

## Miles Platting PFI - Area 3.1

### Manchester

Design & Access Statement



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- Architecture
- Urban Design
- Masterplanning
- Landscape
- Sustainability
- Project Services
- Planning
- Transport Planning
- Interiors
- Research

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# Introduction

Miles Platting has played an important role in the wider regeneration of East Manchester, delivering a range of residential opportunities helping to create a diverse and sustainable community. Area 3.1 is the next phase to be developed as part of the wider PFI masterplan



## Miles Platting

The Miles Platting area was brought forward as a priority for regeneration area as part of a PFI process, which was awarded to the Renaissance Consortium after a detailed competitive dialogue process in 2007. This process included in depth consultation with residents and other stakeholders on the appropriate measures necessary to provide for the long-term sustainability of the area. The aim is to retain and strengthen the existing community, whilst also attracting new residents into the area in order to secure a sustainable future for this residential neighborhood.

Outline planning approval for the Miles Platting estate was granted in October 2006. Since that time the PFI contract works have been completed, including the refurbishment of 1,500 properties, bringing these residential properties on the estate up to decent homes standard. A series of open spaces and play areas have been created, alongside a new housing office and provision of retail space. Whilst the delivery of new residential development has been slower than anticipated, due to market conditions, a number of cells have now been completed with a number of others currently being built out.

The development of Area 3.1 offers opportunity at the western area of the estate to provide a choice of family homes for Outright Market Sale, with space for private gardens and off road parking. A highly visible site it will also serve as a gateway into the Miles Platting neighbourhood. The new dwellings are designed to meet the nationally described space standards, which set out requirements for gross internal floor areas and minimum key dimensions. The proposals are also designed to achieve Secured by Design Accreditation to ensure safe, accessible and adaptable housing for a wide range of residents.





# Section 01. Assessment

# Assessment

The area has been the subject of many interventions over recent years as part of a holistic approach to regenerating East Manchester.

## 1.1 Site Location and Context

Miles Platting is situated in East Manchester just one mile from the fringe of the City Centre. The wider neighborhood was identified as a PFI Housing regeneration project by Manchester City Council and was the subject of competitive dialogue which commenced in 2004 and was awarded to the Renaissance Consortium in 2006. The area has been the subject of many interventions over recent years as part of a holistic approach to the regeneration of East Manchester.

The site is bounded by Oldham Road to the north; Butler Street to the west and Gunson Street to the south. The site shares a boundary with a residential tower block (13 storeys high) known as the Apple Building, to the east.

Miles Platting is nearing the end of a comprehensive regeneration programme, but neighbouring areas, including Ancoats to the west are also being transformed, from an area of light industry to a mixed use neighbourhood with a greatly increased residential density.

As previously embodied in the neighborhood plan, the revised proposed site layout has been shaped by a number of constraints and opportunities. The outline planning consent included a neighborhood plan (masterplan), set down a number of design principles for the re-modeled estate, which have been reviewed and developed within this detailed application.

## 1.2 Use and Condition

The site extends to 0.78 hectares and are currently laid to grass following demolition undertaken following the land assembly undertaken in the early days of the PFI project. The land has been bunded to prevent vehicular access and the original road layout is still clearly visible and used for on-street parking for people

working on the fringe of the City Centre.

Because of the lack of housing choice in the area, the PFI process sought to change the nature of the estate with the introduction of different typologies and tenures in order to regenerate the area. As a result selective demolition was identified across the estate.

Prior to demolition the site was home to a number of buildings including a manufacturing unit, a bookmaker and six dwellings accessed from Rigel Street with points of access onto each of the surrounding streets, including Oldham Road.

Whilst the site has been laid to grass for a number of years, it has never formed part of the public open space across Miles Platting. It is site that has been earmarked for redevelopment and the parameters plans and schedules that were approved by the outline consent clearly showed that this site was intended for new residential development.

## 1.3 Social/Economic Considerations

Miles Platting was redeveloped in the early 1970's and effectively became a large council estate, poorly laid out and with little choice of housing typology or tenure. Over time the estate began to fail and a transformational change was required in order to create a popular neighborhood which would be attractive to home buyers as well as renters. This transformational change, including investment in local schools by the City Council, has been ongoing since 2007 and the area has become a successful, safe, attractive and sustainable neighborhood. This application continues that process by proposing a further phase of development delivering 36 family housing for outright sale.





Butler Street runs along the western and southern edge of the site

### 1.4 Access and Linkages

The site is well connected with Oldham Road (A62) located along the northern boundary of the application site, this is a main arterial route into Manchester City Centre just 1 mile to the west; to Oldham 3 miles to the north east and Ashton-under-Lyne 2 miles to the east. A key pedestrian and cycle network connection to the City Centre can be found via Oldham Road and the Rochdale Canal Towpath to the south

Whilst the estate does not benefit from its own local centre, significant facilities and services are available in the city centre, and there is a significant retail offer around Sport City on the eastern boundary of the Miles Platting neighborhood.

Local buses run along Oldham Road and with a number of bus stops available immediately adjacent to the site. In nearest train and Metro-link tram line runs from Victoria station to the south of the site, approximately 20 minutes walk with stops available at either New Islington or Holt Town. The Metro-link line offers numerous connections to the wider city region whilst main line services available in the city centre offer links across England and beyond.

The site also benefits from its location 5 minutes walk from both Abbotts Community School and St Patrick's Roman Catholic Primary School together with 15 minutes walk to Park View Community School. The schools cater for children from reception to year 6 (4-11 year olds) offering breakfast and after school clubs. In addition The East Manchester Academy (approximately 1.9 mile south east) offers state of the art secondary education to the local community.

In conclusion, the site is very well located for accessibility for a wide range of non-car travel modes. The availability of good public transport is ideal in creating a diverse, accessible community.

### 1.5 Watercourses

A Flood Risk Assessment has been prepared by Sutcliffe for the development. Please refer to that submission for their evaluation against the requirements of NPPF and items to address any flood risk posed to and stemming from the development.

### 1.6 Topography

The site is relatively flat with no significant level changes. The site falls slightly from east to west by 0.5 m across the length of the site.

### 1.7 Other Designations

The site is not directly affected by listed buildings or conservation areas. However, it is worth noting that Ancoats to west is designated a conservation plan based around the industrial growth of Manchester.

There are a number of trees within or immediately adjacent to the site, but none are the subject of a Tree Preservation Order.

### 1.8 Character Assessment

The application site, sits at a nodal point in the wider area, a transition point between the low rise residential neighbourhood of Miles Platting and the fringe of the city centre including the Ancoats area which has been radically been transformed over recent years expanding its one small residential mixed use area into a vibrant residential neighbourhood. The regeneration of this area is ongoing, pushing eastwards through Back of Ancoats to meet Miles Platting..

The southern side of Oldham Road, is flanked by a series of six, thirteen storey, high rise tower blocks with the application site sitting between The Tribe, Butler Court and The Apple Building.

The (remaining) surrounding residential properties are predominantly low-rise, built using a traditional vernacular using masonry and render with duo-pitched tiled roofs.

Whilst most of the estate dates back to the 1970's, there are an increasing number of new dwellings which have been developed as part of the wider PFI projects including recent development immediately to the south of the application site, which stretch down to Platting Park and the canal. Cell 3.1 is one of the last development cells to be developed in preparation to submit a detailed planning application.

The regeneration of Miles Platting has been ongoing for thirteen years and the neighbourhood has undergone transformational change, making it a successful residential neighbourhood where people chose to live.

In parallel with the development of new properties existing properties have been refurbished including the replacement of boundary treatments. New residential development has sought to create a range of character areas within Miles Platting, breaking down the monolithic design which originally existed and creating a more distinctive series of spaces and places.

Area 3.1 takes its design cues from the industrial red brick character of the wider area together with the established and emerging local vernaculars, (including references to Manchester's industrial heritage found nearby in Ancoats) resulting in a traditional built form and brick facade with contemporary details and large windows.



## Section 02. Planning Context

# Planning Statement

This application is a full planning application for Area 1 within the Miles Platting neighborhood plan. The site was previously granted outline planning permission in 2006 (ref 079633/00/2006/N1), which sets out the key principles for the regeneration of Miles Platting which have been retained within this application.



## 2.0 Planning Context

This application is a full planning application for Area 3.1 within the Miles Platting neighborhood plan. The site was previously granted outline planning permission in 2006 (ref 079633/00/2006/N1), which set out the key principles retained within this application.

It should be noted that this is a detailed planning application and not an application to discharge reserved matters conditioned by the outline approval, however it does set the wider context for the ongoing regeneration of Miles Platting which fulfills a long-held ambition of Manchester City County to transform this residential estate into a sustainable, thriving community and a neighbourhood of choice.

### 2.0.1 Introduction

Relevant planning policy to the proposal is contained within

the National Planning Policy Framework ('NPPF'), and the Development Plan comprising the adopted Manchester Core Strategy ('MCS') and saved policies of the Manchester Unitary Development Plan ('MUDP').

Supplementary Planning Documents (SPD) and other planning documents for Manchester contain further guidance/information which expands on the policies of the MCS and MUDP.

Other non-statutory documents include the City Council's "East Manchester Strategic Regeneration Framework" and the "Manchester Community Strategy – The Manchester Way".

There are also a number of national White Papers relevant to housing proposals and the aim to significantly increase the delivery of housing and urban regeneration.

## 2.1 National Planning Policy

### 2.1.1 National Planning Policy Framework

The NPPF was published in July 2018 and is a material consideration in the determination of planning applications. It sets out the Governments planning policies for England and how these are expected to be applied; it also sets out the requirements for the planning system to the extent that it is relevant, proportionate and necessary to do so. Whilst it is not part of the development plan, it provides guidance to local authorities and others in decision making and represents an up-to-date and comprehensive expression of national planning policy.

Numerous policies within the NPPF are of relevance as detailed :

### Achieving Sustainable Development

At the heart of the NPPF, is a presumption in favor of sustainable

development which is the "golden thread" running through the Framework for decision taking. Paragraph 11 sets this out:

- Plans should positively seek opportunities to meet the development needs of their area, and be sufficiently flexible to adapt to rapid change;
- Strategic policies should, as a minimum, provide for objectively assessed needs for housing and other uses, as well as any needs that cannot be met within neighboring areas, unless:
  - The application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for restricting the overall scale, type or distribution of development in the plan area; or
  - Any adverse impacts of doing so would significantly and



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demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

For decision-taking this means:

- Approving development proposals that accord with an up-to date development plan without delay; or
- Where there are no relevant development plan policies, or the policies which are most important or determining the application are out-of-date granting permission unless:
  - The application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
  - Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

**Positive Planning / Well-designed places**

The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process. (paragraph 124).

**Core Planning Principles/ Housing Policies**

- The NPPF also includes 12 core planning principles which should underpin both plan making and decision taking

including:

- To proactively drive and support sustainable economic development to deliver the homes, businesses and infrastructure and thriving local places that the country needs
- To secure high quality design
- To encourage the effective use of land to contribute to conserving and enhancing the natural environment by reusing previously developed land
- Actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling and focus development in locations which are or can be made sustainable.
- The thematic policies of the NPPF – from paragraph 18 to 219 – set out the considerations which the sustainability of a particular application can be determined. These include, in particular, in relation to housing development, the need to:
  - “Boost significantly” the supply of housing including through the identification of a 5-year housing land supply(paragraph 47),
  - Consider applications for residential development in the context of the presumption in favour of sustainable development (paragraph 49);
  - Promote sustainable travel and only refuse development on transport grounds where the residual cumulative impact will be “severe”(paragraph 32);
  - Seek high quality and inclusive design and a good standard of amenity for existing and future residents

- (paragraph 58);
- Protect and enhance community facilities, including the provision of adequate open space;
  - To assist urban regeneration through the recycling of derelict and other urban land (paragraph 80).

2.2 The Development Plan

2.2.1 Manchester Core Strategy

The MCS was adopted in 2012 and is the key Development Plan document in the Local Development Framework (LDF). The MCS proposals map shows that the proposal site is within the area of East Manchester as defined by the MCS.

The MCS sets out a vision that by 2027, Manchester will be:

- A City with neighborhoods where people choose to live all their lives because they offer a wide range of quality housing and an attractive environment where locally distinctive character is conserved and enhanced. Neighborhoods in the North and East of the City will have benefited from a significant increase in the quantity and quality of housing.
- A City with an increased and sustainable healthy population.
- A City defined by excellence in urban design.

A number of strategic objectives are advanced which will assist in achieving this vision, including SO3 which encourages the significant increase in high quality housing at sustainable locations throughout the city. Paragraph 9.6 further states that the majority of housing will take place in the north, east and central parts of the city.

Policy SP1 states that outside the regional centre, the majority of new residential development will take place in the Inner Areas,

defined by the North Manchester, East Manchester and Central Manchester Regeneration areas with development having regard to the character, issues and strategy of the regeneration area as defined in the Strategic Regeneration Framework.

Development in all areas should:

- Make a positive contribution to neighborhoods including:
- Creating well designed places that enhance or create character
- Positive contribution to health, safety and well being of residents
- Protect and enhance the built and natural environment
- Minimise emissions and ensure an efficient use of natural resources/ previously developed land.

Policy H1 states that new housing will be predominantly provided in the North, East, City Centre and Central Manchester areas including the Inner Areas, with densities of around 40 units per hectare. The type, size and tenure of housing mix is to be assessed on a site by site basis and influenced by local housing need and economic viability. It is also aimed for 90% of new housing to be situated on previously developed land. A priority will also be placed on the renewal of areas characterised by poor quality housing, and on sites which are close to centres or high frequency bus routes.

Policy H4 states that East Manchester has the capacity for 30% of the city’s housing sites and this level of new development will contribute significantly to help change the character of the area as well as supporting the economic growth of the city region. Priority will be given to family, high value and other high quality residential development where this can be sustained.



View of the site from the footpath that runs east of the site

Policy H8 provides advice on Affordable Housing or the provision of financial contributions for off-site provision with reference to SPD/ current guidance for sites of >0.3ha. It includes a target for 20% affordable housing on relevant sites and for the proportion to reflect the type and size of development as a whole. Alternative Affordable Housing provision can be considered where viability is undermined or other material considerations indicate otherwise including:

- High level of Affordable Housing already present in the area
- House prices or rented accommodation levels in the area
- Prejudice to the diversification of the existing housing mix
- Undermine the achievement of other planning/ regeneration objectives in the area / SRF.

Policy T1 seeks a modal shift to public transport, cycling and walking and proposals that improve choice in travel, relieve congestion and improve access by pedestrian routes and the pedestrian environment will be supported.

Policy EN1 outlines that development will be expected to follow national guidance for urban design and have regard to the character area it is located in. Opportunities for good design to enhance the City's image will be encouraged. Design and Access Statements should confirm how development addresses design principles, reinforces/ enhances character and supports the MCS objectives. The site is within the Central Arc where there are opportunities for large scale development with innovative design solutions, and the Southern Character Area.

Policy ENV4 promotes reduction in CO2 emissions via low/ zero carbon development via the energy hierarchy including reducing the need for energy through design; energy efficient features and use of technologies, and use of materials with low embodied

carbon. Proposals for developments of >10 units are also to meet targets for CO2 reduction unless shown to be un-viable through an Energy Statement (Policy EN6).

Policy EN8 states that development should be adaptable to climate change in terms of design, layout, siting, and the function of buildings and external spaces.

Policy EN9 outlines that new development will be expected to maintain existing green infrastructure in an area and Policy EN11 outlines that significant new development will be encouraged to provide new open space.

Proposals should also be directed to areas of no/ minimal flood risk and to minimise surface water run off (Policy EN14); and to seek to protect biodiversity and trees (Policy EN15); air quality (Policy EN16) and water quality (Policy EN17).

Development proposals will be assessed in relation to planning obligation requirements for impacts raised by the development where relevant (Policy PA1).

Policy DM1 sets out a range of criteria that new development is to have regard to including:

- Appropriate siting, layout, scale, form, massing, materials and detail
- Impact on the surroundings in terms of design, scale, appearance and the character of the area
- Effects on amenity including privacy, light, noise, vibration, air quality and traffic generation
- Accessibility
- Community safety
- Health

- Adequacy of internal accommodation and external amenity space
- Refuse storage and collection
- Vehicle access and parking
- Sustainable construction methods

### 2.2.2 Manchester UDP – Saved Policies (2012)

There are limited saved policies of the UDP relevant to the proposal. Policy DC7.1 seeks to ensure that new housing development is accessible at ground floor to disabled persons where practicable. Where family homes are proposed, the design should encompass safe areas where children can play.

### 2.2.3 Supplementary Planning Documents

There are a number of SPDs which have been produced and adopted by the City Council. These documents, seek to expand on, inform or update policies contained within the adopted MCS and saved policies of the MUDP, and are material considerations in the determination of a planning application on the proposal site.

### 2.2.4 Providing for Housing Choice SPD

This SPD, adopted in September 2008, provides planning guidance regarding the mix of new housing provision including affordable housing; it proposes an affordable housing target of 20% on new residential developments of 15 units or more.

The SPD accepts that there may be circumstances relating to local housing need or feasibility of on-site provision where payment of a commuted sum towards the provision of off-site affordable housing may be appropriate.

The SPD also recognises that a lower level of provision may be appropriate where particular circumstances arise (such as low



View from Rigel Street looking north across the site



View from Gunson Street looking west towards the site

house prices in the immediate area), which would mean that the inclusion of affordable housing would prejudice the planning or regeneration objectives set out in Strategic Regeneration Frameworks, or impact on the financial viability of the scheme.

**2.2.5 Guide to Development in Manchester SPD**

Guide to Development in Manchester SPD was adopted in April 2007, and sets out key principles which will guide development throughout the city, specifically in relation to design. The first section deals with design and environmental standards and has SPD status. Guidance in this section is grouped under seven key principles (recognised by CABE):

- Character and Context: Design should respect and be informed by location, it should help sustain local neighborhoods and promote a sense of place.
- Continuity and Enclosure: Buildings should front onto streets, relate well to each other and height should be carefully considered. Site boundaries and treatments should contribute to the street scene.
- Ease of Movement: Safe routes for cyclists and pedestrians will be promoted.
- Quality of the Public Realm: Hard landscaped areas within the public realm should be attractive and developments should enable Effective Care of the Public Realm.
- Diversity: Shops and public facilities should be located within local centres and should not exclude people.
- Adaptability: Buildings should be easy to maintain and adapt and should maximise access for disabled people.
- An emphasis should be placed on the provision of a range and

diversity of high quality house types from high density flats to lower density detached dwellings and that there should be a higher provision of family housing across the city.

**2.2.6 Non Statutory Documents**

In addition to the various adopted planning policy documents, there are a number of other City Council publications and initiatives which aim to guide development within the city. These are material considerations in the planning process.

**2.2.7 East Manchester Regeneration Framework 2008-2018**

The “East Manchester Regeneration Framework” sets out as its goal, the maximisation of East Manchester’s contribution to national, regional and local competitiveness. The key priorities identified in the strategy include:

- To establish an ambitious and strategic vision for the neighborhoods of East Manchester in which they become attractive places to live.
- To establish a framework for the sustainable development of East Manchester beyond 2010.
- To offer residents a range of attractive housing choices that are comparable in quality to those offered elsewhere.
- Prioritisation of the development of high quality, owner occupied family housing.

**2.2.8 Manchester Community Strategy – The Manchester Way**

“The Manchester Way” is the city’s Sustainable Community Strategy. The strategy has been developed to complement the Strategic Regeneration Frameworks and seeks to support economic growth and ensure that all of Manchester’s residents

share in the ensuing benefits. The document has been informed by extensive consultation and surveys of local residents.

The Manchester Way sets out a desire to create a city which meets the needs of its residents and sets out an aspiration to deliver successful neighborhoods which attract and retain people from diverse communities. In achieving the vision, a key driver identified includes the creation of ‘Neighborhoods of Choice’, through delivering quality market housing in areas which have suffered from housing market collapse.

**2.2.9 Prescribed National Space Standards**

This document provides a practical approach to inclusive design and complies with principles set out in the Prescribed National Space Standards.

**2.2.10 Other Government Reports and Guidance**

Other reports and guidance from the government support the aim to boost the delivery of housing and urban regeneration in the context of economic recovery.

**2.2.11 The Plan for Growth (HM Treasury, March 2011)**

The ‘Plan for Growth’ and accompanying Written Ministerial Statement is based on the premise that “...there is a pressing need to ensure that the planning system does everything it can to help secure a swift return to economic growth”. It seeks to establish a new set of priorities for the planning system which reflect the importance of sustainable growth within the current economic context.

In heralding the presumption in favor of sustainable development in the subsequent National Planning Policy Framework, the Minister for Decentralisation stated: “The Government’s clear

expectation is that the answer to development should wherever possible be “yes”, except where this would compromise the key sustainable development principles set out in national planning policy ”

The Statement goes on to state that:

“When deciding whether to grant planning permission, local planning authorities should support enterprise and facilitate housing, economic and other forms of sustainable development. Where relevant - and consistent with their statutory obligations – they should therefore take into account the need to maintain a flexible and responsive supply of land for key sectors, including housing...”

**2.2.12 Laying the Foundations: A Housing Strategy for England (DCLG, November 2011)**

On 6th September 2012 the Secretary of State for Communities and Local Government made a further announcement confirming that the number one priority for government is to get the economy growing. He stated that the need for new homes is acute, but supply remains constrained, noting that housing schemes in areas of high demand could provide a real benefit to the community once delivered.

The statement set out government’s commitment to work in partnership with local authorities, promoters and the community to deliver major housing sites.

**2.2.13 Manchester Residential Quality Guidance**

In 2017 MCC published their residential design guidance which providing clear direction on what is required to deliver sustainable neighbourhoods of choice where people will want to live and also raise the quality of life across Manchester and includes the adoption of the Nationally Described Space Standards.



View across the site from East Newton Street



## Section 03. Evaluation

# Evaluation

The proposed site layout largely adheres to the approved outline scheme, completing the urban grain of a key area in the Miles Platting masterplan



Housing located on Butler Street

## 3.1 Character of the Surrounding Area

The Miles Platting Area sits immediately to the east of Manchester city centre and borders the New Islington and Ancoats neighborhoods which have been the subject of significant investment over recent years as the residential offer across Manchester city centre has been expanded.

The Miles Platting neighborhood was identified as being in need of sustainable regeneration by Manchester City Council and was made the subject of a PFI project in order to draw in private sector expertise and funding. Works across Miles Platting was awarded to the Renaissance Consortium, including the applicant Lovell, and work commenced on the regeneration area in 2007.

The area is currently recognised by the sprawling nature of its residential layout, much of which was planned along the now discredited Radburn layout, but the area also includes a high number of multi storey tower blocks. It is also characterised by disconnected, large pockets of poor quality open space, much of which follows the lines of the Rochdale and Ashton Canals which cut through the residential areas.

Over recent years the character of Miles Platting has been significantly improved as existing properties were re-furbished and new development cells have been built out.

Area 3.1 previously accommodated a mix of commercial and residential properties which were the subject of CPO following outline planning permission being granted. These existing buildings were demolished a number of years ago as part of the PFI service works to create a viable development cell and the land laid to grass whilst awaiting redevelopment.

Key to this will be the creation of active, attractive and well surveilled roads which provide movement through the proposed development to complete the urban grain along Oldham Road at its junction with Butler Street.

The properties facing these key existing routes will be more significant in scale with a more urban form, helping to better define this key junction into the estate helping to better define way finding into and across the site in line with the aspirations of the approved neighbourhood plan.

### 3.2 Constraints and Opportunities

The proposed site layout largely adheres to the neighborhood plan approved with an outline consent. Housing need has however been re-assessed following the economic crash of 2008 and the preference going forward is now to introduce more family housing and fewer apartments across the Miles Platting neighborhood.

The proposed site layout has been shaped by a number of constraints and opportunities, previously embodied in the neighborhood plan, as well as changes to local planning policy.

Key constraints to the site are suitably addressing the existing road infrastructure to create active frontage, delivering a denser residential scheme that reflects the importance of the site as a key gateway into Miles Platting.

A scheme that formalises the existing pedestrian desire line across the site to the bus stop on Oldham Road.

Each property fronts onto each of the existing streets to reinforce the urban structure and grain, as it makes the transition from increased density on Oldham Road down to the more traditional form of family housing to be found on Gunson Street. Parking to each of plots across the site are generally beside or behind the properties ensuring that cars do not dominate the street scene.

The Existing mature trees which line the eastern side of Butler Street have been retained within the green fringe to the site, with new dwellings set back from the road, creating a spacious approach into the Miles Platting neighbourhood, which throttles down as you head south on Butler Street.

A similar approach has been adopted on Oldham Road with the apartment block set further back than the short terrace of houses.

### 3.3 Access Strategy and Parking

The opportunities diagram on the following pages illustrates the proposed frontages. The following key principles and strategies have been adopted;

Dwellings frontages have been primarily orientated on to Oldham Road or Butler Street, one of the main route through the Miles Platting estate and the arrangement of the built form provides a clear, legible urban grain animated by active frontages, with the front doors to individual properties being highly visible.

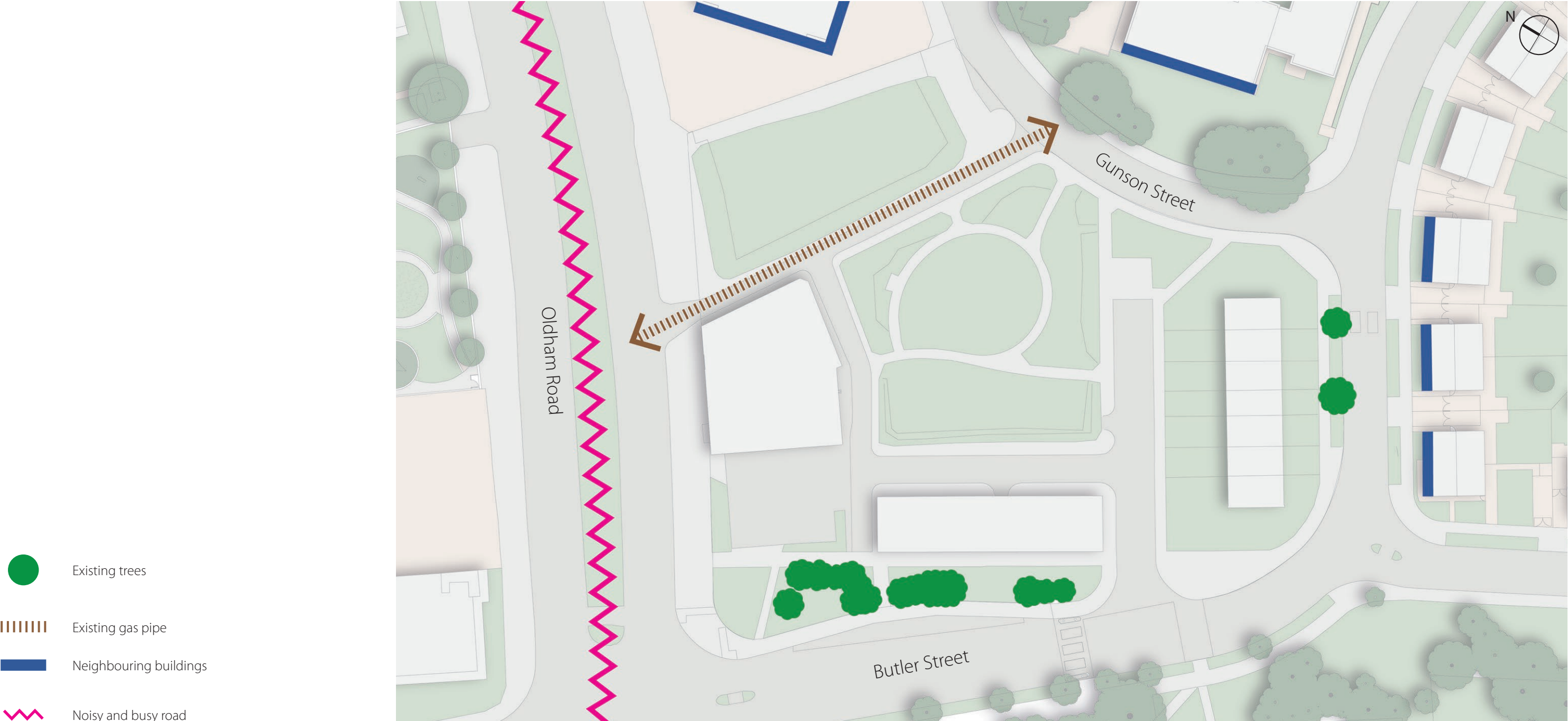
Care has been taken to ensure that the car does not dominate the street scene. As a result, a combination of rear and side parking solutions have been adopted within the layout.

Parking is provided in-curtilage throughout the scheme. All units are provided with 100% formal parking. Larger 3 and 4 bed units are provided with driveways large enough to accommodate additional parking where possible to help reduce the need for residents and their visitors parking on the street.

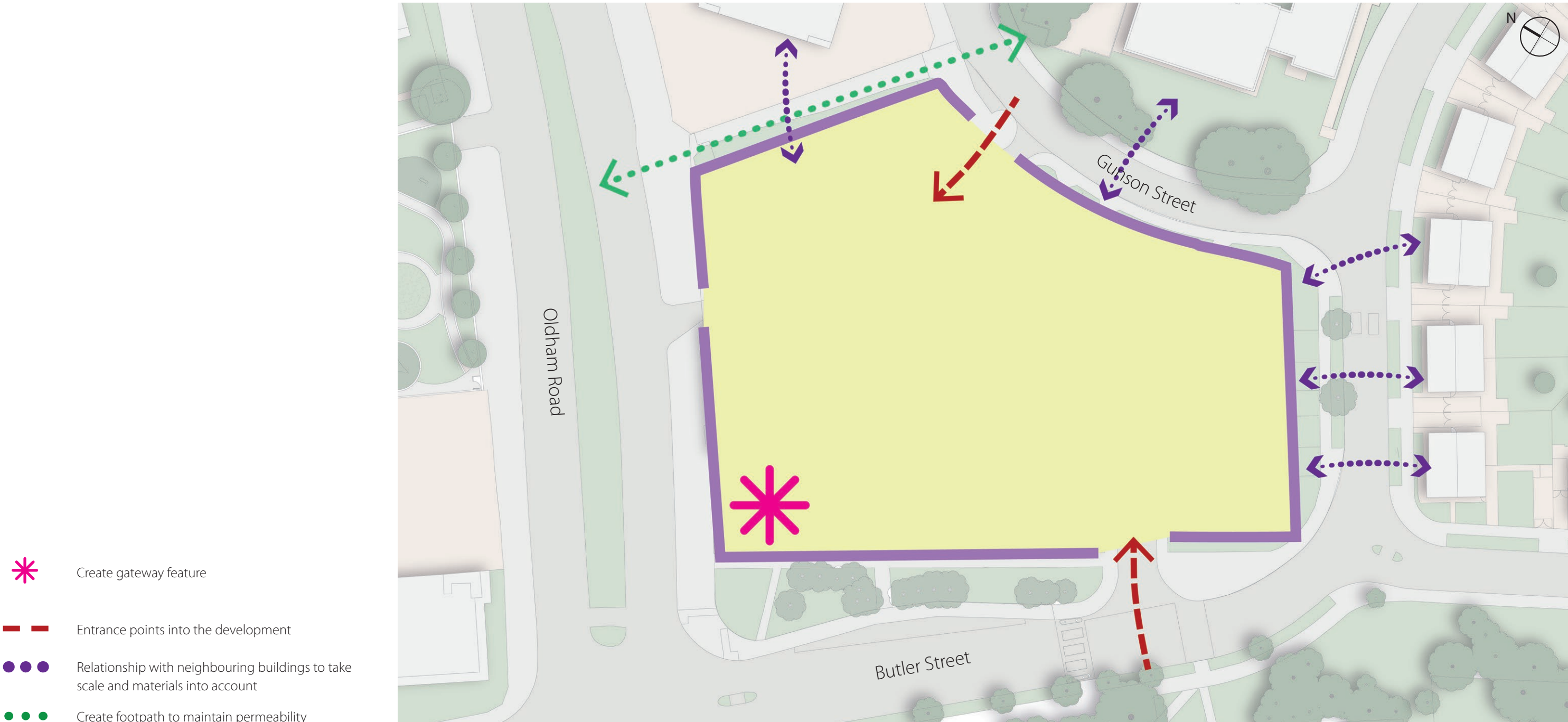
The rear parking solution provides the opportunity to "green up" the street scene in front of the dwellings, particularly those facing the new public park installed as part of the wider masterplan.

Dwellings are set out in "traditional perimeter" blocks. Each dwelling faces onto the street, providing natural surveillance, helping to ensure a safe and attractive area. Larger properties have been plotted on the key corner and street termination to assist in way finding and place making.

Site Constraints



# Site Opportunities





## Specialist Reports

A number of specialist have been consulted in relation to the proposals at Miles Platting. Brief summaries of their findings are presented in this section and complete reports are included as supporting documentation.

### 3.4 Specialist Reports

A number of specialist have been consulted in relation to the proposals for Area 3.1 in Miles Platting, the complete reports are included as supporting documentation.

#### 3.4.1 Desktop Study/Site Investigation

A desktop study and Ground Investigation Report has been undertaken, this investigation was carried out on the instruction of Lovell Partnerships by Betts Geo Consulting Engineers.

The purpose of the work was to carry out a Desk Study to provide geo-technical and contamination risk information for the proposed construction of residential dwellings with associated infrastructure, gardens and public open space.

Summary of Environmental Data

Possible Contamination Sources and risk levels are shown as being

Current Land Use On Site – No

Historical Land Use On Site – Yes

In this qualitative risk assessment, a Moderate risk implies that remedial action is likely to be necessary at the site, the likes of which cannot be confirmed until the geo-technical and contamination ground investigation has been completed.

Contamination Assessment and Remedial Actions:

Various PAHs, Lead and Asbestos was observed at the site at depths of between 0.20 and 2.80mbgl across topsoil and made ground strata.

Remedial actions are to comprise 600mm clean and inert capping,

with a ‘No Dig Barrier’ membrane installed at the base of the capping. Capping should be installed to garden and landscaped areas. Otherwise, hard-standing will be sufficient to break the source-pathway-receptor linkages.

Groundwater and Aquifer Risk

No significant risks to groundwater aquifers and controlled waters are anticipated as significant cohesive clay strata is located beneath much of the site, and no significant mobile contamination within the soils has been identified.

A Remediation Strategy has been prepared by Betts Geo to support their Site Investigation Report.

#### 3.4.2 Flood Risk Assessment

A Flood Risk Assessment, undertaken by Sutcliffe has found that the site is at low risk of flooding from all sources.

The site-specific flood risk assessment for the development shows that the proposed development site is located within Zone 1 and is at low risk of flooding.

Based on this evaluation the development satisfies the requirements of the NPPF and has addressed the flood risk posed to and stemming from the development.

Discharge rates must be managed to comply, as close as reasonably practical, with those in Table 1 to satisfy the requirements of the SFRA.

Infiltration is deemed unsuitable due to the presence of made ground and clay sub-soils.

Flood risk from surface water, ground water and infrastructure failure can be considered low.

The site is at low risk of flooding and incorporation of runoff management within the proposed drainage system will alleviate any off-site risk that may have been associated with the development.

The proposed drainage layout complies with the requirements of the NPPF by mitigating flood risk and managing surface discharge from the site in line with the discharge hierarchy.

#### 3.4.3 Ecological Assessment

A preliminary appraisal of the site has been carried out on the instruction of Lovell Partnerships by Amenity Tree Care Ltd.

The surveys have confirmed that the site does not support a habitat protected under Section 41 of the Natural Environment and Rural Communities (NERC) Act 2006 - Habitats and Species of Principal Importance in England. There are no priority hedgerows on the site.

Summary - Protected species: Evidence of protected species was recorded on site which included starling (UK Red List). No other evidence of protected species was found during the site walkover, other than a non-native vascular plant.

Summary – Protected sites: There are no statutory or non-statutory designated sites within the boundaries of the development site or within the site margins. The assessment was requested to inform residential design proposals for the site. Please refer to the report for its summary and recommendations.

The report also includes some recommended mitigation measures to improve the biodiversity of the site once it has been developed for residential use.

### 3.4.4 Arboricultural Assessment

A survey and assessment of the site was carried out on the instruction of Lovell Partnerships by Amenity Tree Care Ltd.

The assessment was requested to inform residential design proposals for the site. The survey report identifies 18 trees and 4 tree stumps within the development site boundary, the majority of which form the boundary to the northern side of Butler Street. Individual trees have been identified as Cat B's although one group has a Cat A2 rating because they have been grown as a group. The majority of trees have been retained although a number have been identified for removal in order to facilitate development. However, the introduction of a number of new trees will assist in mitigating their removal.

Trees numbered t2-t6 are to be removed but these form a secondary line of trees, with the majority of the larger trees lining this section of Butler Street being retained.

T16 also needs to be removed to facilitate a new vehicle access from Butler Street, but this is at the end of the line of trees so its absence is less noticeable. T17 will also be removed but this isn't a native tree, a conifer which has been heavily trimmed and which is at odds with the other tree species lining Butler Street.

Protective fencing will be required to demarcate a Construction Exclusion Zone around retained trees prior to commencement.

This report constitutes a valid basis for the evaluation of impacts on trees resulting from the proposed development for a period not exceeding 12 months. After this, it may be necessary to review survey data and conclusions to ensure reliability. Where the recommendations of this report have been followed, any future deterioration in tree condition may not be attributed to the development.

### 3.4.5 Transport Statement

A detailed Transport Statement has been prepared for Area 3.1 by Edisons dated January 2021. Please refer to the report for its full findings, however in summary it reads;

The following conclusions can be drawn with regard to the proposed development:

- The application site is highly accessible by non-car travel modes, such as walking and cycling.
- The site is also highly accessible by public transport with bus and Metro-link tram stops within easy walking distance of the site, offering direct services to a range of destinations including Manchester city centre, Salford Quays, Rochdale, Oldham and Ashton-under-Lyne.
- Opportunities also exist for residents to travel by rail with Holt Town and New Islington Metro-link stops being located 1,100-meters, Manchester Victoria railway station located 1,600-meters and Manchester Piccadilly railway station being located 1,700-meters walking distance from the site, providing services to destinations such as Eccles, Ashton-under-Lyne, Blackpool, Leeds, Liverpool, Media City and Rochdale.
- The site can be accessed in a safe and efficient manner with access points designed in accordance with current design guidelines.
- The traffic impact assessment indicate that the proposed development would be able to be accommodated on the local highway network and would not result in a material impact on the local highway network.
- There is no evidence to suggest that the proposals would have

an adverse effect on road safety or the number of accidents in the vicinity.

In conclusion, the proposals will provide a sustainable development in transport terms and planning permission should be granted in accordance with the National Planning Policy Framework.

### 3.4.6 Air Quality Assessment

Wardell Armstrong were commissioned to prepare an Air Quality Assessment and this was issued in January 2021.

The assessment demonstrates that the proposed development will accord with all relevant national planning policy and will not lead to an unacceptable risk from air pollution. There are no material reasons in relation to air quality why the proposed scheme should not proceed, subject to appropriate planning conditions. This assessment has considered both the construction and operational phases of the development.

Whilst the impact of the proposed development is predicted to be not significant, the introduction of mitigation measures will assist in reducing any potential impact and general best practice measures in relation to air quality could be implemented. This could include measures such as the inclusion of EV charging points, the installation of low NOx boilers and the provision of a travel plan.

### 3.4.7 Noise Assessment

The FES Group were commissioned by Lovell to prepare a Noise Survey, which has been submitted in support of this application.

The report provides advice on trickle vents and the glazing specifications to mitigate noise from traffic passing along Oldham Road.

The site will require an acoustic barrier layout similar to proposed within this report to provide desired amenity level noise for residents. This can take the form of an acoustically designed fence of the with a minimum height of 2m. This should form a continuous barrier between each dwelling, with additional side fencing to properties located at junctions.

Any fence / wall should have a minimum density of 15kg/m<sup>2</sup> and be completely free of any gaps or holes.

### 3.4.8 Crime Impact Statement

A Crime Impact Assessment has been commissioned from Design for Security of Greater Manchester Police in order to identify, predict, evaluate and then mitigate against the crime and disorder effects of a development proposal as part of the design process and once available will be submitted in support of this application.



3.4.9 Environmental Standards Statement

TWC were commissioned by Lovell to produce an Energy and Sustainability Statement which has been submitted as an appendix to support this application.

It is conclusion and recommendation of this report the design and specifications outlined above meet the requirements for sustainability as required by Manchester’s Local Development Framework Policy En6, and current Building Regulation requirements, Part L 2013. A mixture of sustainable building-design, a fabric first approach and renewable/low carbon energy systems will deliver thermally efficient accommodation that will reduce demand for energy, resist heat-loss through conduction and maintain internal temperatures at comfortable levels for the occupants.

The units themselves (Fabric) will be future-proofed with the buildings designed to minimise, from the offset, energy consumption by means of:-

- High insulation performance;
- Low air permeability with continuous mechanical ventilation;
- Limiting thermal bridging; and
- High performance doors and windows.

The homes are designed for life with all measures inherent in the structure of the building, which in turn does not rely upon end user experience to operate technologies and should ultimately save more carbon emissions over the life time of the building than the alternative quick fix solution of attaching low carbon technologies to the building.

The sustainability of the development will be supported by:-

- Minimising water consumption in the dwellings;
- Addressing Surface Water Run off and flood risk, and;
- Using materials with minimal pollution (GWP).

During the construction the Contractor will be encouraged to adopt the following policies on site:-

- Minimising Water and energy consumption on site;
- Minimising dust and water pollution
- Registering with Considerate Constructors Scheme;
- Minimising waste and ensuring the maximum amount of waste is recycled and not sent to landfill, and;
- Consideration for existing cohabitants and the ecological value, and a respect for them.

The occupiers of the dwellings will benefit from sustainability where:-

- Fuel bills will be kept to a minimum;
- Secure space for cycle storage is provided for the new houses, and;
- Dedicated electric car charging points.

Lovell Partnerships are committed to delivering a sustainable product to the benefit of the people who buy these properties as well as benefiting the wider community.



# Section 04.

## Design Objectives / Solution

# Design Objectives

To continue the work which has already been undertaken, creating a strong sense of place with distinct areas of character and diversity through careful consideration of all aspects of the neighbourhood environment.

## 4.1 Design Objectives

The following were considered to be the main drivers behind the design and development of Cell 3.1 of new build residential development in Miles Platting, East Manchester;

- To provide well proportioned homes by adopting the Prescribed National Space Standards.
- To create a diverse mix of high quality housing that meets the needs of the local community and which will help to create an economically active, sustainable community which will assist in the regeneration of the neighborhood and wider area.
- To achieve required sustainability targets
- To provide adequate parking spaces for residents and visitors.
- Provide a high quality development that respects and takes reference from the site's historical context and surrounding buildings in terms of built form and landscape.
- To meet the needs of Secured by Design (New Homes) 2016, creating secure homes and a street network which benefits from natural surveillance
- To realise the ambition and vision of the consented outline planning approval and to transform the area into a unique, aspirational and attractive neighborhood where people chose to move to and then stay.
- To develop a design which responds to this prominent gateway site on the junction of Oldham Road and Butler Street, demanding a development of greater mass and height than traditional forms of family housing, a more urban response.

The proposed scheme aims to continue the work which has already been undertaken in the transformational change in Miles

Platting, creating a strong sense of place, with distinct character areas and diversity through careful consideration of all aspects of the neighbourhood's environment.

### Design Development

A number of design iterations have been developed and discussed with both Lovell and officers at Manchester City Council to ensure that the use, form and massing of the development best achieved the design objectives for this highly visible and important site, on one of the most prominent positions at the gateway into the Miles Platting neighbourhood.

Initial aspirations for a housing led development (in terms of the most economically advantageous scheme) were compromised by both the scale of the development, but also the ability for large family houses to successfully turn and floor around the corner from Oldham Road onto Butler Street.

As a consequence a four storey apartment block was explored to sit at the key corner of the site, with short terraces of houses used to extend the strong urban form on these key roads before stepping don to more traditional housing within the Miles Platting itself.

Feedback from planning officers has helped to shape and inform the application proposals for 43 dwellings.



Looking south across the site from Oldham Road

## 4.2 Use

The proposal is for residential development in line with the original outline approval and the regeneration proposals for the wider Miles Platting area, and the creation of a sustainable residential neighborhood with a wide choice of dwellings by typology and tenure being introduced. In line with existing planning policy, the proposal is for a range of 2 bed apartments and 3 and 4- bed family houses all of which are for Open Market Sale.

The Use Class Order proposed for the next phase of development Cell 3.1 in Miles Platting is C3 - Dwelling houses.

## 4.3 Quantum

The application looks to deliver 43 new homes within the development site, comprising of 19 apartments and 24 family homes, with development ranging from three to four storeys in height.

All homes will be for outright sale (refer to the 'Affordable Housing Statement'), all will be designed to achieve compliance with the Prescribed National Space Standards to ensure high quality homes of adequate proportions and which are capable of adaptation to the residents' changing needs. ensure that a sustainable approach to design is adopted and help individual residents minimise their energy demands and help tackle climate change. All properties are also designed to comply with Manchester's Residential Quality Guidance dated 2017.

Of the 43 dwellings being delivered there is a range of homes, offering residents real choice in terms of both property type and affordability. This choice will help to ensure that a sustainable, economically active community can be supported, further strengthening the wider regeneration of the area.

## 4.4 Affordable Housing Statement

The Miles Platting estate is currently undergoing transformational change, with significant regeneration works involving the remodeling of this former Council estate, work in the area started in 2007 and has continued to this day. The problems - In spite of the relative young age of the Miles Platting neighborhood and significant capital investment across the area in the 1980's, most council homes in the area needed significant investment to bring them up to a decent modern standard. In addition the neighborhood suffered from other problems: including crime and vandalism, empty and rundown homes, poor fencing and a series of open, left over spaces of poor quality and with little purpose.

Whilst the council has continued to undertake repairs and maintenance of individual homes, it didn't have the necessary resources available to fund the level of intervention required to tackle all of these underlying problems which would be required in order to successfully regenerate the wider area. As a result some parts of the neighborhood, and some property types, had become increasingly unpopular – making it difficult to attract new tenants, and exacerbating the spiral of decline.

This exacerbated the perceptions of some that Miles Platting is not a place where people would willingly choose to live and as a consequence private finance was sought through the PFI process and after a competitive process the Renaissance Consortium were appointed to transform and manage the estate on behalf of the City Council. The aims of this shared vision was to:

- To deliver an environmentally sustainable regeneration of Miles Platting which would not impact adversely on their neighbouring communities?

- To provide a model for regenerating our inner cities and advancing best practice design principles for housing and new community facilities.

- The creation of a strong mixed tenure community offering real choice and a high quality of life for residents from a wide range of social and economic backgrounds. This was one of the drivers as in order to create a truly sustainable community which was economically active, the housing choice had to be significantly improved, both in terms of the typology and tenures available to local people.

- The creation of an attractive environment with a strong identity and robust character, where residents' lives are able to flourish both individually and as part of the wider community.

- To create a built environment that discourages anti-social behavior and within which residents of all ages feel safe. Where residents have the confidence to take ownership of their own community.

- The master plan approved within the outline approval (application number - ref079633/00/2006/N1) sought to deliver:

- The demolition of approximately 300 residential properties, creating a number of development cells right across the neighborhood.

- 1572 new or refurbished rented MCC properties available for rent and managed by the Adactus Group.

- 216 former council properties which had been purchased through the right to buy process would be retained within the master plan.

- Up to 682 new family homes and 357 new flats or apartments would be constructed for outright sale.

In addition other developments were proposed across Miles Platting not least the creation of 180 new homes in three tower blocks which were at that time empty and mothballed.

Initial phases of work were approved via Reserved Matters applications and were subsequently built out. These early phases included the wholesale refurbishment of the retained properties, selective demolition and limited number of new development providing specialist accommodation for older people and a number of larger family homes which were in short supply in the area. This element of re-provision was affordable 'Council' properties to meet a targeted demand.

On completion the Miles Platting neighborhood will have a sustainable community comprising of over 3300 dwellings, a net increase of over 40% in the number of properties currently available and with a mix which delivers greater choice and variety to the community in terms of size, style and tenure. This comprehensive regeneration and the improved mix of dwellings will ensure that the Miles Platting neighborhood does have a sustainable future and with all of the properties being set around a thriving public realm, Miles Platting will become a destination of choice.

A significant number of refurbished, affordable properties remain in Miles Platting and the surrounding neighborhoods of East Manchester and the outline planning consent clearly established that the new development should deliver other forms of tenure, in order that a sustainable, economically active community could be created. To achieve this, the ambition has always been to increase the number of owner occupiers choosing to move into the area.

This application relates to Area 3.1 of the larger Miles Platting PFI project, continuing the holistic regeneration of the wider estate, which initially received Outline Planning approval in 2006, and this application should be seen as an integral part of the wider vision.

In line with the objectives of the outline planning approval, and In order to continue the creation of a diverse, economical active and sustainable neighborhood which delivers a wide range of tenures, all of the new dwellings proposed for Area 3.1 will be for Open Market Sale.

Proposed Site Plan



# Schedule of Accommodation

| House Type          | No. of Units | Area (m <sup>2</sup> ) | Area (ft <sup>2</sup> ) |
|---------------------|--------------|------------------------|-------------------------|
| 3B5P (HT01)         | 11           | 101.6                  | 1094                    |
| 4B6P (HT02)         | 1            | 116.4                  | 1253                    |
| 4B5P (HT03)         | 10           | 124.4                  | 1339                    |
| 4B7P (HT04)         | 2            | 124.4                  | 1339                    |
| Total no. of houses | 24           |                        |                         |

| Flat Type          | No. of Units | Area (m <sup>2</sup> ) | Area (ft <sup>2</sup> ) |
|--------------------|--------------|------------------------|-------------------------|
| 2 Bedroom APT01    | 15           | 70.2                   | 756                     |
| 2 Bedroom APT02    | 4            | 76.4                   | 822                     |
| Total no. of flats | 19           |                        |                         |

|                        |        |
|------------------------|--------|
| TOTAL NO. OF DWELLINGS | 43     |
| DENSITY                | 54 DPH |



4.5 Typologies

The proposals are for residential development which provides for a limited number of new apartments and for larger family housing which is appropriate for this specific site and in keeping with the surrounding neighborhood. The layout offers a choice of housing for local people, by using best practice in urban design with short terraces of larger, taller properties fronting onto key arterial routes which then step down to a series of semi-detached properties within the site reflecting the style of housing which has already been successfully introduced into the Miles Platting area.

Housing typologies are made up of three and bed properties reflecting increasing demand in the area which previously had been dominated by smaller two and three bed properties.

Apartment typologies are for two bed properties specifically designed for young professional sharers working within the city centre, offering a more affordable housing solution for many.

4.6 Appearance

The proposed elevational treatments take cues from the local historical red brick, industrial vernacular including Victoria Mill as well as the more contemporary vernacular developing in Miles Platting. Common features of rhythm, materials, proportions, rich masonry detailing and boundary treatments, etc are all utilised create a coherent development.

It is proposed to use two red traditional colour bricks extensively, reflecting the brick used in the surrounding mills and Cells including 5, 6 and 11.

Where possible, buildings have been positioned to terminate views along streets and across open spaces, helping to create a sense of place.

4.7 Layout

The layout provides active frontage onto each of the principal roads that it addresses, including Oldham Road a principal arterial route leading into the City Centre and Butler Street one of just two main north south links through the estate.

This is a highly visible site where traditional forms of family housing wouldn't be able to form the gateway envisaged for this important site. The overcome this the apartment building has been positioned on and physically wraps around the corner onto Butler Street. This four storey element provides a significant built form at this point which steps down to three and 2 1/2 storey buildings helping to make the transition to the more traditional housing which has been developed across the site in recent years.

The urban grain is also changes across the site, with larger blocks and terraces holding the corner, transforming to semi detached properties on the around the southern areas of the site, allowing plots to follow the curve of Butler Street and Gunsen Street.

The elevations are also characterised by strong gables providing additional height and strength at the corner, dormer windows to help break the roof line of the longer terraces in parallel with contrasting brick accents and detailing reflecting the more contemporary developing vernacular of Miles Platting, creating a rich and varied street-scape and providing visual interest.

Front gardens generally are a minimum of 4m deep and are a mix of hard surface and soft landscaping. Parking is provided to the rear for the dwellings backing onto Oldham Road and northern section of Butler Street where access isn't possible. parking to the side of properties is provided to the semi-detached dwellings. Trees are proposed in front gardens where possible to soften the street scene and existing trees in the verge to Butler Street have been largely retained.



1



Proposed flat block at the corner of Oldham Road and Butler Street



The proposed development will reference its surrounding context in terms of materiality and scale



## 4.8 Scale

Residential buildings around the site range from four down to 2/1/2 storeys in height, reflecting the importance of this site within the neighbourhood plan, helping to create a clear new gateway into the estate from Oldham Road.

Increased height is used at key corners by varying the roof form, providing added interest to the skyline, aiding way finding and helping to turn the corner onto Butler Street.

Cell 3.1 is one of the few sites where new development across Miles Platting is visible to those commuting to and from the city centre and will play an important role in demonstrating the transformational change that the area has undergone and the renewed confidence in the area as a residential neighbourhood of choice.

## 4.9 Access

**Pedestrian Access:** All dwellings have front door pedestrian access from the existing street side, including to the 19 apartments on the corner of Oldham Road. The site benefits from good linkages to the pedestrian and cycle network across Miles Platting as well as to public transport links on Oldham Road.

**Vehicular Access:** Parking has been provided as 100% across the entire development, although a number of plots have sufficient space to park two cars on their drive. It should be noted that there is a separate piece of work being undertaken to introduce a 20mph speed limit across this residential neighborhood, in order that the movement network can be equally enjoyed by both pedestrians and cyclists.

**Inclusive Access:** Area 3.1 of Miles Platting is designed to comply with Approved Documents Part M including the four storey apartment building.



Looking north across the proposed development from Butler Street



View of proposed development from Gunson Street



Elevation 1 - Oldham Road  
1:100



Elevation 2 - Butler Street  
1:100





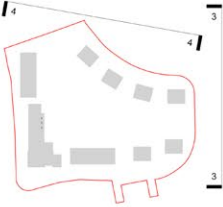
BUTLER STREET      BLOCK D2      GUNSON ST.      BUTLER COURT

Elevation 3 - Butler Street  
1:100



BLOCK D2      BLOCK D3      BLOCK D4      PROPOSED ST.      BLOCK A

Elevation 4 - Gunson Street  
1:100



4.10 Refuse and Recycling

All of the proposed properties have an area of hard-standing in their rear gardens, sufficiently large to accommodate the range of waste and recycling bins required by Manchester City Council. (brown, blue and green for recycling and gray for waste). In addition, facilities for home composting are provided for all households.

Every property has access from the street to the rear of the property allowing residents to present the appropriate bin for collection on the appropriate day and then return it thereafter. This will ensure that no bins are visible to view from public areas. A refuse collection point has been located in the rear access area.

An internal bin store has been provided to the apartment building with internal access for residents and external access allowing bins to be collected by refuse vehicles from Butler Street.

Bin collection areas have been identified for the two terraced blocks which are served by rear parking, ensuring that bis can be collected from the kerbside rather than the refuse vehicle having to enter the site.

Refuse vehicles can collect all bins from the rear access area or kerbside and vehicle tracking has been provided to indicate this.

4.11 Secured by Design

The proposed scheme has been designed in accordance with Secure By Design Guidance.

High quality design plays an important role in creating safe and secure places. Places that are well designed, based on best practice guidance can assist in deterring crime and anti-social behavior. Secured By Design lists six core principles that should be adopted when developing design proposals.

These are:

- Integrated approach
- Environmental Quality and Sense of Ownership

- Natural Surveillance

- Access and Footpath

- Open Space Provision and Management, and

- Lighting

In addition to this the SBD New Homes 2016 guidance focuses on community safety and security requirements for new housing. Proposals will seek to adopt the seven attributes of sustainable communities.

4.11.1 Access and Movement

The vehicular and pedestrian routes are visually open and direct. The routes for pedestrians, cyclists and vehicles are not segregated and are naturally overlooked by the dwellings, which have been designed to provide an active street frontage.

The two rear parking courts are well surveilled by the properties that overlook these spaces.

4.11.2 Landscape

Boundary treatments and planting have been designed not to impede natural surveillance. The public realm has been well designed and attractive to meet the needs of all users.

4.11.3 Ownership

The use of perimeter blocks and clear boundaries to front and side gardens aids definition of public and private spaces. The public realm incorporates changes in surface colours and materials and these together with the use of physical and psychological barriers will assist in creating a sense of community and ownership.

4.11.4 Physical Protection

Front boundaries define the public/private space to the dwellings and are kept low to avoid obstructing visibility. Side and rear boundaries of properties are robust and 2.1 / 1.8metres high. Where rear access to the dwellings are required (to allow residents access to bins etc.) are gated and serve a limited number of properties. Car parking provided between plots are secured by two outward swing gates and a single pedestrian in-swing gate offering access to gardens should additional cars be parked on driveways

4.11.5 Lighting

Appropriate lighting shall ensure that all public areas will be adequately lit whilst ensuring that light spillage will be kept to a minimum. The street lighting is generally in adoptable areas and will be designed by Manchester City Council.

4.11.7 Surveillance

A strong frontage shall be adopted with active ground floors to increase natural surveillance of the public realm. All dwellings front onto and have access from the street.

4.12 Landscape Strategy

The new development consists of 43 dwellings with tarmacadam driveways and footpaths leading from the front and rear highways.

The soft landscape proposals consist of properties having grass lawns and trees to front and sides. Native species are used across the site to help ensure biodiversity.

Tree planting will be provided within front gardens and side gardens of selected properties to assist in filtering views of properties and creating varying degrees of privacy for the residents and neighboring residential areas.

Tree species will be chosen with compact crowns, upright characteristics and seasonal variation, from leaf colour and blossoming through to berrying and fruiting. There is no tree planting proposed within easement areas.

In summary the planting proposals aim to create and define private and semi-private spaces within the development, with a variety of soft planting areas containing species with seasonal highlights, ranging from native and wildlife friendly specimen trees with evergreen and deciduous varieties of shrubs which will flower and set berries.

Existing trees have been retained where possible (generally set within verges) and these serve to soften the built form, especially at the northern end of Butler Street.

The planting of new trees across the site will be planted in private front and rear gardens as well as parking courts and protected from removal by residents by deeds.

## Section 05. Conclusions

## Conclusions

**This Design and Access Statement represents a comprehensive approach to support the proposals for Miles Platting Area 3.1**

This Design and Access Statement represents a comprehensive approach to support the proposals for Cell 3.1 in Miles Platting.

The final proposed scheme delivers the following outcomes;

Proposals based on best practice design principles to ensure an environmentally sensitive and high quality built environment.

Continuing the rejuvenating of the Miles Platting neighbourhood which has long awaited re-development.

Delivering a range of much needed family houses, providing a home for life.

A range of open market sale house types to provide an appropriate mix and tenure as part of the wider master-plan and the transformation of Miles Platting into a vibrant sustainable community.

New dwellings which respect the scale and massing of the existing houses., but also the importance of this site which serves as a gateway into Miles Platting from Oldham Road.

An architectural response which links the old and new vernaculars around the site, whilst creating its own character and which specifically relates to Manchester's unique history.

Maximising passive surveillance from the dwellings over both the streets which edge it, as well as the rear parking courts.

Dwellings, parking areas and landscape which are well related to each other and provide a safe and attractive environment.

A development which brings back a site back into positive, sustainable use, which has been left empty for many years.

