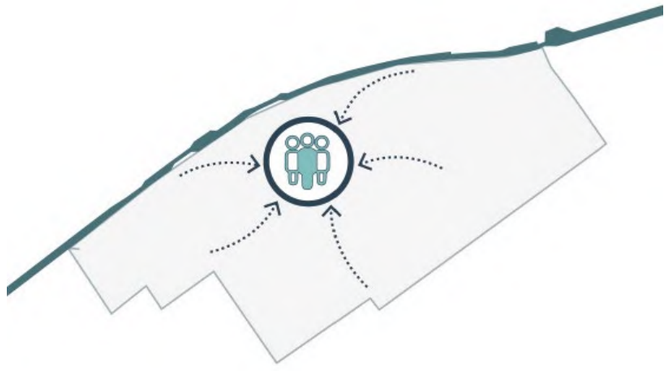
Enhance east-west connections through the development, connecting Ten Acres Lane and Mitchell Street, improving strategic connections to the transport infrastructure.

03 Views and development along Rochdale Canal



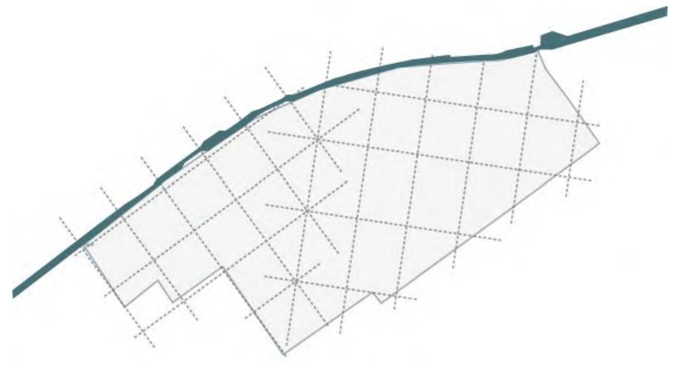
Activate and maximise views of the canal by orientating development to overlook the canal. Buildings should be set back to allow a landscape buffer to encourage biodiversity, SUDs and recreation.

04 A New Neighbourhood Heart



Create a new neighbourhood heart and community hub, to be located where connections converge, at the centre of the development. A mix of uses activate a new community park that benefits from views and access to the canal edge

05 Intersecting Linear Grid Pattern



The geometry and street pattern should enhance and encourage movement towards the canal footbridge. Geometry of the streets should be designed to create converging connections at the heart of development.

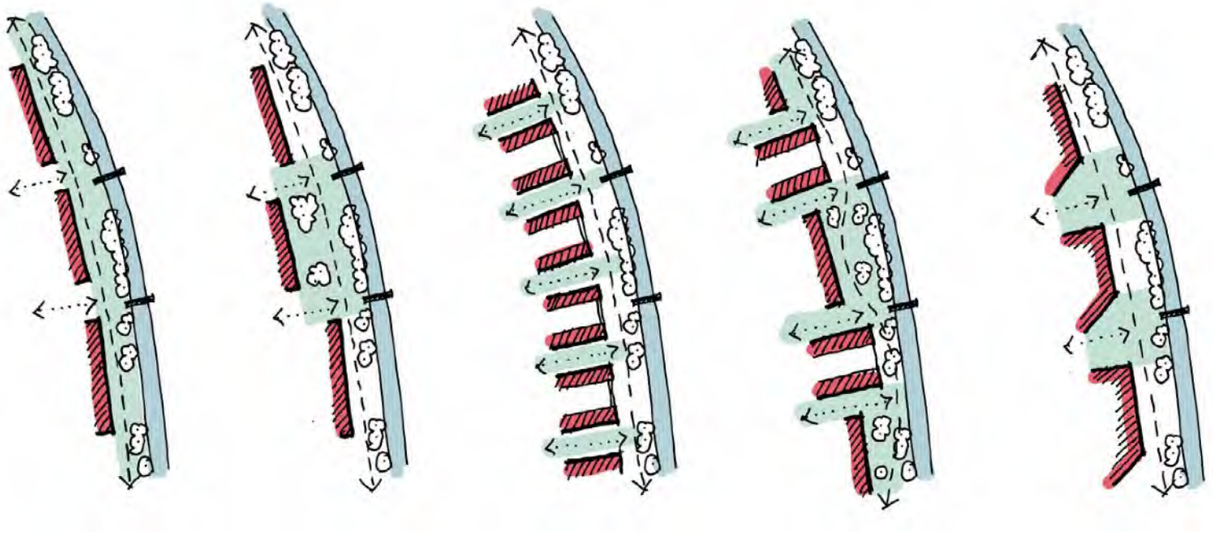
Concept Development

The site location presents a unique opportunity to create waterside living adjacent to the Rochdale Canal. To maximise the opportunity of the setting a variety of design approaches considered.

The sketches below explore the orientation, layout and organisation of built form and development adjacent to the canal.

The sketches opposite explore the journey through the development at a human scale, considering the termination of vistas and glimpse views. The layout and geometry is designed to encourage north south pedestrian movement towards the canal and footbridge, as well as east west connections from Ten Acres Lane and Mitchell Street. The street pattern is designed to create interest and enclosure and reveal. Drawing people in and out of the development.

Canal Edge



Continuous Frontage provides overlooking of the canal tow-path, and results in a wall of development.

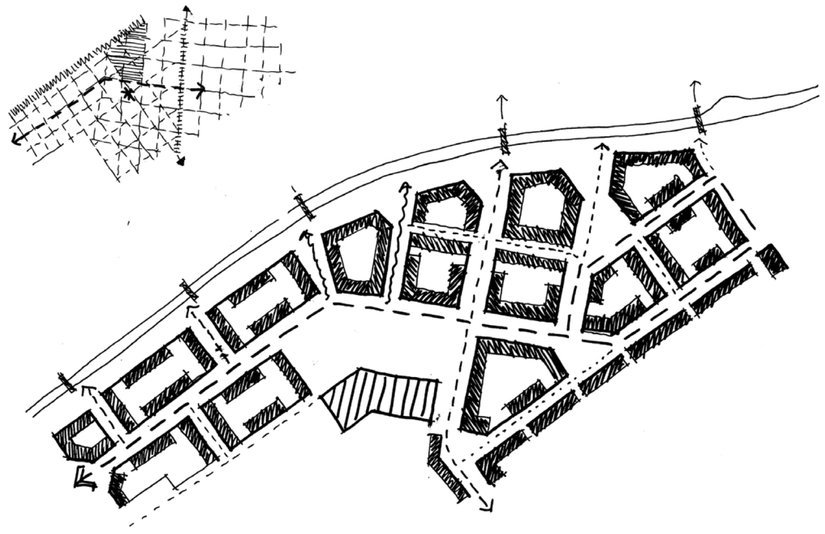
Push-Pull to create pocket spaces and a varied building alignment.

Flip the frontage to create linear spaces, allowing glimpse views from within the development.

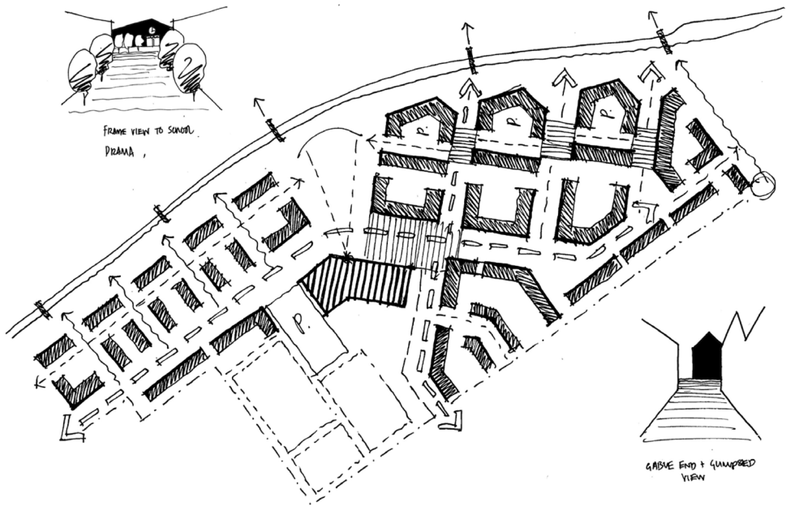
Combination of orientation and building alignment. Provides overlooking and variation.

The chamfered corner, brings the landscape into the development, varies the building line and creates pocket of green space to soften the canal edge.

Intersecting geometry



Views and vistas



Masterplan Evolution

As part of the evolution the design team has explored a series of options exploring variations to create the best possible masterplan framework. All options developed are in accordance with the spatial design principles.

The following sketches illustrate the exploration of masterplan options. These consider the structural moves that impact on the overall masterplan. The sketches informed pre-application discussion with MCC.



Sketch of development along Rochdale canal.
While updating the masterplan, it was key to simultaneously test out sketches and visuals of the canal waterfront

Options Testing

01



- School boundary is open and overlooked by dwellings.
- Communal and shared gardens serve new residential development adjacent to the canal.
- Central park and community hub consists of two triangular spaces located where connections converge.
- The building frontage is varied along the canal edge.

02



- School is completely wrapped with homes and rear gardens address the playing fields.
- Traditional private rear gardens dwellings adjacent to the canal.
- Central park and community hub consists of two triangular spaces located where connections converge.
- The building frontage is varied along the canal edge.

Preferred illustrative option to progress

03



- School is open to western boundary and homes wrap the northern boundary.
- Traditional private rear gardens dwellings adjacent to the canal.
- Community park consists of a single triangle, geometry encourages pedestrian connection towards the footbridge of the canal.
- The building frontage is varied along the canal edge

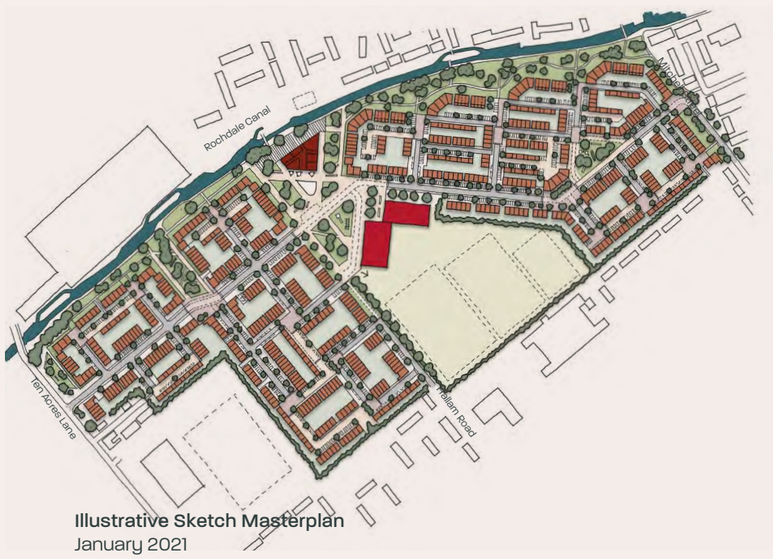
November 2020 - Pre-application

Following the optioneering stage, the sketch masterplan was further refined to test quantum of homes and car parking. A community hub is located at the centre of the heart of the neighbourhood to provide community facilities. The location adjacent to the school is designed to create a hub of activity, spilling out onto the community park.

The sketch masterplan was presented to the MCC at a pre-application discussions in November 2020.



Illustrative Sketch Masterplan
Presented to MCC during pre-application discussions, November 2020



Illustrative Sketch Masterplan
January 2021

Phase 1 Concept Development



Phase 1 has gone through a refinement process. An initial masterplan sketch on the left sets out a layout for housing, landscape and streets. The plan on the right introduces landscape features and green pocket parks within the development.

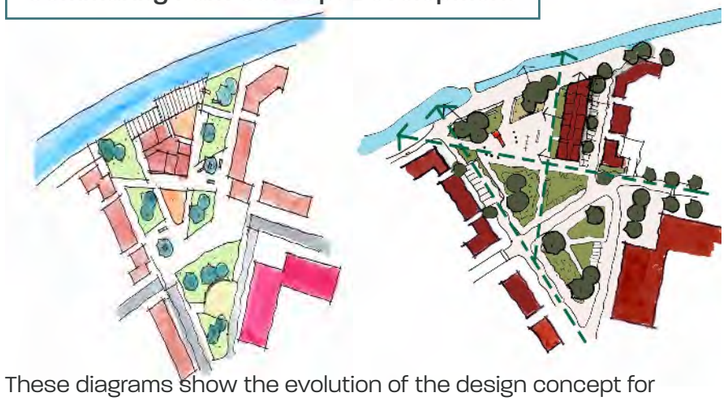
Mews typologies have been proposed in the streets to the back of the Rochdale canal buildings. On the updated masterplan, housing wraps up small green spaces to provide with security. Landscape buffer to the boundary of the development is designed, and a swale fronting the School site has been introduced.

Masterplan Sketch February 2021



The previous sketch masterplan showed the housing layout with landscape structure and street pattern. The plans shown above display the first iteration and the refinement of varied housing typologies in the masterplan for both phase 1 and phase 2.

Community Park Concept Development

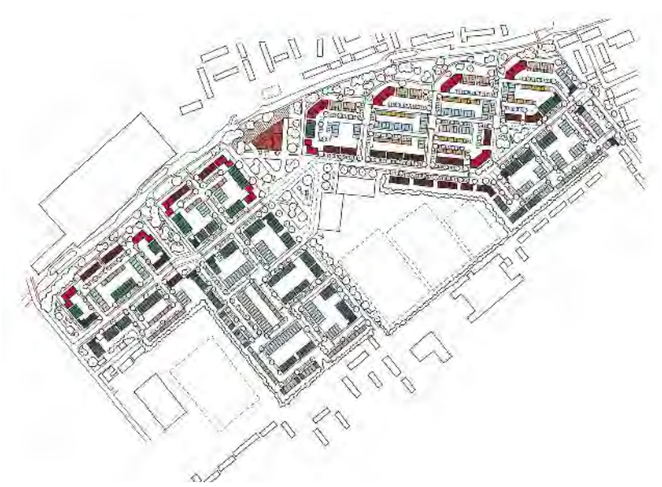


These diagrams show the evolution of the design concept for Jackson's Community Park.

Located at the heart of the new neighbourhood, the community park should be a gathering place that promotes community building and creates a distinct sense of place.

As a key meeting point, connections in and out of the neighbourhood, as well as to and from the canal are key.

The location of the community hub has changed: originally located in the centre of the space, it has shifted to the side in order to give way for a much greener and significant central space that incorporates play and opens to the Rochdale canal.



Sketch Masterplans
Evolution of housing typology arrangement in Phase 1 and Phase 2

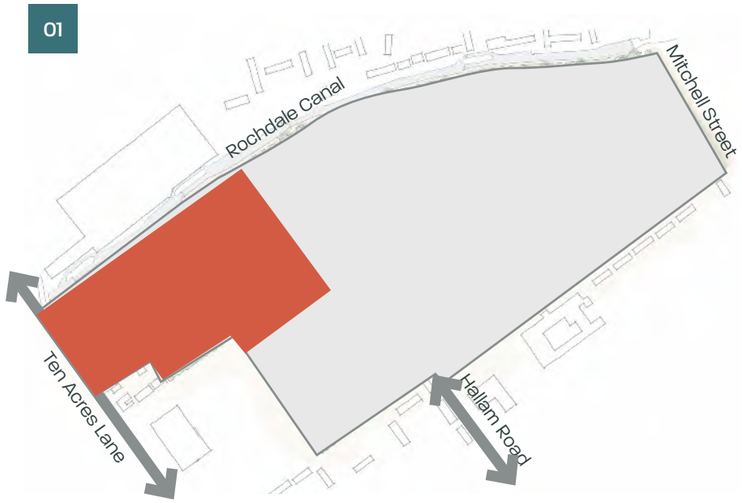
Masterplan Evolution

As part of the evolution a series of options and variations for the school location within the site were undertaken to determine the appropriate location and arrangement for the school.

The following diagrams illustrate the exploration of options of the school site.

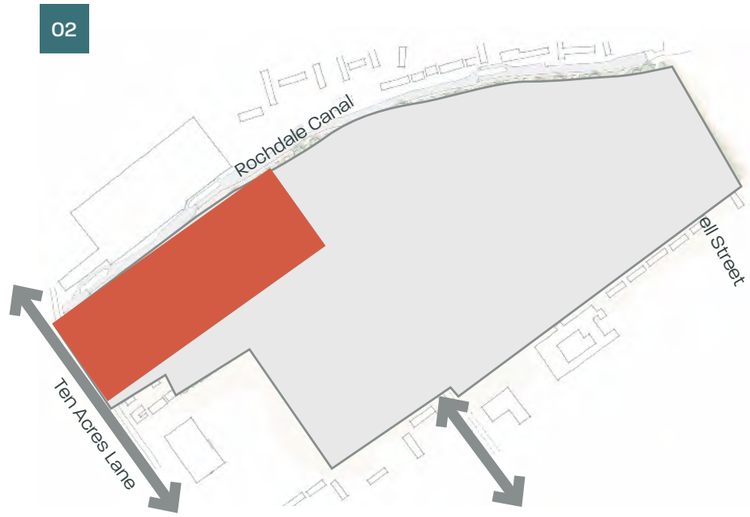
School Location Options

01



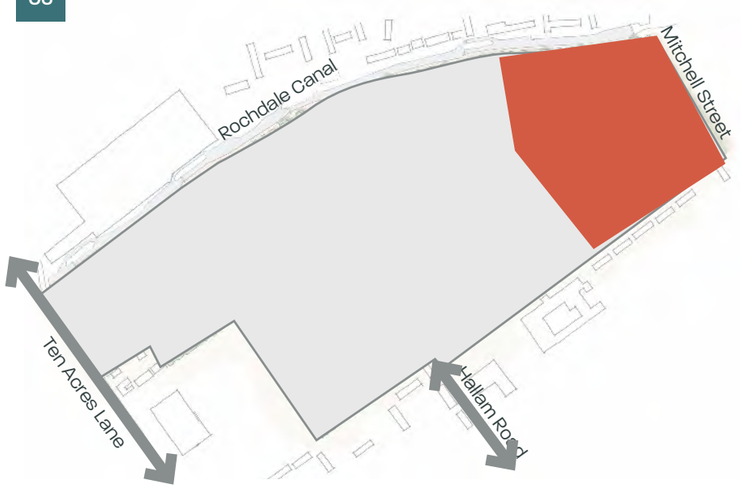
- School located off Ten Acres Lane.
- Narrow depth at this area of the site.
- Lack of active buildings overlooking the Canal, potential security and safety issue. Long stretches of fencing along the canal impacts on the setting.
- Narrow depth results in requirements for the school are limited.
- Potential impact to traffic on Ten Acres Lane.
- Security of the school is compromised, as canal tow-path runs directly adjacent to the school.
- Blocks pedestrian, cycle and vehicle access to and from the site.

02



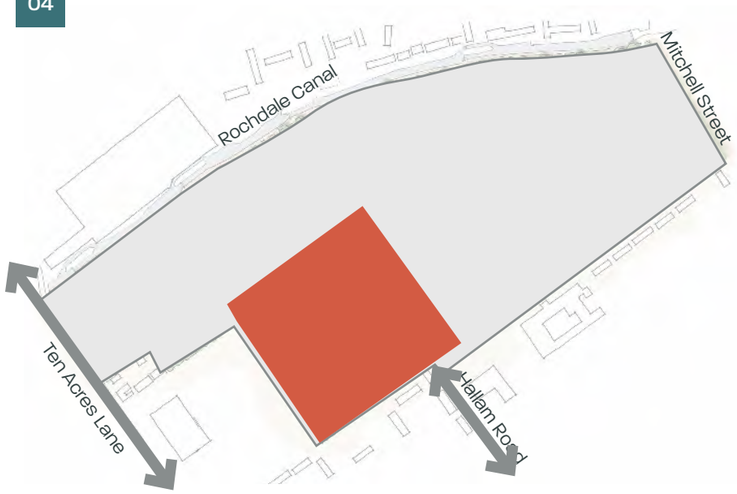
- Very narrow depth at this area of the site. results in inefficient development parcel for the school.
- Lack of active buildings overlooking the Canal at night time, potential security and safety issue. Long stretches of fencing along the canal impacts on the setting.
- Narrow depth results in requirements for the school are limited.
- Potential impact to traffic on Ten Acres Lane.
- Security of the school is compromised, as canal tow-path runs directly adjacent to the school.
- Blocks pedestrian, cycle and vehicle access to and from the site.
- Restricts pedestrian, cycle and vehicle access to and from the site.

03



- School located off Mitchell Street.
- Blocks off pedestrian, cycle and vehicle movement from Mitchell Street.
- Potential safety and security issue with exposed boundary to the canal edge.
- Potential safety issue for the canal tow-path with no homes overlooking at this area.

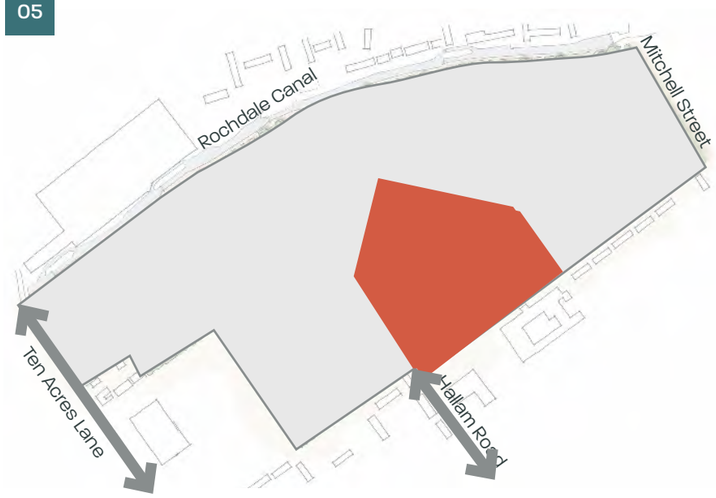
04



- Located to the rear of Ten Acres Sports complex.
- School located off Hallam Road.
- Blocks off pedestrian, cycle and vehicle movement from Hallam Road to the Rochdale Canal.
- Located close to Briscoe academy and allows for potential shared facilities.

Preferred school option to progress

05



- School location is central within the site, accessible to all.
- School located adjacent to Briscoe Academy, allows shared facilities
- Allows for building frontage and homes adjacent to the canal.
- Creates a central hub of activities.
- Benefits from being located next to the community hub and park.
- Secure and safe with properties providing overlooking to the boundaries and edges
- School is secure with homes both wrapping the perimeter or overlooking the edges.

Masterplan Guiding Principles

01 Primary access should be off Ten Acres Lane.

02 The Primary Road should provide east-west vehicle connection through the site, this is fixed due to connections to the wider movement network. Dwellings should be orientated to front the primary road.

03 Vehicle access off Hallam Road is restricted, for emergency vehicles only. Intervention to prevent vehicle rat running through to Hallam Road, should be integrated into the design and layout

04 Access off Mitchell Street serves vehicles, pedestrians and cyclists, enhancing east-west connections.

05 Community hub and park space is positioned at the heart of the neighbourhood. The space should not be reduced in its size, however it can increase in size. The space should accommodate children's play (LEAP).

06 School to be located within the centre of the development and adjacent to the community park and Briscoe Academy. The school building should be positioned to overlook the community park. Opportunity for school facilities to be accessible outside school times under a community agreement.

07 Potential to include drop off space to be located in front of the school and designed to integrate within the public realm.

08 A pocket park accommodating children's play should be located to be accessible from homes to the west of the development.

09 Canal linear park - Offset distance from Canal to buildings is a minimum of 11m to prevent overshadowing of canal. The offset distance should vary along the length of the canal to create variety.

10 Eastern area pocket park to accommodate amenity and children's play space. The Space should be overlooked by dwellings. The exact position of the space has some flexibility.

11 The development should enhance north-south pedestrian connections to Mitchell Street. Buildings should be designed to overlook the route for improved safety and environment for pedestrians.

12 Dwellings should be orientated to address the canal to create an active frontage. Variety of the built form and roof-scape should be considered to avoid a wall of development.

Remediate Contaminated Land

- Before any re-development is done, remediation of contaminated land needs to occur
- Site remediation works include removal of existing vegetation, ground works and other associated works.

High Quality Affordable New Homes

- A range of typologies to cater for all
- A range of sizes of homes to suit local housing needs.
- Offer modern homes influenced to be designed considering the townscape character

High Quality Design and Attractive Public Spaces

- Attractive arrival spaces
- Provision of a new community park
- Provision of pocket parks

Community Facilities

- To encourage social interaction and neighbourliness
- Increase activity

Secondary School

- Secondary school, which will provide up to 1,050 school places for children within the local area
- Focal point at the heart of the community

Shared Sports Facilities

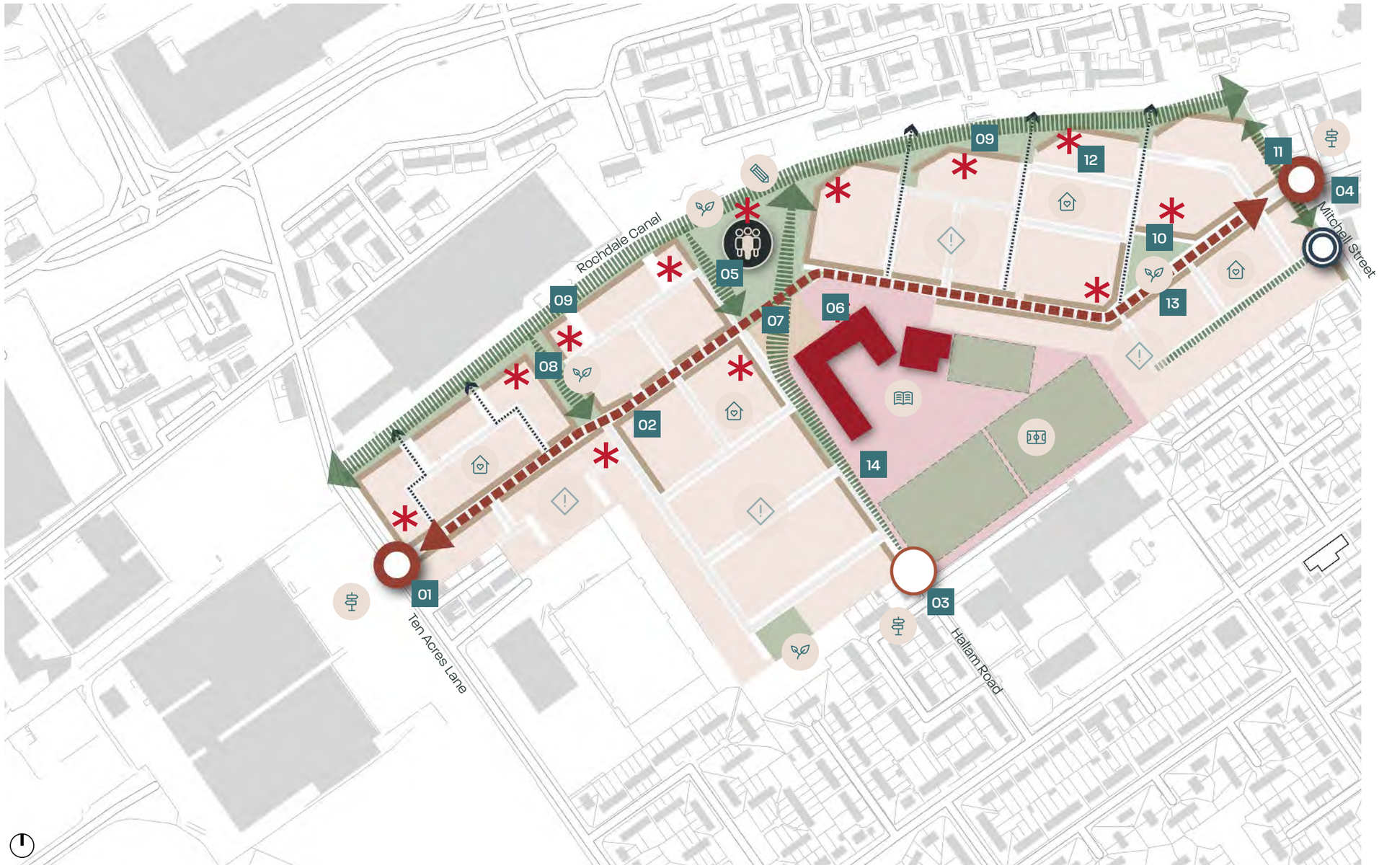
- Opportunity for school to provide with dual use facilities
- These will include facilities such as sport pitches and MUGA

Improved Green Infrastructure and Open Space

- Provide new parks and recreation
- Improve canal edge
- Accessible green space for all
- Improve connections to existing green spaces

Improved Connections

- Connect to surrounding streets
- Create east-west and north-south pedestrian connections
- Create a clear and legible network of streets



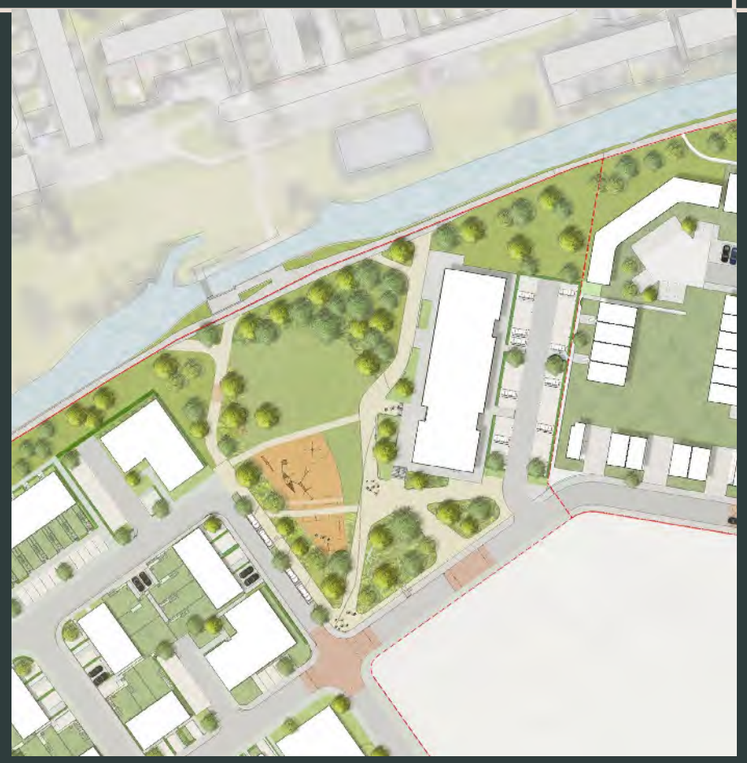
Key

- Site boundary
- School
- School building
- Sport facilities
- Green space
- Development
- Frontage
- Primary access
- Primary road
- Secondary road
- Restricted vehicle access
- Pedestrian/Cycle connections
- Pedestrian Access
- Landmark and key buildings

Urban Design Framework
Illustrates spatial design principles that should be incorporated within development proposals at detailed planning stages

Masterplan Framework

07





Illustrative Masterplan

The proposal seeks to create a harmonious and cohesive masterplan for the Jackson's Brickworks site in Newton Heath.

The Illustrative masterplan has maximised landscape features towards the Rochdale canal in order to future proof the canal tow path. The character of the local area underpins the masterplan and creates a sense of place and belonging.

Layout

01 Terraced houses, characteristic of the local area front on to Ten Acres Lane, creating an attractive, safe and active arrival space.

02 Semi-detached houses populate The Avenue, set-back behind large front gardens allowing for tree planting and gardens. Parking is setback behind the building line and to the sides of houses. The architectural form creates a distinctive and unified character along the length of the main avenue.

03 Apartments are set back from the canal edge allowing for landscape buffer planting.

04 Homes are oriented to enjoy good views over the canal. A variety of typologies allow variation and interest in the built form and roofscape along the canal.

05 Mews streets and parking courts are located to the rear of the canal-side to encourage a safe and attractive environment for pedestrians and cyclists

06 Mews homes are intimate in character and also provide a range of housing to meet different local needs.

07 Larger terraced town houses overlook the canal, with front doors and living rooms fronting onto the canal to create a safe and welcoming environment.

08 Homes are arranged an oriented to frame and overlook green spaces.

Legibility

09 Apartments 'hold' key corners, and create strong landmark overlooking key spaces.

10 Town-houses face the key bridge connection, creating a welcoming edge to the space and improving safety.

11 The central hub building is designed to create a focal point at the centre of the development.

Central Hub

12 Jackson's community park is located at the centre of the site, serving as a community focus and heart to the new neighbourhood and wider community.

13 The central green space enhances key connection across the canal at the lock.

14 The location of the community hub is at a key node within the development where connections converge.

Landscape

15 Tree and shrub planting will create a landscape buffer along the edge of the development, helping to screen and soften buildings, and creating a clear distinction between public and private spaces.

16 Front gardens and shared green spaces will be planted along the canal edge to create habitats and encourage biodiversity, to support the canal's role as a nature corridor.

17 The distribution of pocket parks will encourage neighbourliness and provide safe and overlooked spaces for children to play within close proximity to their homes.

18 Landscape design along the canal edge seeks to retain the natural character of this important movement and nature corridor, creating an attractive and vibrant place to move through or dwell.

Access and movement

19 Primary vehicle access is located off Ten Acres Lane

20 Access off Mitchell Street ensures the site connects to the wider neighbourhood, offering permeable and sustainable walking and cycling routes east-west through the development.

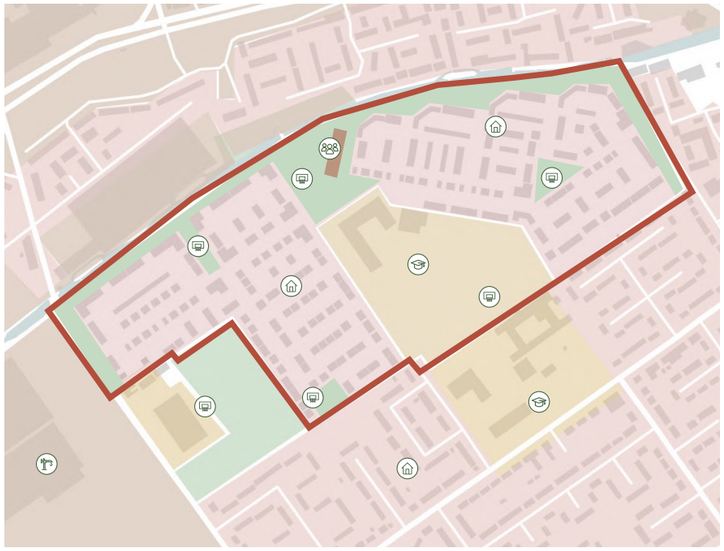
21 A core principle of the layout is to connect up with the canal locks as key heritage features. Here a 'pocket park' opens out onto the canal edge, making the most of the unique space the lock creates. The pocket park provides a multi generational space for socialising, relaxing and playing.



Illustrative Masterplan

Masterplan

Land Use



Areas of post-war housing adjoin the eastern and southern boundaries of the site, and to the north across the Rochdale Canal. Also beyond the canal lies Tootings Mill building, which is a remnant of the industrial heritage of the area, and is has an industrial function. The Western boundary adjoins Ten Acres Lane with predominantly vacant industrial uses facing. These are currently undergoing or being considered for redevelopment. Ten Acres Lane Sports Complex also abuts this edge. Additionally to the southern boundary is Briscoe Lane Academy, a primary school.

Key

- Outdoor public green areas
- Light industrial
- Education
- Residential
- Play areas/ Sports Centre
- Community hub

Green Infrastructure



Adjoining the site along the northern boundary is the Rochdale Canal towpath, with multiple crossing point over the canal.

Enhancing and enriching the environmental characteristics of the Rochdale Canal towpath for the benefit of biodiversity is key in the proposal. Pedestrian and cycle connections from Brisco Lane through Hallam road towards the waterfront are essential in the area, as well as the connections east-west from Ten Acres Lane to Mitchell Street.

Key

- Site Boundary
- National cycle network along Rochdale Canal towpath (Route 66)
- Access to Rochdale towpath
- Connections east west through site
- Connections north-south through site
- Canal crossing points
- Green biodiversity corridor
- Sports infrastructure
- Buffer treatment to existing housing

Heights



The Height datum of the proposed development is set predominantly by the surrounding housing of 2.5 storeys in height. There are some instances where this datum is exceeded - notably the apartment buildings towards Rochdale canal, up to 4 storeys.

Key

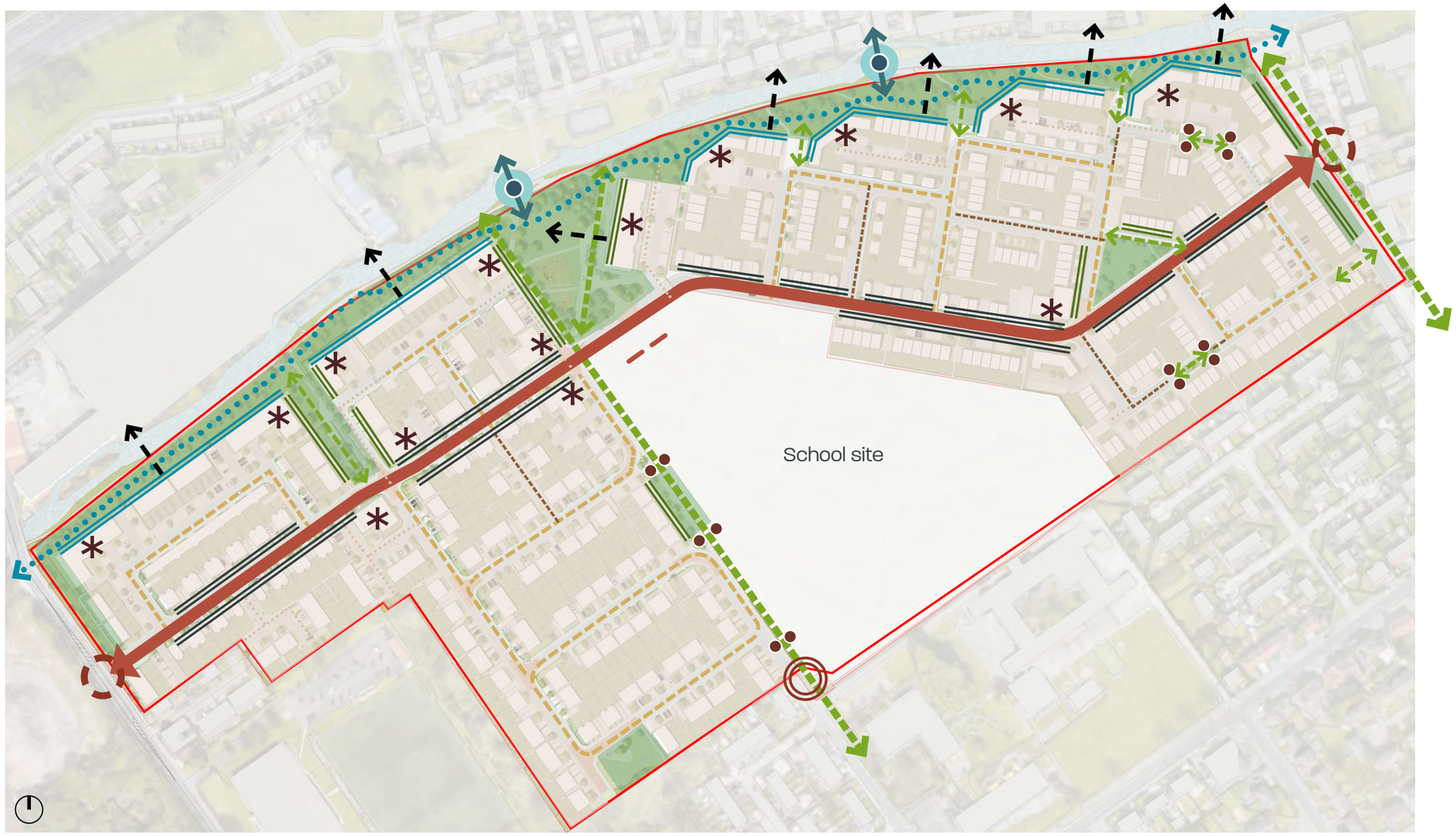
- Red line boundary
- 50m
- 40m
- 30m
- 20m
- 10m
- 5m
- 0m

Urban Design Framework

An overall Urban Design Framework Plan for the Jackson's Brickworks masterplan is presented below. Detailed Urban Design framework plans for each area are located in the Character Areas chapter of this document.

Primary road connection from Ten Acres Lane to Mitchell Street and secondary, pedestrian priority links from Hallam road to Rochdale canal run through the site. Pedestrian links from the development towards the canal are key, as well as a biodiversity green buffer towards the canal.

Frontages are oriented towards the roads, the canal and to green spaces, to activate the public realm. Landmark buildings break the street rhythm and provide vistas.



Urban Design Framework Plan

Key

- Primary vehicular access
- Primary vehicular route
- Limited vehicular access
- Secondary vehicular route
- Tertiary vehicular route
- Semi-private driveway
- No through-traffic - ped/cycle only
- Primary pedestrian/cycle link
- Secondary pedestrian/cycle link
- Canal crossing point
- Canalside pedestrian/cycle route
- Potential School drop-off location
- Green open space
- Views
- Landmark buildings
- Active Frontage to Primary Road
- Active frontage to Canal
- Active frontage to Green Spaces
- Development Area
- Red Line Boundary

Access and Movement

Strategy

The approach to access and movement for the masterplan has been developed by the following development principles:

- Fluid vehicular and pedestrian access and movement within the Site and the surrounding area;
- Uninterrupted and significant areas of Public Open Space (POS);
- A clear hierarchy and legibility between the various streets;
- Provide priority to pedestrians and cyclists to encourage sustainable travel.

The intention is that these principles set a precedent for high quality street design and can be rolled out across the wider development. The access and movement framework plan illustrates the overall movement framework across the Site. The proposed hierarchy of access routes in the Site are outlined opposite.

Access

The primary vehicular access will be off Ten Aces Lane, connecting east-west towards Mitchell Street.

Pedestrian access is set from the Rochdale canal, with pedestrian links north-south, and emergency, pedestrian and cycle only access from Hallam Road. It's important that all of these strategic routes are designed as integrated elements of the townscape, balancing the place and movement functions.

Movement Hierarchy

A street hierarchy is outlined below including: primary, secondary streets, and tertiary streets, semi-private drives, the canal edge and pedestrian and cycle routes.

The masterplan proposes to provide safe and secure pedestrian movement across the Site through the provision of:

- A walkable green link running alongside the Rochdale Canal.
- Pedestrian priority links from Hallam Road to the canal area.
- Pedestrian movement trough green spaces and parks.
- The creation raised tables to allow for pedestrian priority movement and to slow traffic.

Street Hierarchy	Design Features	Transport Modes
Primary Street 'The Avenue'	6.5 m carriageway 2m Shared cycle/footway at both sides of the carriageway Avenue broken up with raised tables, slowing down traffic, and prioritising pedestrian and cycling movement crossing over the primary street, through the site	Private vehicles, pedestrians, cyclists Emergency vehicles
Secondary Street	5.5m carriageway Potential on-street parking (2.5m) 2m Shared cycle/footway at both sides of the carriageway Driveways broken up with front gardens.	Private vehicles, pedestrians, cyclists Emergency vehicles
Tertiary Street	4.5m carriageway 20mph speed zones, along with traffic calming measures to encourage motorists to observe the speed limit Potential on-street parking (2m) Driveways broken up with low-shrub boundary treatment	Private vehicles, pedestrians, cyclists
Semi-private drives	Balanced streets, localised narrowing Change of surface within residential areas	Private vehicles, pedestrians, cyclist
Canal Edge	Pedestrian and cycle routes along canal waterfront, min. 3 Green, tree-lined landscape as buffer/privacy towards dwellings min. 10m Potential water retention swales Opportunity for enhancing canal crossing points	Pedestrians, cyclists
Pedestrian and cycle routes	Potential swale, min. 6m Pedestrian and cycle access, routes connecting towards School and the Rochdale Canal	Pedestrians, cyclists



Attractive pedestrian routes through a pocket park



Residential car parking in an attractive and sensitively designed courtyard

Pedestrian and cyclist only routes through residential development



Vehicle access from Mitchell Street

Potential school drop off location

Vehicle access from Ten Acres Lane

Restricted vehicular access from Hallam Road. Emergency, pedestrian and cycle access only

Restricted access to vehicular traffic, bollards separate vehicular traffic flow from pedestrian and cyclist movement





Pedestrian and cyclist only route along the front of residential development, provides opportunity for play

Key

- Primary vehicular access
- Primary vehicular route
- Limited vehicular access
- Secondary vehicular route
- Tertiary vehicular route
- Semi-private driveway
- No through-traffic - ped/cycle only
- Primary pedestrian/cycle link
- Secondary pedestrian/cycle link
- Canal crossing point
- Canalside pedestrian/cycle route
- Potential School drop-off location

Access and Movement Framework Plan



SECTION LOCATION PLAN

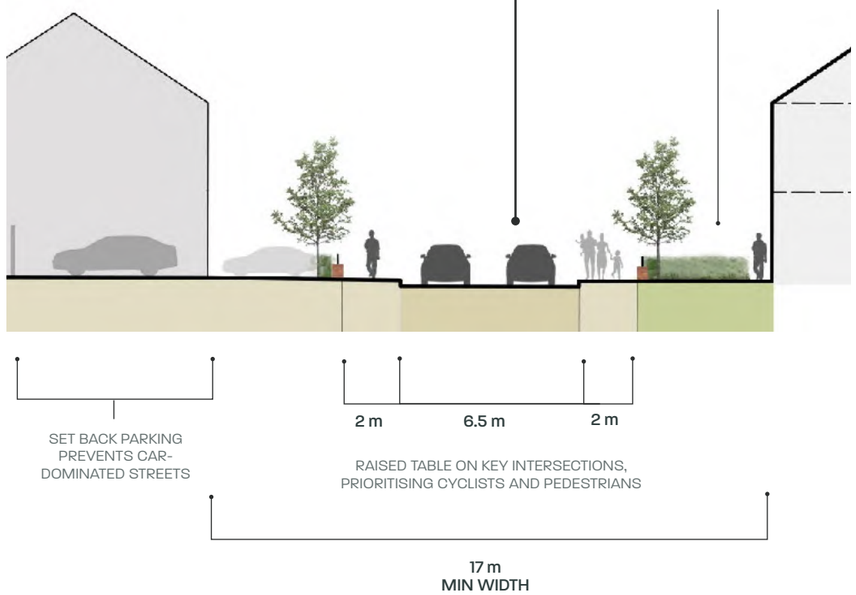
Primary Street

'The Avenue'



An example of a raised table within the carriageway. A change in surface material helps distinguish the change in priority

A-A



Secondary Street

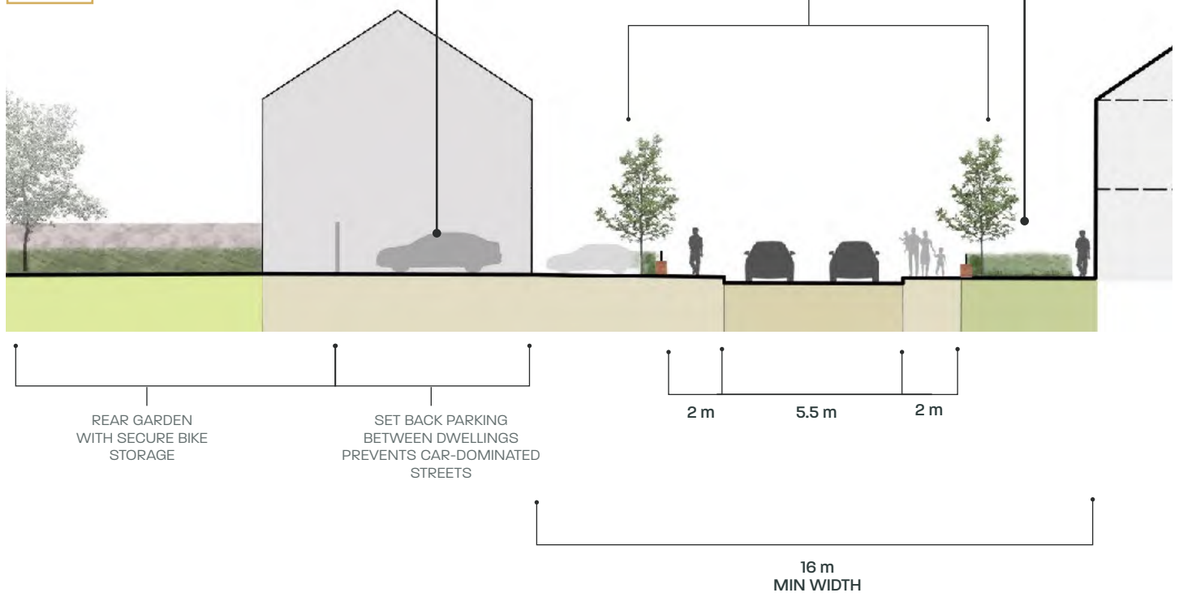
An example of car parking set-back from the secondary street



An example of a front garden with green frontage, including a low-level hedge with attractive planting



B-B



Tertiary Street



An example of a tertiary street with a footway running along the front garden, a green space is in front of the property

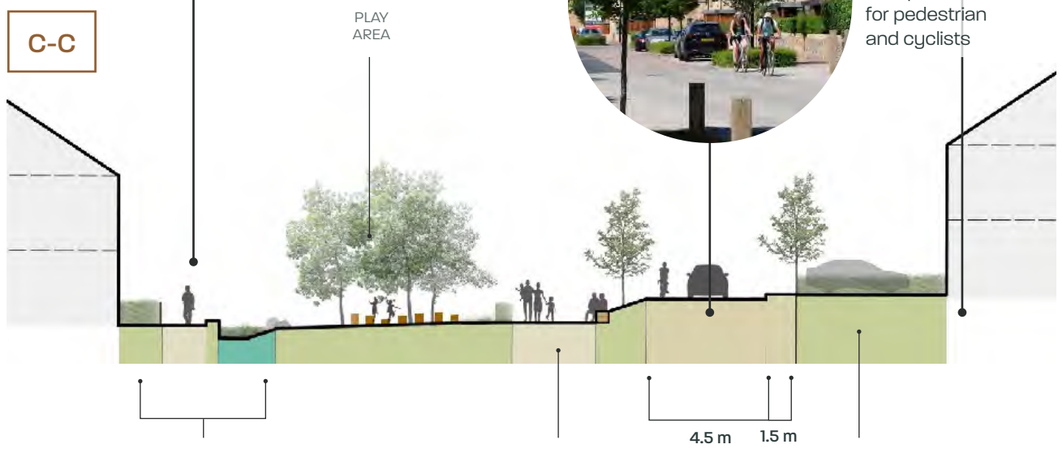
Attractive planting which is low maintenance and has biodiversity value is within the front garden and boundary of the residential development





An example of a tertiary street with provision for pedestrian and cyclists

C-C

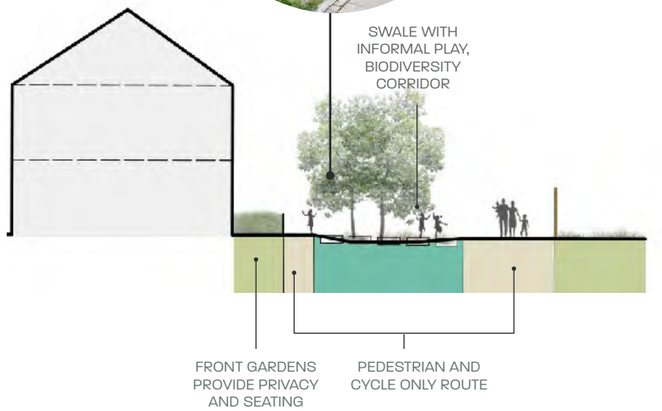


Swale



An example of a green space in front of residential housing

D-D

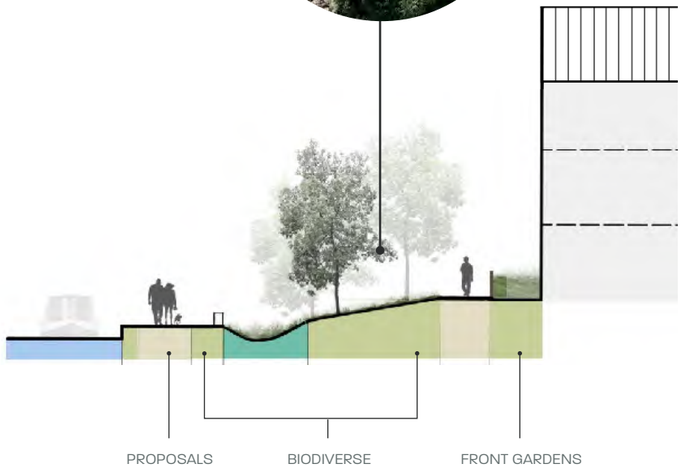


Canal Edge



An example of a green space in front of residential housing along a waterside edge

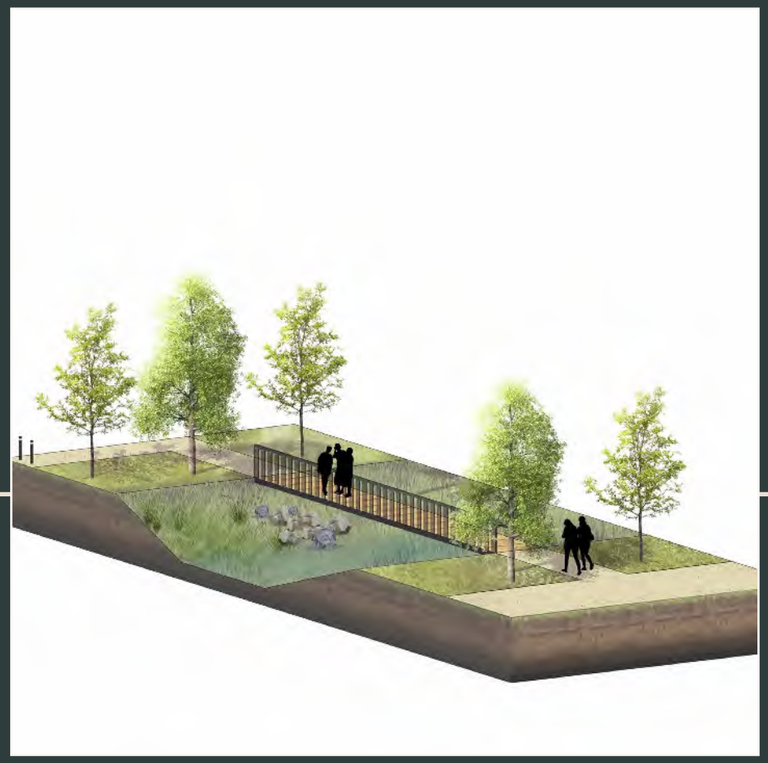
E-E



Landscape Strategy

08





Landscape Principles

Note: Landscape strategy for the school does not form part of this application, as it is to be provided in a separate application. Nevertheless, landscape principles and design will be complimentary to that of the wider development.

Creating a setting within Jackson's Brickworks involves maintaining and improving the canal edge character. New, open and green spaces are key in the area, as well as introducing tree planting and greenery that reflect the architectural and urban values of the area.

01 Green Corridors

The Green Corridors proposed through the masterplan connect existing key green assets, particularly the Rochdale canal. These green routes will provide pedestrian connectivity to internal green spaces.



Key

- Central green heart of the site
- Green and pedestrian links through site

02 Key Spaces

The masterplan proposes seven key green spaces. These green open spaces will provide the community with opportunity to dwell, play and interact - encouraging healthy living and improving biodiversity for the site.



Key

1. Jackson's Community Park
2. Ten Acres Pocket Park
3. The Avenue Pocket Park
4. Hallam Road Swale
5. Hallam Green
6. Ten Acres Arrival Space
7. Rochdale Canal Linear Park

03 Views

Views into and out of the site are either screened by built form and / or landscape features or the masterplan proposals provide layered views out. New proposals interact with the existing and surrounding context by creating screened and layered views.

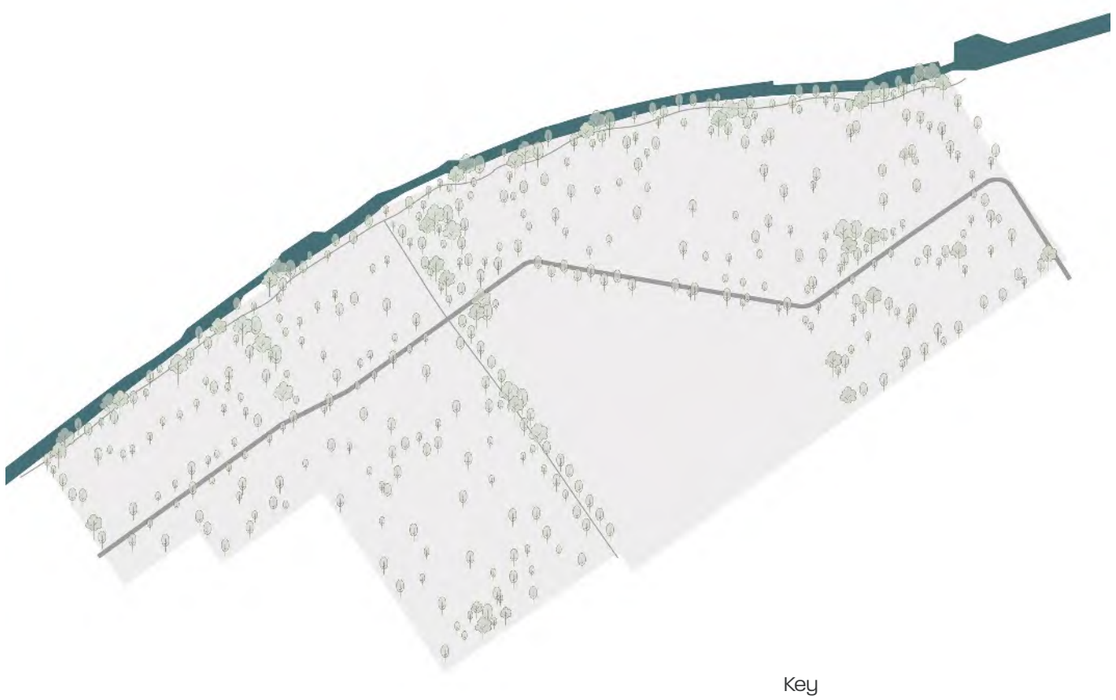


04 Tree Planting

Along the canal the wildlife corridor is restored by planting a large number of native trees.

Canal path buffer planting will consist of tree forms that allow for good visibility for security and safety.

Tree planting in communal spaces and private front garden enhance the network of green spaces.



Landscape Strategy

Note: Landscape strategy for the school does not form part of this application, as it is to be provided in a separate application. Nevertheless, landscape principles and design will be complimentary to that of the wider development.

01 Tree Removal/Renovation

The former industrial use and the landfill use in recent years had contaminated the area, making it hazardous for humans. In order for development to be possible, remediation works are required. Majority of vegetation, including invasive species will be removed. This opens the opportunity to introduce a landscape and tree planting strategy that will benefit and enhance the environment and biodiversity in the area.



Fly-tipping and antisocial behaviour have worsened the site status



Contaminated land provides no benefit to biodiversity in the area



Invasive species on site and contaminated land present danger to public health

02 Planting Strategy

Various species will be used for planting to increase and enrich biodiversity on site. Native and diverse planting is balanced with usability and maintenance requirements. In terms of security, clear stem single and multi-stem trees will be planted along the canal edge for good visibility.

Large green areas are seeded with a native species rich mix of predominantly grass and some herbaceous species, which is attractive to wildlife. 373 new trees will be planted within phase 1. Approximately 211 new trees could be delivered within phase 2, subject to detailed planning proposals.



03 Play and Recreation

The strategy for play seeks to integrate informal play opportunities and features within the landscape.

This approach takes an inclusive and multi-generational approach to leisure, play and outdoor fitness activities within the public space. Integrating playable features and informal features for play and exercise, the approach seeks to reinforce the 'green spaces for all' principle.





Landscape Strategy Plan

SUDs

Strategy

Managing flood risk and the creation of a sustainable urban drainage solution has been a key driver in the development of the illustrative masterplan proposals.

The SUDs features will be designed as an integral part of the parkland and streetscapes.

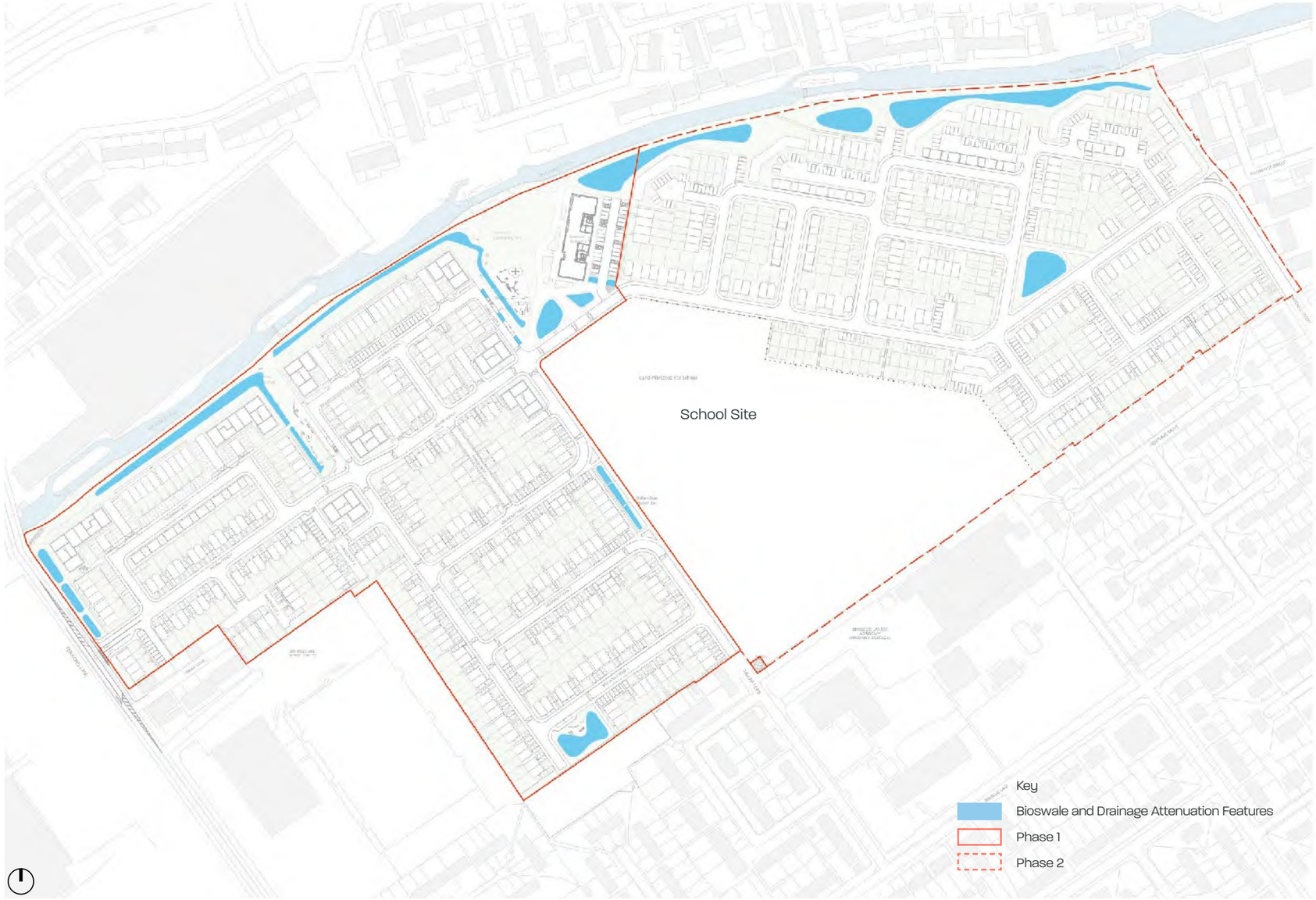
Surface run off from the proposed and existing development will be channeled away by a combination of bioswales and attenuation basins. They also offer additional benefits of creating a sense of place in terms of distinct character areas and encourage biodiversity.

Public green spaces are utilised to attenuate rainwater whilst not compromising the amenity value and usability of those spaces.

The drainage features are integrated in a playful way that promotes the concept of sustainable drainage in the community.

The cascade of swales in the canal corridor keeps a distance to the towpath to maintain safe and free movement of users beyond the currently narrow paved towpath.

The illustrations opposite represent the approach to the design of SUDs features integrated as part of the overall landscape design.



Illustrative Sustainable Drainage Systems (SUDs) Plan



Illustrative Swale Axonometrics

Precedent Imagery



Raingardens integrated into the streetscene and public open space.



Rainwater collection and sustainable drainage elements integrated into play features.



Drainage features in soft landscape throughout the site help with potential flooding risk by releasing water over time into the sewer system at a controled rate.



Swales with low maintenance, adaptable and varied planting, but attractive to flora and fauna in the local area.



Swales and dry attenuation basins help filter pollutants and support diverse habitants.



Attenuation basins allow for safe and contained storage for excess rain and storm water, while acting as green open space for recreation purposes when dry.







Illustrative Dry Attenuation Basin Axonometrics

Swales

The swale is primarily a functioning hydrological feature, however, its design potential has been explored through a series of sketches, visuals and precedents to demonstrate the vision and maximise the placemaking opportunities of the landscape and public realm at the site. The vision for the swale seeks to achieve the following principles:

- To diversify the character of the swale along its length;
- To maximise opportunities for people to engage and dwell;
- To ensure a strategy for pedestrian permeability is considered; and
- To provide a varied planting palette that responds to location whilst being low maintenance, attractive and beneficial to the local fauna and flora, and integrated into the overall landscape design, avoiding high boundary treatments.

Dry Attenuation Basin

These landscaped depressions around the periphery of the site are able to store storm surge surface water runoff, and create a diverse habitat within this landscape buffer.

They are designed as meandering dry attenuation basins with vegetated embankments of hardy flood tolerant species. The planting design will act as an informal barrier, discouraging access to these floodable features.

The planting design would be composed of evergreen structure planting, including species such as dwarf pines and wild sage varieties; flowering hardy perennials, such as rose campion and echinacea; ornamental grasses such as miscanthus, along with rushes and reeds; and flood tolerant wildflower meadow species. Marginal tree species including willow, pine and alder could be utilised within the basins to provide visual screening and amenity.

Character Areas

09

Character Areas

Summary

The proposed Masterplan for the Jackson's Brickworks site can be divided into Phase 1, Phase 2 and the School site. These phases are subdivided into 7 Character Areas, which have been identified by their unique setting.

The Character Areas can be defined as the following:

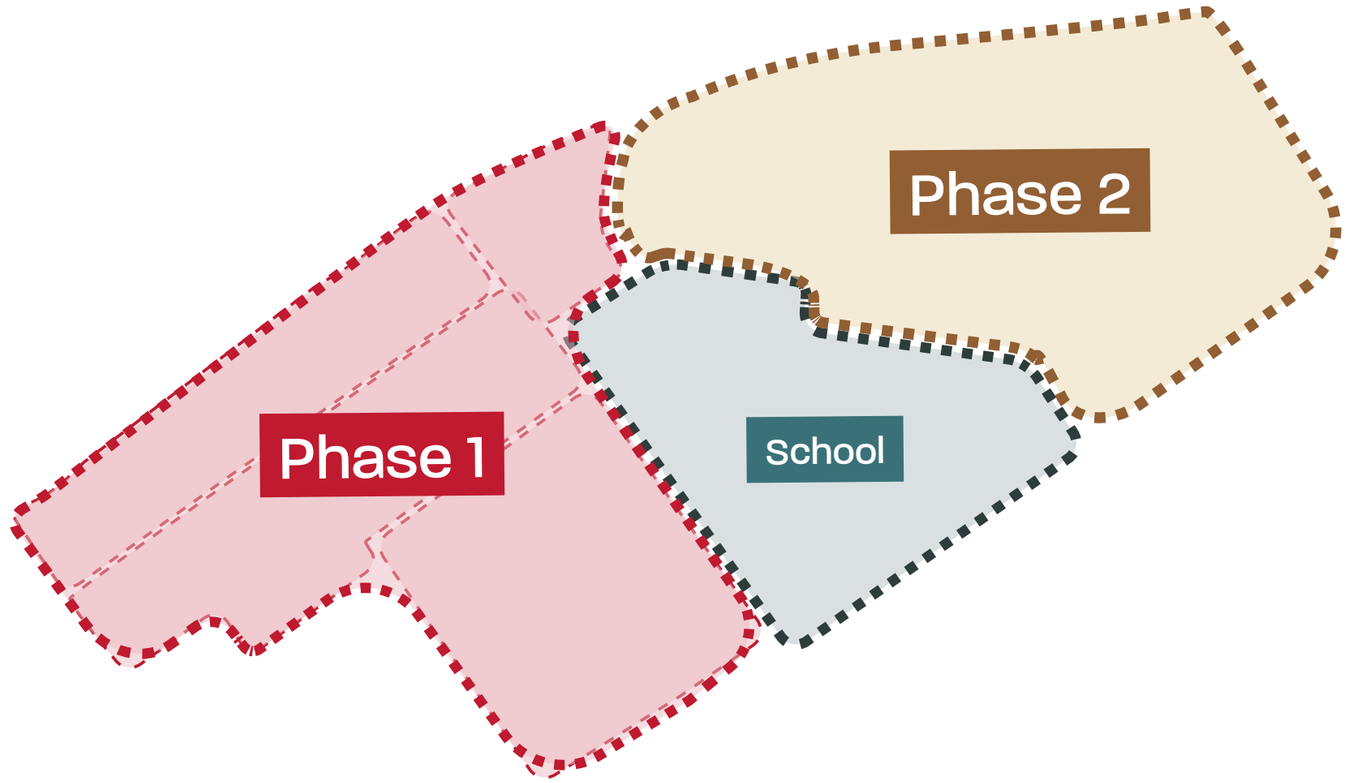
Phase 1

- Canal Edge
- The Avenue
- Hallam Road
- Jackson's Community Park. Please see Detailed Application Landscape Chapter 13 for design principles.

Phase 2

- Canal Edge
- The Avenue
- Mitchell Street

Phase 1 character areas are part of full planning permission. Detailed design proposals will be developed at detailed planning stages. See 'Detailed Planning Chapter 13' for these proposals.



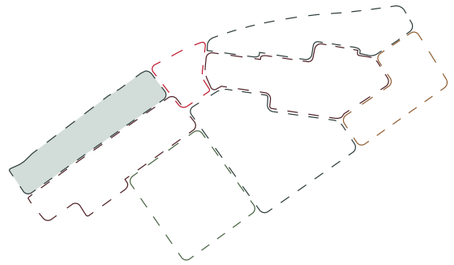
Phasing Diagram



Illustrative Plan of Character Areas

Canal Edge

Phase 1



2.18 Ha | 106 units | 50 DPH

The Canal Edge Character Area is the gateway into the development from the Rochdale Canal. The canal forms the northern boundary and the spine road forms the southern boundary. To the west, Jackson's Brickworks Community Park bounds the area and existing housing encloses it to the east. Below are key recommendations for the canal edge:

Use

- The proposed use of this character area is to provide new residential accommodation. Currently, this area is not open to the public and has various groups of poor quality trees and shrubs.

Amount

- This area has potential to deliver up to 106 homes with a mix of typologies, including apartments town houses, mews and semi detached houses.

Layout and Scale

- A variety of apartments and town houses should be designed to address the canal to provide a varied elevation.
- Dwellings have potential to be orientated to provide active frontages to Primary routes.
- Buildings should be set back by a minimum of 11m from the canal edge to allow level changes, front gardens, privacy, security and to future proof the tow path.
- Landmark buildings to be positioned to terminate key vistas and views.
- Buildings to be arranged allowing glimpsed views towards the canal from within the development.
- Homes are recommended to back on to edges of the site in order to 'complete' existing residential blocks to the south, providing active frontages within the development.

Access and Movement

- The canal has potential to allow for a strategic cycle way, landscape buffer zone, biodiversity corridor and amenity.
- The spine road to be accessed off Ten Acres Lane.
- Integrated traffic calming can be proposed at key crossing points to reduce traffic speeds.
- The alignment of the Spine Road to be varied to reduce traffic speeds.
- On-street parking is recommended to be provided in runs of no more than 6 bays
- Car parking is recommended to the rear of dwellings to create an area of amenity for pedestrians and cyclists only, along the canal edge.

Landscaping

- Front gardens should be for seating and views over the canal, as well as privacy and security for residents.
- Level changes should be incorporated into the detail landscape proposals to provide privacy and protection for residents.
- There is potential for balconies and roof terraces within the apartments.
- There is opportunity to propose green roofs to the apartments.
- A landscape buffer zone is recommended to be located between the tow path and front gardens to create a biodiversity and wildlife habitat corridor.
- Potential to incorporate swales within the landscape buffer zone.
- Trees and planting is recommended to be incorporated within the landscape buffer zone to help mitigate views from the canal.

Appearance

- Dwellings have potential to provide an active frontage to the canal.
- Dwellings are recommended to be set back by a minimum of 11m from the canal edge, to allow privacy and security to dwellings facing the canal and to prevent overshadowing of buildings on to the canal
- Front doors are recommended to be positioned along the canal edge, to activate the frontage.
- Boundaries are recommended to be hedges or low walls to provide security to the dwellings.
- Lighting will need to be carefully considered to provide security along the canal whilst considering wildlife habitat.

Waste Strategy

- Apartments are recommended to include bin and cycle storage, this should be secured within a covered storage solution.
- Bin and cycle storage is recommended to be located to the rear of dwellings.

Detailed design proposals will be developed at detailed planning stages. See 'Detailed Planning Chapter 12B' for these proposals.

Precedent imagery



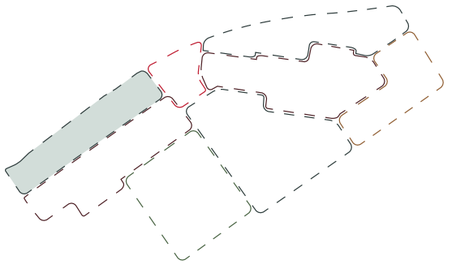
An example of - dwellings provide active frontage to canal at Coleshill Road, Levitt Bernstein

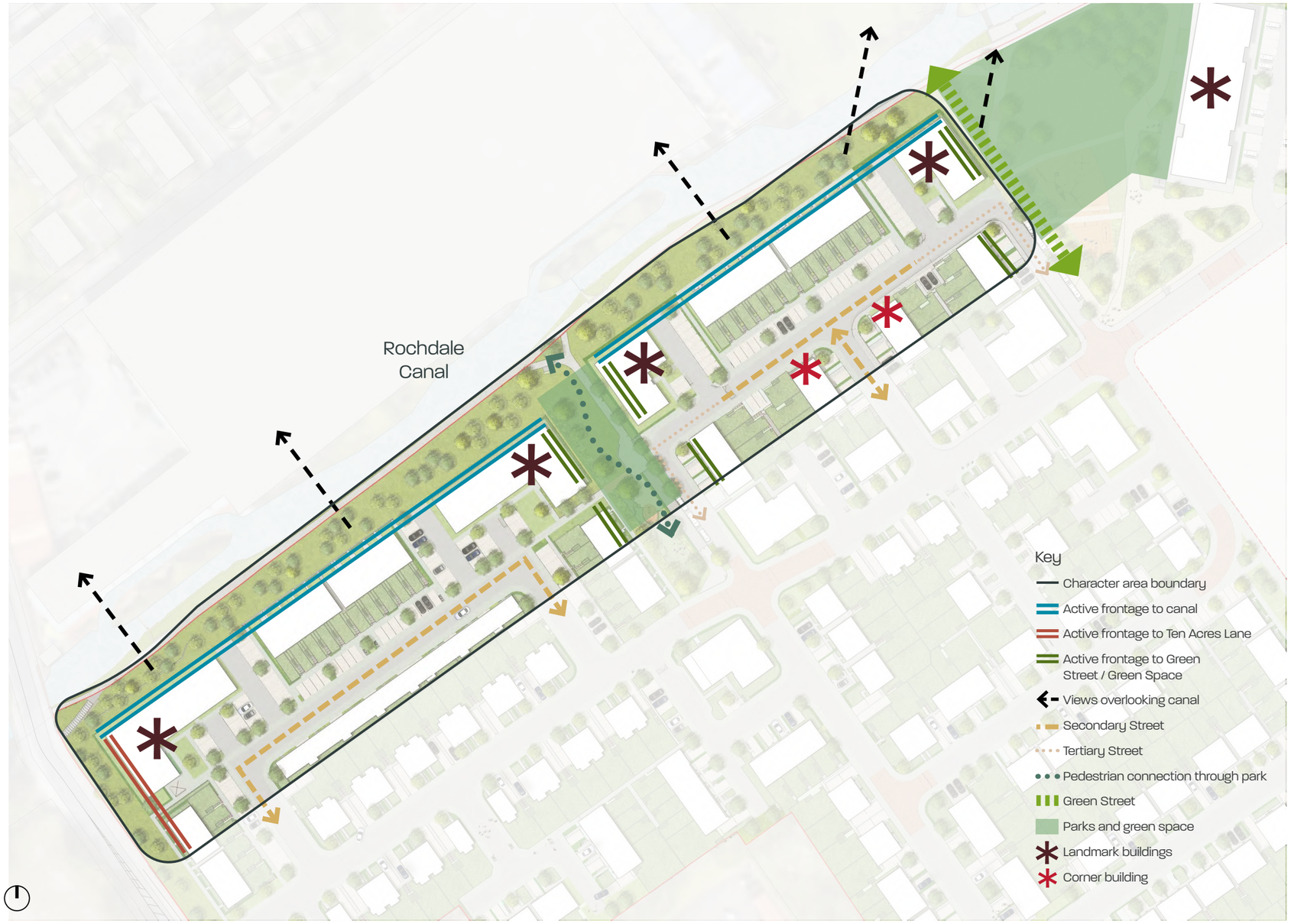


An example of - drainage incorporated into the public realm

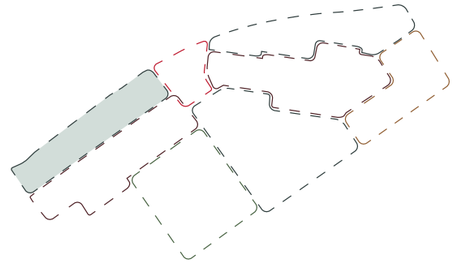


An example of - residential building frontages have green credentials, incorporating low maintenance, attractive planting. Bin storage is sensitively designed within the building curtilage





Urban Design Framework Plan



Key principles

As illustrated in the chapter 'Creating Place', the key design principles that were developed from the onset have been integrated throughout the design process of the masterplan.

These design principles help shape and guide this character area, creating a cohesive overall masterplan:

- A Place with a Heart
- Green for All
- Reaches Out and Draws In
- Celebrate the Canal
- Reference Heritage
- Design for Social Connection
- Lifetime Neighbourhood
- A Sustainable Place



Illustrative masterplan for the character area

Precedent imagery



An example of - Front gardens with low boundary walls and hedging

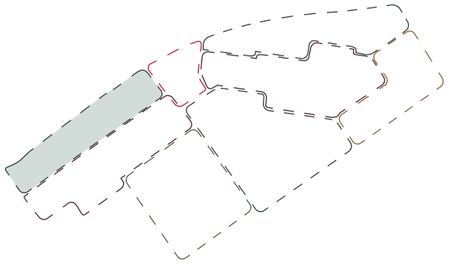


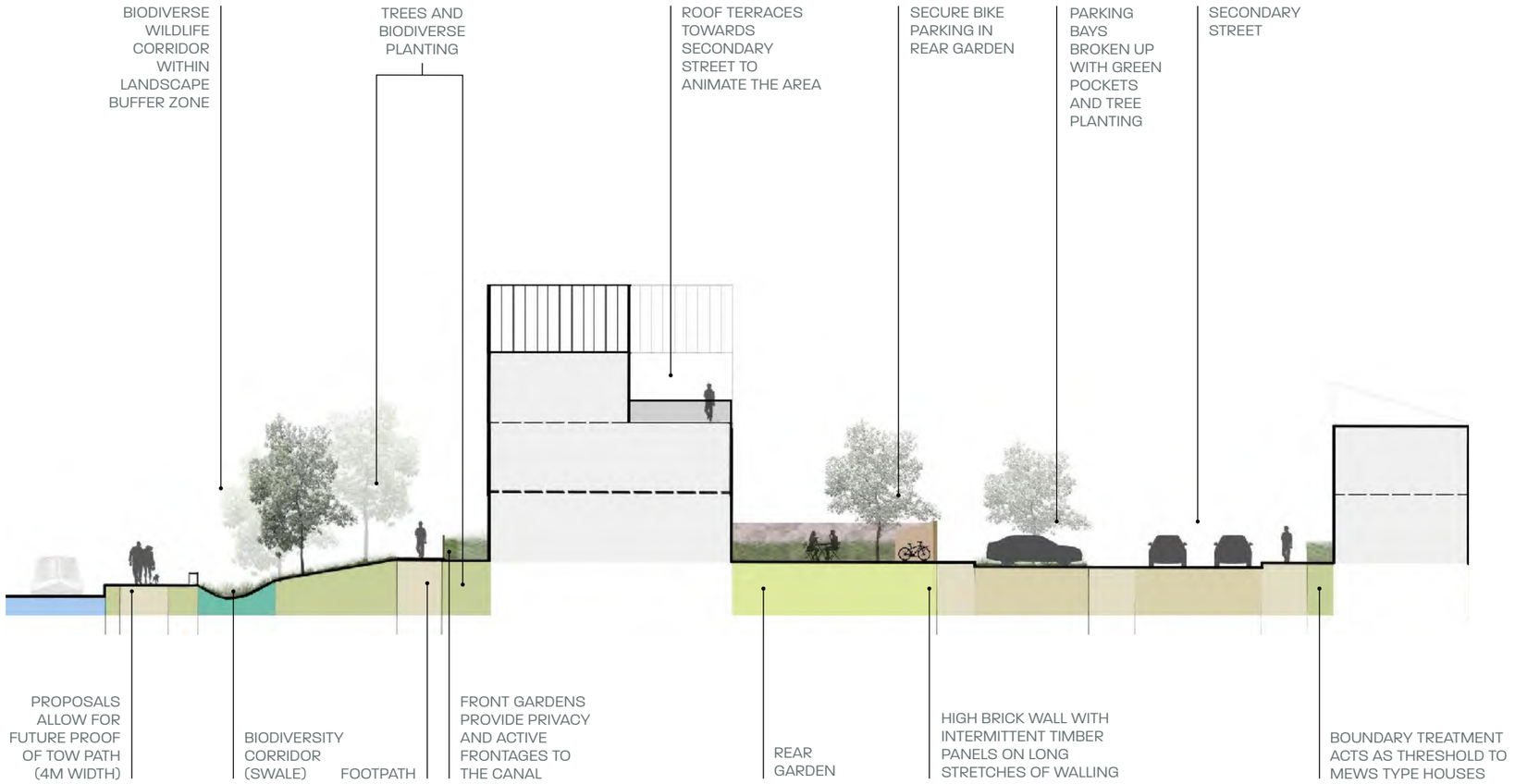
An example of - Active frontages of apartments look out onto the water edges



An example of Mews type housing with terrace amenity over integral garages and low planting boundary treatment threshold

Section A-A

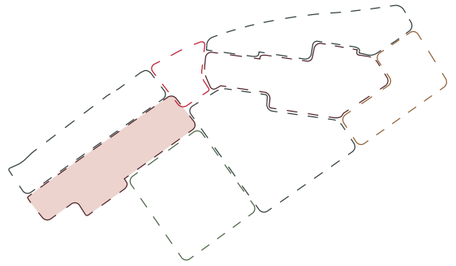




Canal Edge Section
A-A

The Avenue

Phase 1



2.55 Ha | 81 units | 35 DPH

Defined by the spine road, The Avenue Character Area marks the entrance from Ten Acres Lane into the development. It acts as an access point to open green spaces such as the Ten Acres Pocket Park and Jackson's Community Park.

Use

- The proposed use of this character area is to provide new residential accommodation.

Amount

- This area has potential to deliver 81 homes with a mix of apartments, town houses, semi-detached and mews typologies.

Layout and Scale

- A variety of apartments and town houses have potential to address the canal to provide a varied elevation and a 'walled' development.
- Dwellings are recommended to be orientated to provide active frontage to Primary routes.
- Buildings are recommended to be set back to allow for front gardens, privacy and security.
- Landmark buildings are recommended to be positioned to terminate key vistas and views.
- Buildings are recommended to be arranged to allow glimpse views towards the canal from within the development.
- Views towards the site boundary are recommended to be terminated by built form.
- Homes are recommended to back on to edges of the site in order to 'complete' existing blocks and provide active frontages within the development.

Access and Movement

- The Spine Road is recommended to be a minimum width of 20m.
- The Spine Road has potential to form the main vehicle access into the site off Ten Acres Lane.
- The spine road has potential to accommodate a dedicated cycleway that connects into the wider strategic cycle network.
- The spine road is recommended to be accessed off Ten Acres lane.
- Integrated traffic calming is recommended to be proposed at key crossing points to reduce traffic speeds.
- The alignment of the Spine Road is recommended to be varied to reduce traffic speeds.
- On-street parking is recommended to be provided in runs of no more than 6 bays
- Car parking is recommended to be predominantly to the side of dwellings, set back behind the building line.
- It is recommended that occasionally car parking is located at the front of dwellings, with a minimum of 4 car parking bays.
- As this is a primary connection to the school parallel parking is recommended to be avoided to prevent blocking of visibility for pedestrians and children crossing.
- Pedestrian crossing points have potential to be included at key movement intersections along the spine road.

Landscaping

- There is potential for balconies and roof terraces within the apartments.
- There is opportunity to propose green roofs to the apartments.
- Buildings are recommended to be set back behind front gardens, with front gardens at a minimum depth of 2.5m.
- Front gardens have potential to allow for hedge boundaries and street trees to create a formal 'Avenue' character.

Appearance

- Front doors are recommended to be positioned along key routes, to activate.
- Boundaries have potential to be hedges or low walls to provide security to the dwellings.
- Lighting will need to be carefully considered to provide security along the key routes and pedestrian footpaths whilst considering wildlife habitat.

Waste Strategy

- Apartments are recommended to include bin and cycle storage, this should be secured within a covered storage solution.

Detailed design proposals will be developed at detailed planning stages. See 'Detailed Planning Chapter 12B' for these proposals.

Precedent imagery



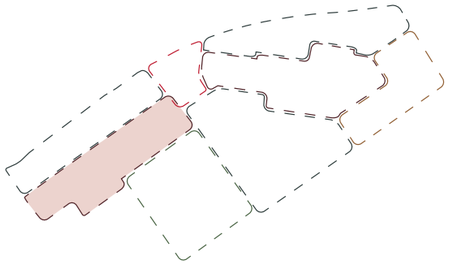
An example of gable front, semi-detached homes

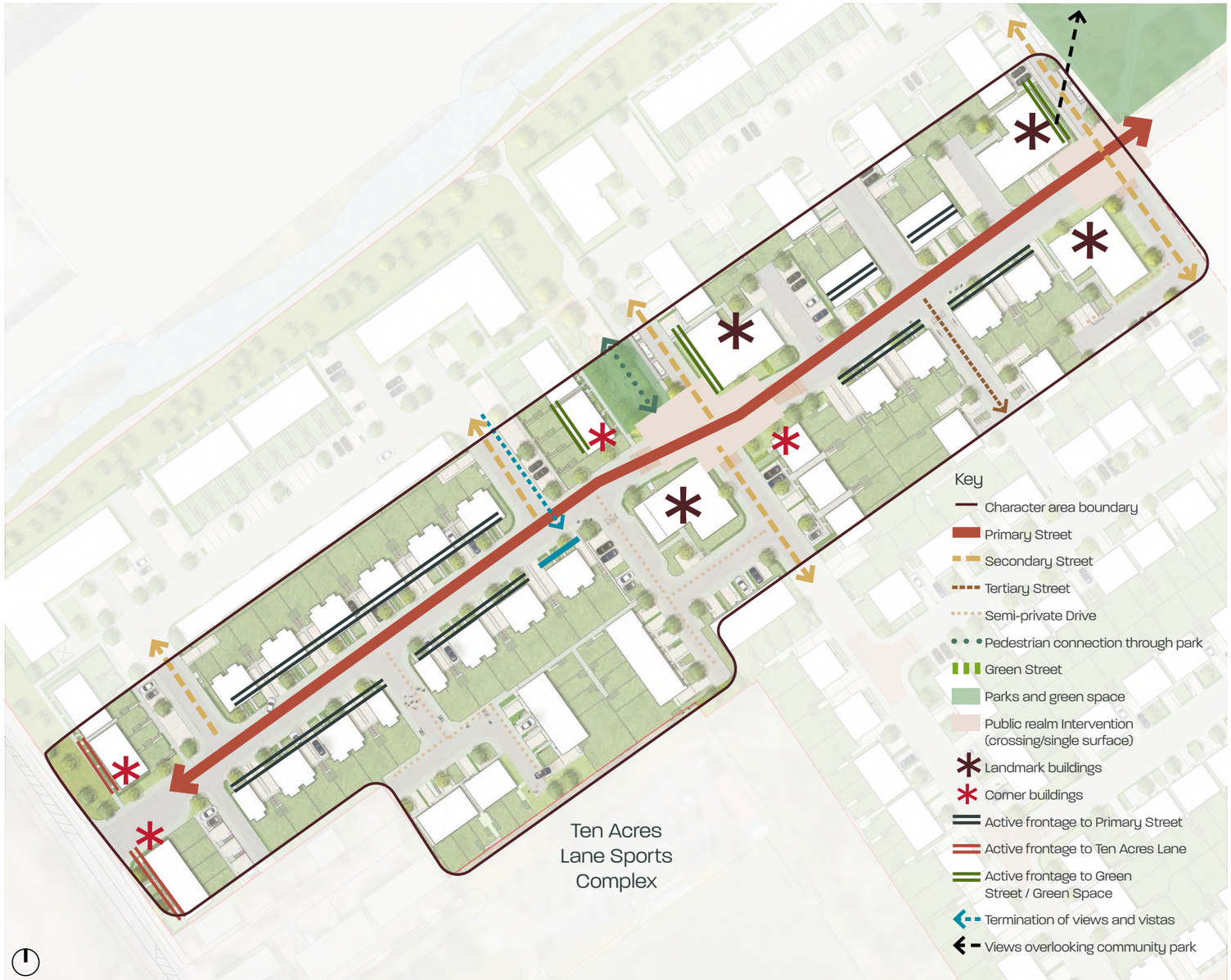


An example of - Architectural materiality creates interest, apartments emphasise key views

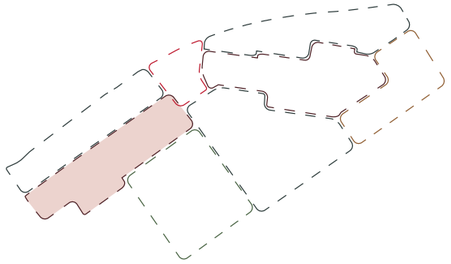


An example of buildings set back to create a tree lined avenue .





Urban Design Framework Plan



Key principles

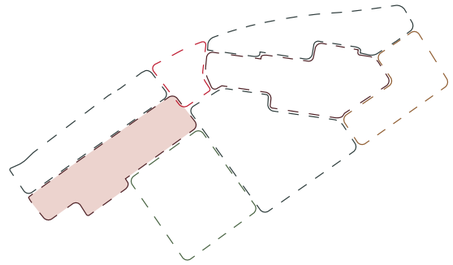
As illustrated in the chapter 'Creating Place', the key design principles that were developed from the onset have been integrated throughout the design process of the masterplan.

These design principles help shape and guide this character area, creating a cohesive overall masterplan:

- A Place with a Heart
- Green for All
- Reaches Out and Draws In
- Celebrate the Canal
- Reference Heritage
- Design for Social Connection
- Lifetime Neighbourhood
- A Sustainable Place



Illustrative masterplan for the character area



Precedent imagery

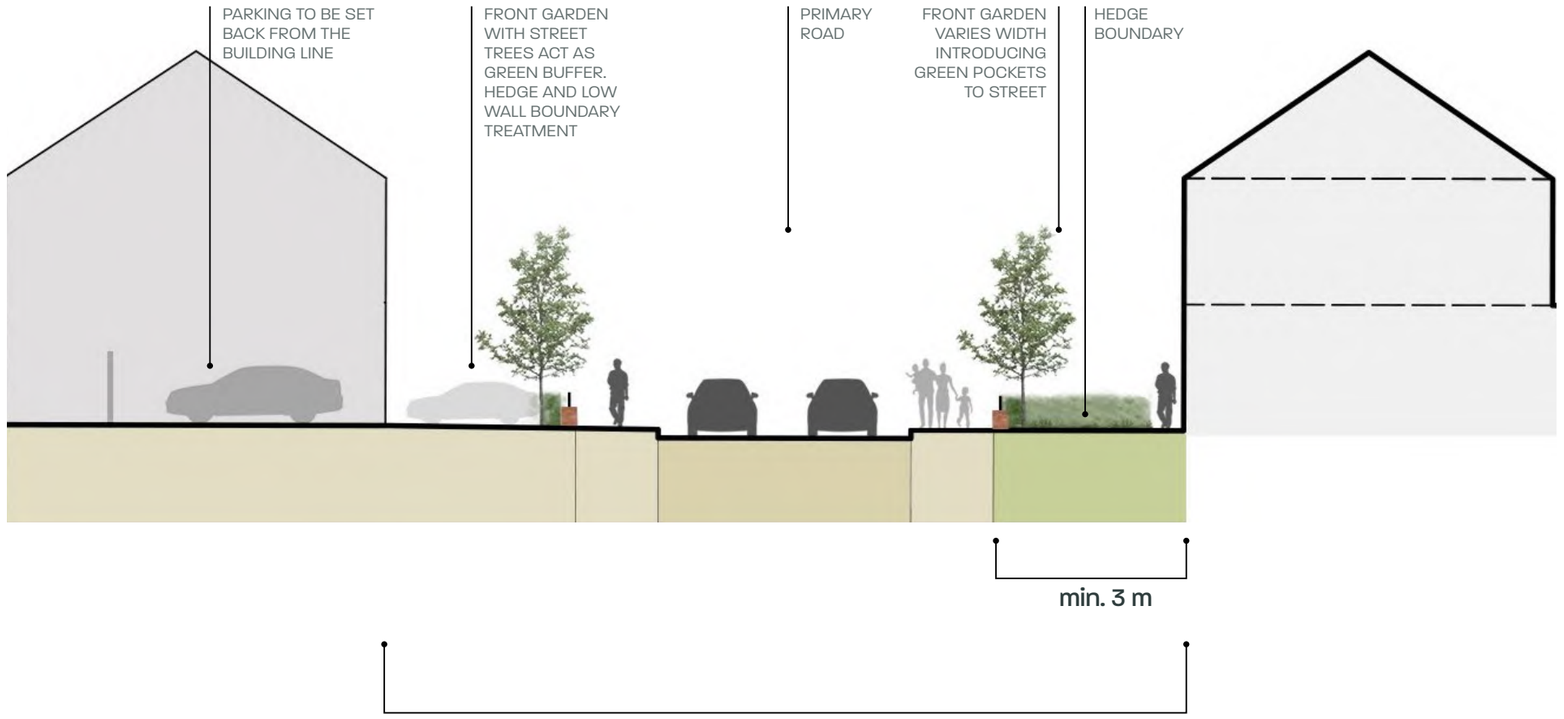


An example of - Front gardens with low boundary walls and hedging



An example of - Crossings for cyclists and pedestrians

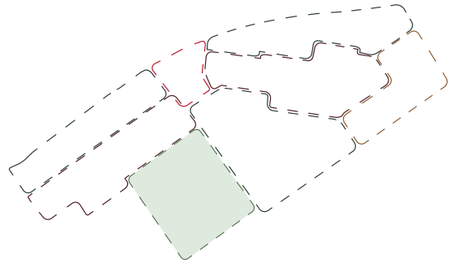
Section B-B



The Avenue Section
B-B

Hallam Road

Phase 1



2.9 Ha	116 units	35/40 DPH

Hallam Road character area is bound by Ten Acres Sports Complex to the west and existing houses to the south of the area. This area provides a key frontage onto the new central hub and the 'Green Street' that connects Hallam Road to the Rochdale Canal and new secondary school.

Use

- The proposed use of this character area is to provide new residential accommodation. Currently, this area is not open to the public and has various groups of poor quality trees and shrubs.

Amount

- This area has potential to deliver up tp 116 homes with a mix of town houses, semi-detached and mews typologies.

Layout and Scale

- There is potential for predominantly terraced and semi-detached buildings, with occasional staggering of buildings, to articulate the building line.
- Buildings are recommended to address key junctions and activate on both faces.
- Views towards the site boundary are recommended to be terminated by built form.
- Buildings should be orientated to provide frontage to the primary route to enhance interaction with the street, and to encourage a safe environment for walking and cycling.
- Buildings are advised to terminate the vistas and key views.
- Corner typologies are recommended to be proposed at important junctions.
- Homes are advised to back on to the edge of development in order to 'complete' existing blocks and provide active frontage within the development.

Access and Movement

- No through-traffic to limit vehicular access from Hallam Road is recommended. Potential to be a pedestrian and cycling priority street. Recommended to be free from cars, allowing informal meeting and doorstep play.
- North-south connections have potential to be designed to encourage pedestrian activity and enhance the connection to the canal edge from Hallam Road.
- 'Green street' is recommended for pedestrian and cycle connectivity, and allows for vehicle traffic control off Hallam Road.

Landscaping

- Front gardens facing the streets are advised to allow for a minimum of 1m defensible threshold, the boundary treatment is recommended to be supplemented with planting to soften the street scene.
- Green area with no through traffic provides opportunity for Swales to run north-south along the length of the street.
- Buffer, soft planting treatment towards the school boundary is recommended to be implemented to enhance the streetscene and provide a safe environment for pedestrians and cyclist.
- Opportunity for including formal and informal play in parks, on Hallam Green and the school area swale.

Appearance

- Front doors are recommended to be positioned along key routes, to activate the street.
- Boundaries are advised to be hedges or low walls to provide security to the dwellings.
- Lighting will need to be carefully considered to provide security along the key routes and pedestrian/cycle paths.

Waste Strategy

- All units are recommended to include bin and cycle storage, this should be secured within a covered storage solution.
- It is advised that rear garden access to terraced housing is to be delivered via a passage off the road. Passages provide a dual function of bin access and cycle storage, with potential for widening between 2 - 5m to allow social interaction. All passageways should be secured for residents only.

Detailed design proposals will be developed at detailed planning stages. See 'Detailed Planning Chapter 12B' for these proposals.

Precedent imagery



Example of planting and trees breaking up parking bays, to avoid car dominated streets



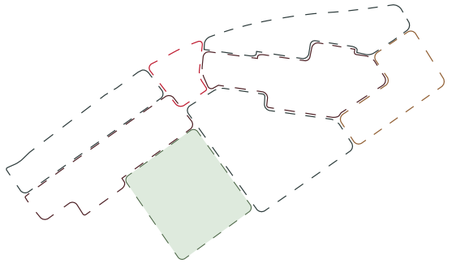
Example of planting used to soften the street



Example of access treatment to dwellings

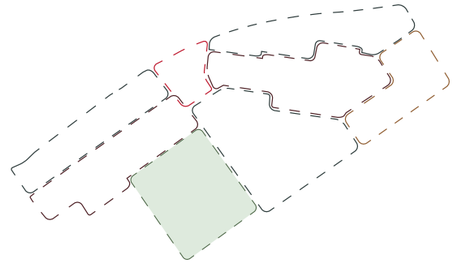
Key

- Character area boundary
- Secondary Street
- Pedestrian connection
- Green Street
- Parks and green space
- Public realm Intervention (crossing/single surface)
- Potential Landmark buildings
- Potential Corner buildings
- Built form breaks linear frontage
- Active frontage to Spine Road
- Active frontage to Green Street
- Termination of views and vistas
- Views overlooking green spaces and key pedestrian connections
- Limited vehicular access
- No through-traffic - ped/cycle only





Urban Design Framework Plan



Key principles

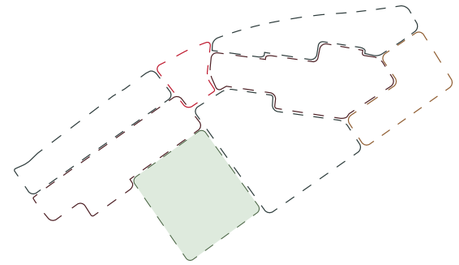
As illustrated in the chapter 'Creating Place', the key design principles that were developed from the onset have been integrated throughout the design process of the masterplan.

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- A Place with a Heart
- Green for All
- Reaches Out and Draws In
- Celebrate the Canal
- Reference Heritage
- Design for Social Connection
- Lifetime Neighbourhood
- A Sustainable Place



Illustrative masterplan for the character area



Precedent imagery

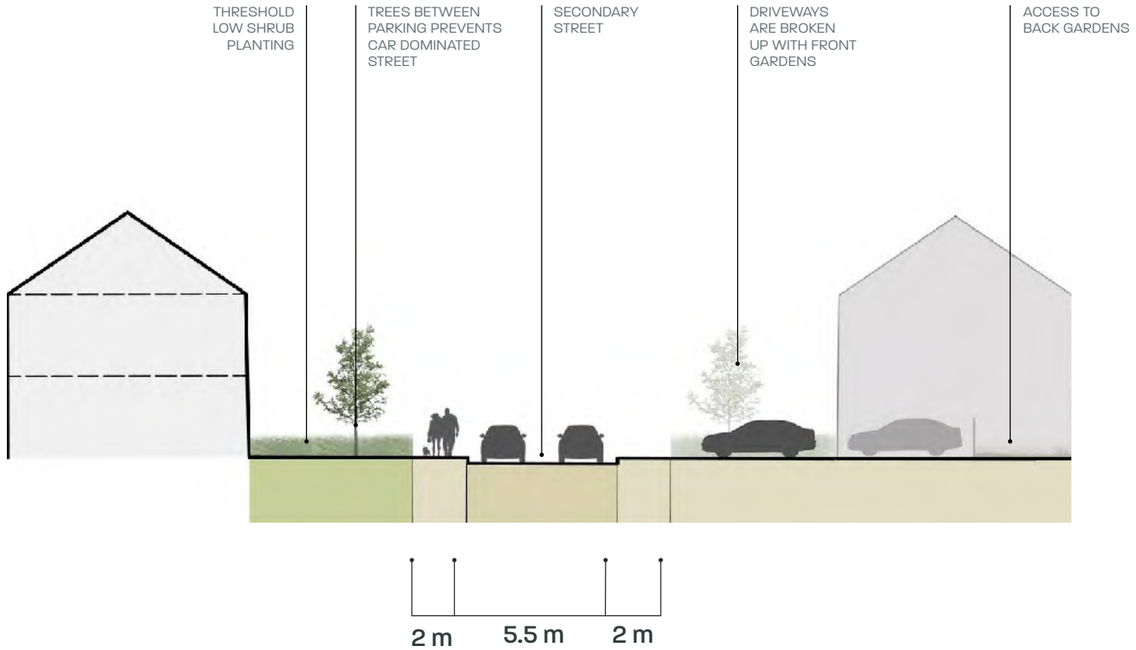


Example of cycle and pedestrian designated footpath along the carriageway



Example of car parking to the front of the built form

Section C-C



Hallam Road Section
C-C

Canal Edge

Phase 2

The Canal Edge Character Area is the gateway into the development from the Rochdale Canal. The canal forms the northern boundary and the spine road forms the southern boundary. To the west, the community park bounds the area and existing housing encloses it to the east.

Use

- The proposed use of this character area is to provide new residential accommodation while creating active frontages to the canal.

Amount

- The illustrative layout demonstrates how this area could accomodate 111 homes with a mix of typologies, including apartments, town houses, mews and semi detached houses.

Layout and Scale

- A variety of apartments and town houses have potential to address the canal to provide a varied elevation and a 'walled' development.
- There is opportunity for dwellings to be orientated to provide active frontages to Primary routes.
- Buildings are recommended to be set back from the canal edge to allow level changes, front gardens, privacy, security and to future proof the tow path.
- Landmark buildings have potential to be positioned to terminate key vistas and views.
- Buildings have opportunity to be arranged to allow glimpsed views towards the canal from within the development.

Access and Movement

- The canal allows for a strategic cycle way, landscape buffer zone, biodiversity corridor and amenity.
- Car parking is recommended to be positioned to the rear of dwellings to create an area of amenity for pedestrians and cyclists only, along the canal edge.

Landscaping

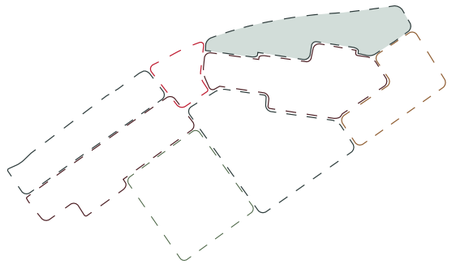
- Front gardens provide opportunity for seating and views over the canal, as well as privacy and security for residents.
- Landscape buffer zone has potential to be located between the tow path and front gardens to create a biodiversity and wildlife habitat corridor.
- Trees and planting, as well as swales, has potential to be incorporated within the landscape buffer zone to help mitigate views from the canal and increase biodiversity.

Appearance

- Dwellings are recommended to provide an active frontage to the canal.

Waste Strategy

- Apartments are advised to include bin and cycle storage, secured within a covered storage solution.



2.1 Ha	111 units	50 DPH

Detailed design proposals will be developed at the reserved matters planning stage

Key principles

- A Place with a Heart
- Reference Heritage
- Green for All
- Design for Social Connection
- Reaches Out and Draws In
- Lifetime Neighbourhood
- Celebrate the Canal
- A Sustainable Place



Illustrative masterplan for the character area

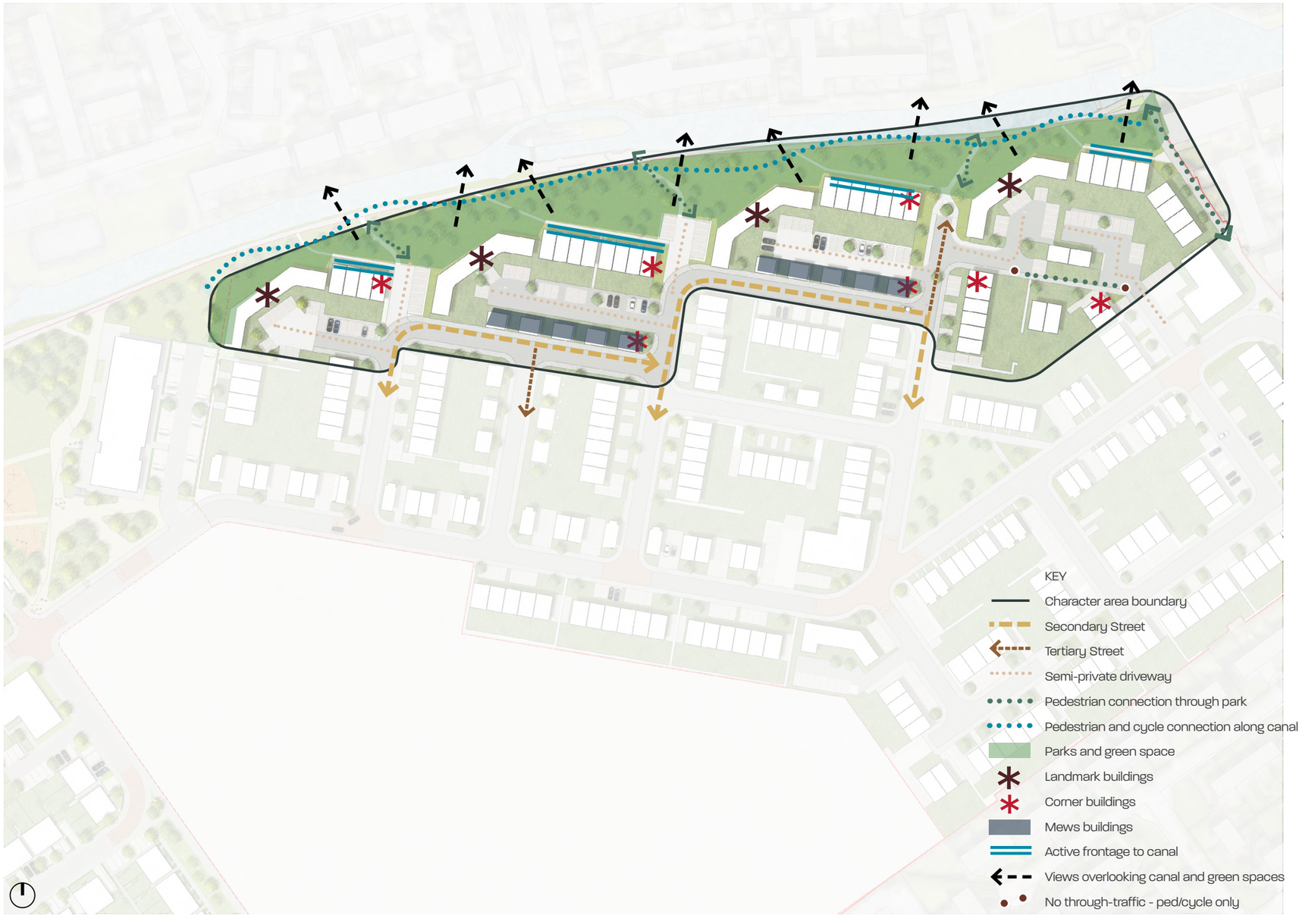
Precedent imagery



Example of typology mix with townhouses and low scale apartment buildings



Example of apartments fronting a canal edge with balcony amenity



Urban Design Framework Plan

Canal Edge Key Design principles

Views and Screening

01 Orientation of the dwellings provides surveillance of the canal.

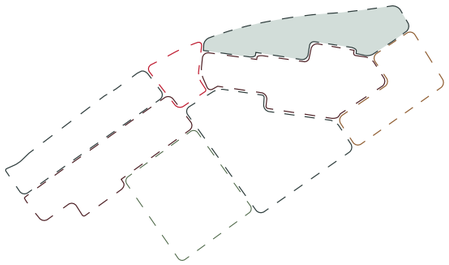
02 Front doors encourage activity.

03 Mitigating Views - Allowing space for planting and trees between the buildings and canal towpath to screen development and break up built mass.

04 Improved views of green corridor from the development.



Illustrative axonometric for the character area - Views and Screening



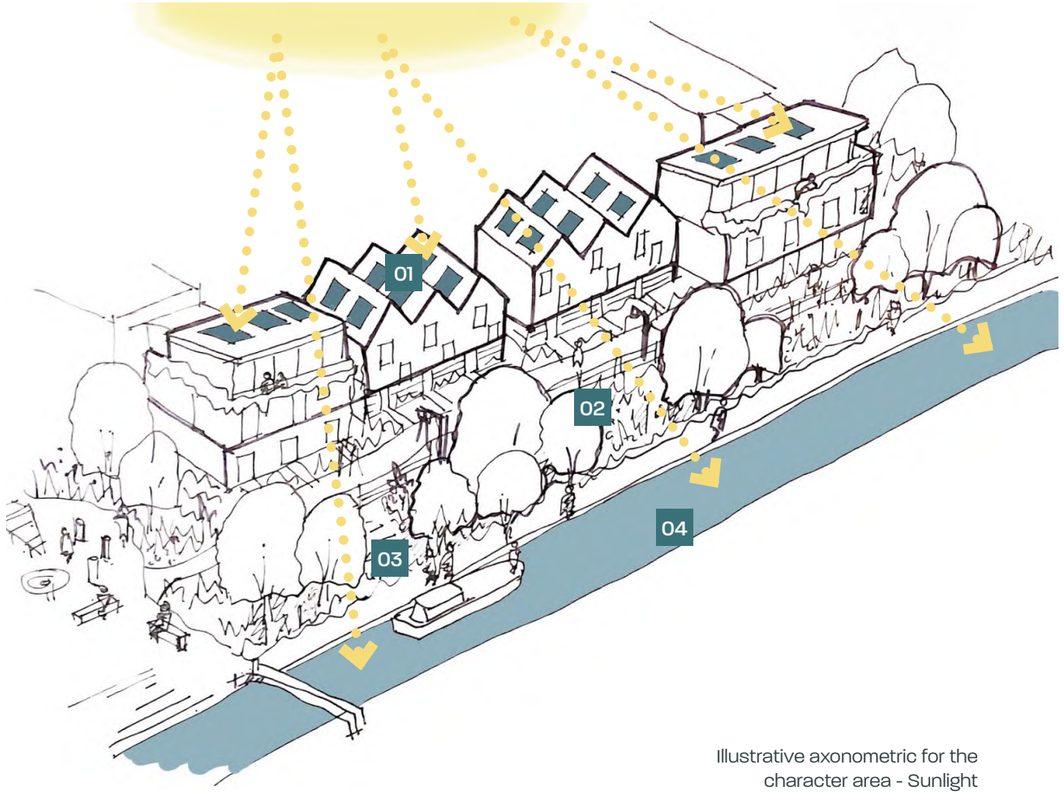
Sunlight

01 Orientation of roofes for PV

02 Setback allows for inviting, healthy and biodiverse landscape buffer

03 Setback ensures better daylighting of the towpath

04 Setback ensures sufficient sunlight to support canal ecology



Illustrative axonometric for the character area - Sunlight

Biodiversity

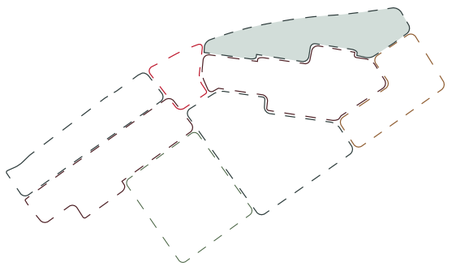
01 Balconies allow greening of upper levels

02 Soft boundary treatments green private spaces

03 Landscape buffer enables habitat creation and reinforces nature corridor into the city

04 Swales for sustainable drainage and biodiversity gain





Illustrative axonometric for the character area - Biodiversity

Security

01 Front doors encourage activity and orientation ensures natural surveillance.

02 Semi-private access at upper level

03 Boundary treatments clearly demarcate private/ communal/public spaces and define defensible space

04 Use of levels to delineate use zones. Functional communal strip mediates transition from public to private.



Illustrative axonometric for the character area - Security

The Avenue

Phase 2

The Avenue, phase 2 character area connects phase 1 to Mitchell street, the school and community park.
The Canal Edge phase 2 area forms the northern boundary and Mitchell street to the south.

Use

- The proposed use of this character area is to provide new residential uses.

Amount

- The illustrative layout demonstrates how this area could accomodate 148 homes with a mix of apartments, town houses, semi-detached, detached and mews typologies.

Layout and Scale

- It is recommended that a variety of housing typologies with corner apartments address the primary road to provide a varied elevation to the street, and to terminate key vistas.
- Dwellings have potential to be orientated to provide active frontage to Primary routes.
- Buildings are recommended to be set back to allow for front gardens, privacy and security.
- Views towards the site boundary to the school are advised to be terminated by built form.
- Pocket parks are recommended to break the urban grain and to provide green spaces for all.

Access and Movement

- Integrated traffic calming is advised to be proposed at key crossing points to reduce traffic speeds.
- Parking should be designed to avoid car dominated streets.
- As this is an advised primary connection to the school, parallel parking is to be avoided to prevent blocking of visibility for pedestrians and children crossing.
- Pedestrian crossing points are recommended at key movement intersections along the spine road.

Landscaping

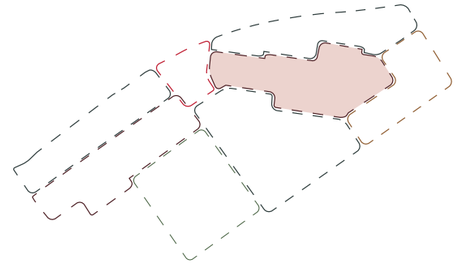
- Buildings are advised to be set back behind front gardens, which allow for hedge boundaries and street trees to create a formal 'Avenue' character.

Appearance

- Front doors are recommended to be positioned along key routes, to activate.
- Boundaries are advised to be hedges or low walls to provide security to the dwellings.

Waste Strategy

- Apartments are recommended to include bin and cycle storage, this should be secured within a covered storage solution.



2.9 Ha	148 units	50 DPH

Detailed design proposals will be developed at the reserved matters planning stage

Key principles

- A Place with a Heart
- Green for All
- Reaches Out and Draws In
- Celebrate the Canal
- Reference Heritage
- Design for Social Connection
- Lifetime Neighbourhood
- A Sustainable Place



Illustrative masterplan for the character area

Precedent imagery



Example of landmark buildings marking the corners



Example of a variation of heights and corner typologies



Urban Design Framework Plan

Mitchell Street

Phase 2

Mitchell Street character area is bound by the new secondary school to the west and existing houses to the south east of the area.

Use

- The proposed use of this character area is to provide new residential accommodation.

Amount

- The illustrative layout demonstrates how this area could accomodate 79 homes with a mix of apartments, town houses, semi-detached and detached typologies.

Layout and Scale

- A variety of housing typologies with corner apartments are recommended to address the primary road to provide a varied elevation to the street, and to terminate key vistas.
- Homes should be orientated to provide overlooking to Mitchell Street to enhance safety.
- Buildings are recommended to be set back to allow for front gardens, privacy and security.
- Buildings should be arranged to allow sufficient privacy distance between proposed homes and existing homes.
- Corner typologies or apartments are suggested to enhance key corners and junctions.
- There is potential too increase height at the entrance to the area from Mitchell Street

Landscaping

- Buildings are recommended to be set back behind front gardens, which allow for variation on streets, creating an informal, human scale street.
- Landscape and planting should be proposed to break up car parking and avoid car dominated streets.

Appearance

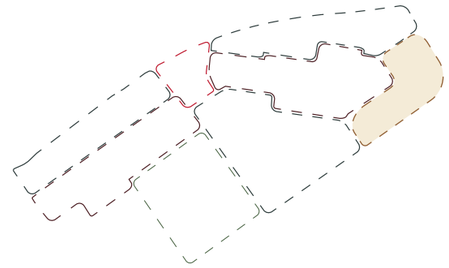
- Front doors are advised to be positioned along key routes, to activate.
- Boundaries are advised to be hedges or low walls to provide security to the dwellings.

Access and Movement

- The Primary Road has opportunity to form the main vehicle access into the site off Mitchell Street.
- Pedestrian connections and access off Mitchell Street are advised to be incorporated into detail design proposals.
- Integrated traffic calming is advised to be proposed at key crossing points to reduce traffic speeds.
- As this is a primary connection to the school, parallel parking is recommended to be avoided to prevent blocking of visibility for pedestrians and children crossing.
- Pedestrian crossing points are advised to be included at key movement intersections along the spine road.

Waste Strategy

- Apartments are recommended to include bin and cycle storage, this should be secured within a covered storage solution.



1.6 Ha	79 units	50 DPH

Detailed design proposals will be developed at the reserved matters planning stage

Key principles

- A Place with a Heart
- Reference Heritage
- Green for All
- Design for Social Connection
- Reaches Out and Draws In
- Lifetime Neighbourhood
- Celebrate the Canal
- A Sustainable Place



Illustrative masterplan for the character area

Precedent imagery



Example of car parking to the front of residential homes which is broken up with tree planting



An example of a pedestrian only route through a residential area with end typologies terminating the vista



Urban Design Framework Plan

School

Detailed design proposals will be developed at the reserved matters planning stage

The Site provides a fantastic opportunity for a secondary school, which will provide up to 1,050 school places for children within the local area. The details of the school will form a separate 'reserved matters' planning application focused solely on the detailed design proposals.

Following option testing for the school location, described in theee school options, pages 68 - 69, the preferred option is to centrally locate the school, adjacent to Briscoe Academy. The School Area is bound by the Jackson's Park, and enclosed by Hallam Road, The Avenue Phase 2 and Mitchell Street character areas. To the south-east, it is bound by Briscoe Lane Primary Academy. This area provides a key frontage onto the area's major spine road, The Avenue, and Hallam Road character area, with a series of green spaces and swales integrating into the school area.

The proposed school location remains consistent with the masterplan consulted upon during our previous round of consultation. Its location has been selected based on the strong desire for it to form a focal point at the heart of the community with dual use facilities and in order to support co-locational benefits in terms of the educational offer with the existing Briscoe Lane's Academy primary school.

The proposed location will also best support accessibility by sustainable modes of transport and discourage car use, which is a principal aim, and will be further supported by proactive travel planning initiatives. Located at the heart of the proposed site with direct pedestrian and cycle links through the site pupils can easily and sustainably travel to school via cycle, walking and public transport

The proposals have been developed over a period of many months with an experienced design team and in consultation with MCC.

Use

- The proposed use of this site is secondary educational institution with communal sport facilities.

Layout and Scale

- The school will be of a maximum height of 2 – 2.5 storeys
- The school's location should be adjacent to the Avenue, in close proximity to the community hub and Jackson's Park, to maximise visuals and contribute to the neighbourhood heart.

Appearance

- Opportunity to incorporate solar panels and green roofs will be explored.
- Building entrance and key façade should support the prominence of the school from the site, assist legibility and create a strong sense of arrival
- Large windows and active rooms should address the street. The building is recommended to activate the street and create a positive relationship with the environment around it.

Access and Movement

- The main access to the school is recommended to address the Jackson's community park adjacent to the spine toad, with drop off facilities and cycle shelter.
- There is opportunity to provide an additional pedestrian access to the school through the green space facing Hallam Road character area.
- Car parking facilities are recommended to be located to the rear of the school complex, creating a buffer towards The Avenue. Sustainable alternatives for parking surface treatment should me implemented, as well as breaking up parking bays with greenery.
- Service access to the school should be made through limited access from Hallam Road.
- Coaches access to be accommodated via main access road / drop off.

Landscaping

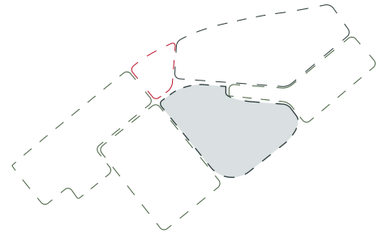
- A connection with the community park should be proposed by means of public realm interventions such as pedestrian crossings and single surface treatments.
- The boundary treatment should ensure an active frontage to Hallam Road character area and a secure buffer to The Avenue.
- Structural planting should be proposed as a buffer between the school playing fields and the residential gardens within the Mitchell Street character area.
- The school should be set in a high-quality public realm setting and form a strong visual relationship with the Community Park.
- High fencing should be avoided directly adjacent to Jackson's Community Park.
- Where high fencing is proposed, landscape such as hedges and planting should be provided to provide visual screening.

Communal Sports Facilities

- Sports facilities and play areas should be located towards the boundary with Briscoe Lane Primary Academy.
- The facilities should be floodlit and include a 3G pitch, a Multi-Use Game Area (MUGA) and a grass pitch that adapt to a range of sports, informal play and events.
- It is expected the school facilities such as the sports ground facilities will also be available for use by the local community.

Key

- Character area boundary
- Primary Street
- Secondary Street
- Tertiary Street
- Vehicular Access
- Pedestrian connection
- Parks and green space
- Public realm Intervention (crossing/single surface)
- Landmark buildings
- Corner buildings
- Active frontage to Primary Street
- Active frontage to Ten Acres Lane
- Active frontage to Green Street / Green Space - High fencing to be avoided
- Pedestrian Access
- Views overlooking community park
- No through-traffic - ped/cycle only
- Parking area for school
- Potential drop off zone location
- Tree planting
- Sports court
- Potential location for service access
- Soft boundary/visual screening to school (hedges/planting)



Key principles

- A Place with a Heart
- Green for All
- Reaches Out and Draws In
- Celebrate the Canal
- Reference Heritage
- Design for Social Connection
- Lifetime Neighbourhood
- A Sustainable Place



Urban Design Framework Plan

Precedent Imagery

01



Example of permeable paving to avoid car-dominating spaces and soften hard standing surfaces.

02



Example of pedestrian priority street, promoting and contributing to pedestrian and cycling traffic.

03



Example of cycle storage with green roof incorporated into the school's landscape.

04



Example of an active school frontage towards a central space avoiding the use of high fence boundaries.

05



Example of incorporating swales to the boundary of the school provides privacy and ecological benefits to the area.

06



Example of sports and changing facilities which will be accessible outside of core school hours to maximise community use.

07

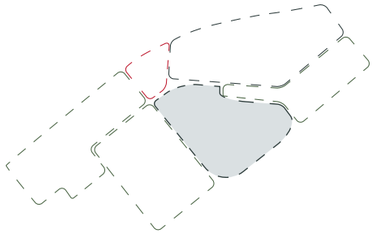


Example of outdoor facilities which should include formal sports pitches, multi-use sports areas, playground, and spaces for informal play and events.

08



Example of a drop off area in front of a school building integrated with cycling storage, greenery and tree planting.





Illustrative visual for the school site

Sustainability

10

Sustainability Summary

Report Introduction

SLR Consulting Limited (SLR) was appointed by Nuvu Developments Ltd care of Your Housing Group Limited to provide sustainability consultancy services in support of a hybrid planning application for a proposed residential development located at land at Jackson's Brickworks, Ten Acres Lane, Newton Heath, East Manchester.

The purpose of this report is to describe how the proposed development intends to comply with overarching national and local sustainability policies and environmental standards.

For more detailed information regarding Sustainability, please refer to the Sustainability Strategy and Environmental Standards Statement by SLR, also submitted individually as part of this planning application.

Limitations

It should be noted that at this early design stage that calculated data for some Key Performance Indicators (KPI) do not yet exist; for example, the final volumes of construction waste produced cannot be known until after completion of construction and similarly the consumption of potable water per person per day cannot be determined until the detailed sanitaryware schedules have been designed. In such instances either estimates calculated in the relevant technical report have been used or an aspirational target has been set for instances where no estimate is available. Where final design details are unknown at this stage and estimates are required, a precautionary approach has been adopted.

Scope of Assessment

The proposed development has been assessed against the following sustainability topics:

Management

The planning application process for this development has involved extensive engagement with local residents, ward members and the local planning authority. Responsible construction practices mitigate and minimise potential impacts on the wider environment throughout the construction process.

Health and Well-being

The proposed development has been designed to minimise the concentration and recirculation of pollutants, as well as designed to meet current acoustic building regulations. Safe access for pedestrians and cyclists has been provided. Attractive, safe, secure and appropriate outside amenity space has been provided

Energy

Best practice design for energy efficiency encourages a 'fabric first' approach, whereby the energy efficiency of the building fabric is prioritised before other technological solutions are considered.

Water

The water and sanitaryware schedule will be designed to meet the policy requirements for reduction of potable water. Appropriate monitoring systems will be put in place to monitor water use and detect leaks, where appropriate, and all homes will be fitted with smart meters.

Transport

Selecting development sites with good access to public transport links and local amenities reduces the requirement for building users to rely on cars. This assists with reducing CO2 emissions and air pollution (including nitrous oxides and micro-particulates) over the life of the building. Furthermore, it has been demonstrated that the pedestrian environment will improve through additional connectivity within the site and the connection to the canal towpath. The development will deliver enhancements to pedestrian and cycling amenity.

Materials

Choice of materials has a significant impact on the environment. Careful material selection can have a significant impact on reducing climate change through both decreasing high energy mining and manufacturing processes, reducing the release of pollutants to the atmosphere by re-using and recycling materials, and minimising waste.

Waste

A Site Waste Management Plan will be produced by the appointed main contractor in order to comply with legislation that would be applicable at the time of the commencement of the construction phase.

Land Use and Ecology

The application site is currently unused, overgrown with self-seeded trees and shrubbery. Evidence of the former brickworks is present at the site in the form of rubble piles and concrete bases which remain from former buildings. A team of suitably qualified ecologists has been appointed to the project team and has undertaken an ecological appraisal of the site as part of the Environmental Statement.

Pollution

The impact of air quality as a result of the proposed development has been demonstrated to result in 'not-significant' effects with time inclusion of appropriate site-specific mitigation during the construction phase. The assessment concludes that the existing site is an appropriate location for the proposed development due to the potential flooding from the sources assessed (fluvial, tidal; reservoirs, other artificial sources, groundwater, and sewers). A Sensitive Lighting Strategy will be provided to set out construction and operation lighting proposals and address potential impacts on sensitive ecological receptors including bats. The noise assessment confirms that noise is not a constraint to residential development.

Other Environmental and Social Initiatives

In addition to the sustainability topics described in this report, social benefits arising from the proposed scheme include the following:

- The proposed development is remediating a contaminated former landfill to a safe standard in accordance with Environment Agency requirements and legislation including the treatment of large areas of Japanese Knotweed promoting health, safety and wellbeing.
- The development is introducing new sustainable mixed tenure housing to accommodate different demands and economic needs, including specially designed public open space areas.
- The housing will be built to comply with new building regulations to reduce carbon emissions including electric car charging (combination of passive and active provisions).
- The development will help to reduce the effects of historic anti-social behaviour associated with the vacant site.
- The development will promote safe pedestrian and cycle routes from the surrounding area to the existing canal route into Manchester City Centre reducing reliance on car travel.
- The development is facilitating the development a new secondary school to complement the existing primary school adjacent to site.
- The development will include a central hub building for community use.

Conclusion

The analysis indicates that the proposed development will be compliant with national and local planning policies regarding sustainability, and that sustainable and efficient design has been considered from the earliest phases of the design process. The use of a range of Low and Zero Carbon Energy sources has been appraised under a formal Energy Assessment a strategy has been provided to ensure compliance with Part L of the Building Regulations. The adoption of a 'Be Lean', 'Be Clean' and 'Be Green' energy strategy is proposed, including fabric-first approach, provision of air-source heat pumps and possible incorporation of solar PV.

The site is well served by public transport and the requirement for transport by private vehicle has been minimised. Environmentally friendly construction materials will be used, and measures have been taken to minimise waste going to landfill, both during construction and operation of the care home. Impacts on biodiversity and nature conservation have been minimised, and a scheme of enhancements appropriate to the site's location and function will be implemented.

The proposed residential development at the Jackson's Brickworks site, east of Ten Acres Lane in Newton Heath, Manchester, is anticipated to be a sustainable, well-designed, add social benefit to the local community and be a pleasant development for any future occupants, with long-term impacts on the environment having been significantly reduced across the range of sustainability criteria including environmental standards.

Outline Application

11

Application Summary

The application is for the comprehensive redevelopment of the former Jackson's Brickworks, following site clearance and remediation secured under Planning Permission ref.129197/FO/2021. The expected commencement date is subject to planning approval, and following on from extensive remediation works, estimated to take 18 months once the environment agency permitting processes have been agreed.

The application will come forward in phases with an initial phase of housing led development applied for in full and subsequent phases of development applied for in outline with all matters reserved except for the main points of access. The subsequent outline phases relate to the delivery of a new secondary school and a further phase of housing led development. The application site and the currently proposed phases of development are shown on plan page 119.

As referenced above, the main points of access into the outline phases of the proposed development are fixed and will take place via a primary east -west spine road running between Ten Acres Lane and Mitchell Street, as indicated on plan page 121. These proposals are explained and justified further within the submitted Transport Assessment provided by Vectos, which accompanies this application. Secondary roads, as well as indicative pedestrian and cycle routes, will be considered at the reserved matters stage as part of the overall layout which will be provided in accordance with the established principles of good design referenced in this document. As referenced above, an illustrative layout is provided to demonstrate how those principles, in conjunction with the broader development parameters identified in this section of the document, can manifest on site in practise. Therefore any routes indicated within the planning documentation are for illustrative purposes only and act as guidance in terms of providing secure and effective movement through site as well as connections to the towpath.

Parameter Plans

All of the matters that have been reserved are underpinned by the design principles established in the preceding sections of this document. In addition, the following section of this document provides a description of the development parameters, together with a set of parameter plans which have been developed to ensure that the key components of the scheme principles and illustrative masterplan are clearly and precisely established providing a framework within which reserved matters applications can be submitted as well as a series of development parameters and accompanying parameters plans.

These parameter drawings are also submitted individually as part of this planning application.

Phasing

The development will be delivered in two phases as below:

Phase One

The development will deliver 378 new homes, including a proposed community hub building.

The Phase 1 site area is 8.53 Hectares (85,396 sqm.) of the overall site area (19.1 Hectares).

It is anticipated Phase 1 will begin construction in approximately 12 months subject to planning approval. Phase 1 will be accessed off of Ten Acres Lane and this access is required as the primary access to serve the development.

Phase Two

Phase 2, including the school) would be 10.58 hectares (105,846 sqm.)

The Phase 2: Outline planning application (with all matters reserved expect access) includes:

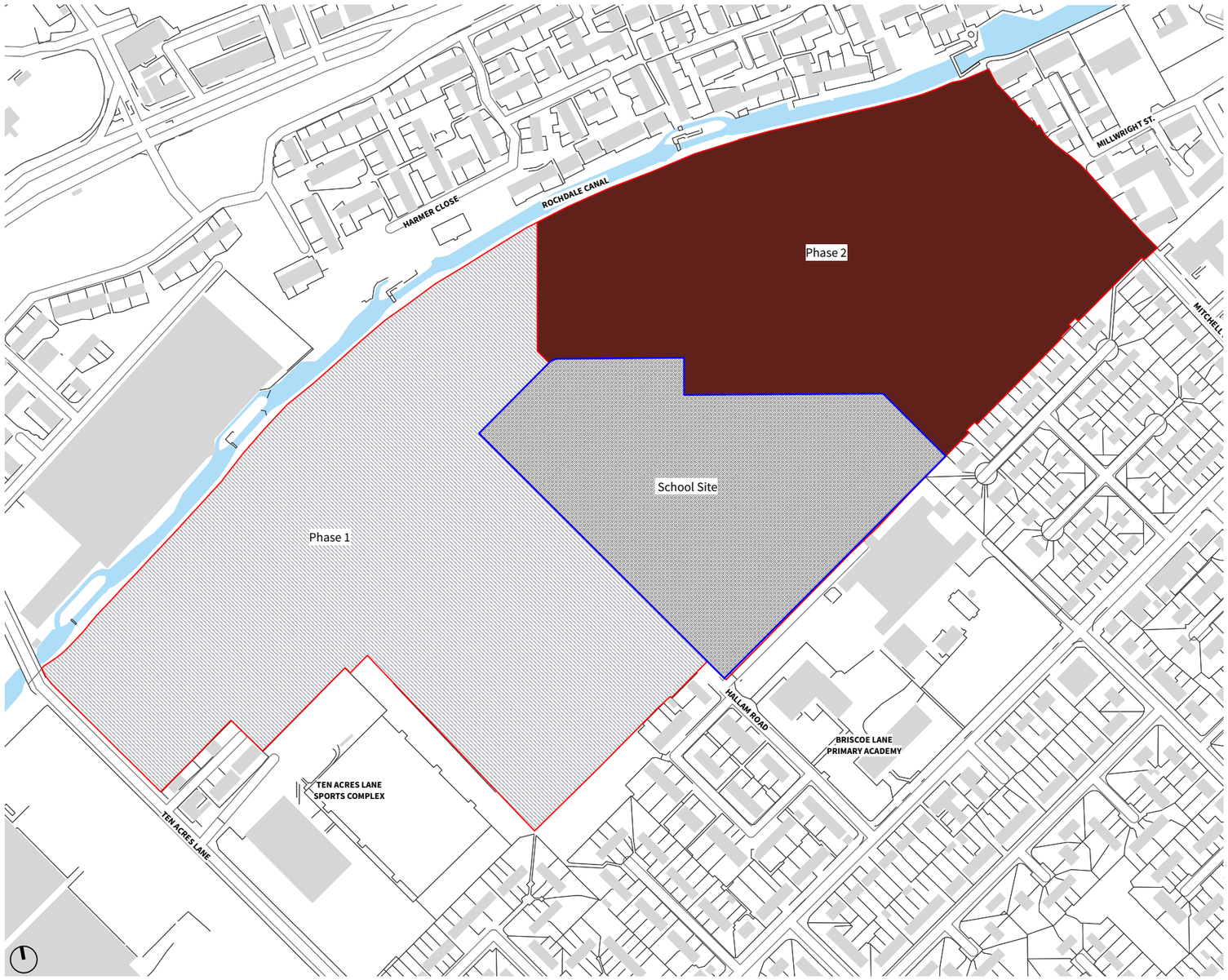
- The erection of up to 338 new homes (Use Class C3)
- Public open space

Phase 2B: An education facility (Use Class F1). May come forward as free standing phase.

There is no prescribed sequencing for the phasing, nevertheless, the intention is for development to move forward the reserved matters proposal (including the school), upon securing outline planning permission.

Key

- Planning Application Red Line Boundary
- Phase 1
- Phase 2
- Land allocated for School



Phasing Plan

Building Heights

The building heights parameter plan defines the maximum permissible number of storeys and eaves heights for pitched roofs and roof heights for flat roofs across the Site.

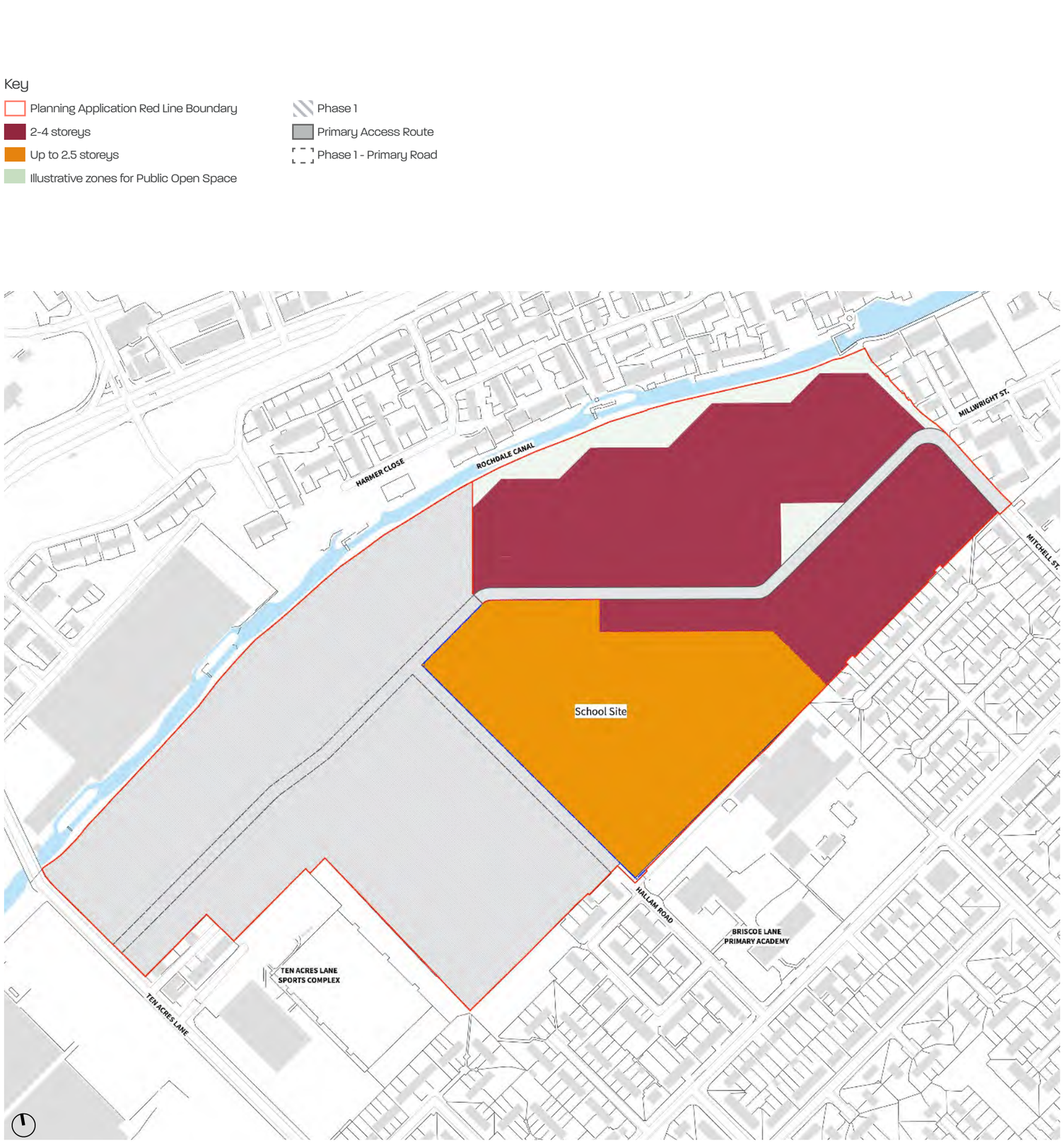
The proposed residential development within Phase 2 will range between 2 storeys to 4 storeys, including a range of typologies to accommodate the needs of the community.

The future building heights have been influenced by the analysis of the surrounding context and existing building heights, shown within the 'Understanding the Context' chapter of this document.

The scale of the proposed development has been designed to sensitively integrate into the surrounding context. Building heights should not exceed the building heights parameters described.

It is recommended that apartment buildings will be located principally along the boundary with the canal or at key corners and junctions. The proposed heights have been considered within the accompanying Landscape Visual Impact Assessment.

The school is proposed to be a maximum of 2.5 storeys in height.



Phase 2 - Building Heights Parameter Plan

Access and Movement

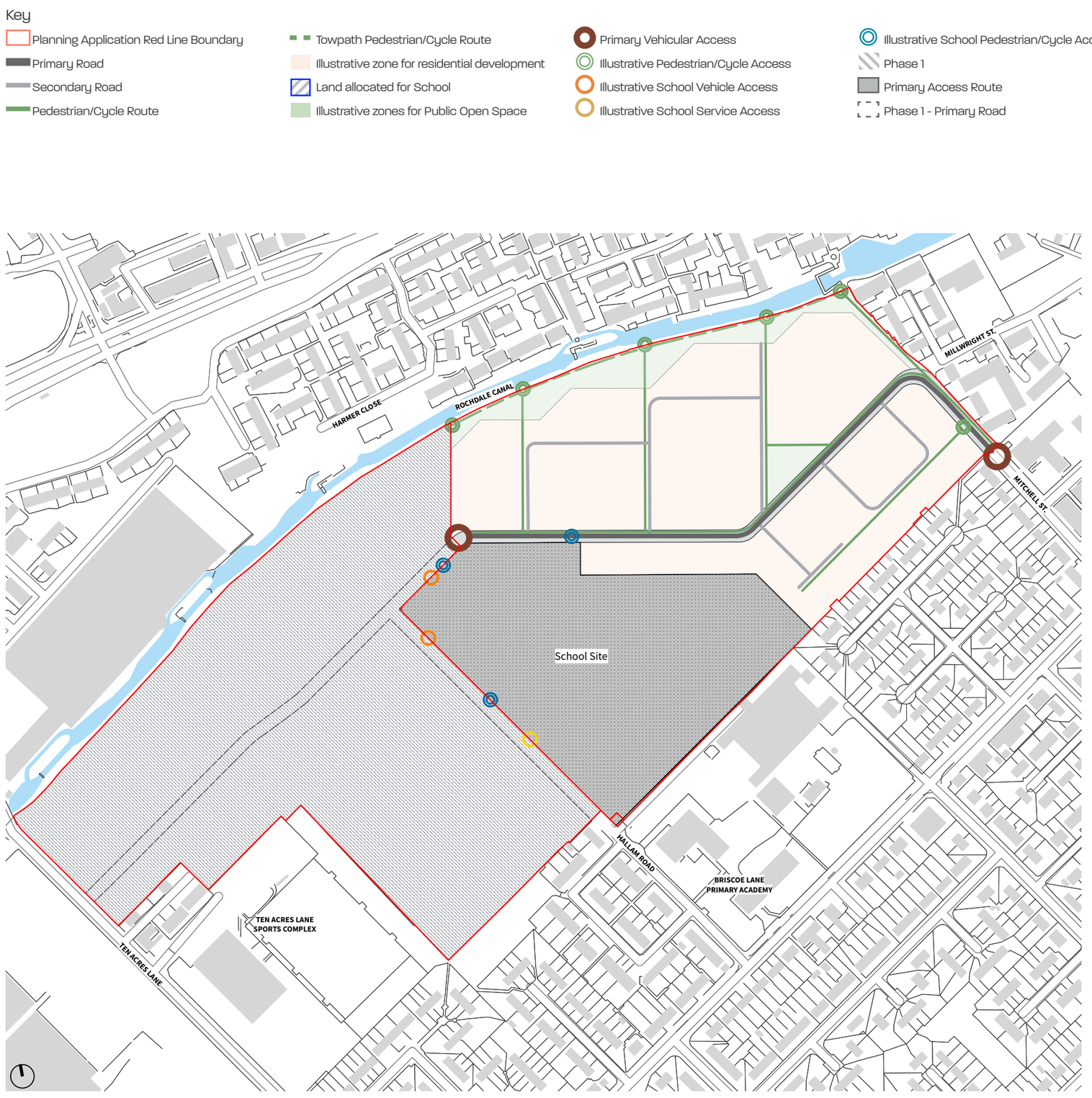
This plan defines the primary access route which is being applied for in detail. The through route is to be completed up to the boundary of Phase 1 and Phase 2. Construction of Phase 2 would subsequently make use of the new road.

The wider principles of access and movement which will inform the reserved matter proposals for the outline phases have been defined in the preceding sections of this document and the overall highways proposals have been modelled and tested by Vectos (please refer to the Transport Assessment accompanying this application).

The plan shows primary points of access for Phase 2, other access points and routes are shown for illustrative purposes only, to be confirmed at the reserved matters stage.

Access and Highways Improvements

An improvement scheme at the Ten Acres Lane/A62 Junction will likely be required to increase overall junction capacity. Modelling is currently being undertaken to confirm the requirement for these off-site improvements.



Phase 2 - Access and Movement Parameter Plan

Green and Blue Infrastructure

Key

- Planning Application Red Line Boundary
- Illustrative zone for residential development
- Land allocated for School
- Phase 1
- Primary Access Route
- Phase 1 - Primary Road

Illustrative landscaping zones consistent with the design principles:

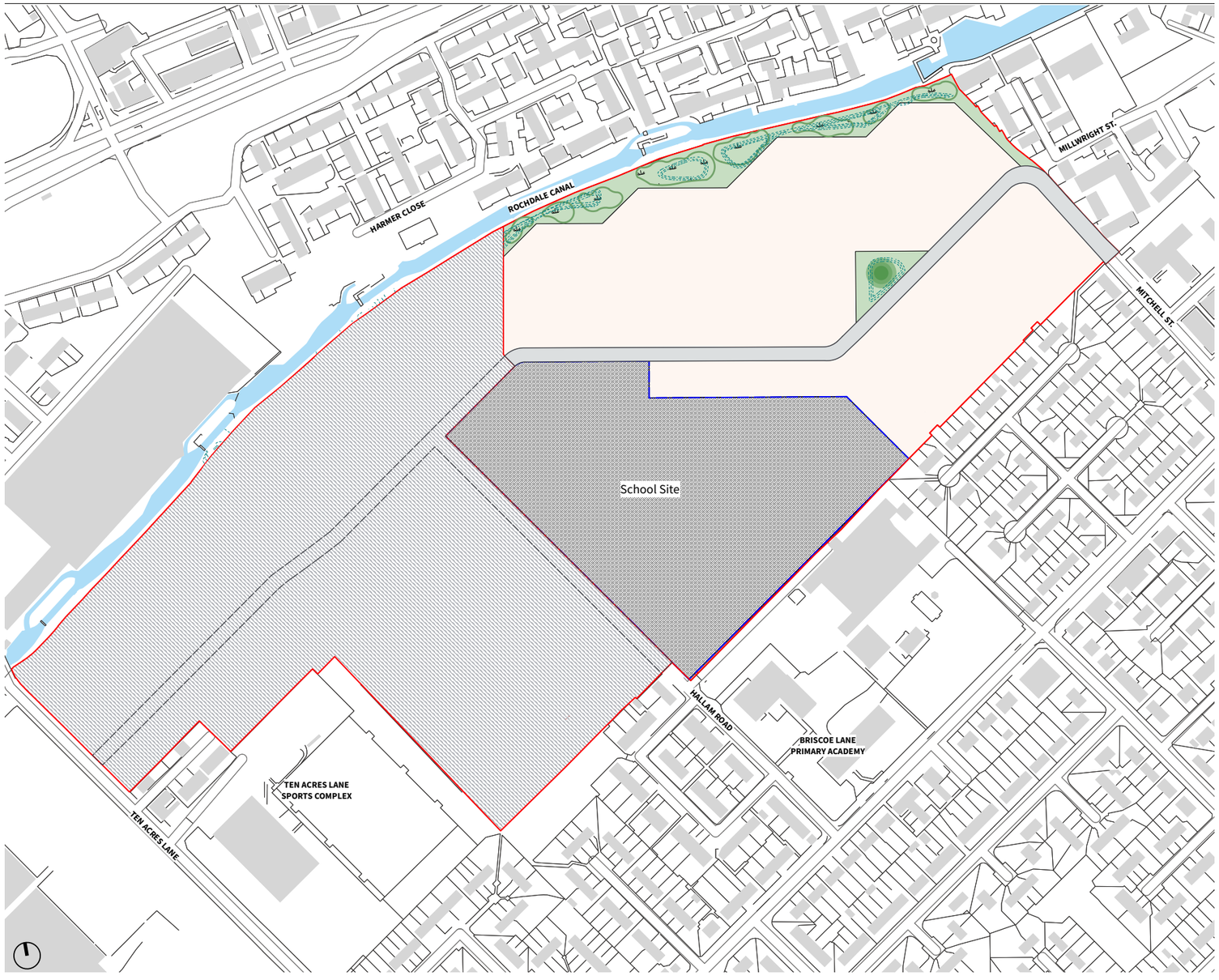
- Illustrative zone for Public Open Space (min. 0.8 ha)
- Local Area for Play (LAP) (min. 0.1 ha)
- Illustrative Canal Buffer Vegetation
- Drainage Attenuation Feature

The phase 2 residential led development will provide open space located at the edge of the Rochdale canal, following on from the principle established in phase 1, as well as in the heart of the development. Details of landscaping are to be agreed at the Reserved Matters stage, however it is proposed that Phase 2a will deliver a minimum of 0.8 ha of open space in line with guidance and include:

- Amenity green space to be overlooked by dwellings on a minimum of three sides of the space.
- Informal recreation.
- Canal edge buffer to include structural planting, hedgerows and trees. New biodiversity zones to encourage wildlife habitats including grassland, new tree planting, native planting and wild flower meadow planting.
- Sustainable Urban Drainage systems (SuD's) the design of the SuDs will form part of reserved matters applications, sufficient to support the proposed development
- Attractive and accessible environments for children's play. Play provision for younger children to be located within 5 minute walking distances of homes, 0.1 hectares for play is required as a minimum. Recommendations for play design are provided within the landscaping section of this document.

The illustrative masterplan maximises the canalside location with new homes orientated to provide views and activate the canal frontage. A safe environment for recreation, amenity and potential future use of the canal towpath as a strategic movement corridor is also incorporated into the illustrative masterplan proposals. The development will include attractive and accessible environments for children's play. Inclusive play will be designed to cater for all users and age groups. Play areas are accessible and within easy walking distance from every home. A variety of green spaces and public realm will include a mix of private, semi-private and public green spaces. Phase 2 will benefit from access to the community park within phase 1.

Native planting, wild flower meadows and new tree planting will encourage wildlife habitat and biodiversity. Sustainable Urban Drainage solutions will weave throughout the development, designed to sensitively blend into the landscape spaces.



Phase 2 - Green and Blue Infrastructure Parameter Plan

Land Use

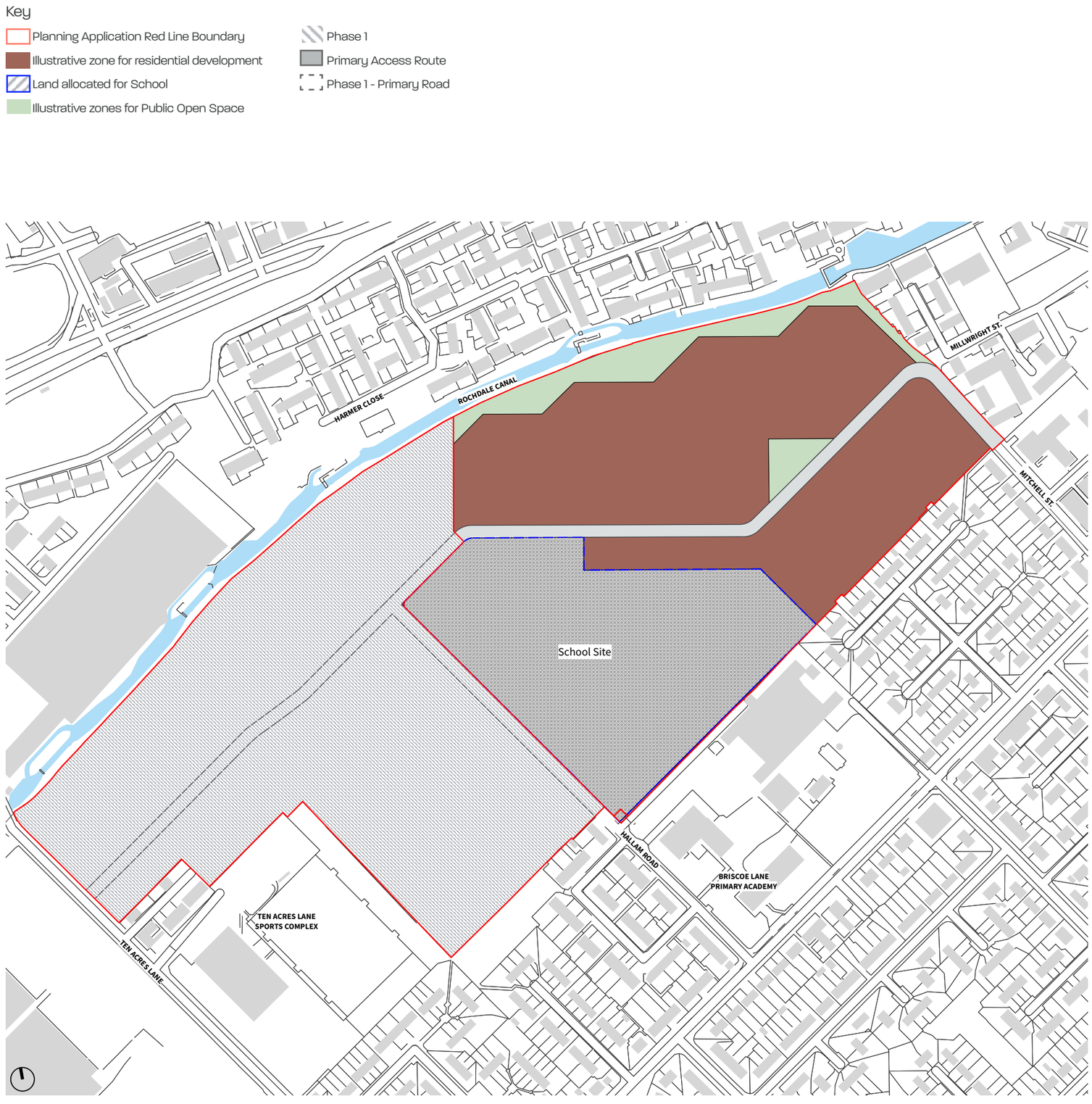
The provision of new homes (Use Class C3) within Phase 2 will support a range of tenures including open market housing and affordable homes as well as a range of sizes from one bed accommodation through to larger four bed homes.

Although the application does not seek permission for specific dwelling types it is important that the Site provides a broad mix of typologies suited to different tenures. To create a truly diverse community a range of house sizes should be considered within reserved matters applications.

The precise mix of accommodation will be defined and submitted for approval at the Reserved Matters stage. Phase 2 will also provide a much-needed new Secondary School (Use Class F1), offering up to 1,050 school places for children within the local area as well as sports facilities that will be available for local community use outside of school hours (with details to be agreed under a Community Use Agreement).

The total site area in phase 2 is 9.5 hectares. Of this area, 3.8 hectares is defined as the site of the proposed school. For the residential proposals, a maximum of 5.7 hectares is defined as a development zone for new homes and a minimum of 0.8 hectares for the provision of open space.

The area for residential is proposed to deliver up to a total of 338 new homes alongside the fixed number (378) provided as part of the detailed phase 1 proposals applied for in full.



Phase 2 - Land Use Parameter Plan

Detailed Application Site Layout and Architecture

12





Introduction

Purpose

This section of the Design and Access Statement (DAS) presents the detailed proposals for Jackson's Brickworks (Phase 1), within the Site boundary shown opposite.

The detailed proposals seek full planning permission for erection of 378 new homes (Use Class C3), commercial floorspace (Use Classes E, F and Sui Generis), car parking, landscaping and public realm works, serving and access arrangements, highways improvements and associated works.

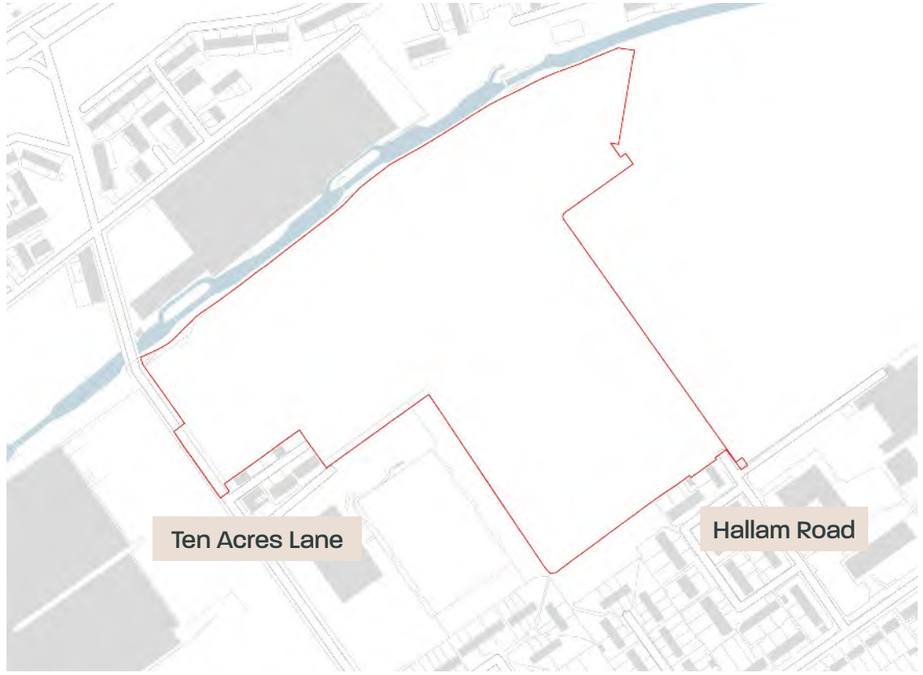


Figure 1: Phase 1 Site Location Plan

Approach

The proposed Phase 1 Site Layout opposite has been designed in response to the site assessment and design principles described through earlier sections of this DAS.

The layout incorporates the following key features:

1. Primary vehicle access from Ten Acres Lane.
2. Emergency, pedestrian and cycle access from Hallam Road.
3. Community hub building accommodating commercial floorspace (Use Classes E, F and Sui Generis).
4. New homes designed with internal floor areas that meet Manchester Residential Space Standards
5. Mix of 1 bed and 2 bed apartment types.
6. Mix of houses, including 2 bedroom, 3 bedroom and 4 bedroom types.
7. Jackson's Community Park (adjacent to community hub building and fronting the canal)
8. Ten Acres Pocket Park, including play space
9. Hallam Green, including play space
10. Ten Acres Lane Gateway
11. Rodchdale Canal Linear Park
12. Hallam Pedestrian/ Cycle Corridor
13. North-south shared pedestrian and cycle route, connecting Hallam Road with the Rochdale Canal Towpath.
14. The Rochdale Canal Towpath will provide a traffic free pedestrian and cycle route. Links from the Site on to the towpath will be available along the Site frontage.
15. Energy efficient houses and apartments, incorporating air sauce heat pump and photovoltaics (PV).
16. SuDs features provided across the proposal, including swales and rain gardens,



Figure 2: Phase 1 Site Layout

Amount, use and scale

Residential

The Phase 1 residential development area (incl. road infrastructure) is 7.1ha.

The proposal provides 378 dwellings, comprising 244 houses and 134 apartments. All dwellings meet Manchester Space Standards and range from 1B2P apartments to 4B8P houses.

The proposed dwelling mix comprises approximately:

- 8.5% 1 bed apartments
- 27% 2 bed apartments
- 15.6% 2 bed house
- 35.6% 3 bed house
- 13.5% 4 bed house

The mix of dwellings is shown at Figure 3 and described further in the accommodation schedule (Fig.6).

The proposed density (Housing Area + Hub) equates to 53 dwellings per hectare (dph) overall.

Tenure Mix

The tenure mix proposed tenure is:

- 35% Shared Ownership
- 25% Affordable Rent
- 7.5% Social Rent
- 25% Private Rent
- 7.5% Open Market Sale

Key

- Development Area
- Housetype A (MEWS) - 2B3P
- Housetype B (END) - 2B3P
- Housetype C (MID) - 2B3P
- Housetype D (END) - 2B4P
- Housetype E (MID) - 2B4P
- Housetype F (END) - 3B4P
- Housetype G (MID) - 3B4P
- Housetype H (CORNER) - 3B4P
- Housetype I (SEMI) - 3B4P
- Housetype J (END) - 3B5P
- Housetype K (MID) - 3B5P
- Housetype L (MID) - 3B6P
- Housetype M (DET) - 4B6P
- Housetype N (SEMI) - 4B6P
- Housetype O (END) - 4B8P
- Housetype P (MID) - 4B8P
- Apartment Blocks and Hub Building



Figure 3: Residential Area and Housing Mix

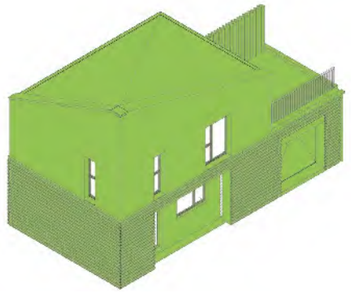
Houses

Below shows each house type proposed and the associated Gross Internal Areaa (GIA).

Figure 4: Housing Typologies

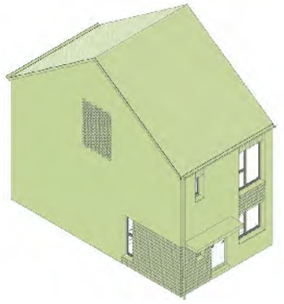
Type A
Mews

2b/3p House - 70m²



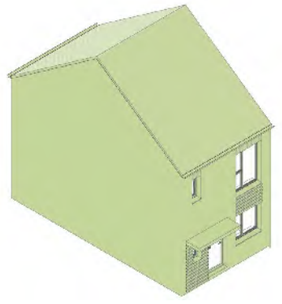
Type B - C
End Terrace

2b/3p House - 70m² -



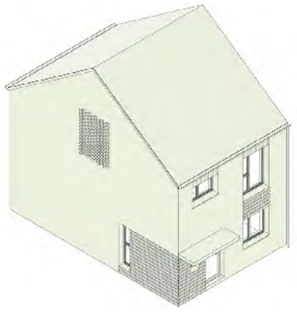
Type C
Mid Terrace

2b/3p House - 71.2m²



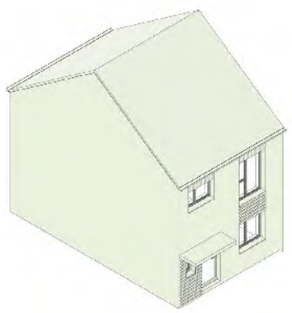
Type D
Mid Terrace

2b/4p House - 83.4m²



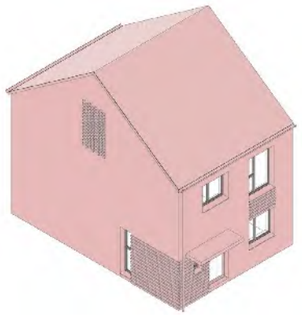
Type E
Mid Terrace

2b/4p House - 83.4m²



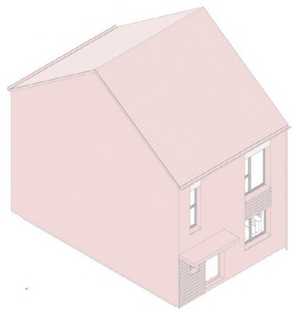
Type F
End Terrace

3b/4p House - 88.2m²



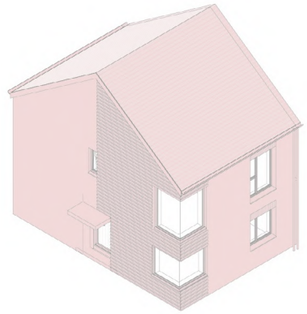
Type G
Mid Terrace

3b/4p House - 86.2m²



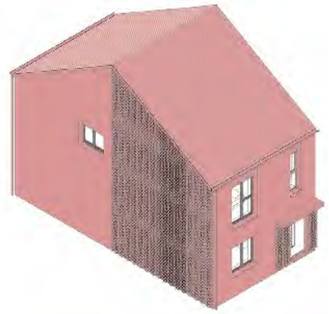
Type H
Corner

3b/4p House - 86.2m²



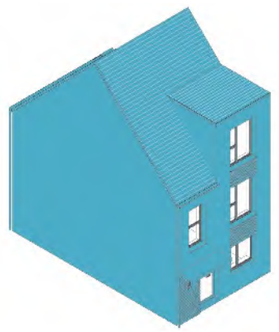
Type I
Semi

3b/5p House - 93.6m²



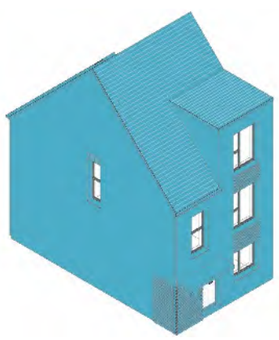
Type K
Mid Terrace

3b/5p House - 102.9m²



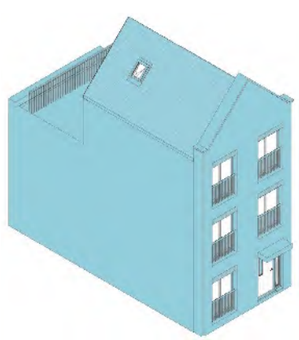
Type J
EndTerrace

3b/5p House - 102.9m²



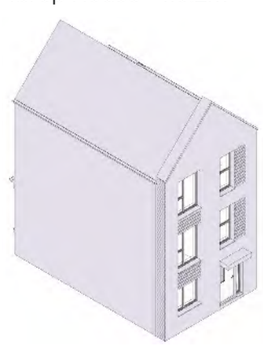
Type L
Mid Terrace

3b/6p House - 116m²



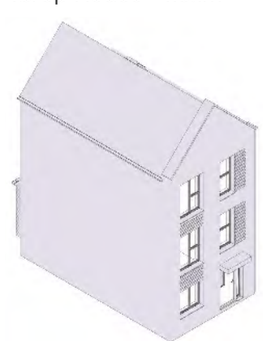
Type M
Detached

4b/6p House - 116.2m²



Type N
Semi

4b/6p House - 113.1m²



Type O
End Terrace

4b/8p House - 132.6m²



Type P
Mid Terrace

4b/8p House - 135m²



Apartments

The blocks labelled A/B/C on the plan opposite, comprise apartments served off a communal core with a bin store, bicycle store and entrance on the ground floor.

The block labelled 'Block D' on the plan opposite comprise retail and community uses on the ground floor, with apartments on the 1st and 2nd floor.

The size and number of apartments provided are shown in the tables below.

Block A	Size	Beds	Number
Type 1	50.28	1B/2P	4
Type 2	61.7	2B/3P	6
Type 4	71.16	2B/4P	6
Type 5	70.36	2B/4P	6
Total			22

Block B	Size	Beds	Number
Type 1	50.28	1B/2P	8
Type 2	61.7	2B/3P	6
Type 3	61.7	2B/3P	6
Type 4	71.16	2B/4P	12
Type 3	61.7	2B/4P	6
Total			38

Block C	Size	Beds	Number
Type 1	50.28	1B/2P	8
Type 2	61.7	2B/3P	12
Type 4	71.16	2B/4P	12
Type 3	61.83	2B/3P	12
Total			44

Block D	Size	Beds	Number
Type 1	49	1B/1P	1
Type 2	50	1B/2P	8
Type 3	51	1B/2P	3
Type 4	61	2B/3P	4
Type 3	62	2B/3P	2
Type 6	70	2B/4P	8
Type 7	71	2B/4P	4
Total			30



Figure 5: Apartments

Apartment Block A	Height	Beds	Size (m2)	Size (sq ft)	Quantity	Total Areas (sq ft)
Apartment (Type 1)	3 Storey	1B/2P	50.28	541.21	6	2164.84
Apartment (Type 2)	3 Storey	2B/3P	61.7	664.13	9	3984.8
Apartment (Type 4)	3 Storey	2B/4P	71.16	765.96	9	4595.75
Apartment (Type 5)	3 Storey	2B/4P	70.36	757.35	9	4544.1

Apartment Block A

Total Area
15289.47 sq ft

Total
22

Apartment Block B	Height	Beds	Size (m2)	Size (sq ft)	Quantity	Total Areas (sq ft)
Apartment (Type 1)	3 Storey	1B/2P	50.28	541.21	8	4329.67
Apartment (Type 2)	3 Storey	2B/3P	61.7	664.13	6	3984.80
Apartment (Type 3)	3 Storey	2B/3P	61.7	664.13	6	3984.80
Apartment (Type 4)	3 Storey	2B/4P	71.16	765.96	12	9191.51
Apartment (Type 5)	3 Storey	2B/4P	70.36	757.35	6	4544.09

Apartment Block B

Total Area
26034.86 sq ft

Total
38

Apartment Block C	Height	Beds	Size (m2)	Size (sq ft)	Quantity	Total Areas (sq ft)
Apartment (Type 1)	3 Storey	1B/2P	50.28	541.21	6	4329.67
Apartment (Type 2)	3 Storey	2B/3P	61.7	664.13	9	7969.59
Apartment (Type 4)	3 Storey	2B/4P	71.16	765.96	9	9191.51
Apartment (Type 6)	3 Storey	2B/3P	61.83	665.53	9	7986.38

Apartment Block C

Total Area
29477.16 sq ft

Total
44

Apartment Block D	Height	Beds	Size (m2)	Size (sq ft)	Quantity	Total Areas (sq ft)
Apartment (Type i)	4 Storey	1B/1P	49	527.43	1	527.43
Apartment (Type ii)	4 Storey	1B/2P	50	538.20	8	4305.56
Apartment (Type iii)	4 Storey	1B/2P	51	548.96	3	1646.88
Apartment (Type iv)	4 Storey	2B/3P	61	656.60	4	2626.39
Apartment (Type v)	4 Storey	2B/3P	62	667.36	2	1334.72
Apartment (Type vi)	4 Storey	2B/4P	70	753.47	8	6027.78
Apartment (Type vii)	4 Storey	2B/4P	71	764.24	4	3056.95

Apartment Block D

Total Area
19525.71 sq ft

Total
30

Housetypes	Height	Beds	Size (m2)	Size (sq ft)	Quantity	Total Areas (sq ft)
Housetype A (Mews)	2 Storey	2B/3P	70	753.47	7	5274.31
Housetype B (End)	2 Storey	2B/3P	70	753.47	20	16576.41
Housetype C (Mid)	2 Storey	2B/3P	71.2	766.39	14	11495.85
Housetype D (End)	2 Storey	2B/4P	83.4	897.71	12	8977.09
Housetype E (Mid)	2 Storey	2B/4P	83.4	897.71	6	4488.55
Housetype F (End)	2 Storey	3B/4P	88.2	949.38	49	46519.42
Housetype G (Mid)	2 Storey	3B/4P	86.2	927.85	8	7422.79
Housetype H (Corner)	2 Storey	3B/4P	86.2	927.85	2	1855.70
Housetype I (End)	2 Storey	3B/4P	93.6	1007.50	8	8060.01
Housetype J (End)	2.5 Storey	3B/5P	102.2	1100.07	46	50603.25
Housetype K (Mid)	2.5 Storey	3B/5P	102.9	1107.61	13	14398.87
Housetype L (Mid_Premium)	3 Storey	3B/6P	116	1248.61	8	9988.90
Housetype M (Detached)	3 Storey	4B/6P	116.2	1250.77	3	3752.30
Housetype N (End)	3 Storey	4B/6P	113.1	1217.40	34	41391.50
Housetype O (End)	3 Storey	4B/8P	132.6	1427.29	8	11418.35
Housetype P (Mid)	3 Storey	4B/8P	135	1453.13	6	8718.76

Housetypes

Total Area
250942.03 sq ft

Total
244

Grand Total

Total Area
341269.23 sq ft

Total
378

Figure 6: Accommodation Schedule

Retail and Community Uses

The proposal includes 616.5 sq.m of commercial floorspace (Use Classes E, F & Sui Generis) (includes community use and community café) on the ground floor of the Hub.

As shown on Figure 7 and 8, the Hub comprises the following retail/community spaces:

- Community Cafe (161.9m^2)
- Community Use (454.6m^2)



Visual of the Community Hub building



Figure 7: Retail and Community Uses

Ground Floor



Figure 8: Community Hub Ground Floor and First Floor Plans

Accessibility / Accessible Homes

Homes are designed in accordance with Approved Document M Volume 1 of the Building Regulations 2010 (2015 edition incorporating 2016 amendments), which categorises dwellings as follows:

- M4(1) Category 1: Visitable dwellings
- M4(2) Category 2: Accessible and adaptable dwellings
- M4(3) Category 3: Wheelchair user dwellings

49% of the houses comply with 49% of the houses achieve the M4(2) design guidance. These types are:

- C/ D/ E/ H/ I/ L/ M / N / O / P

43% of the apartments comply with M4(2). This is primarily due to the fact most of the apartment blocks do not have a lift therefore only the ground floor apartments technically comply with M4(2) guidance

Green Infrastructure / Public Realm

The Phase 1 green infrastructure/ public realm area is approximately 1.36ha.

The green infrastructure/ public realm area inculudes the following open space typologies, as shown at Figure 9:

- Jackson's Community Park (adjacent to community hub building and fronting the canal): 0.62ha
- Ten Acres Pocket Park, including play space: 0.13ha
- Hallam Green, including play space: 0.08ha
- Hallam Road Pedestrian and Cycle Connection: 0.06ha
- Rochdale Canal Linear Park: 0.41ha
- Ten Acres Lane Green Space: 0.064ha



Figure 9: Green Infrastructure

Scale

Proposed building heights include:

- 2 storey houses
- 2.5 storey houses
- 3 storey houses
- 3 storey apartments blocks
- 4 storey central hub

The building heights strategy comprises:

- 3 storey town houses positioned to address the Primary Road and to overlook the canal.
- 3 storey apartments positioned at the Site gateways and to provide landmark buildings.
- The 4 storey hub building provides a central landmark building at the heart of the wider masterplan area.
- The remainder of the proposal mostly comprises of 2 storey housing, with the use of 2.5 storey dormer houses to hold key views and reinforce legibility.



Figure 10: Scale and Massing

Sections

Figure 11 shows a long section along the canal frontage and Figure 12 shows the proposed long section along the Primary Road.

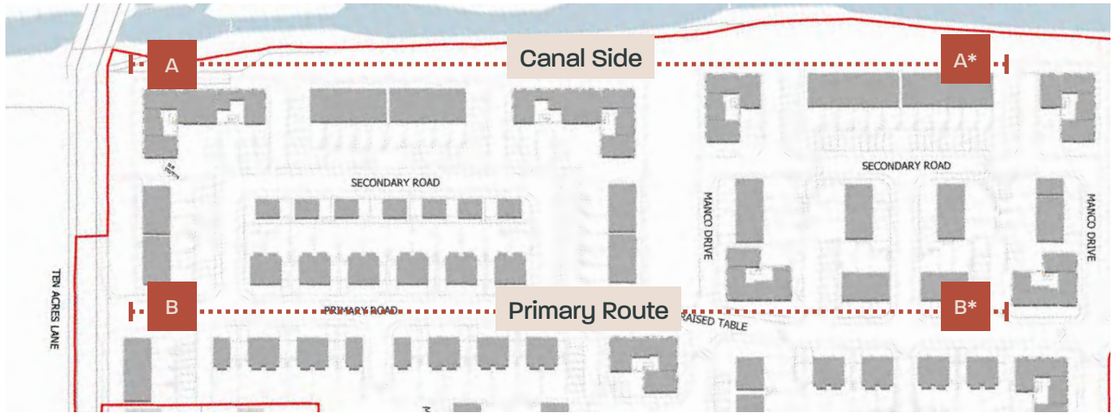


Figure 13: Section Locations



Figure 11: Long Section Canal Side



Figure 12: Long Section Primary Route

Vehicular Access and Movement

Vehicular Access

The Phase 1 will be accessible for vehicles via Ten Acres Lane.

The Ten Acres Lane access will connect to a proposed Primary Road which will pass through Phase 1, ultimately connecting to the wider outline application development area, inducing the proposed school.

Hallam Road will provide emergency vehicle access to the Site only.

Pedestrian and Cycle Movement

The proposed Site Layout encourages walking and cycling through incorporation of the following features:

- Pedestrian/ cycle connection to the Rochdale Canal Towpath, which is located immediately to the north of the Site and will provide a traffic free pedestrian and cycle route in both an easterly and westerly direction.
- c.3m shared pedestrian/cycle connection running from Hallam Road to the Rochdale Canal.
- All houses will include private cycle storage within their back gardens. The apartments will include communal cycle storage within the stairwell.
- Dropped kerbs at all junction crossings.

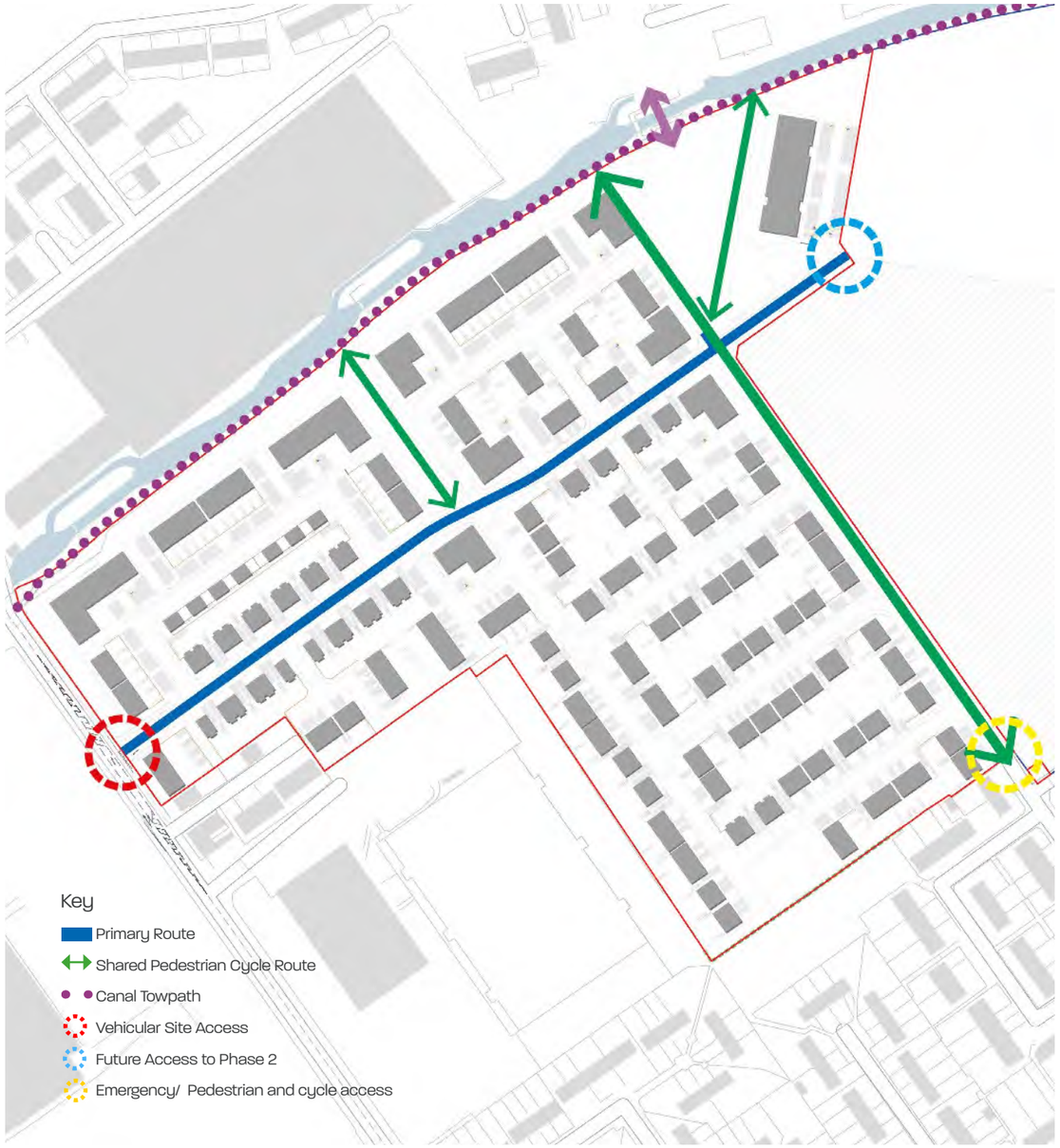


Figure 14: Access and Movement

Street Hierarchy

Figure 15 illustrates the hierarchy of movement routes through the proposal, in line with the principles established in Chapter 7 of this DAS (pp. 76-79).

Cross sections to illustrate the dimensions and functions of the proposed street types shown within Chapter 7 of this DAS (pp. 76-79).

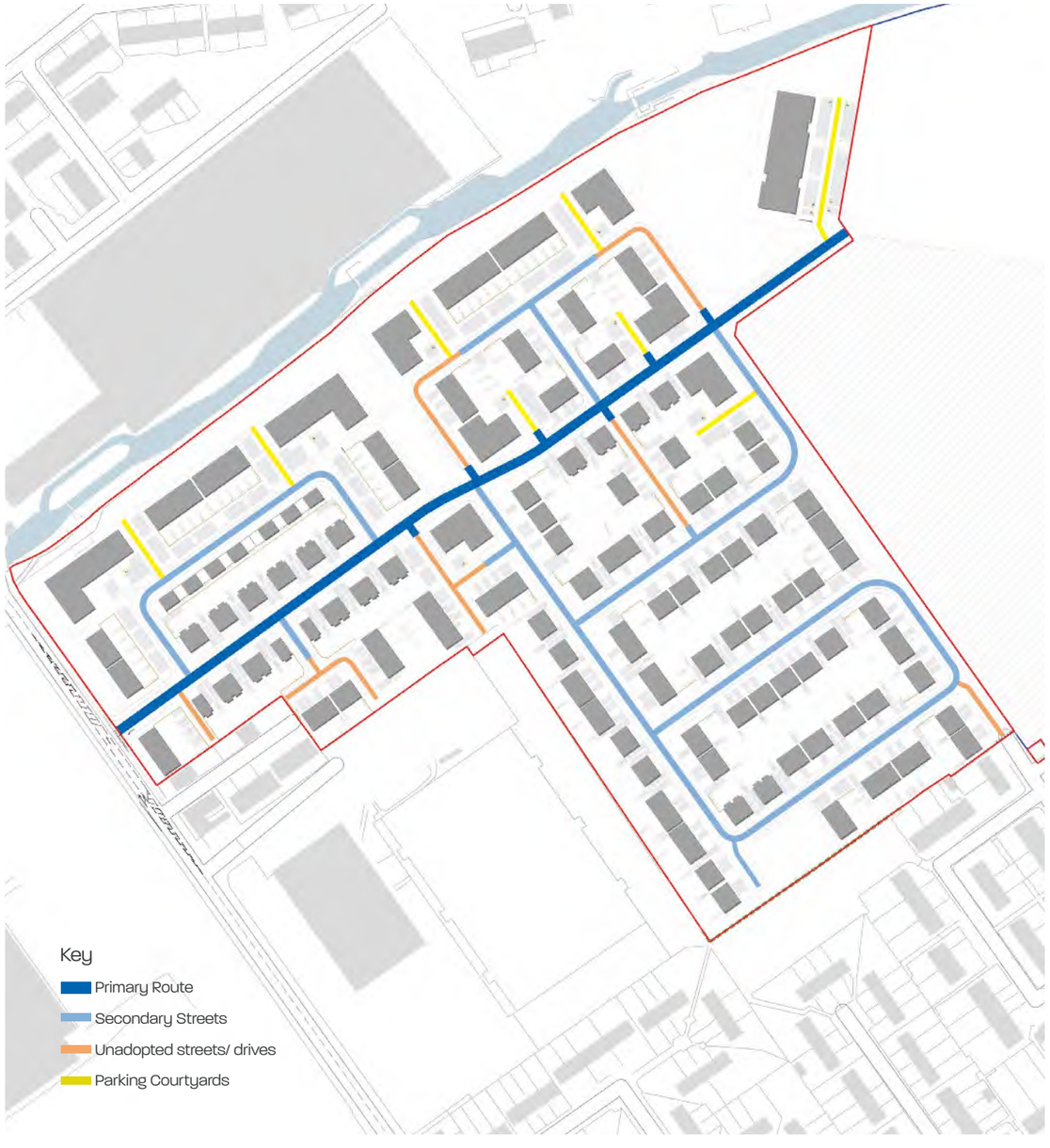


Figure 15: Street Hierarchy

Car Parking

Car parking arrangements will vary across the scheme. This will include:

- Primary Road: Predominantly side parking with the occasional front or rear arrangement.
- Secondary Street 1: Rear parking, 1 x garage incorporated into each Mews property, parking courtyards associated with the apartment blocks.
- Secondary Street 2: Rear parking, courtyards associated with the apartment blocks.
- Secondary Street 3-5: Mixture of front and side parking. Parking for properties overlooking the modal filter will be posited next to the gable ends.
- Management Company Drives: Front, side and rear on plot, allocated off-plot spaces.

The total number of car parking spaces equates to 512, which is 1.3 spaces per dwelling.

Car parking levels broadly comprise:

- x 1 No. space per apartment
- x 1 No. space per 2 bedroom houses
- 1 No. or 2 No. spaces for 3 bedroom houses.
- x 2 No. spaces for 4 bedroom houses.
- Occasional lay bay visitor parking space.

Cycle Storage

Proposed houses will include a secured cycle storage for x 1 cycle in rear gardens.

Proposed apartment blocks and the Hub will include a secured communal cycle storage area within the communal core.

Electric Vehicle Charging

- All houses with on plot parking will include the network of cables and power supply necessary so that at a future date a socket can be added.
- All houses with allocated off-plot parking will include the network of cables (connecting to 1 x space) and power supply necessary so that at a future date a charging station can be added.
- All parking spaces associated with the apartments will include cable routes and 20% of these spaces will include a charging station.

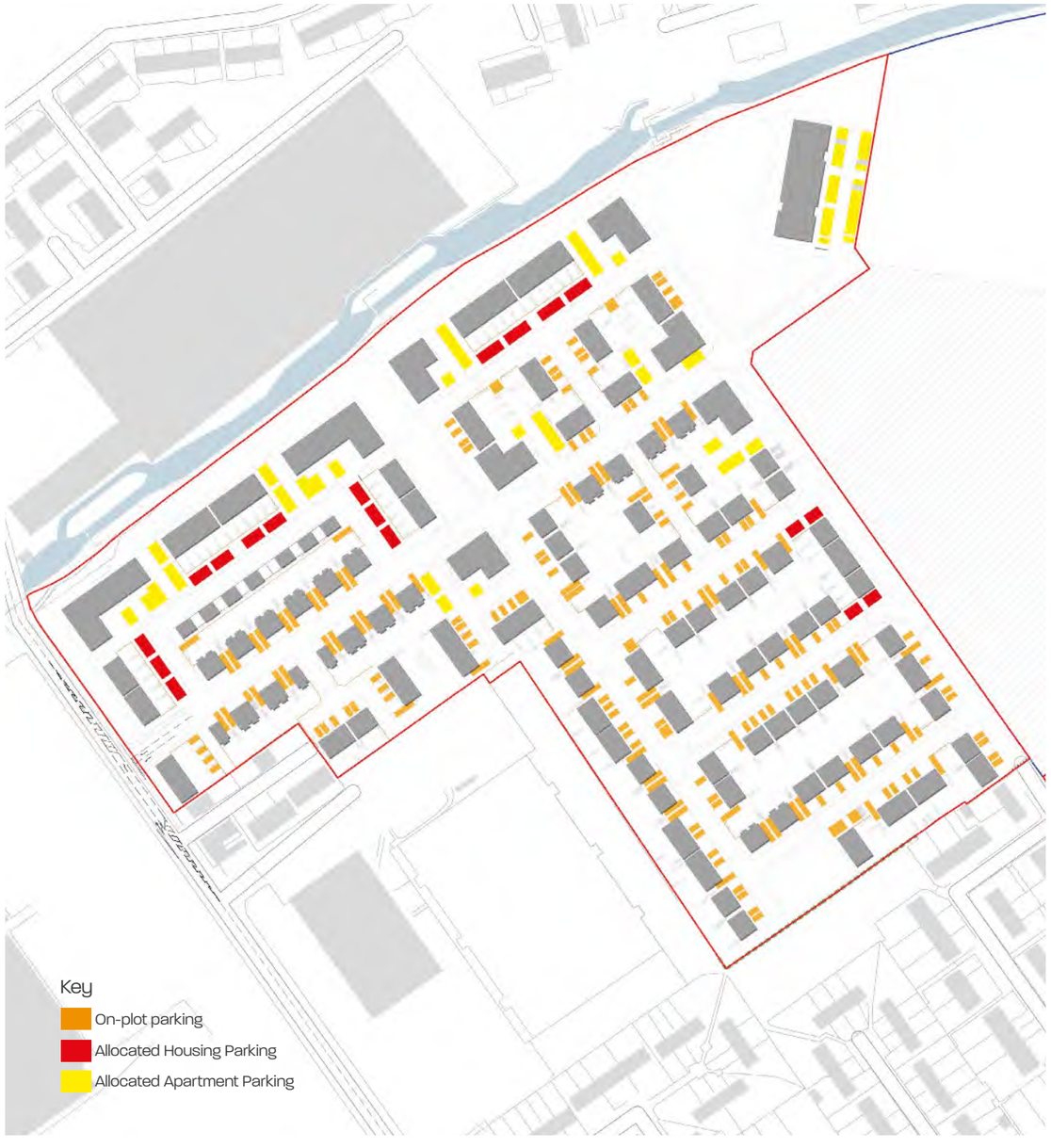


Figure 16: Car Parking

Refuse Strategy

The proposed refuse storage capacity has been calculated based on Manchester City Council's document, 'GD04 Waster Storage and Collection Guidance for New Developments' (2017).

Houses will provide storage areas within the boundary of each property, to accommodate:

- Refuse (grey wheeled bin): 140 or 240 litres
- Food and garden waste (green wheeled bin) - 240 litres
- Mixed pulpables (blue wheeled bin)- 140 or 240 litres
- Glass, cans and plastic bottles (brown wheeled bin) - 140 or 240 litres.

Apartment Blocks A, B, C & D have internal binstore with provision for 0.43m2 per apartment. This comprises:

- Block A (11 apartments) - 8 x 660L wheeled bin = 5.280m2
- Block B (19 apartments) - 14 x 660L wheeled bin = 9,240m2
- Block C (11 apartments) - 8 x 660L wheeled bin = 5.280m2
- Block D -(30 apartments) - 12x 1100L wheeled bins = 13.2m2

Community use on Ground Floor of Block D 'Hub' has yet to be defined (subject to confirmation of planning conditions). As such binstore allocation is shown indicatively at this stage (see drawing A-P11-010 for details).

All bins are positioned in accordance with building regulations, which requires a no greater then 30m residents drag distance and a no greater then 10m refuse operative drag distance.

Houses will predominantly include bin storage areas within rear gardens. Where required to meet building regulations, bins have occasionally been positioned within front gardens.

For apartments, adequate space has been provided to maneuverer and access containers, ensuring that each container can be accessed and removed individually. The refuse storage areas will be contained within the ground floor of the building, with facilities for cleaning and washing down the bins.

The proposed refuse strategy is supported by Submission Plan: BW05 Refuse Strategy Layout.

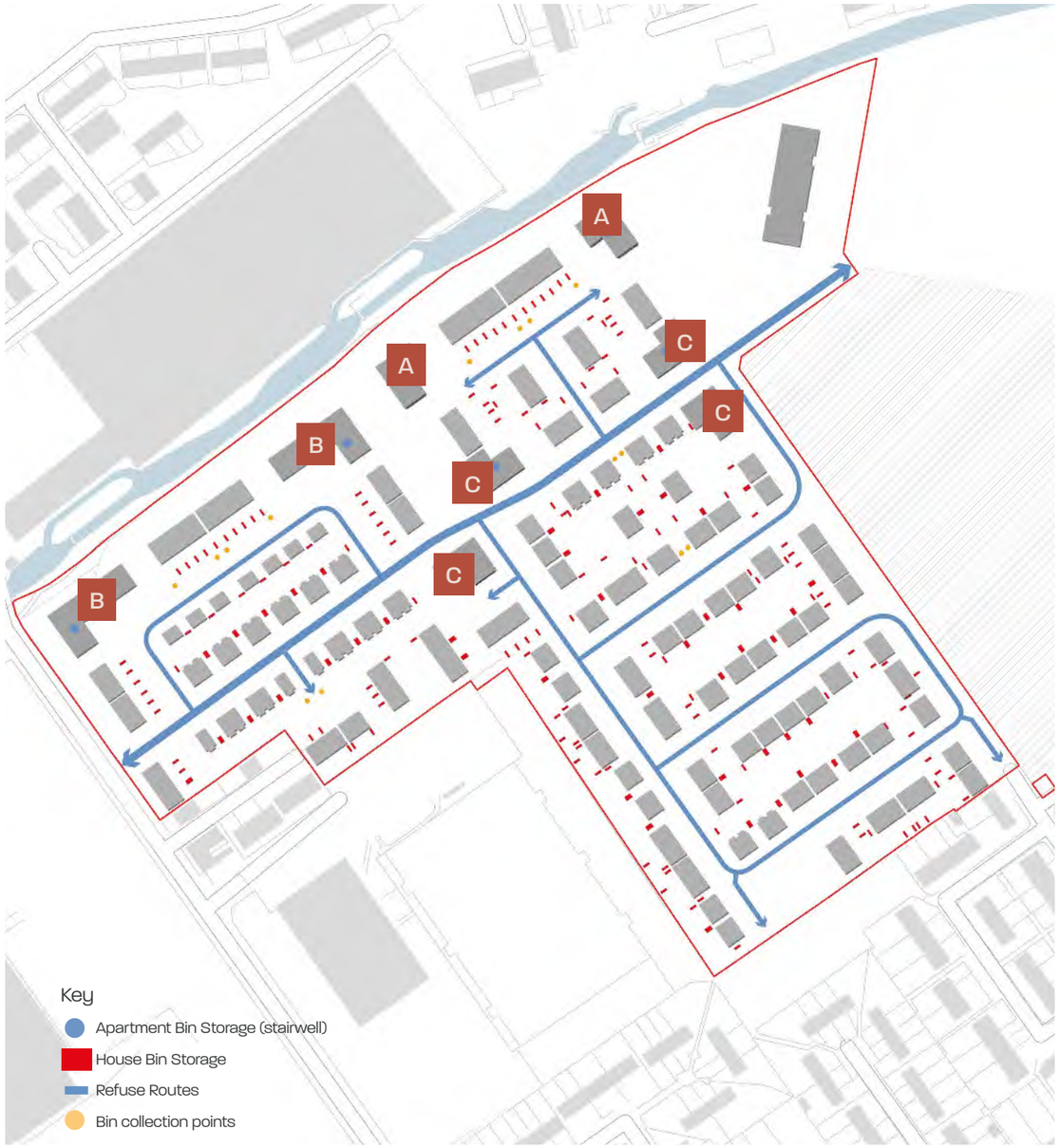


Figure 15: Refuse Strategy (see Submission Plan: BW05 Refuse Strategy Layout)

View of the Canal Edge

Architecture

Overview

The Detailed Application area has the objective of creating and integrated, high quality residential environment that builds on the unique setting, history, character and location of the site.

The site is a former brickworks, historically owned by J&A Jackson Ltd, one of the major brick producers in Manchester and it forms part of the industrial heritage of the city.

The Rochdale Canal runs along the northern boundary of the site and this adds an extra dimension to the character of the site, tying it to wider industrial heritage, and providing an attractive landscape setting and opportunities to be close to the water.

Both the history of the site as a brick factory and its wider industrial heritage have influenced the architectural design strategy and aesthetic.









The National Design Guide (2021) sets out that: Places affect us all – they are where we live, work and spend our leisure time. Well-designed places influence the quality of our experience as we spend time in them and move around them. We enjoy them, as occupants or users but also as passers-by and visitors. They can lift our spirits by making us feel at home, giving us a buzz of excitement or creating a sense of delight. They have been shown to affect our health and well-being, our feelings of safety, security, inclusion and belonging, and our sense of community cohesion, as described within Chapter 5, creating a place, pages 50-55.

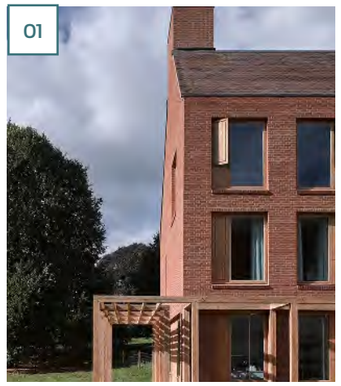
It is in this spirit that the detailed proposals for the site have been developed.

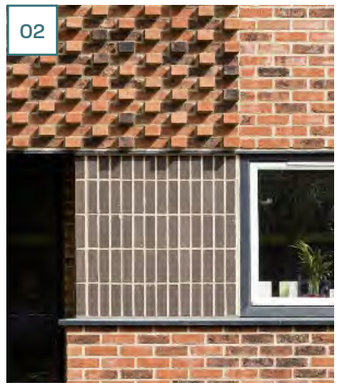
A number of contemporary developments that eschew our design aspirations have been identified, and are illustrated opposite. These schemes share the common features of creating high quality places where the architecture is used to create legibility and containment. These schemes have a sense of timeless quality that celebrates the detail and materiality of brickwork with a varied and complementary range of bricks.

Key

1. Dancy House, Marlborough
   Allies and Morrison Architects
2. Horstead Park, Kent
   Proctor Matthews Architects
3. Field of Lions, Weeps The Netherlands.
   LEVS architects
4. Marmalade Lane Cohousing, Cambridge
   Mole architects
5. Manox, Colehill Street, Manchester
   Levitt Bernstein architect
6. St Chads.
   Bell Philips Architects





















Character Areas

The Site design has been developed through the establishment of three character areas, as described within Chapter 9 Character Areas, responding to the setting and role that each area plays in the wider neighbourhood. These areas have been developed to create a sense of richness and diversity that is woven through the scheme in a controlled and informed manner.

01 Canal Edge

Addressing the Canalside with a series of taller townhouse typologies with an echo of Dutch design townhouses. more differentiation between individual units achieved through variations in brick and materiality and minor detailing differences.

This area is bounded by apartment blocks which give an increased level of natural surveillance and built form edge to the public realm and landscape treatment of the canalside.

02 The Avenue

The Gateway to the development and the key character that defines how people first experience the whole neighbourhood.

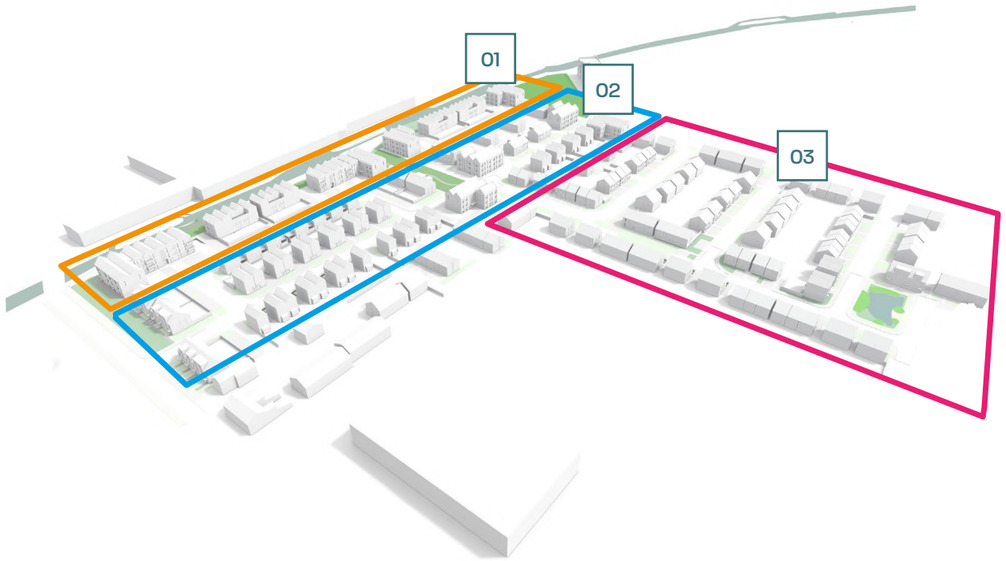
The concept is strong urban development frontages that create high ratios of containment, with landmark buildings that terminate key views and punctuate rows of townhouses and terraces.

These give way to views of the canalside, as well as views connecting the canal to the southern neighbourhood at Hallam Road, and that development should be read as continuous so that conceptually it is a single neighbourhood.

03 Hallam Road

New homes laid out as a series of terraces with landscaped lanes (or landscape ribbons) and back streets that have been thoughtfully modulated to help form a variety of shared private and public realm and green spaces between the houses.

Staggered homes and narrower streets and paths between the houses provide meandering intrigue and a safe place for children, reducing the impact but without fully excluding the car.





Town House Elevations

The canal edge is defined by continuous built edge with coherent gable end facades with sawtooth roof profile frames with taller marker apartment buildings.

The East-west axis road leading from Ten Acre Lane to phase 2 is defined by 3 storey town house style buildings with regular gable elevations.

These are designed to create a sense of linking to the industrial heritage of the site with their rhythm of gable fronted roof forms.

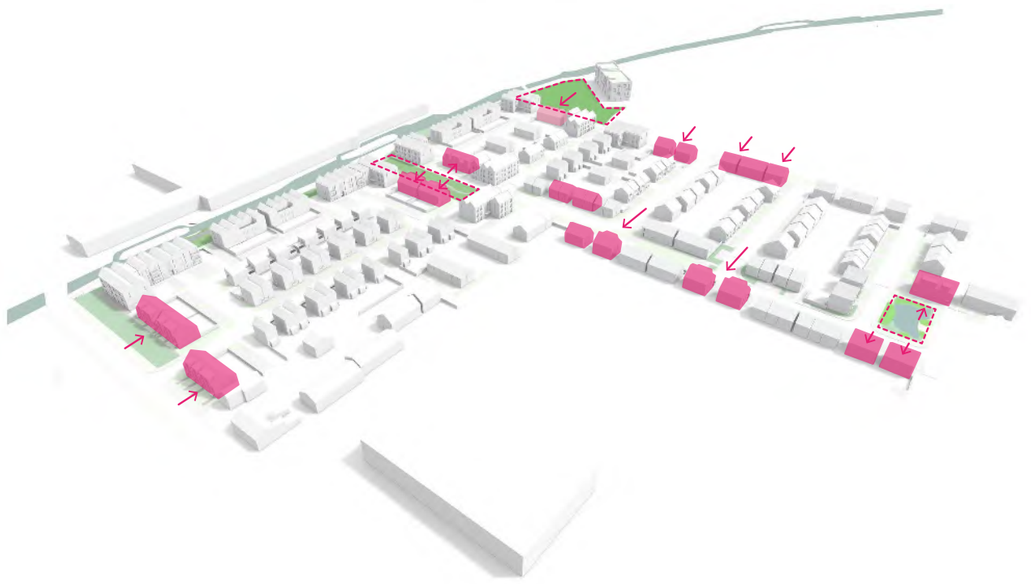
Key

- Apartment Block
- Canal Townhouse (Type L/O/P)
- Ten Acres Townhouse (Type M/N)



Framing Key Views

2 1/5 storey house types with generous dormer windows frame key views across the site, defining sight lines, appropriately terminating vistas and creating desirable punctuation to the streetline throughout each of the character areas.



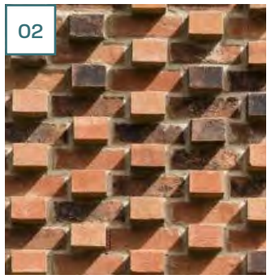
Materials Palette

Reinterpretting the sites' specific history has been at the forefront of the choice of materials. Our design development process has led us to recognise the strong influence that the characteristic red brick has had on architecture in Manchester We have balanced this by introducing a wider blend of bricks that represent the contemporary evolution in brick making and bring a more varied material palette to the fore.

This is further expressed through detailing of the brick elevations which provide areas of focus, texture and detail that elaborate the architectural approach.



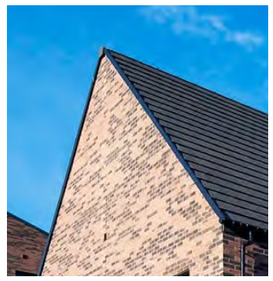
















01 A mixed pallette of red, buff, white and grey brick is proposed

02 Subtle addition of protruding brick details employed to add texture and depth to street facing elevations.

03 Mixture of saw toothed gables, traditional verge gutter and contemporary dormer windows proposed. Contemporary clipped eaves, black rainwater goods and downpipes proposed accross the site.

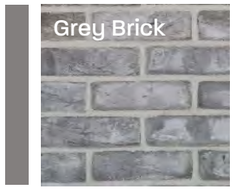
04 Generous window proportions are proposed to maximise available daylighting to properties Street facing windows to have full brick depth reveal. Juliet balconies are proposed to elevations overlooking the canal.

Materials Distribution

The adjacent diagram provides an overview of material distribution throughout the site, and the following pages elaborate on the different strategies employed.

Materials are distrubuted to create a varied, but cohesive neighbourhood, with key streets differentiated to aid navigation.







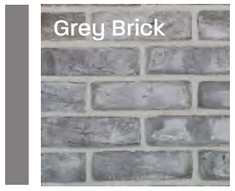




Ten Acres Lane
Gateway Material Distribution

The adjacent diagram provides an overview of how material choices are applied throughout the site, and the following pages elaborate on the different strategies employed.

Materials are utilised in a considered manner to create a varied, but cohesive neighbourhood, with key streets differentiated to aid navigation. in this area the primary material is buff multi brick, with the red multi brick providing accents.







Primary Material



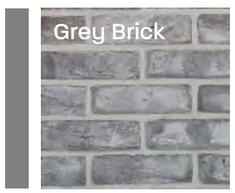


Hallam
Materials Distribution

The Hallam Road area uses the Red Multi Brick as its primary material, with the Buff Multi as a secondary material. The reversed proportion of buff to red brickwork in this area links this neighbourhood to the existing neighbourhoods to the south, whilst maintaining continuity with the remanider of the new scheme.

The Buff Multi Brick is primarily distributed on the north south streets, linking with and leading to the Ten Acres Lane area.









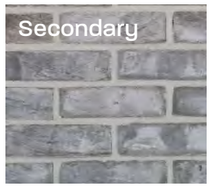
Primary Material

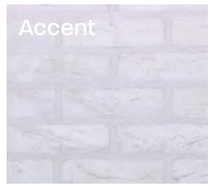
Ten Acres Lane
Materials Strategy

Canal Frontage











Windows

Rainwater Goods

Building Element	Material Description
Walls	Facing Brick Mix of white / buff and grey brick
Roof	Dark grey concrete roof tile
Windows	Dark Grey uPVC Framed Windows. Full brick (215mm deep) reveal to window jambs
Door / Panels	Dark Grey pre-finished Doors with glazed side panels
Canopies	Dark Grey Canopies
Balustrades / Barriers	Black painted steel
Flashings and Cills	Cast stone coping
Eaves / Verge Trim	Clipped eaves - fascia painted black
Rainwater Goods	Black uPVC Rainwater Goods and Trim

Ten Acres Lane Primary Roads











Windows

Rainwater Goods

Building Element	Material Description
Walls	Facing Brick Mix of white / buff, white and red brick
Roof	Dark grey concrete roof tile
Windows	Dark Grey uPVC Framed Windows. Full brick (215mm deep) reveal to window jambs
Door / Panels	Dark Grey pre-finished Doors
Canopies	Dark Grey Canopies
Balustrades / Barriers	Black painted steel
Flashings and Cills	Cast stone coping
Eaves / Verge Trim	Clipped eaves - fascia painted black
Rainwater Goods	Black uPVC Rainwater Goods and Trim

Mews











Windows

Rainwater Goods

Building Element	Material Description
Walls	Facing Brick White with horizontal stepped brick detail to ground floor
Roof	Standing seam metal roof
Windows	Dark Grey uPVC Framed Windows. Full brick (215mm deep) reveal to window jambs
Door / Panels	Dark Grey pre-finished Doors
Entries	Feature coloured glazed brick side panel to entrance
Balustrades / Barriers	Black painted steel
Flashings and Cills	Dark Grey to match window frames
Eaves / Verge Trim	Fascia painted black
Rainwater Goods	Black uPVC Rainwater Goods and Trim

Hallam
Materials Strategy

Hallam









Windows

Rainwater Goods

Building Element	Material Description
Walls	Facing Brick - Red multi brick
Roof	Dark grey concrete roof tile
Windows	Dark Grey uPVC Framed Windows. Full brick (215mm deep) reveal to window jambs
Door / Panels	Dark Grey pre-finished Doors
Canopies	Dark Grey Canopies
Balustrades / Barriers	Black painted steel
Flashings and Cills	Dark grey to match window frames
Eaves / Verge Trim	Black uPVC
Rainwater Goods	Black uPVC Rainwater Goods and Trim

Hallam Pocket Park











Windows

Rainwater Goods

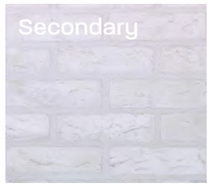
Building Element	Material Description
Walls	Facing Brick Mix of white / buff, white and grey brick
Roof	Dark grey concrete roof tile
Windows	Dark Grey uPVC Framed Windows. Full brick (215mm deep) reveal to window jambs
Door / Panels	Dark Grey pre-finished Doors with glazed side panels
Canopies	Dark Grey PPC Aluminium Canopies
Balustrades / Barriers	Dark grey painted steel
Flashings and Cills	Cast stone coping
Eaves / Verge Trim	Black uPVC
Rainwater Goods	Black uPVC Rainwater Goods and Trim

Canalside
Materials Strategy

Hub Huilding









Windows



Rainwater Goods

Building Element	Material Description
Walls	Facing Brick - Red Mulit brick with white base course
Roof	Single ply roof - dark grey
Windows	Dark Grey uPVC Framed Windows. Full brick (215mm deep) reveal to window jambs
Door / Panels	Dark Grey pre-finished Doors
Canopies/ soffit	Dark Grey soffit
Balustrades / Barriers	Black painted steel
Flashings and Cills	Dark grey PPC aluminium
Eaves / Verge Trim	N/A
Rainwater Goods	Black uPVC Rainwater Goods and Trim

Apartments













Windows



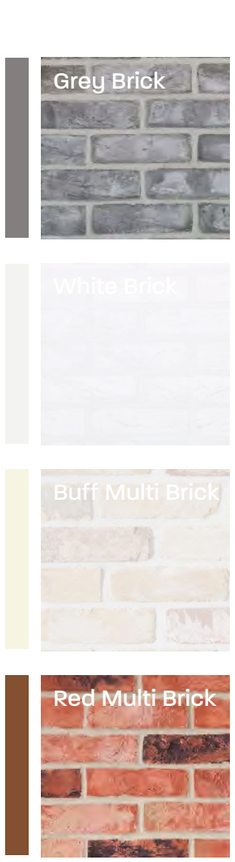
Rainwater Goods

Building Element	Material Description
Walls	Facing Brick Grey brick with horizontal soldier course at 1st floor and protruding brick details
Roof	Dark grey concrete roof tile
Windows	Dark Grey uPVC Framed Windows. Full brick (215mm deep) reveal to window jambs
Door / Panels	Dark Grey pre-finished Doors with glazed side panels
Canopies	Black Entrance portal
Balustrades / Barriers	Black painted steel
Flashings and Cills	Cast stone coping
Eaves / Verge Trim	Clipped verge detail - fascia painted black
Rainwater Goods	Black uPVC Rainwater Goods and Trim

Apartment
Materials Distribution

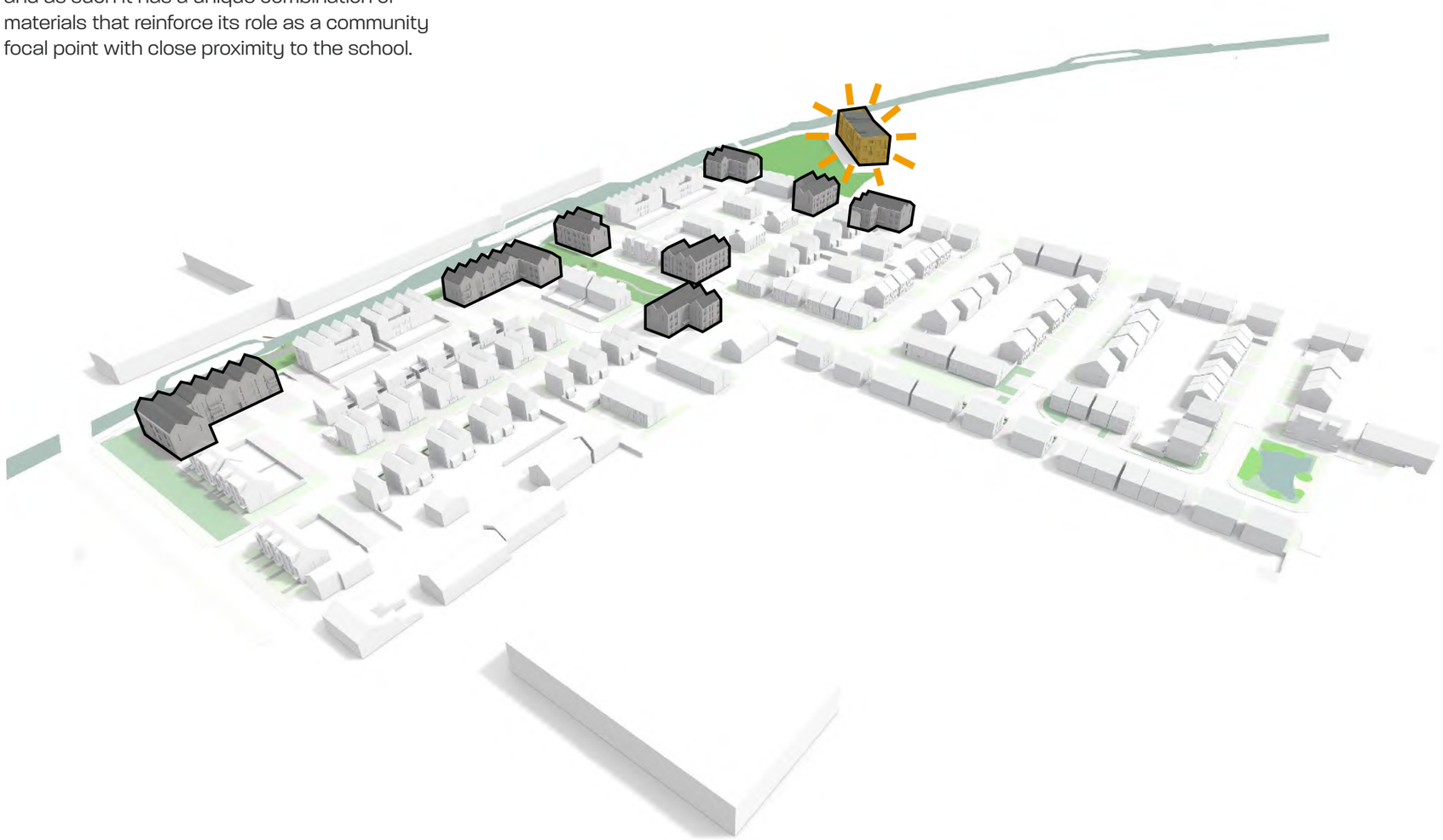
The apartment buildings in the scheme play an important role in wayfinding and in providing natural surveillance over key public open spaces. These are treated generally in a consistent material strategy of contemporary grey brickwork.

The Hub Building serves a different purpose as a destination within the new neighbourhood, and as such it has a unique combination of materials that reinforce its role as a community focal point with close proximity to the school.



Corner Apartments

Hub Building



Street Elevation

Throughout our design process significant consideration has been given to how the houses and apartment buildings work as part of a streetscape. We have used the street elevations and models to test how these individual homes work together to form larger streets, blocks and neighbourhood.

The design intention of creating a contemporary neighbourhood drawing on the sites' unique setting and history is represented in the following street elevations.

The result of this work are streets well composed and articulated and appropriately scaled. To continue active frontages, windows in gables have been introduced and the material treatment and scale of junctions and boundaries between adjacent buildings have been designed to create enclosure and work with the levels and topography of the site.

01



02



03





Elevation Three
Ten Acres Lane - Primary Road



Elevation Two
Ten Acres Lane



Elevation One
Canal Side



04



05





Elevation Four
Pocket Park Street



Elevation Six
Hallam Modal Filter



Street View



Street view of Ten Acres
Lane gateway - looking East

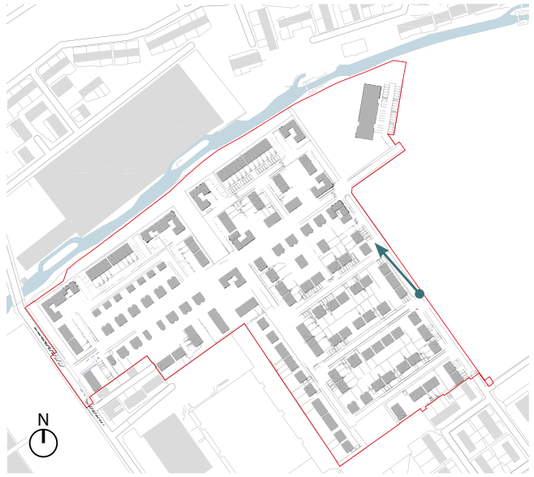




Canal side street view - looking East



Street View



Street view of Hallam modal filter - Looking North





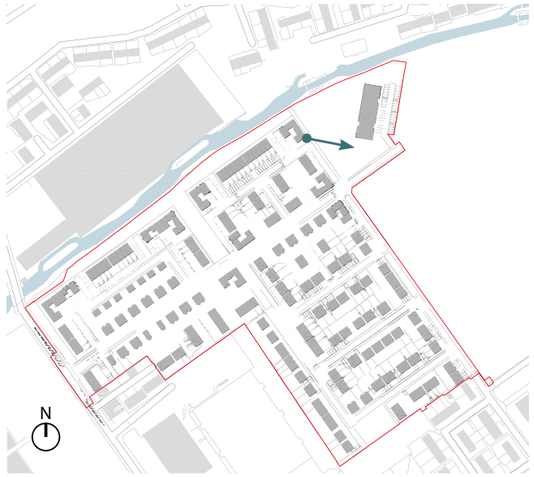
Street view of Hallam Pocket
Park South - looking North





Street view of Mews typologies





Street view of the Hub building
and Jackson's Park - Looking East



Housing Types

A







Figure XX: Housing Type A - Muse 2B/3P
Ref to BW drawing A-P19-001

B



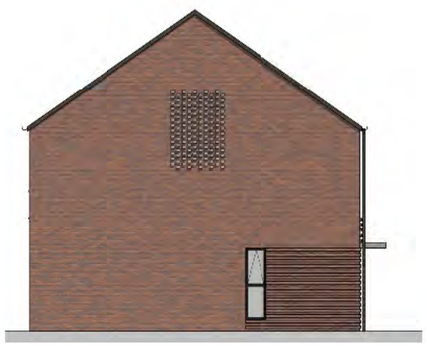




Figure XX: Housing Type B - 2B/3P END
Ref to BW drawing A-P19-002

C





Figure XX: House Type C - 2B/3P MID
Ref to BW drawing A-P19-003

D







Figure XX: House Type D - 2B/4P END
Ref to BW drawing A-P19-004

E





Figure XX: House Type E - 2B/4P MID
Ref to BW drawing A-P19-005

F



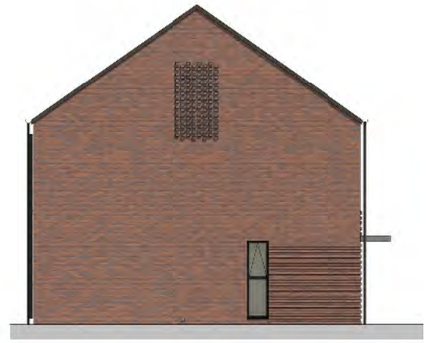




Figure XX: House Type F - 3B/4P END
Ref to BW drawing A-P19-007

Housing Types

G





FigureXX: Housing Type G - 3B/4P MID
Ref to BW drawing A-P19-007

H







Figure XX: Housing Type H - 3B/4P CORNER
Ref to BW drawing A-P19-008

I







Figure XX: House Type I - 3B/4P END
Ref to BW drawing A-P19-009

J



Figure XX: Housing Type J - 3B/5P END
Ref to BW drawing A-P19-011

K



Figure XX: Housing Type K - 3B/5P MID
Ref to BW drawing A-P19-012

L



Figure XX: House Type L - 3B/6P MID
Ref to BW drawing A-P19-013

Housing Types

M



Figure XX: Housing Type M - 4B/6P DET
Ref to BW drawing A-P19-013

N



Figure XX: Housing Type N - 4B/6P END
Ref to BW drawing A-P19-014

O



Figure XX: House Type O - 4B/8P END
Ref to BW drawing A-P19-015

P





Figure XX: Housing Type P - 4B/8P MID
Ref to BW drawing A-P19-016

Housing Types

01
Elevation One



02
Elevation Two



03
Elevation Three



04
Elevation Four



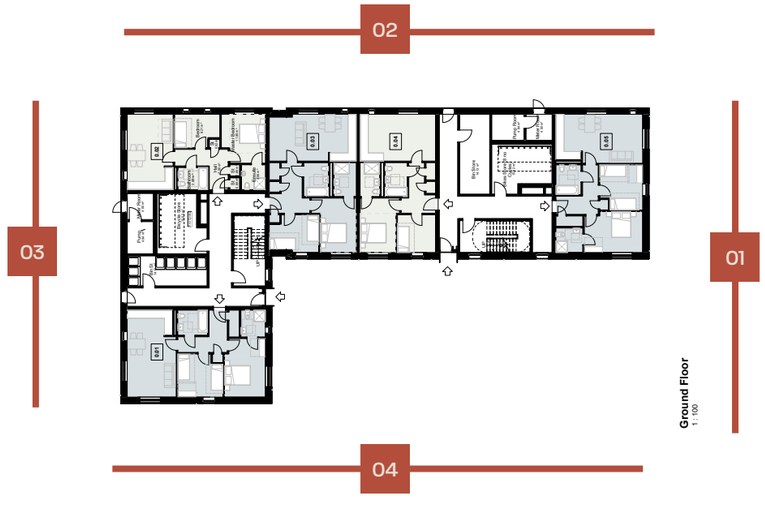
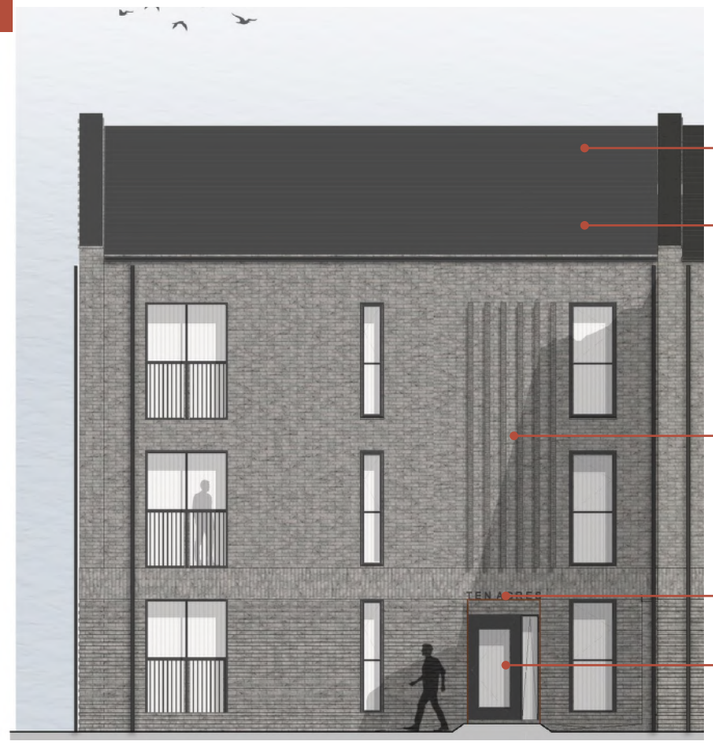


Figure XX: Corner Apartment (Block B)
Ref to BW drawing A-P11-001/002/003/ 004 for detail floor plans
Ref to BW drawing A-P13-001/002/003/ 004 for detail elevations

A



Concrete roof tiles with clipped eaves detail

Recon Stone coping

Vertical protruding brick detail

Metal door portal

Composite door with glazed side panel

B



Recon Stone coping

Horizontal protruding brick detail to roof gable

Powder coated metal Juliet style balcony

Feature horizontal soldier course band in matching brick

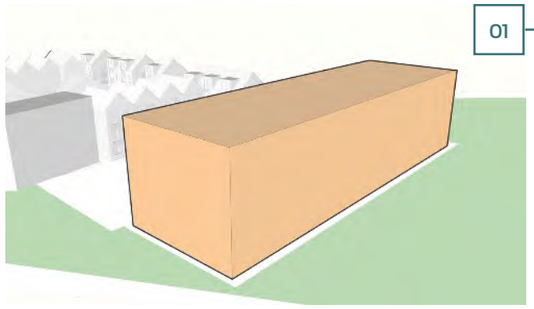
Figure XX: Corner Apartment Block Detail Elevation Study

Hub Building

The Hub Building is conceived as a landmark building and it is located in a prominent location within the Canalside Park. This space signifies the connection between the new neighbourhood and the Canal, as well as the school location and the junction between the first and second phases of development.

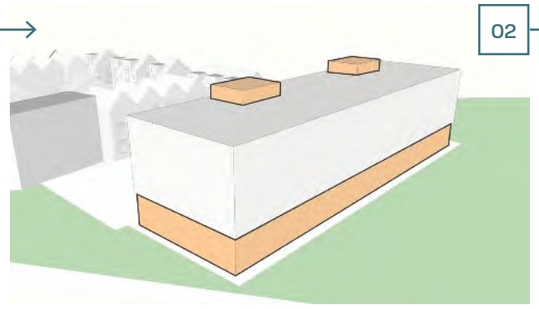
It is included in the Phase 1 proposals to provide active edges to the new park space and to provide ground floor active uses to support the establishment of a new community.

This landmark building will aid in way-finding and is set apart in form, proportion and material detailing from the surrounding buildings.



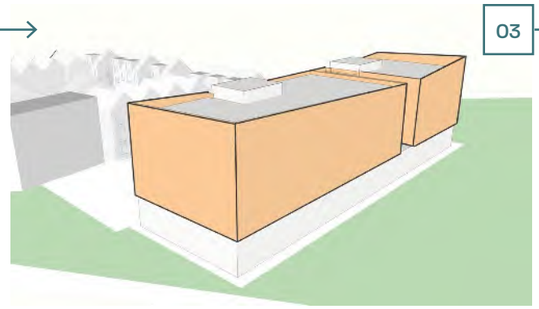
Storey mass

In line with the parameter plans, a mass of 4 storeys is established



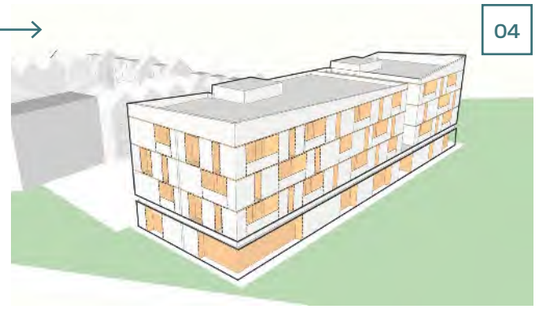
Separation of uses and vertical circulation

A clear distinction is made between the community use on the ground floor and the residential uses above. Vertical circulation is emphasized.



Creation of form

The residential upper floors are split to break up the elevation and moulded to add visual interest to feature corners.



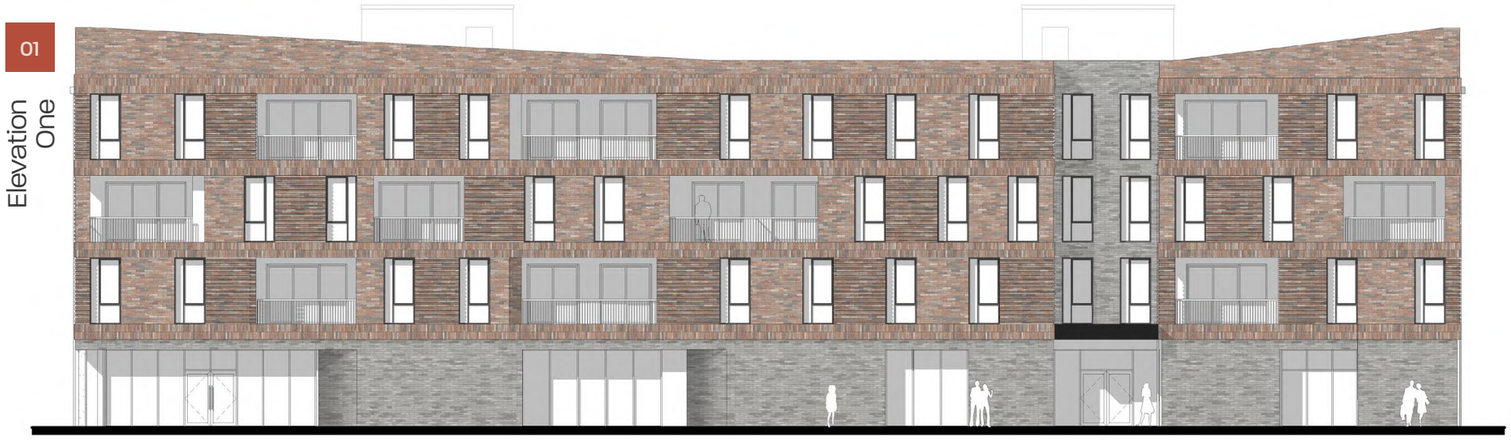
Carved out openings

Window openings and balconies are carved out of the masses. The deep reveals create visual interest and larger openings at ground floor allow for a more active frontage.

ammend
P3 Issued for Planning 11.03.22 PN DK

01

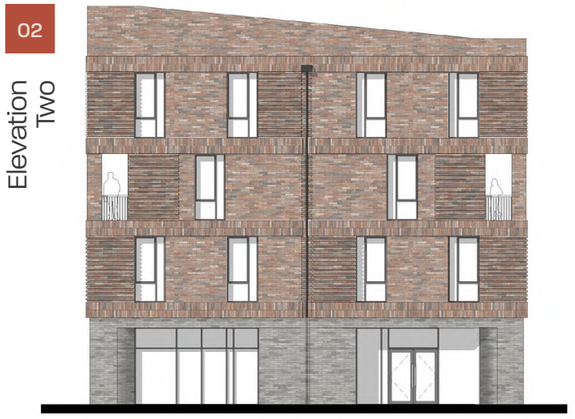
Elevation One



Community 'Hub'

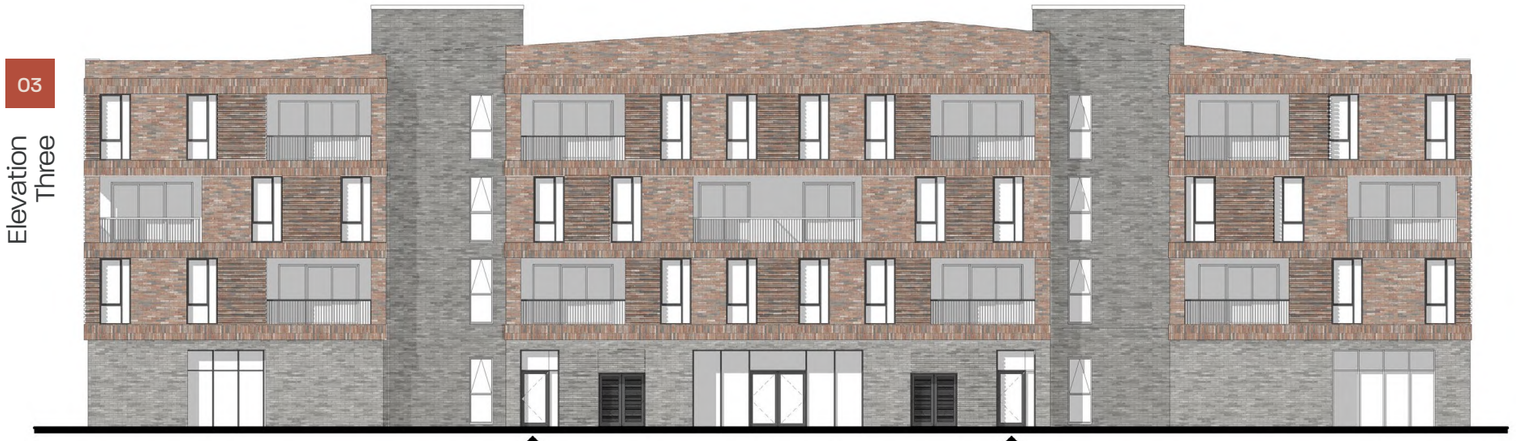
02

Elevation Two



03

Elevation Three



Residential Entrance
Stair Core 2

Residential Entrance
Stair Core 2

04

Elevation Four



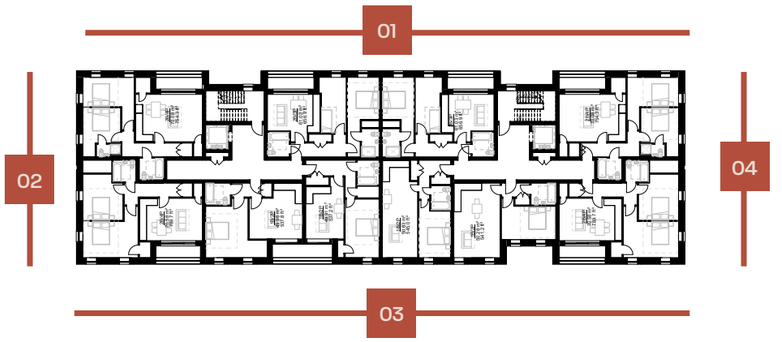


Figure XX: Corner Apartment (Block B)
Ref to BW drawing A-P11-001/002/003/ 004 for detail floor plans
Ref to BW drawing A-P13-001/002/003/ 004 for detail elevations

Detailed Application Landscape

13



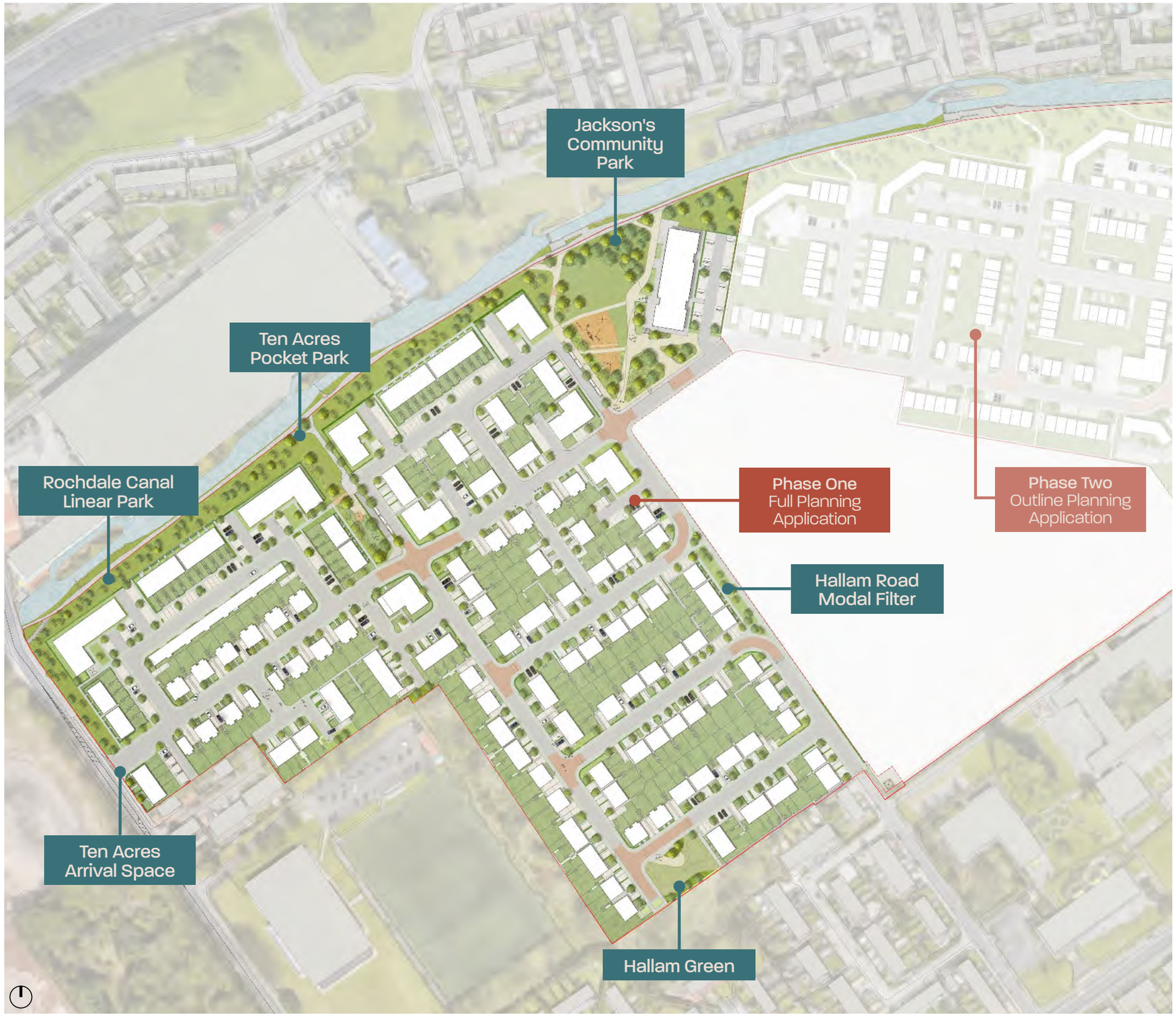
Design Approach

Jackson's Brickwork will appear as one distinctive neighbourhood, which is achieved by a uniform design language and elements, but with differentiation within the scheme in response to the hierarchy and variety of spaces, streetscapes and dwellings.

The canal corridor and the public and communal spaces aim to restore much of the function of the location as a green place for the neighbourhood as well as for biodiversity.

The private gardens and frontages are designed to create a sense of ownership and privacy, whilst contributing to the overall network of green space for the benefit of the wider community.

The design aims to offer both a great level of usability, biodiversity as well as the robustness that is required to succeed in the long term.



Landscape Design Approach Plan

Planting and Biodiversity Strategy

Design Principles

Overarching principles

- Public green spaces are formed along key pedestrian and cycle routes.
- Public green spaces are used for water attenuation balanced with other uses
- Native and diverse planting is balanced with usability and maintenance requirements.

Tree planting

- Tree planting in communal spaces and private front gardens enhance the network of green spaces.
- Along the canal the wildlife corridor is restored by planting a large number of native trees.
- Clear stem single and multi-stem trees with min. 2m clearance for good visibility for security,

Shrubs

- Structural shrub planting is predominantly max. 1m high clipped native hedge planting to create neat, legible, and secure places.
- No thickets are created that would create places that are difficult to surveil.
- Shrub planting, apart from hedges, is low and part of ornamental planting beds.

Ornamental planting

Beds of ornamental shrub and herbaceous planting are concentrated around the community hub building. High maintenance planting here signals a sense of care and ownership. This planting is predominantly non-native for a special visual/sensual interest.

Native ornamental planting

- Forms visually appealing colars of understorey in the wooded fringes of the parks

Grass / meadow seeding

- Private gardens as well as much used public grassed areas are seeded or turfed with a robust amenity grass mix.
- Large areas are seeded with a native species rich mix of predominantly grass and some herbaceous species. This is attractive to wildlife.
  On less used and fringe areas it is left to grow as a meadow and mown 1-2 a year.
  The topsoil will be low in nutrients that suits this mix of species.



Visual / sensual interest



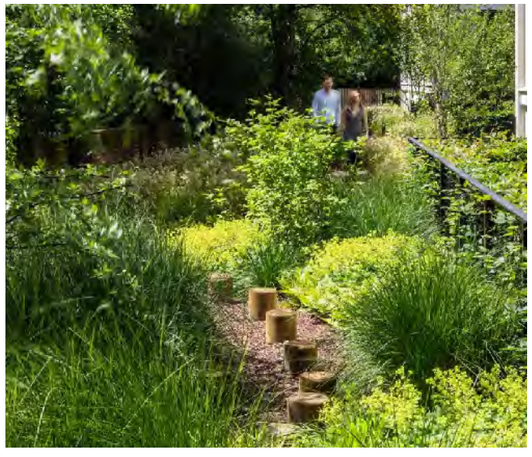
Habitats attractive to wildlife



Visually appealing planting in key areas



Integration of 'neat' and 'wild'



A rich verdant landscape to meander through



Water attenuation swales integrated in the public realm

Note: Precedent images are indicative only



Key

- Existing Tree
- Proposed Tree (Clear Stem)
  Deciduous.
  Size: min 2m clear stem.
  Extra heavy standard 16-18cm in enclosed and front gardens, 18-20cm girth in the public realm.
- Proposed Tree (multi steam)
  Deciduous
  Size: as above
- Native Clipped Hedge Planting
  to selected public, communal and private areas
  Height: 1m
  Species: (vary) Hornbeam, Beech, Yew, Field Marple, Hawthorn, Privet
- Ornamental Herbaceous and Low Shrub Planting
  to selected public, communal and private areas.
  Species: predominately non-native
- Native Herbaceous and Low Shrub Planting
  to selected public, communal and private areas
  Species: predominately native
- Amenity Grass
  to much used areas and private gardens
- Species Rich Grass
  to medium and little walked on areas. Treated as a traditional lawn as opposed to a wildfllower meadow; with potential to be kept as meadow in selected areas.
  Species: native perennial grass and herbaceous mix.
- Native Herbaceous Planting in Swales
  to selected water retention swales and rain gardens.
  Up to 1m high.
- Native Tree Planting
  Native species and no cultivar
  Non-native species or cultivar

Soft Landscape Plan

Hardworks Strategy

Proposed Material Palette

The palette or hard surfacing materials reflects the hierarchy of spaces from the public streetscape to the private curtilages.

Surfaces in the existing and proposed adopted highway are black top in accordance with Manchester City Councils' standards, except for raised tables in the roads in hotrolled asphalt with red chippings.



Concrete block paving to the frontages of single dwellings



Block paving to private and communal parking spaces



Self-binding gravel to paths in parks

Note: Precedent images are indicative only



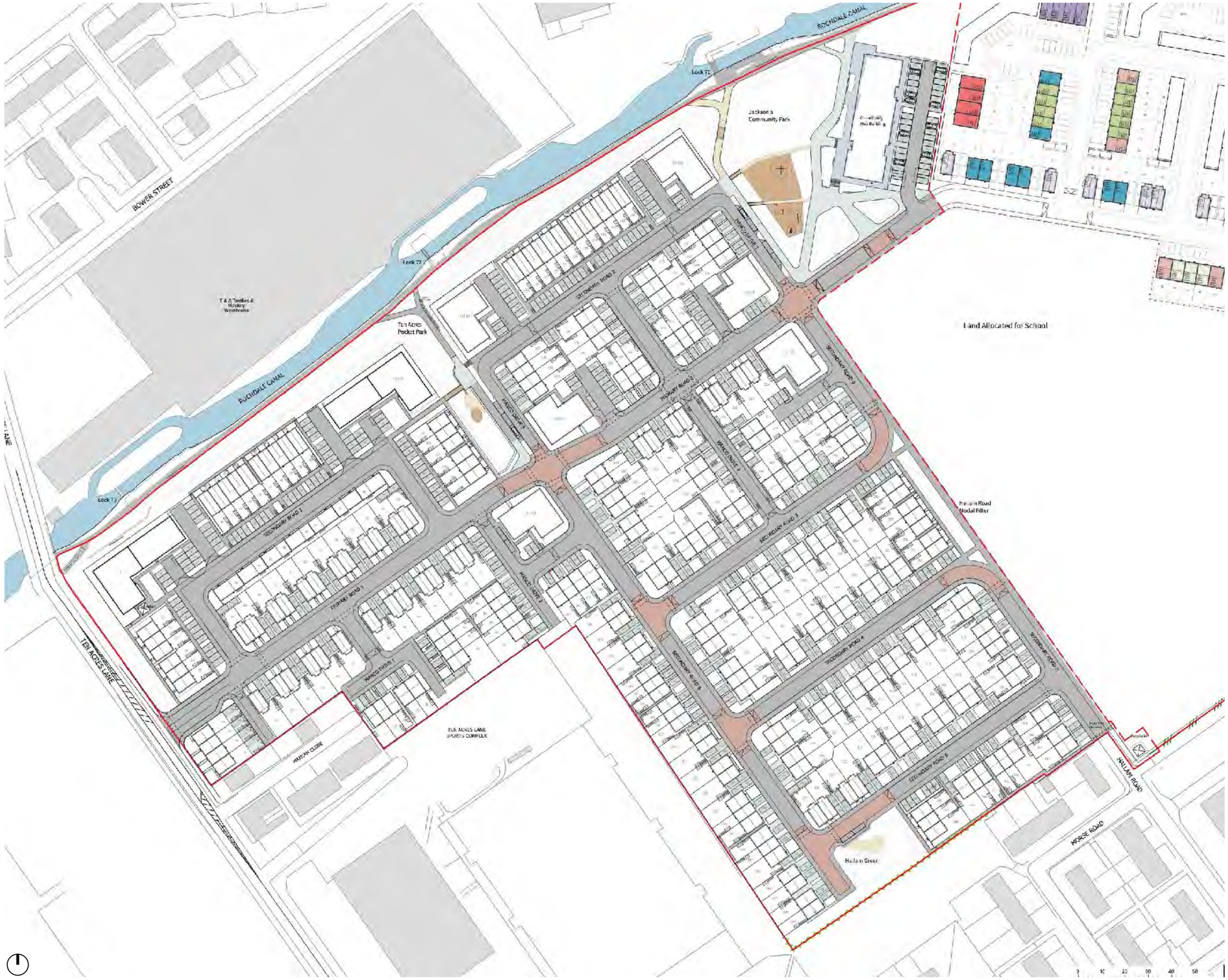
Raised tables in hot rolled aspalt with red chippings



Robust poured bouncy and permeable surfacing to play areas



Variety of colours of block paving to differentiate between paths and parking spaces



Hard Surfacing Plan

Key

Bituminous Surfaces

- Black Tarmacadam/asphalt (tarmac) to carriageways
- Hot rolled asphalt with harden red chippings to carriageways
- Black asphalt concrete (tarmac) to footways
- Steps. Pre-cast concrete or granite
- Corduroy tactile hazard paving to steps
- Blister tactile hazard paving to steps

Precast Concrete Paving
to areas outside the adopted highway only

- Precast concrete block paving to parking spaces
- Precast concrete block paving to paths in park and on private properties
- Precast concrete paving to the surround of the 'hub' building
- Precast concrete flag paving to paths and patios in rear gardens

- Self-binding gravel to selected paths in parks
- Composite timber decking with anti-slip properties, to bridge features across shallow swales in the parks
- Polymer-bound play surfacing soft/bouncy, around play equipment

Street Furniture Strategy

- Street furniture is positioned in the parks and publically accessible green spaces.
- Naturalistic and durable materials will be used to support a sense of sustainability.
- Benches with back and armrest will be located in key spaces. Further, more informal seating is proposed such as planter edges or boulders.
- Bins for general waste and recycling will be located through the streets and in key spaces for the public
- Separate dog bins will also be provided where appropriate in the key spaces and main pedestrian routes through the scheme
- Interpretation boards with information about the history of the site, the gardens and biodiversity will be provided in a sympathetic yet durable material.
- Routes and trails will be clearly but sympathetically marked.



Solid granite or concrete seating in Jackson's Community Park and Ten Acres Pocket Park



Timber / Steel seat. Contemporary, durable, ergonomic with armrest and backrest.

Note: Precedent images are indicative only



Shellfied style cycle hoops in Jackson's Community Park and Ten Acres Pocket Park

Images are indicative only.



Timber bollards across paths in parks to prevent vehicle access.
Telescoping steel bollards across maintenance access routes.



Litter bins in Jackson's Community Park and Ten Acres Pocket Park

Separate dog bins will also be provided where appropriate in the key spaces and main pedestrian routes through the scheme



Fingerpost for wayfinding

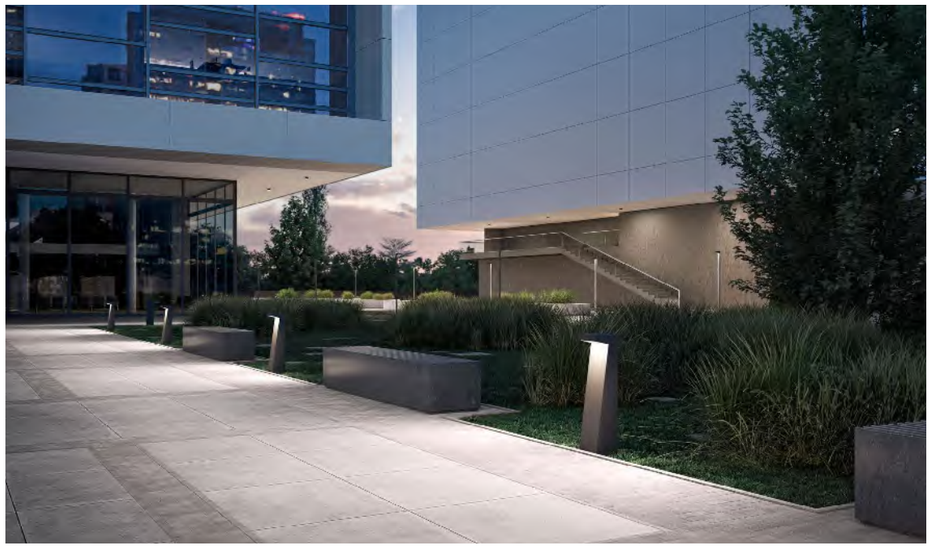
Lighting Strategy

Lighting Hierarchy

- Street lighting will be designed and installed to comply with MCC Highway requirements during the Technical Approval process.
- Unadopted driveways and parking courtyards will be equipped with 4-5m high column mounted lights.
- Appropriate lighting will be used to create safe routes through the scheme where there is limited overlooking from neighbouring homes, set out at the appropriate distances to create a continuous route of light.
- The main pedestrian and cycle routes through the parks and the modal filter on Hallam Road will be equipped with 4-5m high column mounted lights.
- Pedestrian routes to apartment buildings and the pavement around the community hub building will be illuminated with lighting bollards to minimise light pollution for residents.
- The canal towpath is outside the scheme boundary and is not proposed to be lit.
- Lighting in the parks, other public and semi-private spaces such as car parks will be designed to minimise light pollution, which may involved cowls and directional lighting within luminaires.
- A Sensitive Lighting Strategy will set out the lighting proposals during both construction and operation to ensure potential adverse effects on bats and other wildlife are avoided.
- Houses will have front entrance lights, mounted to the building, on a dusk to dawn sensor.

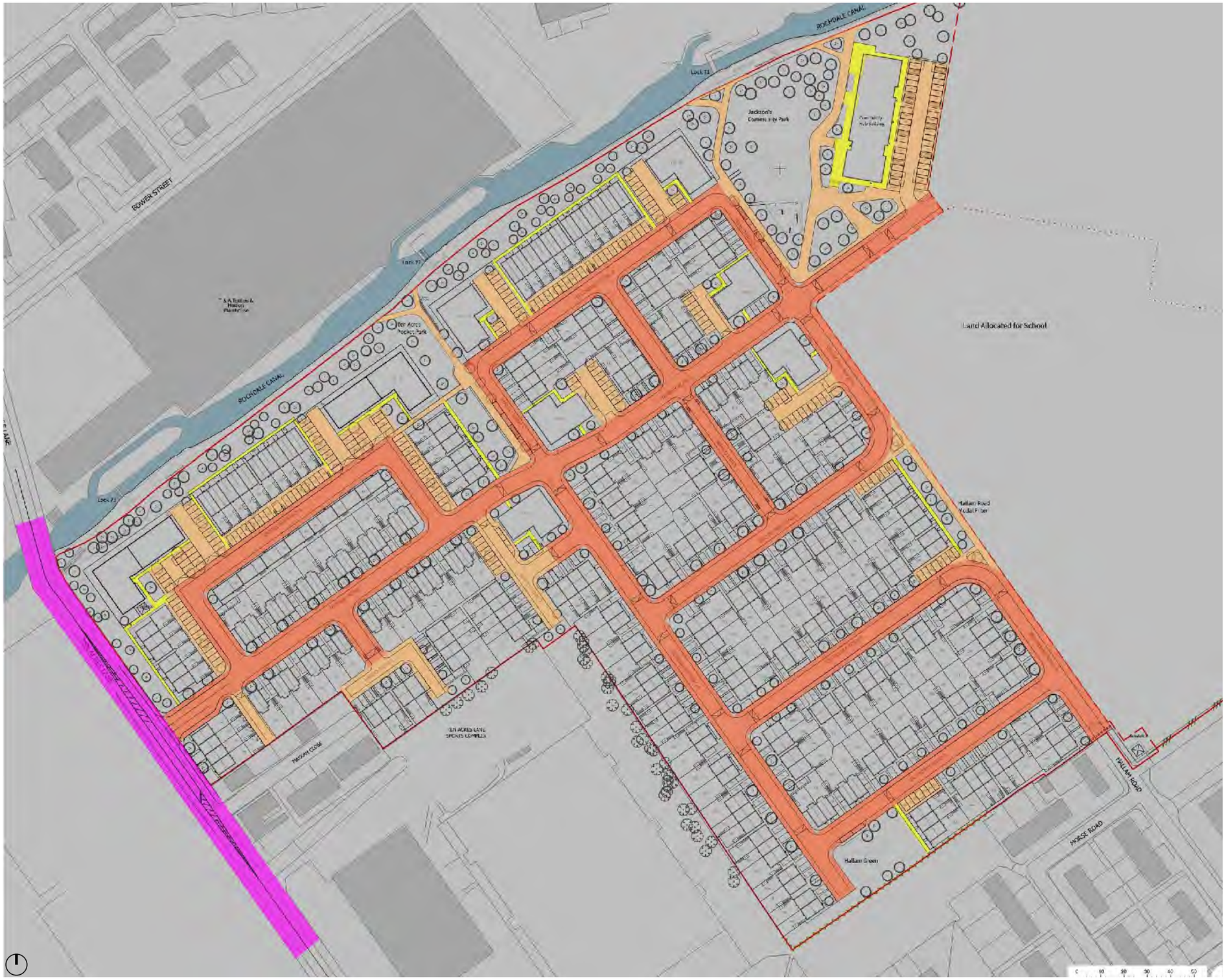


Column mounted streeet lighting



Lighting bollards

Note: Precedent images are indicative only



External Lighting Plan

Key

- Existing street lighting on Ten Acres Lane Adjusted / complemented, subject to S278 Highways Act agreement, designed to adoptable standards.
- 6m high lighting column with LED fitting to streets, designed to adoptable standards
- 4m high lighting column with LED fitting to driveways and parks
- Approx. 1m high lighting bollard with LED fitting to pedestrian access routes to apartment buildings and the community hub building

All street lighting to be adopted will be as designed and installed to comply with MCC Highway requirements during the Technical Approval process.

Light pollution to be considered and mitigated both in relation to wildlife and residents. Mitigation may involve cowls to the light fittings.

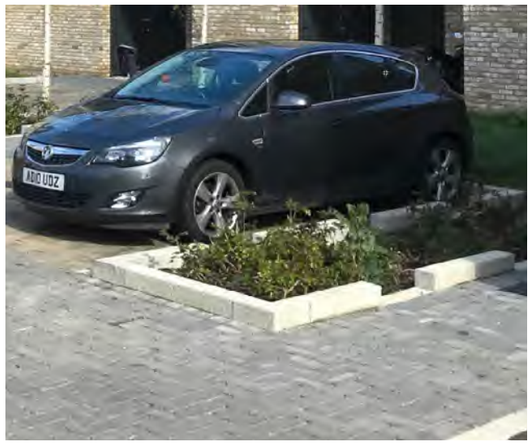
Boundary Strategy

Residential Edges

- Should never be taller than 0.5m around the front of the residential built-form, to ensure visual connection between building and open space. A combination of treatments as outlined in the adjacent images, dependant on the boundaries location within the scheme.
- The treatment of rear boundaries of adjacent dwellings to open space would include native planting. The approach delivers a defensive boundary to environmental designations, providing a sensitive treatment at the interface of development and the landscape asset that limits the use of fencing and limits public thoroughfare.
- The treatment of rear boundaries to adjacent homes should include native species tree and hedgerow planting.
- Avoid the use of tall fences and walls along private property boundaries.

Please refer to chapter 7, pages 78 - 79, for typical street sections showing boundary treatments.

Note: Precedent images are indicative only



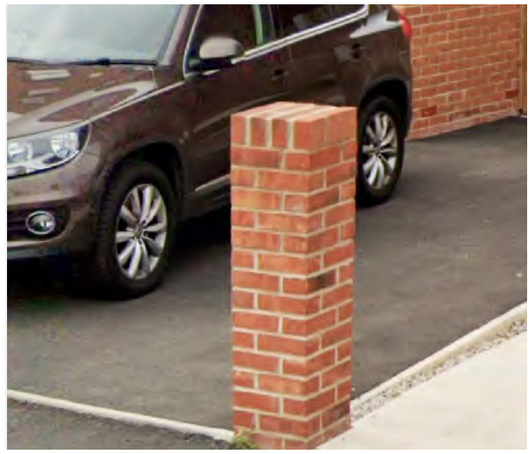
Raised edge to small front gardens



Low brick walling and piers topped with steel railing



Low steel railing



Brick piers to frame parking spaces and mark single dwellings



High brick wall on the interface with the public realm



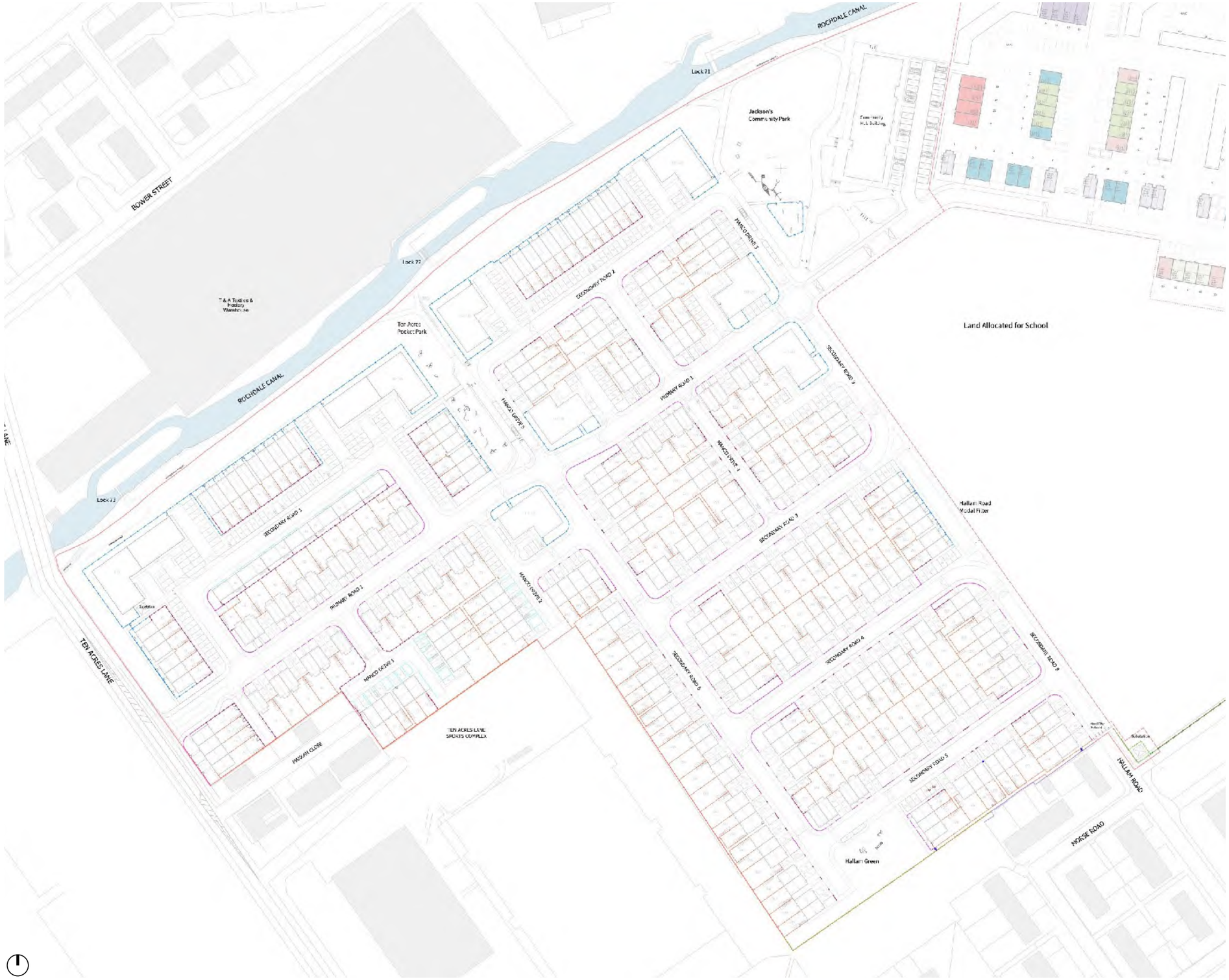
High brick wall with intermittent timber panels on long stretches of walling



Close board fencing to rear gardens



Weldmesh fencing to selected off-plot spaces



Boundary Treatments Plan

Key

Raised Concrete Edge
to front gardens.
Pre-cast concrete units.
Height: 200mm

Low Steel Railing
to deter trespassing to apartment buildings and houses as show. Vertical steel bars with top and bottom rails. With gates with latch to each house, or as shown.
Height 900mm
Material: Steel, galvanished and powder-coated

Brick wall Piers
900mm: high brick piers of various widths
Material: Brick to match associated buildings.

Low Brick Wall with Steel Railing
300mm dwarf brick wall with 900mm high brick piers of regular width, with 600mm metal railing above
Material: Brick to match associated buildings.

High Brick Wall
to selected private / communal locations on the interface with public realm.
Height: 1800mm
Material: Brick to match associated buildings
Gates: timber to match close boarded fencing. Not shown individually: 1 gate for each dwelling

High Brick Wall with Timber Infill
to selected private / communal locations on the interface with public realm.
900mm brick wall with 1800mm brick piers and 900mm close boarded timber fence infill.
Height: total 1800mm
Material: Brick to match associated buildings, timber to match close board fencing.

Close Baord Fencing
to rear gardens.
Height: 1800mm.
Material: Pressure treated softwood

Weldmesh Fencing
to site boundary along selected off-plot spaces.
Height: 2000mm
Material: Galvanished and powder-coated steel weldmesh

Play Strategy

Approach and Type

The Landscape Strategy seeks to create a green character across the site, with central green spaces for play, relaxation and exercise, and vegetated pockets of planting and street trees bringing life to streets and spaces throughout the neighbourhood.

In line with the open space assessment set out in Chapter 8 Outline Planning (pages 84 -85) of the document, the strategy for play seeks to integrate informal play opportunities and features within the landscape of Jackson Community Park and the Rochdale Canal Linear Park.

Such an approach takes an inclusive and multi-generational approach to leisure, play and outdoor fitness within shared public spaces. By integrating playable features, and potentially informal exercise equipment, within shared public spaces, the approach seeks to create an active amenity space for all.

- Play area boundary treatments should be approached in a naturalistic manner, using a combination of lawn and tree planting as well as varying ground levels to create green defensible boundaries. The use of high fences should be avoided.
- Play areas should be designed using a naturalistic materials palette that compliments the existing landscape setting at Jackson's Brickworks.



Proximity of designated play areas to dwell spaces of parents in Jackson's Community Park

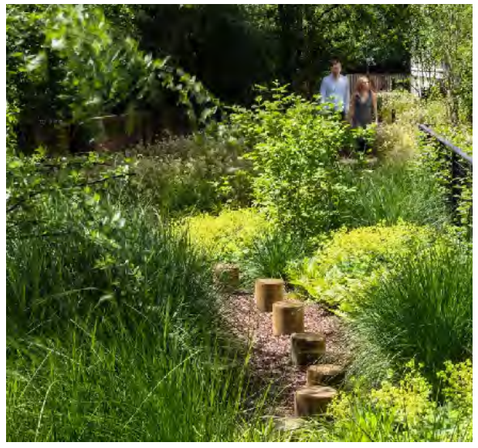


Attractive and durable play equipment



Water attenuation swales/basins utilised for play

Note: Precedent images are indicative only



Wooded areas available for informal play



Preferably natural materials that enhance the overall appearance of the green spaces



Playful design of level changes



NOTE:
1. Do not scale from this drawing
2. All setting out, levels and dimensions to be agreed on site.
3. All dimensions of all materials must be checked on site before being laid out.
4. This drawing must be read with the relevant specification clauses and detail drawings
5. Method of construction and setting out to be agreed on site

BOUNDARIES

Hybrid Planning Application Boundary

Boundary between full and outline planning applicat

Boundary between Phase 2 and land allocated for th

NOTES:

For detailed proposals in rear gardens refer to drawi 2490-PLA-00-00-DR-LA-0058 Typical External Layo Single Dwellings.

LEVELS

83.30 Proposed finished spot levels. Subject to further des coordination with the AJP (civil engineer). AJP inform takes precedence.

Proposed contours (indicative only). Civil engineer's information takes precedence

HARD SURFACING

BITUMINOUS SURFACES

Black tarmacadam/asphalt (tarmac) to carriageways

Hot rolled asphalt with harden red chippings to carriageways

Black asphalt concrete (tarmac) to footways

Steps. Pre-cast concrete or granite.

Corduroy tactile hazard paving to steps

Blister tactile hazard paving to steps

PRECAST CONCRETE PAVING
To areas outside the adopted highway only

Precast concrete block paving to parking spaces

Precast concrete block paving to paths in parks and on private properties

Precast concrete paving to the surround of the 'hub' building

Precast concrete flag paving to paths and patios in rear gardens

Self-binding gravel to selected paths in parks

Polymer-bound play surfacing soft/bouncy, around play equipment

Composite timber decking with anti-slip properties, to bridge features across st in the parks.

Barrier across swales Concrete (or stone or brick) low walling / barrier to d bioswales, with central overflow point.

SOFT LANDSCAPE

EXISTING TREE

PROPOSED TREE (CLEAR STEM)
Deciduous. Size: min. 2m clear stem, Extra heavy standard 16-18 in enclosed and front g girth in the pbulic realm.

PROPOSED TREE (MULTI STEM)
Deciduous.
Size: as above.

NATIVE CLIPPED HEDGE PLANTING
to selected public, communal and private areas
Height: 1m
Species: vary: Hornbeam, Beech, Yew, Field Maple,

ORNAMENTAL HERBACEOUS AND LOW SHRUB
to selected public, communal and private areas
Species: predominantly non-native

NATIVE HERBACEOUS AND LOW SHRUB PLANT
to selected public, communal and private areas
Species: native

AMENITY GRASS
to much used areas and private gardens.

SPECIES RICH GRASS
to medium and little walked on areas. Treated as a t opposed to a wildflower meadow; with potential to b in selected areas. Species: native perennial grass a mix.

NATIVE HERBACEOUS PLANTING IN SWALES
to selected water retention swales and rain gardens Up to 1m high.

Key

LAP
Local Area for Play
(and informal recreation)

LEAP
Local Equipped Area for Play
(and informal recreation)

Green spaces accessible to the public and available for informal play

Play Location Plan

Equipped Play Areas

Rational for the location:

All of Jackson's Community Park is available for informal play activities.

The equipped play areas, that form a LEAP Local Equipped Area for Play (and informal recreation) are located near the southwest of the Community Hub Building in proximity to activities in the groundfloor units and on the associated outdoor terrace, the paths and seating.
This is closer to the nearby dwellings than the areas near the canal.
Social surveillance will be better than near the canal. Also, the canal and especially the canal lock is a hazard for small children.

The relative proximity to the dwellings to the west of the park is mitigated by the row of trees and the vegetated bioswale, which forms a soft barrier to the driveway.

The equipped play area for younger children up to 6 years is enclosed with an anti-trap bow-top fence, 1m high.
The fence has two single-leaf flat top self-closing gates.
This enclosure keeps small children in reasonably safe place.



Plan illustrating play area in relation to surrounding buildings

Inclusive Play

The equipment has been chosen in order to make play opportunities available to all children, regardless of ability and background. Inclusive play doesn't mean that every element of play is accessible to everyone, but it does mean that the combination of play experiences adds to something that is equally great for each child.

Play elements included within the playground design include:

- Trees adding value
- Hedging and planting
- Inclusive equipment for a range of abilities
- Imaginative play
- 'Interactive equipment
- Informal seating with play value

Jackson's Community Park

Detail Plan

Jackson's Community Park is a key public space providing a mix of uses for all. The Park will be a place for residents and the surrounding communities to feel welcome and come together. This dynamic space responds to pressing national social and health agendas which are particularly acute in the local area.

Key consideration include:

Health and Recreation

- Exercise
- Sport
- Leisure

Community and Wellbeing

- Flexible
- Restorative
- Social

Accessibility and Connections

- Safe
- Inclusive
- Legible

Climate Change and Biodiversity

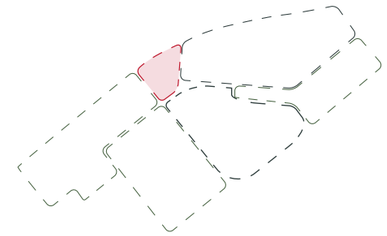
- Habitats
- Air Quality
- Water Retention



Image Caption

Key

1. Canal Lock
2. Canal Towpath
3. Central Lawn
4. 'Hub' Building
5. Terraces
6. Spill-out
7. Rain gardens
8. School site
9. Play Area for older children
10. Play Area for younger children



Detail Study

1. A central arrival point that can be used for events in combination with activities in the hub building.
2. Hub building surrounds: a paved terrace for spill-out of ground floor uses.
3. Central open lawn.
4. Equipped play areas, with an enclosed area for younger children.
5. Raingarden type planting areas with seating as a lush focal point on the approach from the neighbourhood.
6. A colar of trees and bioswales that frames the more active centre of the park, which also embeds the park in the Rochdale Canal corridor.



A vibrant and active place

A series of distinctive spaces with a variety of qualities are placed around the hub building to encourage interaction and multiple uses by members of the community.



A well connected park

The park sits at the centre of the scheme on the interface with key pedestrian and cycle routes.

Section A-A



Section

1



Visualisation One: View on the main desire line through Jackson's Community Park

2



Visualisation Two: View across the central lawn towards the play areas

Ten Acres Pocket Park

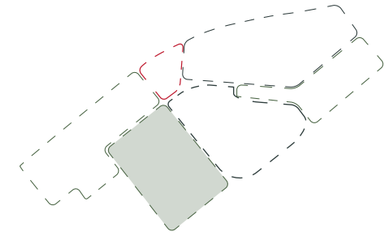
Detail Plan and Section



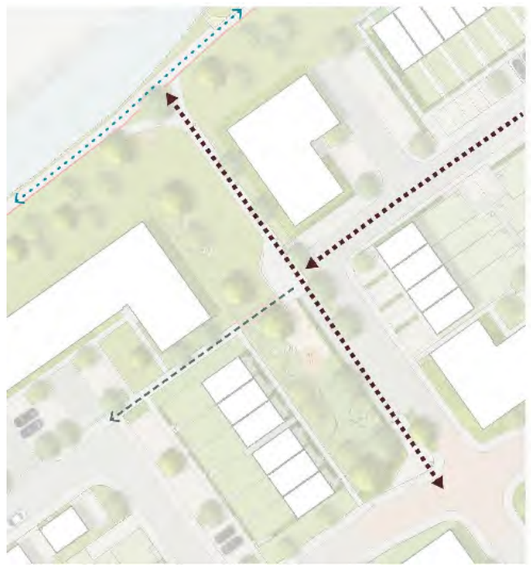
Key

1. Canal Towpath
2. Bioswale
3. Formal Play Area
4. Informal Play Area
5. Arrival Space





Key Elements



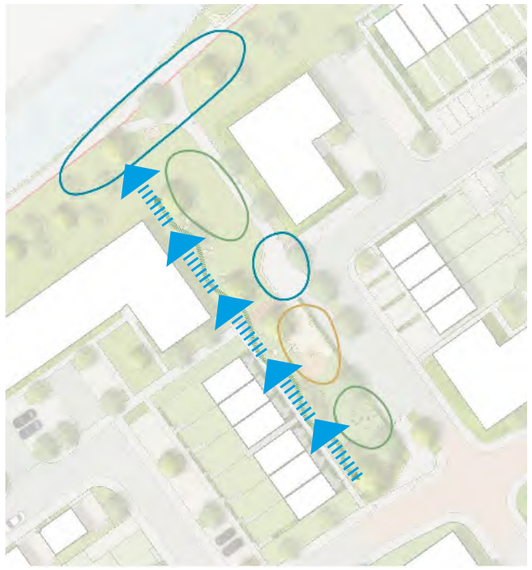
A connector to the canal

This park links up to the primary road deep into the neighbourhood. It offers a route to the canalside to the public.



A series of spaces

A variety of dwell spaces cascades down to the canalside.



Sustainable drainage

The bioswale forms the green backbone of the park.

The Ten Acres Pocket Park is the second major public green space in teh neighbourhood.

If combines the provision of lush native vegetaion for both recreation and well-being as well as biodiversity.

A major feature is the bioswale for rainwater attenuation, which runs throughout one side of the park and is lined with a wetland character vegetation.

Well kept short lawn areas are available for play and recreation and are surrounded by long grass areas that merge with the planting in the swale.

Play

The offer of formal and informal play builts on the narrative of sustainable drainage.

The upper part of the park is enclosed with a clipped hedgerow on one side and the swale on the other, which prevents small children to run onto the street.
However unlike in Jackson's Park the play offer is less formal and not enclosed.

Visitor parking spaces are located along the park. This will be used by visitors of the neighbourhood, but will also make the park and the canalside more accessible for visitors that rely on their car.

1



Visualisation One

2



Visualisation Two

Rochdale Canal Linear Park

Key

- Rochdale Canal Wildlife Corridor
- Wildlife Connector
- Public Canal Towpath Corridor
- Pedestrian and Cycle connectors
- Gateways
- Canalside Private Frontages
- Public Towpath Corridor Area
- Habitat Area
1. Ten Acres Pocket Park
2. Jackson's Community Park

Concept Diagram



The canalside forms the green spine of the site as well as the wider neighbourhood.

The development unlocks the potential for future improvements and better use of the public towpath and the canal itself by introducing a great level of activity, social surveillance and interest.

It will contribute to the overall width of this green space by keeping a margin between the canal and the proposed buildings for the benefit of biodiversity, resident and visitor amenity and sustainable drainage.

The green space between towpath and buildlings will be seeded with native species rich grass mix, which is kept short along the paths and allowed to grow up to knee high on the less used fringes, as this is the common successful maintenance regime along many canals in Greater Manchester.

Tree planting will be native and with min. 2m cleat stems for good visibility. No shrub planting is proposed in the canal corridor for the same reason, except for some low planting in Jackson's Community Park.



Rochdale canal as a corridor for wildlife

Typical Section



Landscape Maintenance Strategy

Boundaries of Ownership

Adotped highway

Areas in the existing and proposed adopted highway are designed to the standards of the local highway authority, who is going to maintain these areas. The highway boundary will be well legible.

Rochdale Canal corridor

The existing ownership boundary and site boundary at the southern edge of the tarmacked towpath will be the boundary of maintenance liability for the maintenance company of the development, unless agreed otherwise.

Single private dwellings will be maintained by the owners/occupiers. This includes front gardens, but not any shared paths, back alleys or planting area.

The soft and hard landscape elements on the plots are designed to be robust and don't require a high levels of care.

Management Company

All other areas than identified above will be maintained by a management company or contractor commissioned and supervised by the management company. This includes all areas outside the apartment buildings, the community hub building, parking courtyards as well as the parks and other green spaces.

A landscape operation and maintenance manual will be produced to cover guidance on all landscape elements on the scheme.

This will address the maintenance requirements of:

- Hard surfaces
- Seating and walling
- Fences and railings
- Street furniture
- Play equipment
- Lighting
- Trees
- Shrub and herbaceous planting
- Sustainable drainage features

It will also address requirements of sensitive wildlife habitats on the scheme and in the canal corridor.

Conclusion

Conclusion and Summary

This document provides details of the design and access of the Masterplan for the Jackson's Brickworks site. This Design and Access Statement supports a hybrid application for:

Full Planning Permission for Phase 1 includes:

- 378 new dwellings, including apartments (C3),
- Community hub: 616.6 sqm commercial floorspace, including community use and community café (Use Classes E, F1, F2) and,

Outline Planning Permission for Phase 2 (with all matters reserved except access) includes:

- An education facility - secondary school (Use Class F1) and,
- The erection of up to 338 new homes (Use Class C3)

This document has demonstrated that a high quality, responsive and sustainable development is achievable and deliverable. The overarching vision is to deliver a sustainable new neighbourhood in Newton Heath with a community hub to provide a heart for future residents and the wider community. The proposals set an aspiration of high design quality to support a vibrant and sustainable community. Its design will draw on and reflect the local character of the area. A thorough understanding of the context has helped to identify the key design drivers. They ensure that the neighbourhood will be legible, permeable, and connected.

The masterplan is based upon established urban design and good place-making principles to meet National Planning Policy and Guidance (NPPF) 2021 and Planning Practice Guidance (PPG) supplementary planning guidance and national design guide. The design principles, masterplan and design proposals demonstrate that the development will:

- Function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development.
- Be visually attractive as a result of good architecture, layout and appropriate and effective landscaping.
- Be sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- Establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- Create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

This design and access statement demonstrates that the masterplan is in accordance with the principles identified within the East Manchester Regeneration Framework (2008- 2018). The masterplan and design proposals demonstrate that high quality family housing can be delivered and sustained. The proposals are in accordance with Policy EM5 Central Park within MCC's UDP (1995).

Thorough contextual analysis demonstrates that high density housing is appropriate for the location and setting. The design proposals demonstrate that compact living will be achieved through high quality design and considers appearance, scale and massing appropriate to its context. The number of units allocated to the developable area will support a lively neighbourhood but not be detrimental to the residents or surrounding communities.

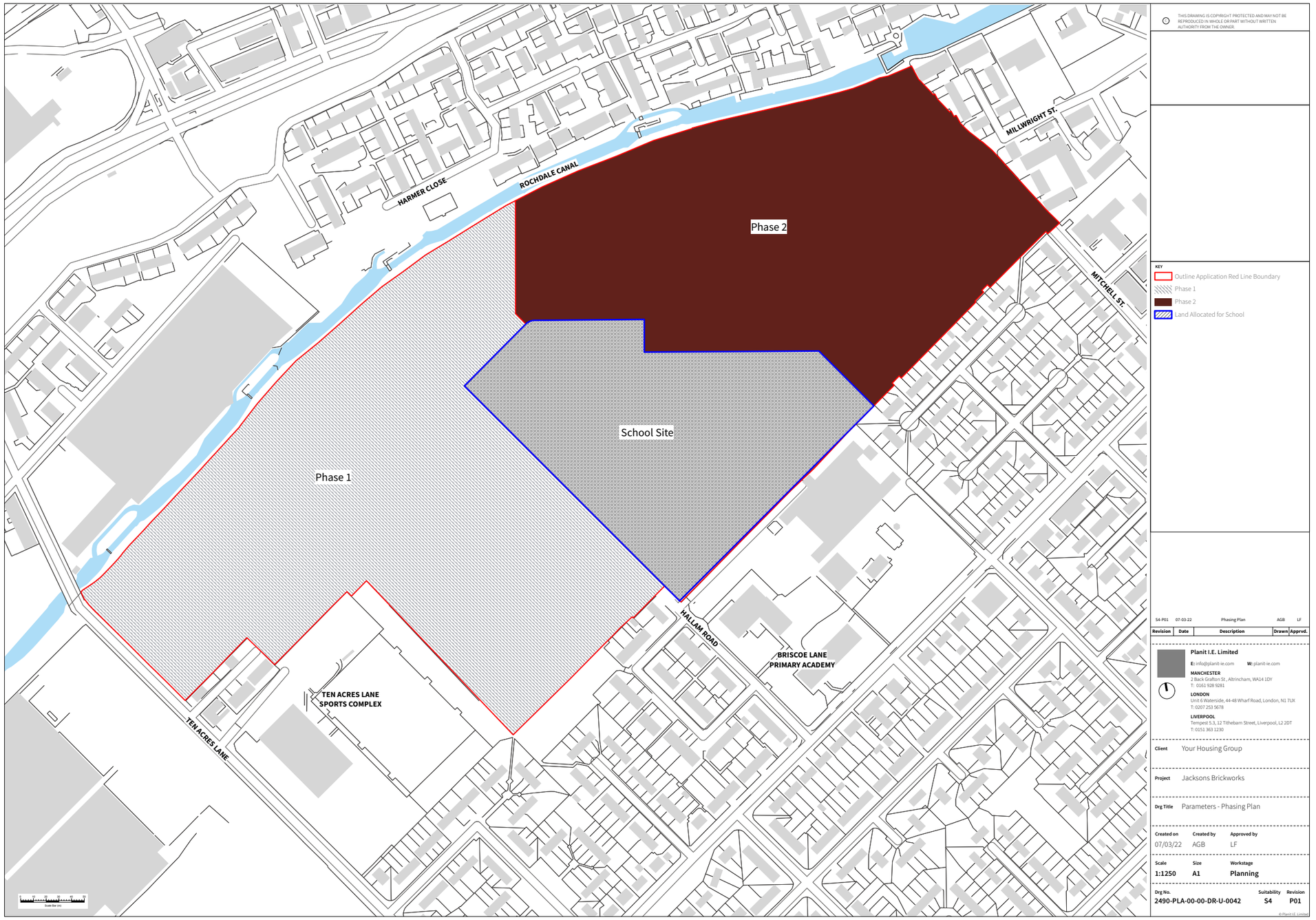
The masterplan and development proposals are underpinned by the principles set out within the Manchester Residential Guide which has helped to shape the development proposals. This is demonstrated as follows:

- Make it Manchester - Townscape and landscape analysis has been conducted, focusing on the inherent qualities and characteristics of local residential areas, particularly the historical terraces which are a key characteristic of the area. The analysis has influenced the development of a holistic masterplan for the Site that we believe will provide a high quality, sustainable living environment and an asset to the Newton Heath area.
- Make it bring people together - A new community hub and park is located at the heart of the development providing a retail, café, play and recreation to encourage bringing people together and social interaction. The mix of uses including new homes, school and community facilities together will encourage activity at this key intersection. New internal routes will enhance the connections between the existing neighbourhoods of the local area with the proposed
- Make it animate streets and spaces - Residential uses overlook the urban and green spaces, ensuring safety and security. A hierarchy of clear and legible streets and spaces are designed to activate frontages and overlook public spaces to create a vibrant and attractive place.
- Make it easy to get around - Appropriate attention has been given in the development of the masterplan to provide a safe and accessible environment in terms of a movement strategy, promoting and enhancing pedestrian and cycle access and links; and providing inclusive play and recreation.
- Make it work with the landscape - The landscape strategy underpins the masterplan to ensure that green space is accessible for everyone through high quality parks, play spaces and public realm, including green streets that encourage access and interaction with the Rochdale Canal. The vision responds to the local landscape character, enhancing the existing features and qualities, supporting the strong sense of place. Sustainable urban drainage will be incorporated.
- Make it practical - The layout of the masterplan is designed to be easy to navigate, safe and secure. Car parking has been designed to avoid car dominated streets. A refuse strategy ensures easy collection of waste, and storage has been considered too ensure this does not negatively impact on the street Cycle storage is provided for all homes and integrated into the apartments buildings to ensure security
- Make it future proof - Homes are energy efficient and constructed to the highest standards to meet MCC's commitment to achieving zero carbon. Electric vehicle charging points are available for each home. Environmental impact will be addressed with sustainable urban drainage and an offset from the canal allows for future improvements to the canal towpath.
- Make it a home - A characterful bespoke range of family homes have been designed to meet the needs of everyone. Large glazing allows light and ventilation. Homes are provided with external amenity space which is not overlooked. Private space is clearly denotated with front gardens and boundary treatments to provide a sense of privacy and security.
- Make it happen - The site benefits from being within single land ownership allowing the delivery of significant family housing and regeneration over the next ten years. This brownfield site will undertake a full remediation programme to ensure the site can be regenerated to provide healthy new homes for the community.

Appendix

15

Phasing Plan



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KEY
- Outline Application Red Line Boundary
- Phase 1
- Phase 2
- Land Allocated for School

S4-P01	07-03-22	Phasing Plan	AGB	LF

Revision	Date	Description	Drawn	Apprvd.

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Client	Your Housing Group
Project	Jacksons Brickworks
Drg Title	Parameters - Phasing Plan

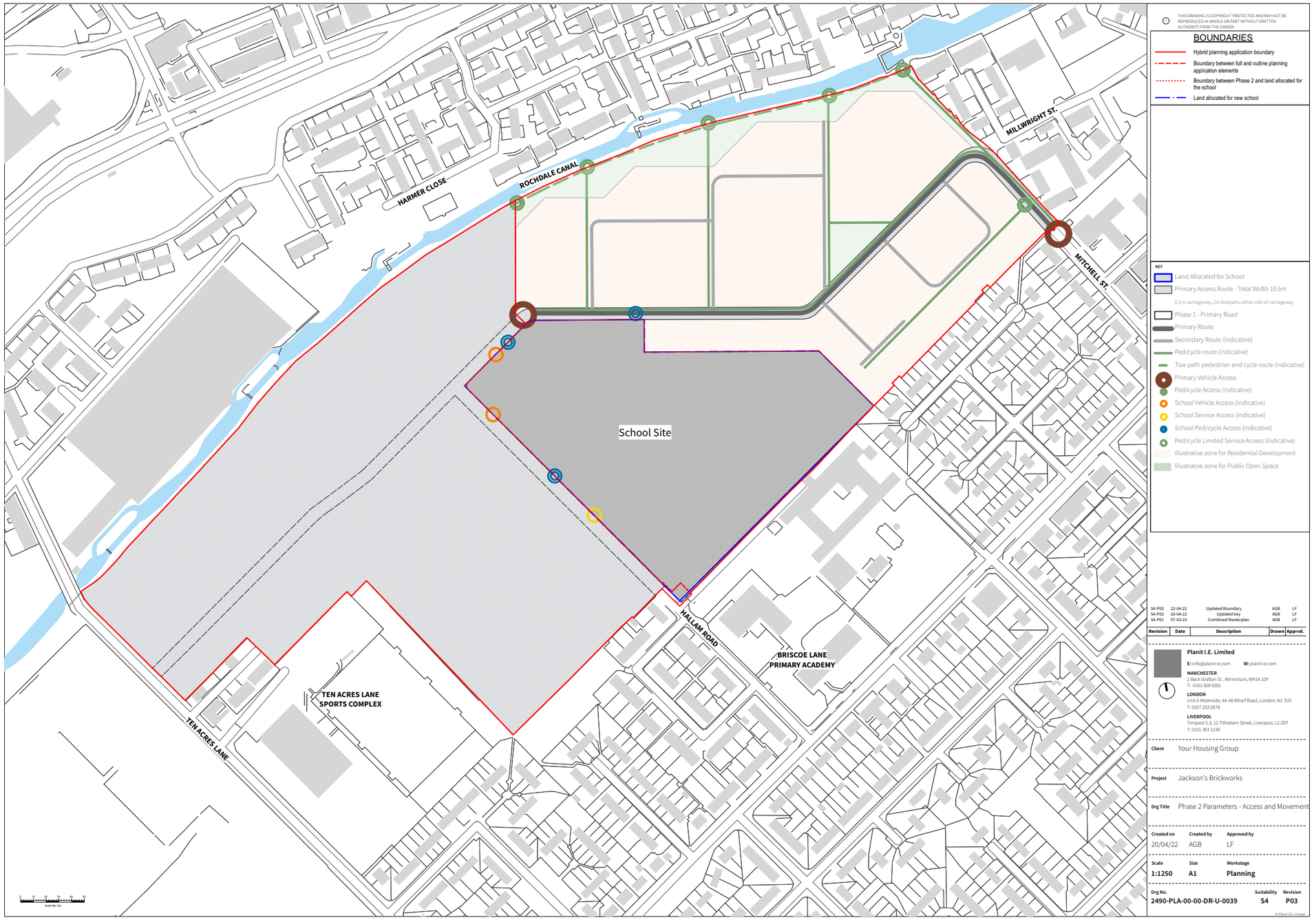
Created on	Created by	Approved by
07/03/22	AGB	LF

Scale	Size	Workstage
1:1250	A1	Planning

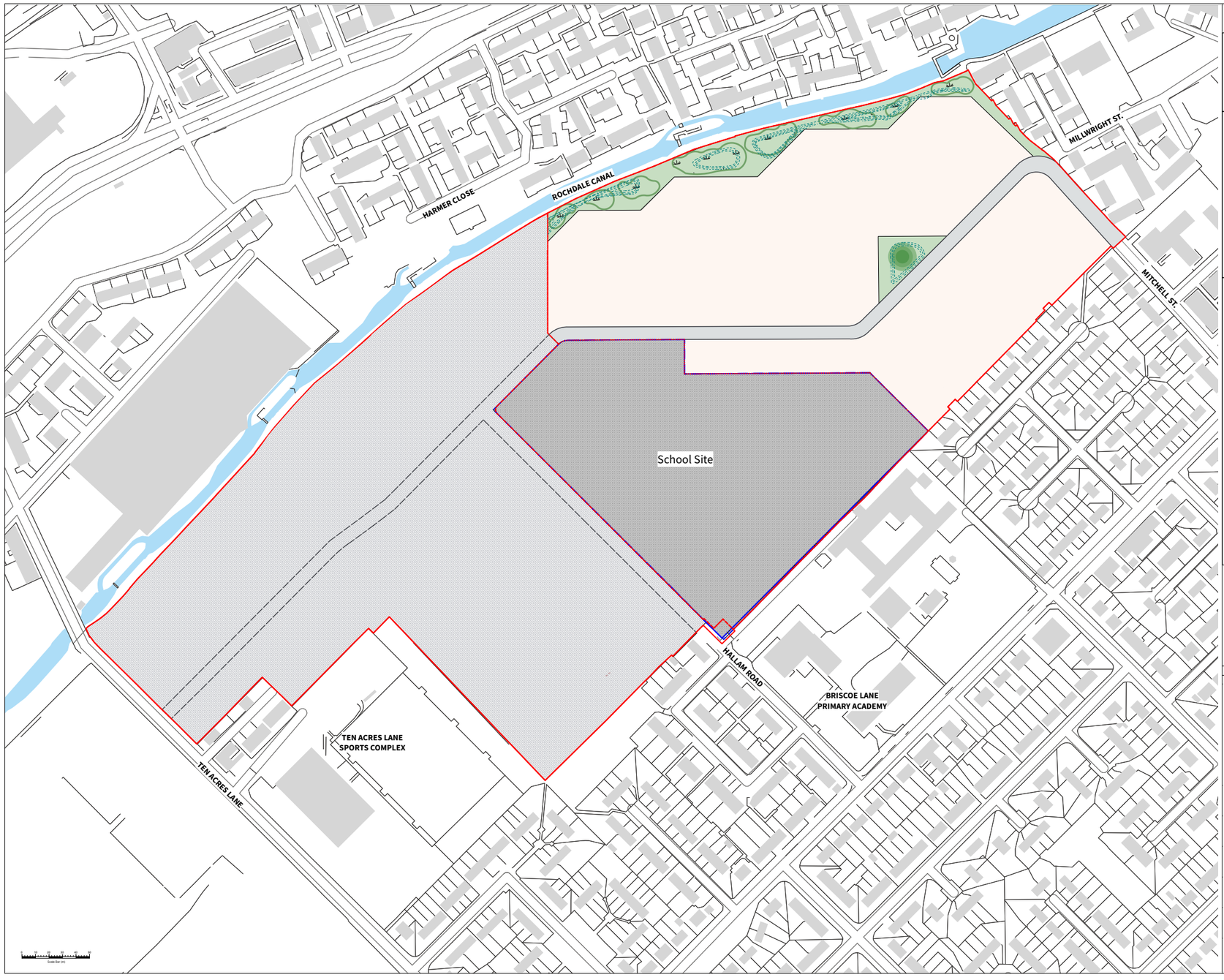
Drg No.	Suitability	Revision
2490-PLA-00-00-DR-U-0042	S4	P01

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Phase 2 Parameter Plan-Access and Movement



Phase 2 Parameter Plan-Green and Blue Infrastructure



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BOUNDARIES

- Hybrid planning application boundary
- Boundary between full and outline planning application elements
- Boundary between Phase 2 and land allocated for the school
- Land allocated for new school

KEY

- Land Allocated for School
- Primary Access Route
- Phase 1 - Primary Road
- Illustrative zone for Residential Development

Illustrative landscaping zones consistent with the design principles:

- Illustrative zone for Public Open Space (min. 0.8 ha)
  Includes: retained green spaces and habitats, new biodiversity zones, open space and general recreation and play areas, grassland and SUDs.
- Illustrative Canal Buffer Vegetation
  Indicative location. Includes: structural planting, hedgerows and trees
- Drainage Attenuation Feature
  Indicative location
- Local Area for Play (LAP) (min. 0.1 ha)
  Indicative location. Recommended area for play 10x10m.

Revision	Date	Description	Drawn	Apprvd.
S4-P03	22-04-22	Updated Boundary	AGB	LF
S4-P02	20-04-22	Updated Key	AGB	LF
S4-P01	07-03-22	Phase 2 Parameters - Green and Blue Infrastructure	AGB	LF

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Client Your Housing Group

Project Jackson's Brickworks

Drg Title Phase 2 Parameteres - Green and Blue Infrastructure

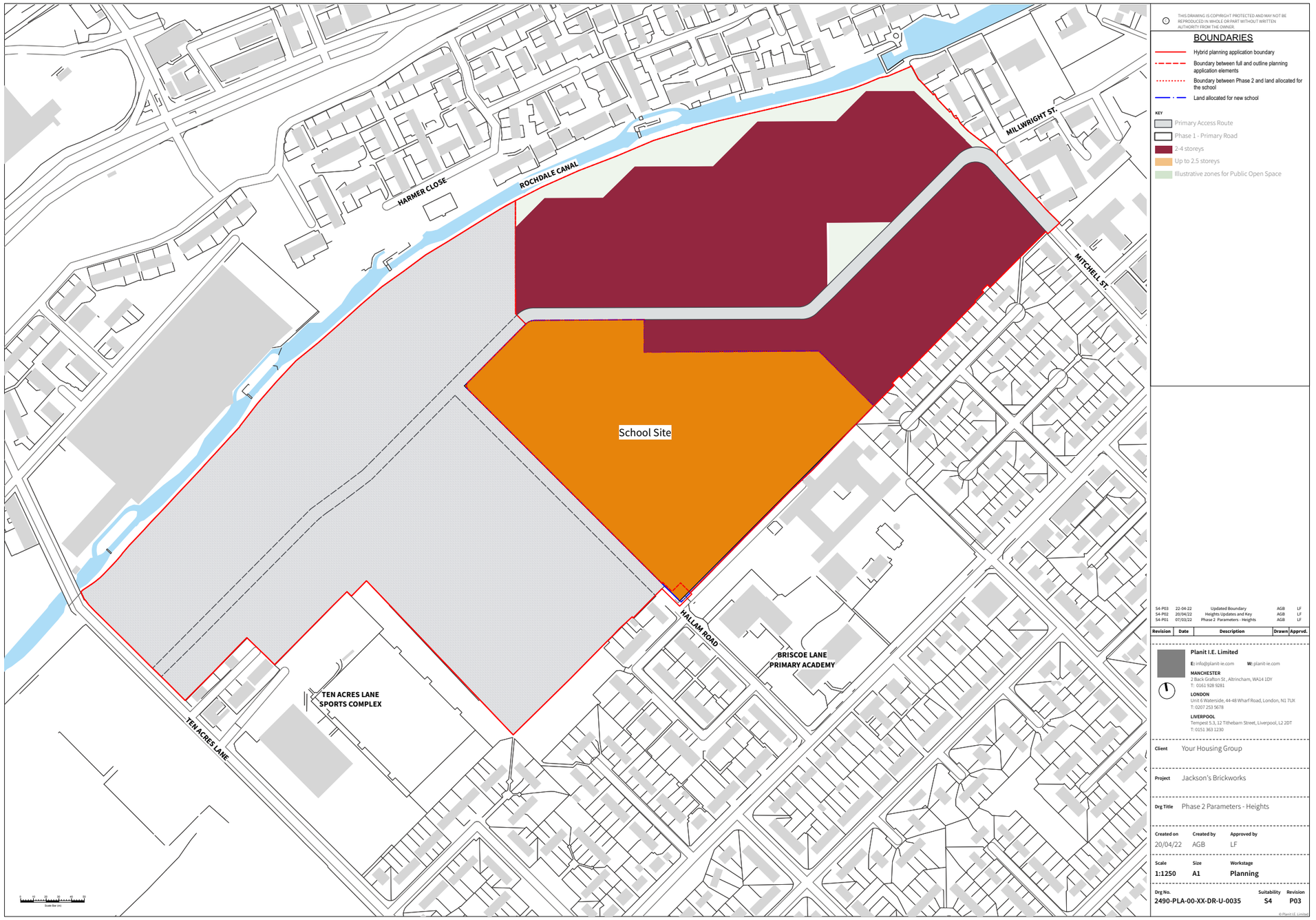
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20/04/22	AGB	LF

Scale	Size	Workstage
1:1250	A1	Planning

Drg No. 2490-PLA-00-00-DR-U-0038 **Suitability** S4 **Revision** P03

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Phase 2 Parameter Plan-Heights



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BOUNDARIES

- Hybrid planning application boundary
- Boundary between full and outline planning application elements
- Boundary between Phase 2 and land allocated for the school
- Land allocated for new school

KEY

- Primary Access Route
- Phase 1 - Primary Road
- 2-4 storeys
- Up to 2.5 storeys
- Illustrative zones for Public Open Space

S4-P03	22-04-22	Updated Boundary	AGB	LF
S4-P02	20/04/22	Heights Updates and Key	AGB	LF
S4-P01	07/03/22	Phase 2 Parameters - Heights	AGB	LF

Revision	Date	Description	Drawn	Apprvd.

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Client	Your Housing Group
Project	Jackson's Brickworks
Drg Title	Phase 2 Parameters - Heights

Created on	Created by	Approved by
20/04/22	AGB	LF

Scale	Size	Workstage
1:1250	A1	Planning

Drg No.	Suitability	Revision
2490-PLA-00-XX-DR-U-0035	S4	P03

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Phase 2 Parameter Plan-Land Use

