Design & Access Statement

Former Apollo Pub, Miles Platting

June 2025



Jigsaw

DK-Architects

EDEN

NEO PROJECTS

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Introduction

This Design and Access Statement has been produced by DK-Architects in support of the planning application submitted for a 32No 100% social rental apartments in Miles Platting, Manchester.

The intention of this scheme is to provide new carefully designed, high-quality, apartments on behalf of Jigsaw Homes. Facilities of this nature are under prescribed in this area and so additional provision is sorely needed.

The site is situated in Miles Platting, a district 1.4 miles North East of Manchester City Centre. The land is located on the site of the former Apollo public house junction between Varley Street and Farnborough Road.

The design proposal is intended to meet all policy guidance and will serve as an architectural asset to the area, creating a high-quality, sustainable development. The proposal is intended to appear domestic in nature and to be of a scale sympathetic to the area, building on the character of the transformation of the wider area. Being sited on an area of key frontage, it is important that any design proposal meets the high quality design aspirations set out by the local authority and contributes to the neighbouring area.

Vision for Miles Platting

Jigsaw Homes North have provided housing and neighbourhood management services to the residents of Miles Platting since 2007. In collaboration with Manchester City Council, Jigsaw Homes North are working towards a regeneration project for the wider Miles Platting area with the replacement of the Apollo Pub being the first step towards a new masterplan and providing more affordable housing in Miles Platting.

Engagement with the local community will be commencing summer 2025.

Design Team

Client: Jigsaw Homes

Ecologists: Amenity Tree

Architect: DK-Architects

Structural Engineer: Sutcliffe

Planning Consultant: Eden

M&E Consultant: Steven A Hunt & Associates

Employers Agent: Neo Projects

Acoustician: e3P



Site Location and Context

Location

The site is located in Miles Platting, North East Manchester. The site is vacant and is the former site of The Apollo public house.

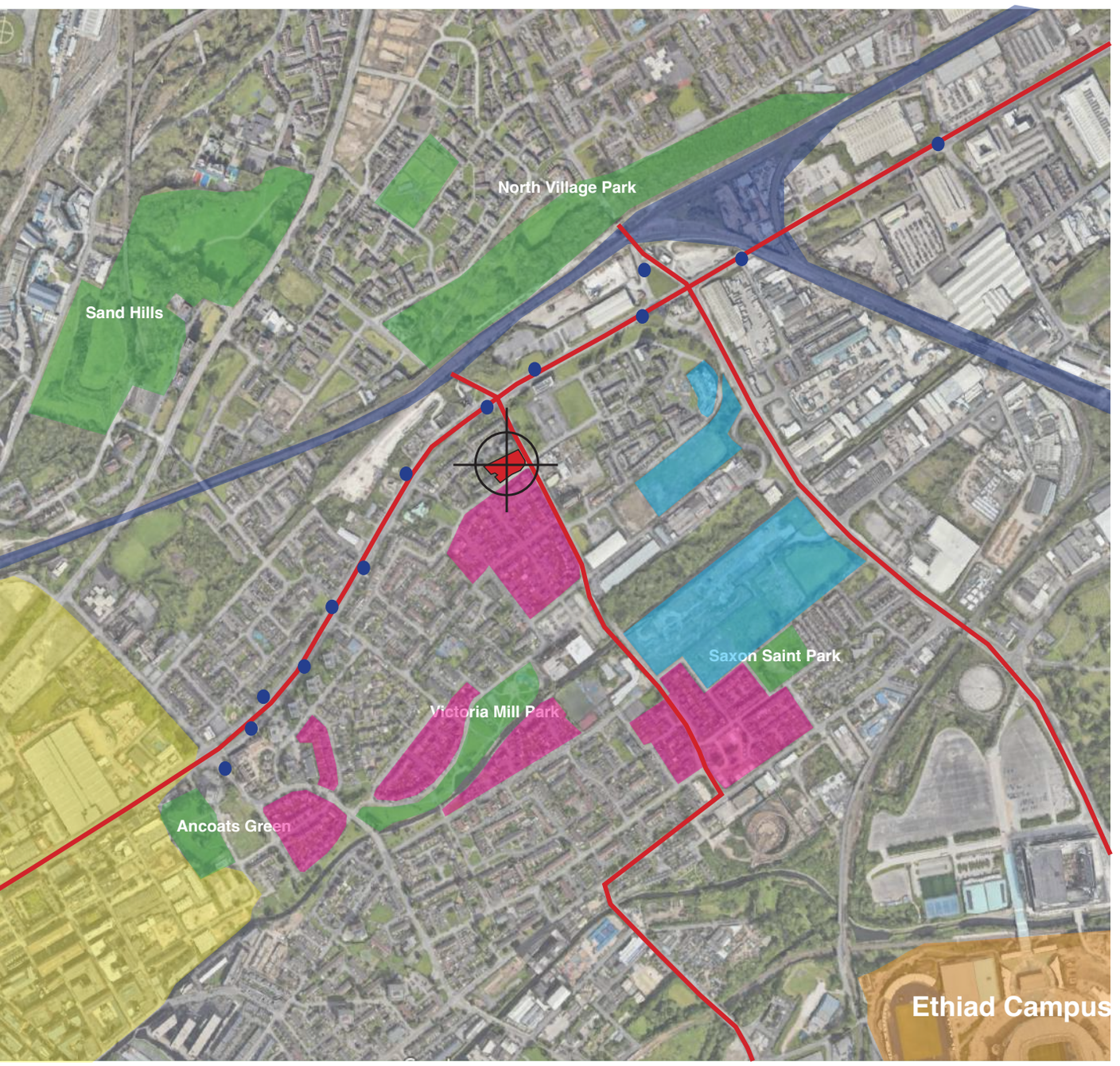
Miles Platting is a very well connected district of Manchester and its only a short walk (1.2miles) from Ancoats and the Northern quarter within the city centre. There are frequent bus services running along Oldham Road and Hulme Hall Lane and within walking distance of Monsall Metro link station that connects to Manchester Victoria. The site is also in close proximity to the Ethiad Campus (1.4miles) and amenities within Ancoats (1.4miles).

There are several parks and areas of green space within the area, highlighted in green on the adjacent page. Within walking distance there is the Rochdale canal (to the south) with Victoria Mill park and public open spaces and the North Village park, located beyond the railway line.

Key:

- Local bus stops
- Train lines
- Areas of green space
- Lovell PFI Development Sites
- Approved Development Sites
- Ethiad Campus- Local Land Mark
- Manchester City Centre
- Arterial road




North Village Park
Sand Hills
Saxon Saint Park
Victoria Mill Park
Ancoats Green
Ethiad Campus

Local Context

The surrounding area is primarily residential albeit with a diverse mix of use types typical of a peripheral city centre location including social housing, apartments, healthcare facilities, light industrial units, bungalows and semi-detached houses and local shops, located along Oldham Road which runs North to South West in the area.

There is diversity of scale and quality of surrounding built form and a varied palette of red, brown and pebble dash buildings within the immediate street scene.

There are notable pieces of historical architecture around the wider area which are significantly larger in scale such as the Banqueting Hall (Image 4) located on Varley Street and Victoria Mill (Image 1 - located on Rochdale canal). Both buildings are located on busy thoroughfares and are brick built with detailing and interest throughout the elevation treatment.

South of the site is an area of more modern housing at largely 3 storey, which were constructed as part of the wider redevelopment by Lovell Homes.

The housing adjacent to the development site consists of rows of terrace housing with a solid perimeter of inward facing housing. This results in no visual permeability with one access point via a footpath connecting Farnborough Road to Droitwich Road. These houses currently have party provisions within their garden spaces.



1
Victorian Mill



2
Lovell Housing



3
Jigsaw Offices





4
Banqueting Hall



5
Tower (Varley Street)



6
Thornden Road

Factory/ Warehouse Typologies

Within Manchester's local grain there are multiple examples of warehouse conversions. Each example is predominately red brick and generally has an increased massing and brick detailing, providing animation to both conditions of the street scape.

The design proposal for this site, whilst a standalone site, is a key part of a wider vision for Miles Platting which Jigsaw are evolving (the wider plan is at a very early stage of consideration, aiming to garner public input through the course of the early summer 2025 to help shape the development of the vision and the plans). This vision will build upon the work undertaken by Lovell to date with the aim of creating a sense of place and distinctiveness for Miles Platting. The vision is founded on tying the development into a sense of understanding of the history of the site (prior to the Radburn style redevelopment of the area), and borrows from the warehouse aesthetic still evident in Ancoats – creating a direct link in feel and character between the relatively close areas of fabric in Manchester.

Adjacent are examples of high quality brick former warehouses within the local area which provide brick detailing, deep reveals and well proportioned fenestrations that can be translated into contemporary design response.

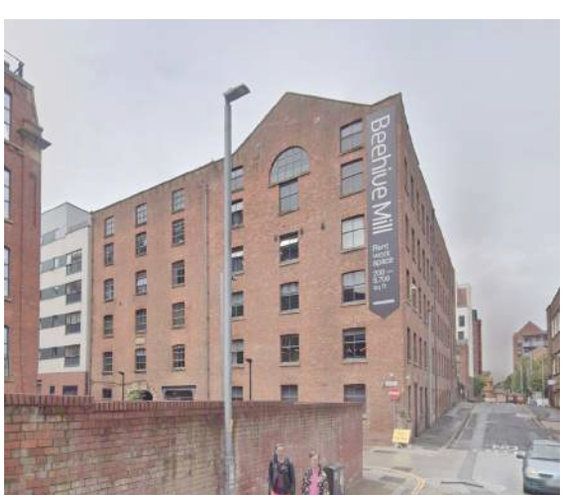
The application site offers a similar opportunity at the junction of Varley Street and Farnborough Road. This corner presents an opportunity to increase the massing and scale to provide an architectural response that will help create an identity within the wider area particularly as part of a wider vision.

Renovated Warehouse Properties

Application Site



1. Radium Street



2. Jersey Street





3. George Leigh Street



4. Silk Street

Opportunities & Constraints

An assessment of the site's key constraints and opportunities has been undertaken to inform our vision and design concept, as follows:

Constraints:

Highway Access
The site is currently vacant with Thornden Road providing access leading to a paved court.
Varley Street is a relatively busy road and the corner junction location of the site doesn't present the opportunity for a vehicle access from Varley Street. The western most point of the site along Farnborough Road provides the maximum distance between the junction and a proposed vehicle entrance.

Existing Building Line
There is no clear and consistent building line on both Varley Street and Farnborough Road but consideration must be made to be sympathetic to the surrounding context. The corner site offers the chance to create a feature building. This provides latitude in the adherence to the current building lines to create emphasis.

Views
With opportunities for key corners/ nodal points, the views from several key positions must be considered. This consideration may affect the geometry of the final proposal.

Frontages
There are two key frontages to the site: Varley Street and Farnborough Road.
All elevations will be designed to have natural surveillance onto open spaces.

Massing
Massing onto the corner junction must provide detail and interest and reduce to 2/3 storey in order to better relate to the existing massing and housing along Farnborough Road. The proposed massing provides and intermediary step between the high-rise apartment tower and smaller scale low-rise housing.

Security
Clear segregation of public and private space is important, hence it is important, hence clear demarcation of the public/ private space and clear points of access are implemented.

Substation Legal Easement
There is a historic easement to the front of the substation. An access to the substation is required to satisfy Electricity North West which imposes on the highway design running through the site.

Electrical Easement
A 3 meter easement is currently located through the site. This will inform the building location and landscaping design

Key:

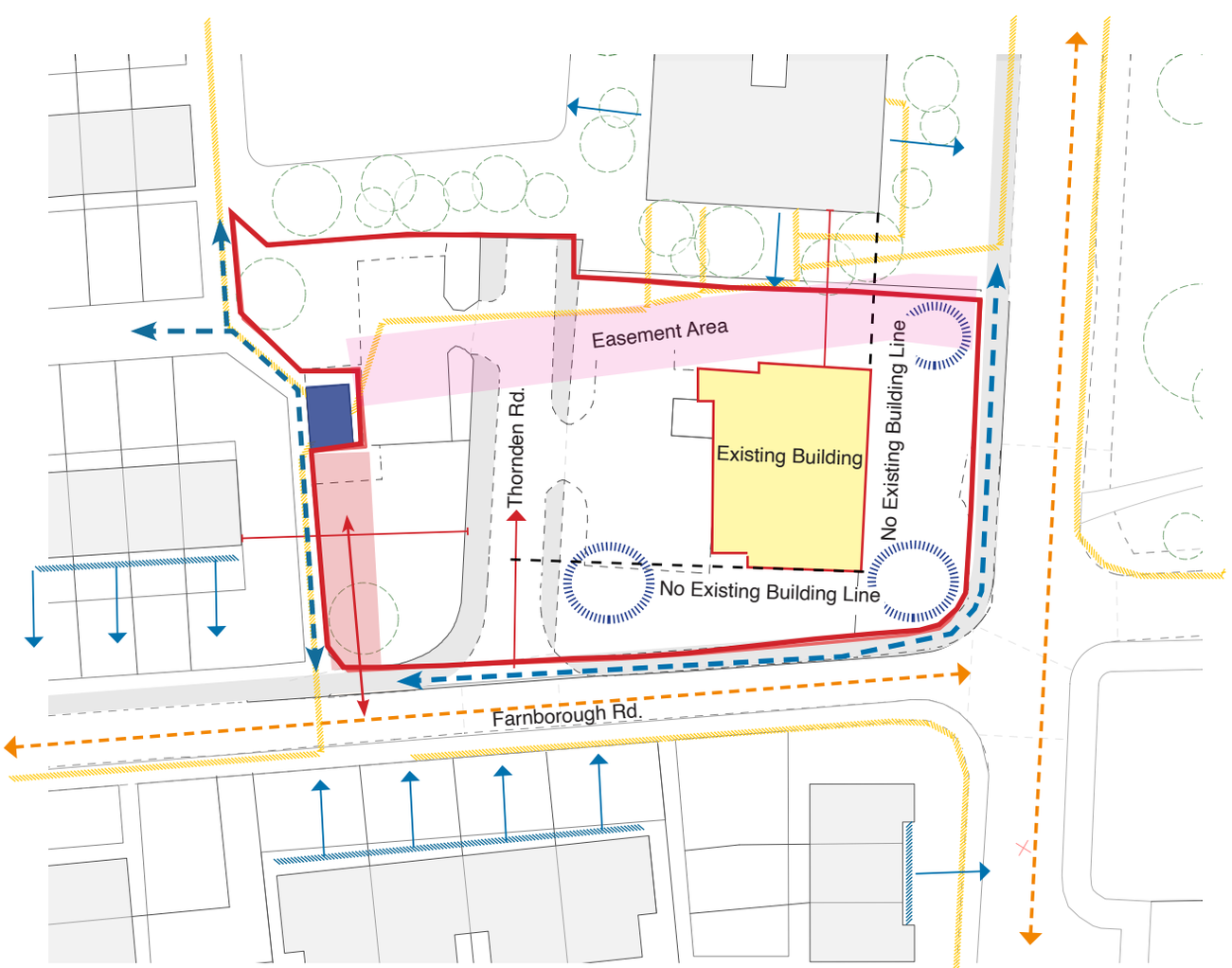
- Main Highway Routes
- Pedestrian Routes
- Frontages Views
- Frontages
- Electrical services
- Easement Area
- Access to Substation
- Substation

Opportunities

Building on a vacant site. The proposal will be a high quality design that creates a positive impact on the street scene and improve the clarity of public and private spaces developing a derelict site which currently provides an opportunity for anti-social behavior.
Providing much needed social housing within the residential area.

Conclusions

From this analysis it is clear that development would benefit the local community and the wider area by providing a clear and sustainable use for this site which is increasingly subject to ASB. All constraints can be accommodated within the scheme design.



Initial Design

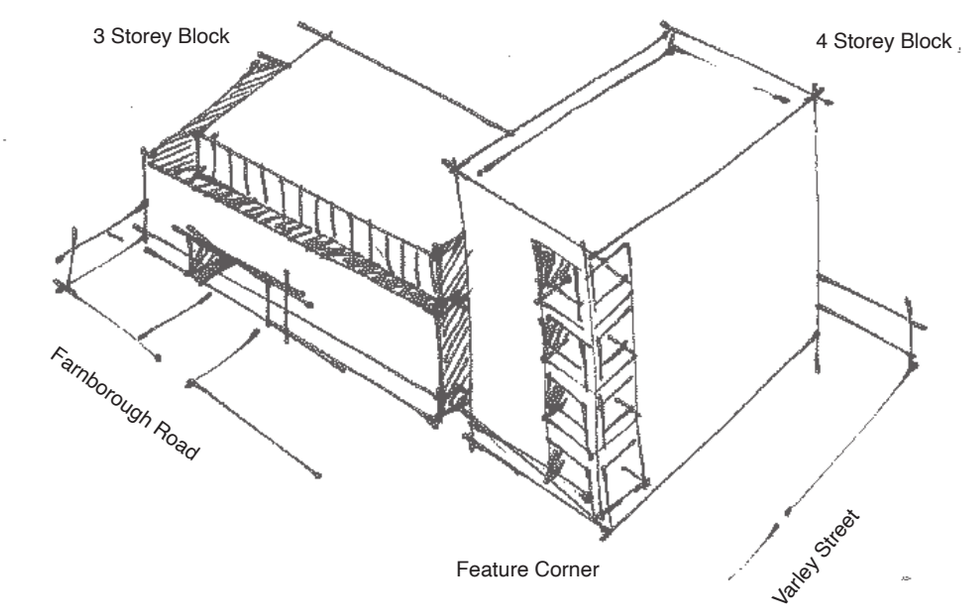
The initial design response was to provide two strong frontages onto Varley Street and Farnborough Road with an access point from Farnborough Road leading to a central stair and lift core for the building.

The design response on to Varley Street includes 4 storey gables fronting onto the road with a 3 storey flat roof proposed for Farnborough Road. The geometry of the building has been considered to relate to both Varley Street and Farnborough Road with strong parallel frontage. A single storey feature ties these two geometries together to create a continuous building form, and the use of two distinct storey heights and forms to each element adds visual interest and a sense of priority to the corner position – with the scale increased at the nodal point in both storey height and form (the gables add further height and scale).

By splitting the building into two masses, the building can address the different street conditions and provide a 'secure line' boundary to the street through subtle architectural means. It also creates an enclosed amenity space to the rear of the built form which would be shared communally between residents. The gardens are both north and south facing and secure with robust boundary treatments separating it from the public.

A enclosed green frontage has been proposed, softening the architecture and providing further areas of amenity and improving biodiversity within the development. There will be natural surveillance from the apartments looking over the space to help discourage future ASB.

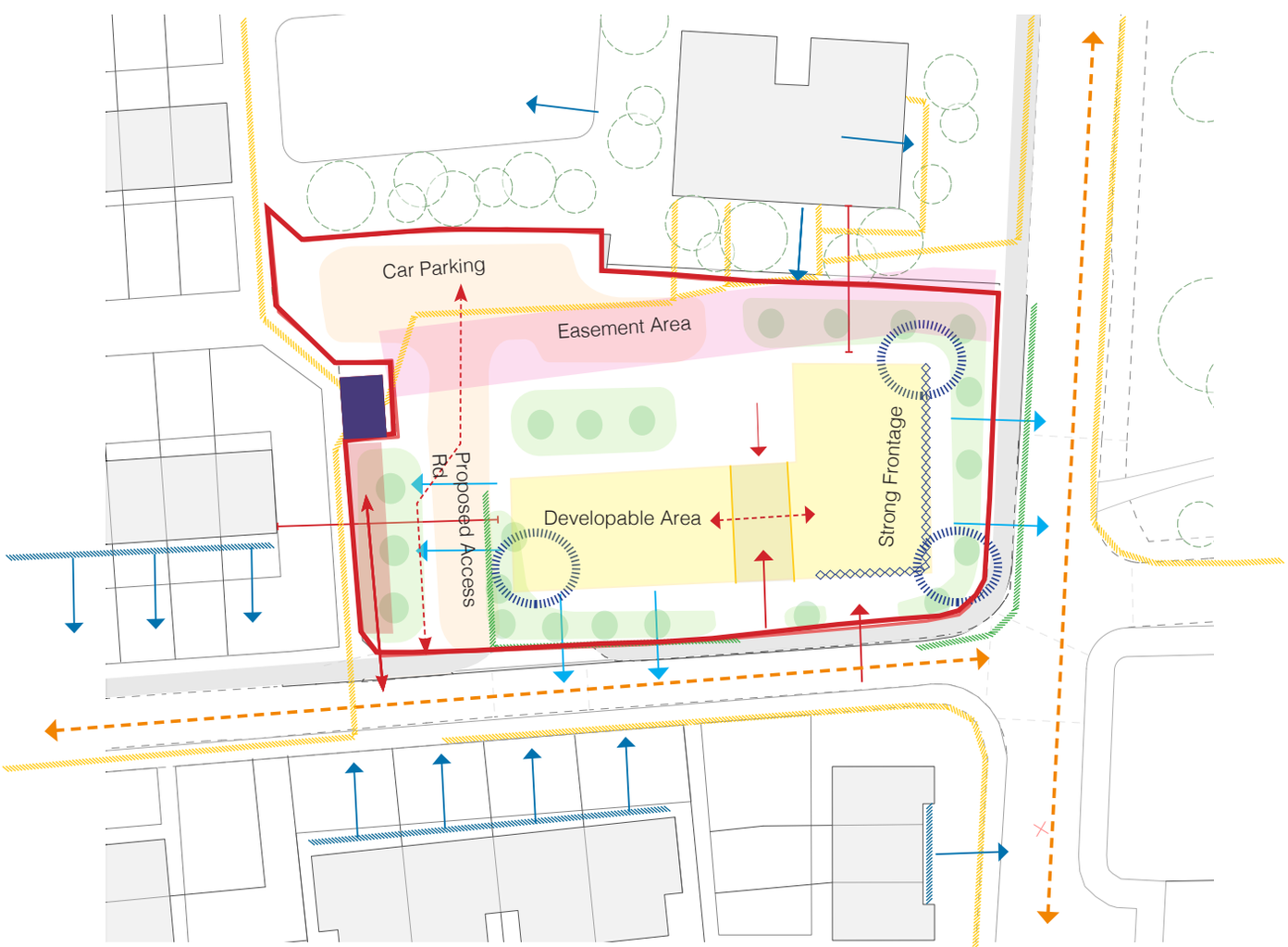
The proposed vehicle entrance is located at the furthest distance from junction of Varley Street and Farnborough Road, providing adequate vision splays for pedestrians and vehicles. This position also allows clear access for Electricity North West to access the existing substation and satisfy the historic easement. The car park will be a secure and managed area which will contain bike stores.



Initial Sketch option for the replacement of the Apollo Pub

Key:

- Main Highway Routes
- Pedestrian Routes
- Frontages Views
- Frontages
- Electrical services
- Easement Area
- Access to Substation
- Substation
- Proposed Building
- Green spaces
- Nodal Points
- Entry Point



Planning Policy

Within the table below is the relevant planning policy that applies to this application, collated by Eden Planning consultants. For further information please refer to the planning statement provided by Eden Planning.

Policy	Summary
Saved Policies of the Unitary Development Plan (UDP) (1995)	
DC7.1 New Housing Development	New housing should be accessible at ground floor level to disabled people including those in wheelchairs. All new developments will be expected to be designed to be safe areas within which children can play.
Manchester City Council Core Strategy 2012-2027 (adopted July 2012)	
CC 9 Design and Heritage	Requires high-quality design in the City Centre that enhances character and identity. Design of new buildings should be of the highest standard in terms of appearance and function.
EN 1 Design and Principles and Strategic Character Areas	Promotes high-quality, inclusive, and sustainable design. Opportunities for good design to enhance the overall image of the City should be fully realised. Central Arc Character Area – opportunities exist for development on a large scale using innovative design solutions.
DM 1 Development Management	Sets out criteria for assessing design, accessibility, safety, and impact. All development should have regard to appropriate siting, layout, scale, form, massing, materials and detail. Impact on surrounding areas in terms of design, scale and appearance should be considered.
Places for Everyone Joint Development Plan (adopted March 2024)	
JP-H3 Type, Size and Design of New Housing	Promotes a balanced mix of housing types and sizes to meet population needs.
JP-P1 Sustainable Places	Requires new development to be environmentally resilient, resource-efficient, and climate adaptative.
Material Considerations	
Guide to Development in Manchester Supplementary Planning Document 2007	A design focused SPD that sets out principles for high-quality, sustainable development across the city.
Providing for Housing Supplementary Planning Document 2008	A Supplementary Planning Document that expands on the Core Strategy housing policies.
Planning Practice Guidance (PPG) (2025)	Refers to the 10 characteristics of Good Design within the National Design Guide.
The National Planning Policy Framework (The Framework) (2024)	Chapter 12 Achieving well-designed places states decisions should ensure that developments function well and add to overall quality of the area over the lifetime of the development, are visually attractive areas a result of good architecture, are sympathetic to local character and history and establish or maintain a strong sense of place.

Engagement - Pre-Application

Formal pre-application discussions have been undertaken with Planning, Strategic Housing & Partnerships, and Development officers at Manchester City Council. Separate informal discussions have been undertaken with all three departments.

On the 6th December 2024 informal discussions were held between DK Architects and Planning Officers at Manchester City Council. Feedback included:

• Massing on Farnborough Road needs to be sensitive to local context;
• More natural surveillance required for bin and bike stores;
• Green or Blue roof would be welcomed;
• Brick choice should not be too light and more akin to traditional Manchester red;
• Brick detailing should be provided, especially to feature corners onto Varley Street;
• Visibility splays must be considered; and
• Confirmation that amount of amenity space was acceptable.

A meeting was held on 4th March 2025 to discuss the proposals amongst all three departments. A summary of that meeting is below:

• No issues raised in relation to the proposed layout;
• Conflict with MCC policy which requires 1/3 1 bed and 2/3 2 bed accommodation. Justification should be provided using local demand data;
• Provision of M4 (2) and M4 (3) units welcomed;
• Social rented tenure requested;
• Parking ratios indicated as 50% for apartments and 100% for houses. Any shortfall should be justified through anticipated car ownership;
• Seek to avoid displacement of current on-street parking;
• Cycle stores need to be covered and lockable;
• Confirmation of bins and servicing arrangements;
• Materials suggested as red brick colouring to mirror character of surrounding area with slim edge grey tiles;
• Suggestion to include close boarded fencing at landscaped section to north to create private amenity space between site and tower block;
• Landscaped area in corner appears as an ‘island’ and needs to form part of development so ownership is cleared;
• Review whether gated access can be moved to facilitate Electricity North West access;
• All plant should be illustrated on the roof, as well as solar PV panels;
• Air source heat pumps should be located internal to the building;
• Confirmation of EPC B rating;
• Glint & Glare assessment may be required depending on amount of Solar PV due to flight paths from Manchester & Heathrow airports;
• Separation distances required are 10m either side, otherwise windows not supported;
• Explore whether car parking spaces could be made permeable to assist in surface water drainage;
• External lighting scheme required.

A further meeting was held on 24th April with Councilor White to discuss the proposals. In that meeting it was agreed that:
• The proposed housing mix was acceptable at 60% 2 beds and 40% 1 beds;
• The development would introduce a high-quality design to Varley Street and Miles Platting.

Additional informal pre-application conversations have been undertaken verbally with Planning Officers throughout the preparation of the application, in which it has also been confirmed that:

• Oriel windows are an acceptable solution to prevent any overlooking to the adjacent residential tower;
• A note from Electricity North West (ENW) should be provided to confirm they are happy with the proposed access arrangement to the electricity substation;
• A management system is requited for bin collection and retrieval as waste collection is now done via Biffa rather than MCC;
• Parking spaces will be made permeable;
• A detailed Construction Environmental Management Plan (CEMP) can be secured via an appropriately worded condition;
• There is no standard threshold for Glint & Glare assessments in relation to Solar Photo Voltaic panels.

Further information can be found in Eden Planning consultants planning statement. A breakdown of design changes throughout the engagement process can be found on pages 18/19

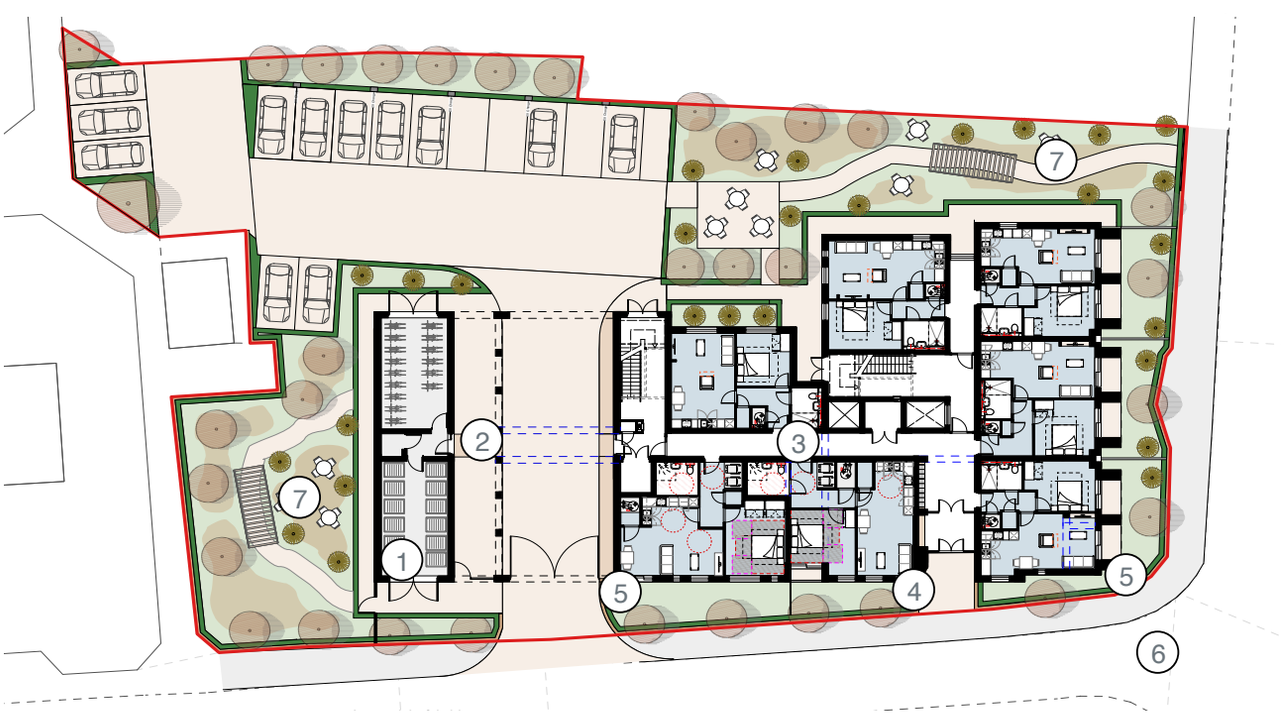
Pre-Application Responses

A collaborative and proactive approach has been taken to the preparation of the application which has involved multiple discussions with Officers at Manchester City Council. Contact was initially made with the Planning Officer at the end of October ahead of plans being prepared so that comments could be incorporated into the proposed design.

December 2024

During the first conversation in December 2024 we were given information advice on the source of concerns as follows below:

1. Massing on Farnborough needs to sensitive to the local context
2. More natural surveillance for bin and bike store
3. Green or Blue roof would be welcomed
4. Brick choice should not be too light – More akin to traditional Manchester red
5. Brick detailing – especially to feature corners onto Varley Street
6. Visibility splays must be considered
7. Happy with the amount of amenity space



Proposed Undercroft Access

March 2025

A further pre-application meeting took place in March 2025 with planners and key stakeholders. The scheme was much more developed and all previous comments had been addressed with minor comments being received.

1. Better quality fence onto amenity area between tower block and proposal
2. Amenity space onto access road needs to be within private curtilage – suggestion of moving the road towards public right of way and bring amenity space closer to the proposal.
3. Materials palette was accepted
4. Concerns on overlooking on elevation facing tower block
5. External lighting scheme required

The comments received from Manchester Council have been taken into account and directly reflected in the proposed design.



Proposed Amenity Space away from scheme

Proposed Design: Site Plan

The scheme has been designed to provide increased massing and interest to mark the junction of Varley Street and Farnborough Road at the East corner of the site. This provides a focal point within the street scape and gives the scheme identity. The design employs increased height through the roof scape and feature gables, with varied architectural detailing accentuating the increased height. The layout has remained consistent with the pre-application discussions with Manchester Council, utilising two masses with an apparent single storey break on Farnborough Road. The building line has been informed by the existing and historical electrical easements from Varley Street and Farnborough Road to the existing substation, which has been an important consideration on the landscape and boundary design. Highways and access comments have been addressed within the developed design.

Through careful consideration of the layout, active frontages have been introduced throughout, providing animation and natural surveillance to all elevations. A number of considerations have influenced the site layout, including:

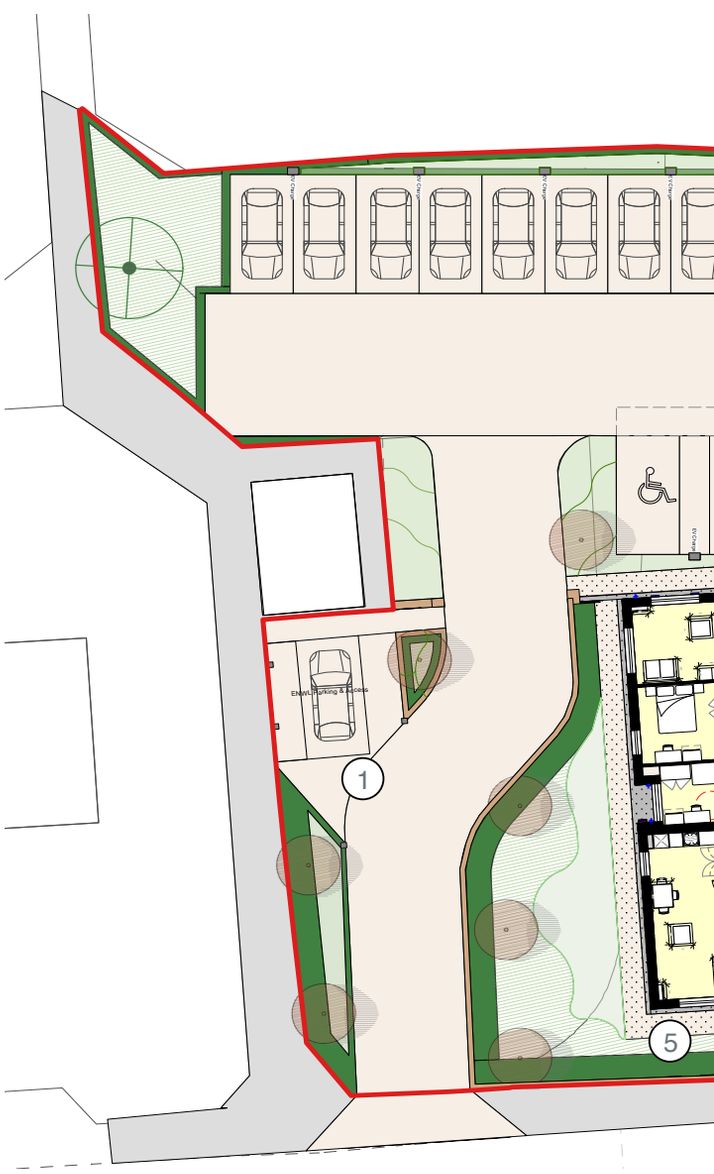
- Key views – entrance to site/vista/key corners
- Street scape design
- Natural surveillance
- Visual activity
- Residential amenity
- Overlooking distances
- Security
- Management, including refuse strategy

The layout responds to the character of the area, and aspires to create a sense of distinction to the wider and immediate Varley street context, with feature gables and corners controlled by the careful space planning of the units and associated landscaping. A green frontage has been included to both Varley Street and Farnborough Road to provide a buffer between the street and the built form.

Please refer to drawing 1349-AP-111D-Ground Floor Plan

The secure parking area has remained located to the western edge of the site providing adequate parking and a secure boundary line to the enclosed communal garden. This area also provides a bike store and will be softened by low maintenance shrubs and planting.

The bin store is located within the single storey ‘break’ of the building and will be accessed from Farnborough Road



Accommodation Schedule

Accommodation Schedule

13no 1b2p apartments - 40%

19no. 2b3p apartments - 60%

32no. apartments total

16no. car parking spaces

2no M(4)3 apartments

Comments

1. Access to Substation
2. M(4)3 provision (M(4)2 elsewhere
3. Recessed RWP
4. Boundary Treatments - Railing with hedge located along site perimeter onto street frontages
5. More articulation on corner elevation



Proposed Design

Architecturally, this development seeks to create a unique sense of place that acknowledges and relates to its setting. The key design driver for the appearance of the scheme is to provide a strong design that accents the corner junction with a high quality aesthetic throughout. The language is contemporary whilst using traditional forms in keeping with the surrounding residential buildings.

Key Principles are:

- To respond sensitively to the existing context in an appropriate and contemporary fashion
- To provide active frontages and street activity
- To utilise a restrained palette of high quality, hard wearing and appropriate materials, which will age gracefully and feel appropriate to the wider context
- Provide a safe and secure access and a secure rear communal garden
- To provide flexibility through a wide range of apartment types to cater for a wide range of needs including M(4)2 / 3 accessible units.

Scale

The proposal features 4 storey gable massing fronting onto the corners of Varley Street and Farnborough Road with this masonry reducing following the break to 3 storey element to be more sensitive to the existing context along Farnborough Road,

Single storey balconies onto Varley Street have been used to anchor the scheme and provide animation and interest within the street scape and relate to the surrounding site.

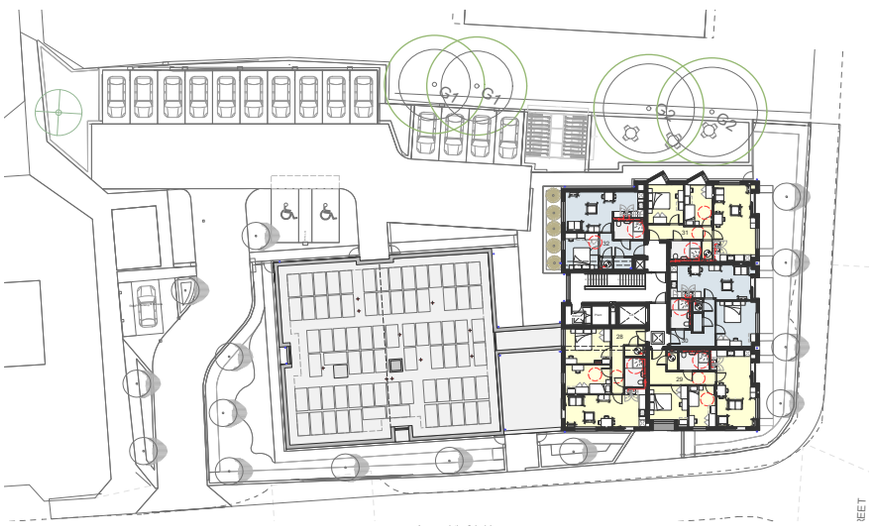
Amount

The proposed development is for 32 residential units consisting of 19no 2beds 3 persons and 13no 1B 2 persons with associated landscaping and staff car parking.

5% of the accommodation provided will be M4(3) compliant which equates to 2no M4(3) apartments with all other units M4(2) compliant. The tenure has been considered and calculated based on the needs of the area and local community. The development has a North and South facing, secure communal garden spaces which have been designed by a landscape architect.



Ground Floor Plan



Second Floor Plan



Second Floor Plan



First Floor Plan

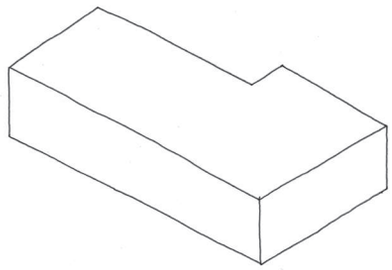
Design Development

The massing of the scheme was a key aspect within the pre-application discussion. An emphasis to the scale of the built form at the junction between Varley Street and Farnborough Road was required.

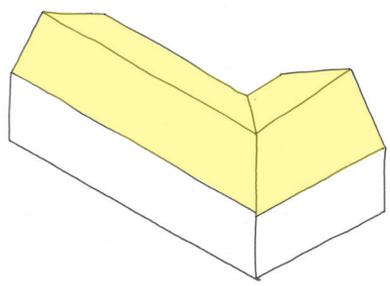
In order to provide the sense of scale and interest at this corner, the design approach included the increase in the length of the building, carefully considered details to emphasise the verticality and the introduction of a plinth condition, consisting of projecting ribbed brick lines anchoring the scheme.



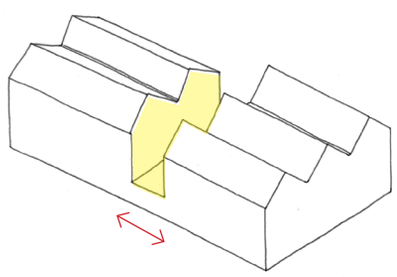
1. Proposed massing of building at corner of site



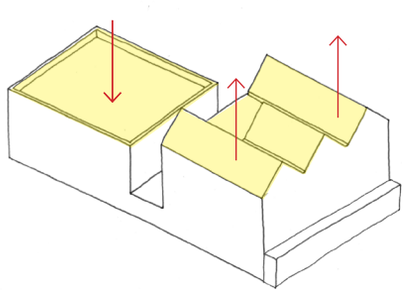
2. Proposed Massing of Building with feature corner and gabled roofs



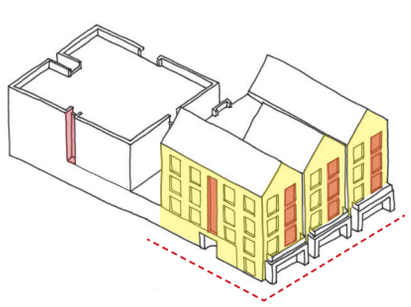
3. Introduce breaks to emphasise the corner condition and introduce gable parapets to increase the height and relate to the surrounding context.



4. Increase the scale between the corner and the two 'wings' and introducing a flat roof to the 3 storey element. Introduce continuity of the massing at Ground Floor level anchoring the building adding visual interest to the key corner.



5. Provide architectural detail to the corner elevation and along Farnborough Road which will visually emphasise verticality onto Varley Street



6. Final outcome responding to the context by the use of scale and geometry captured along Varley Street and Farnborough Road



Elevations

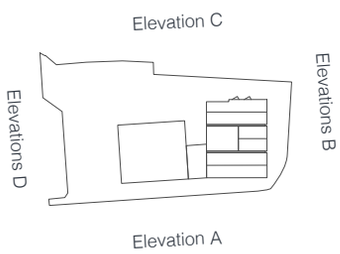
One of the requirements through pre-application was to provide “Articulation to the elevations, i.e. deep-set reveals, headers and cills to add interest”. After several iterations exploring the massing of the feature corner, a contemporary take on a traditional trio of gable forms was employed.

Below is a summary of the key design moves that we have achieved this through incorporating the following:

- Providing concealed gutters that are recessed into the fabric
- Windows have been considered to provide a domestic appearance whilst providing adequate ventilation and outlook for residents in accordance with approved document L and O at construction stage
- Head and sill details in reconstituted stone elongate the windows and add scale to the elevation
- Brick ribbing has been used across the scheme at ground level and on the 3 storey elements, giving the design proposal one holistic architectural language and improving the texture of the building
- Brick detailing to the gable forms fronting onto Varley Street providing interest and scale to the feature corner

1. Main facing brick - Red multi brickwork with coloured mortar
2. Art Stone / reconstituted stone head
3. Plinth Brick - Contrasting brick with colour mortar
4. Composite alu/wood double glazed windows - Bronze
   [All openable ground floor windows/doors to be PAS 24]
5. Feature Horizontal brickwork banding to project 20mm at 75mm intervals
6. Aluminium box gutter and Rainwater goods to be black
7. Aluminium Coping to parapet to be RAL 9011
8. PPC mild steel Flat bar balaustrading - Bronze to match windows
9. Soffit to be black pre-finished board [Equitone linea or similar] Bronze
   with colour matched fixings
10. Roof Tiles to be Cedral Birkdale Fibre Cement roof tiles
    with Cedral aluminium continuous dry verge trim
11. Projecting Brick Detailing around entrances
12. Perferated bin store steel door - In Bronze





Proposed Elevation B - Varley Street



Proposed Elevation D



Proposed Elevation A - Farnborough Road

Brick Detailing

Following pre-application advice from Manchester Planning Authority, we have been asked to provide brick detail and modelling to the architecture to create interest and to echo the detail on historic buildings within the wider area. The most distinguished brick detailing is the 'ribbed' feature Horizontal brickwork banding that projects 20mm at 75mm intervals. This banding will anchor the building and create a plinth at ground floor which extends up to the second floor along Farnborough Road and onto the new access road. The areas of this banding are highlighted in red on the adjacent elevations.

There are other instances of brick detailing across the scheme, typically within recessed areas which provide articulation and interest.







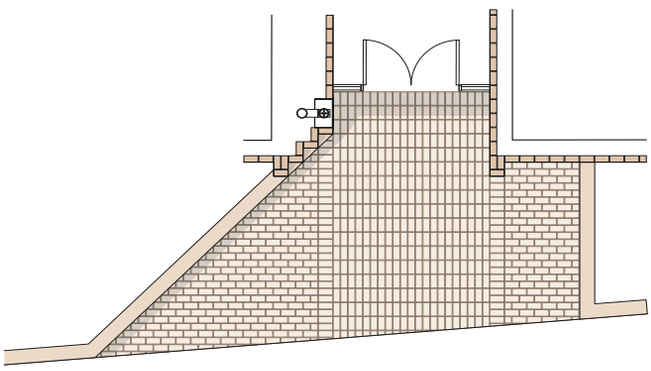


CGI looking to the new vehicle entrance off Farnborough Road

Entrance Area

Following on from the extensive amount of brick detailing within the elevation treatments. The Primary entrance to the scheme is located on Farnborough Road in order to retain the strong geometry along Varley Street.

Farnborough Road can be seen as the secondary elevation and in order to highlight the main entrance, projecting brick detailing has been used to create a frame. Brick corbelling and brick paver's have been used to create a high quality design solution which will provide a timeless and robust entrance area that compliments the ribbed brick banding along the ground floor areas.



Brick paver floor finish design



Elevation of Entrance Area



CGI along Farnborough Road showing proposed entrance *(street sign name indicative only)*

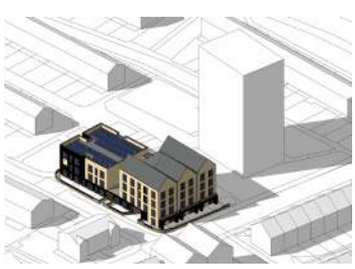
Overshadowing

The design proposal has negligible impact on surrounding properties. Most residential properties are a significant distance away from the proposed built form, with the exception of the high-rise tower which is located adjacent to the North boundary of the application site and the newer housing which is located due South of the development site across Farnborough Road. Of these, only the high rise located north of the site is a consideration as the housing South of the application site is unaffected by the proposal. The Tower is not impacted by any overshading due to the proposed development other than in the early spring and winter conditions, when the very low angle of the sun means that all buildings are impacted by all other buildings. Even during these extreme sunlight angle conditions the impact is negligible with a few hours of very minor shading to the very base of the tower imposed by the over shadowing.

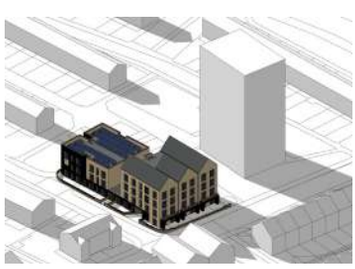
21st March 10AM



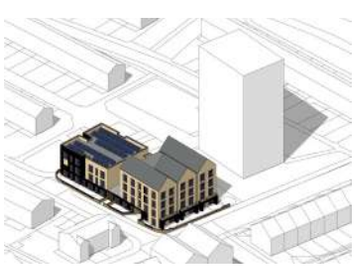
21st March 12PM



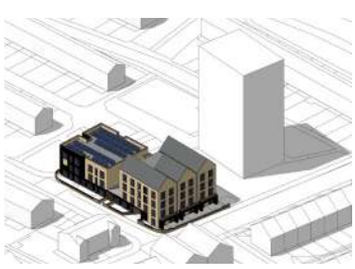
21st March 3PM



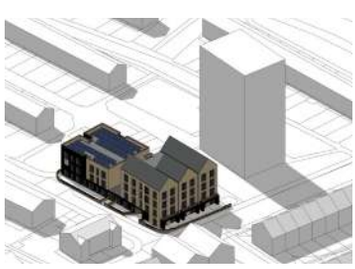
21st June 10AM



21st June 12PM



21st June 3PM



22nd September 10AM



22nd September 12PM



22nd September 3PM



Highways

The parking strategy has been developed through the design process, working closely with structural engineers. We have adopted the principle of having parking provided at the side of the development and introducing landscaping to both demarcate and soften the visual impact vehicles will have on the street.

Visitor cycle spaces have been included to the main entrance of the scheme, in a well surveillanced area within excess of 100% cycle storage for residents located within the secure communal garden.

The parking area has 16no vehicle spaces includes 2no Disabled vehicle space which has been agreed with the local authority to compliment the 2.no m4(3) accessible units..

The access off Farnborough Road has a 3m radius and has appropriate vision splays for highway safety (as demonstrated on the proposed site plan and by the highways engineer).



Landscaping

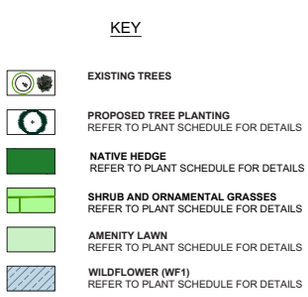
The development provides an opportunity to introduce appropriate planting variety, thus establishing a more vibrant and cohesive green environment. This approach informs a planting strategy that will help define character and provide an uplift in biodiversity above the statutory requirements.

Through the planting design, consideration has been given to the use of native species. Overall the species selection has been designed to reflect a range of shapes and forms with varying seasonal interest. Further information can be found within the Landscape design documents which has been informed by Amenity Tree Care.

A significant portion of green space to the perimeter of the development has been allocated for wildflower and other biodiversity rich planting. This will be incorporated into a metric supplied by the ecologist and provide sustainable, low maintenance planting softening the architecture.
Based on the current proposals there is currently a +12% net gain.

The hard and soft works are shown on the drawing on the adjacent page. The proposal provides well defined public and private space, with the building layout providing containment of the street, creating well defined spaces and routes that are legible safe and secure.

High quality landscape areas are provided to key nodal points and entrances contributing to the character of the street and enhancing opportunities for positive interaction.





Proposed Landscaping Plan


11 No. S3
7 No. S3
11 No. S1
9 No. S5
5 No. S1
5 No. S4
12 No. S1
9 No. S1
3 No. S5
9 No. S4
4 No. S3
4 No. S3
4 No. T3
4 No. S3
185 No. H1
2 No. T2
40 No. H1
Plant
Cleaners Store
Meter Cupboard
G1
G2

Materials

The building has been designed to be an attractive, contemporary addition to the urban environment. The materials selected have been chosen in response to the following considerations;

- To be contemporary yet responsive to the surrounding context.
- From well managed, renewable sources with low lifetime energy costs.
- To be cost effective.
- To be robust, requiring minimal maintenance and to weather actively over time.
- To be attractive, uplifting and complementary.

Architecturally, this development seeks to create a unique sense of place that complements the surrounding built form. Through careful material choices, the proposed building responds to and complements the character of the local area. Modern features such as brick detailing and well proportioned windows add a modern twist to a considered design all built with robust and high-quality materials.

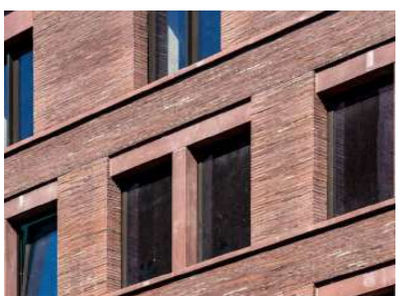
The overall appearance is softened through the use of landscaping to the front boundaries and the proposed tree planting scheme across the development.

Facing brick
Brick is the dominant material for buildings in the area. The use of brickwork will help to root the new building within the local context whilst offering a building material that is robust, attractive, requires minimum maintenance and will improve over time. Brick detailing and bonding patterns have also been proposed in key areas to add depth and texture to the external envelope of the properties taken from the examples of historic warehouses on the edge of Manchester.

Pitched roofs
Fibre Cement Slate tiles will provide a robust contemporary aesthetic whilst minimising maintenance. The tiles will be finished with an aluminium trim detail provided by the slate manufacturer.

Windows
A composite aluminium /wood double glazed window will provide a low maintenance, contemporary aesthetic while maximum natural daylighting and have a high quality finish to the interior.

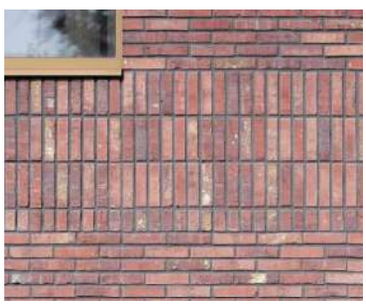
Brick Detailing
On the adjacent page are examples of brick detailing that have be incorporated into the scheme following pre-application advice from Manchester Planning Authority. This consists of vertical stack bonding, brick banding, vertical header course detail within the ground floor and gable elements of the proposal.



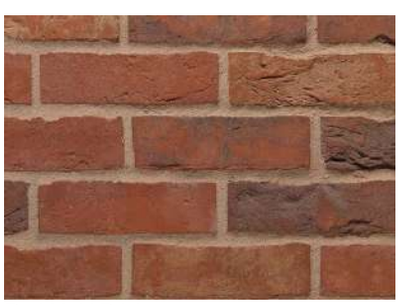
Pigmented concrete / reconstituted stone head and cill panels



Cedral Birkdale Fibre Cement roof tile



Feature stack bonded brickwork banding to project 15-20mm



Red Multi Brick



Capping, Guttering and Rainwater Good Aluminium Box Gutter RAL 9011



Ribbed Brickwork to plinth and 3 storey elements



Composite PPC aluminium / timber window system



Composite aluminium / wood double glazed windows - Bronze



Cedral aluminium continuous dry verge trim

Access & Units Types

All units are designed to comply with Approved Document M(4)2 of the Building Regulations providing accessible apartments which can cater for all. There has also been an allocation of minimum 5% M4(3) compliant units as requested by the local authority equating to 2no units as requested during the pre-application discussions.

There will be a level access approach to the entrance and access to the secure rear gardens and step free access on the ground floor.

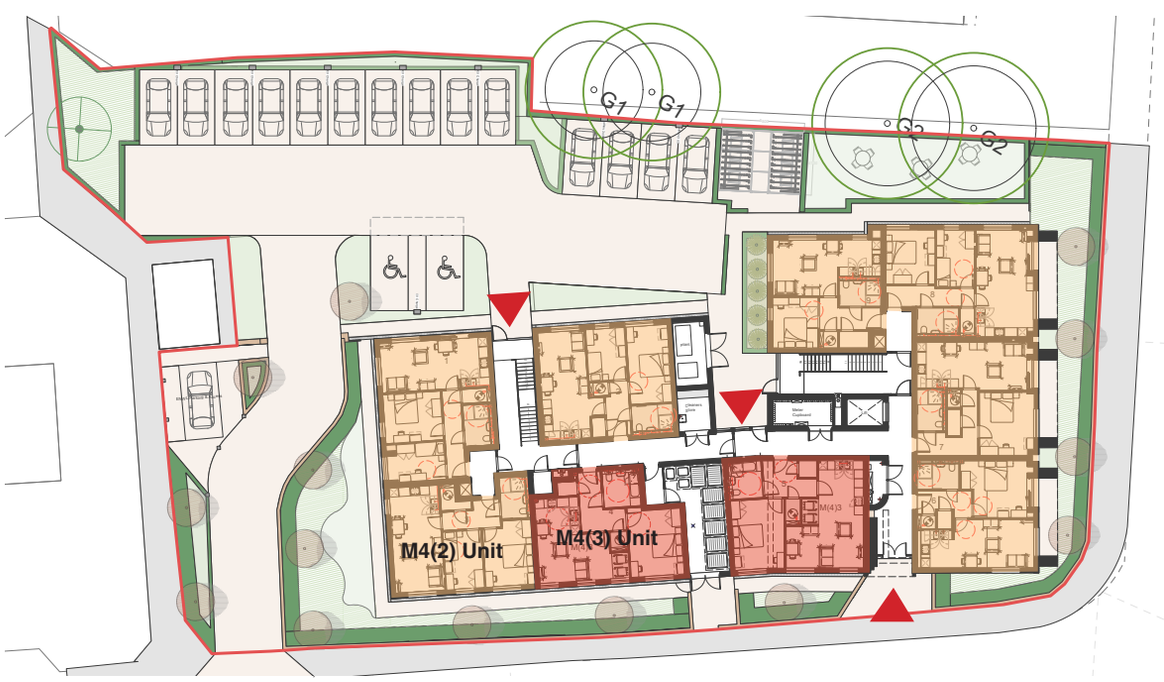
There is a provision of a lift in the four storey element and level access between buildings for all residents.

Adjacent are typical unit types which explicitly show the considerations of access requirements in accordance with Approved Document M. There are two examples to the side of typical unit types which explicitly show the amount of consideration made for access requirements.

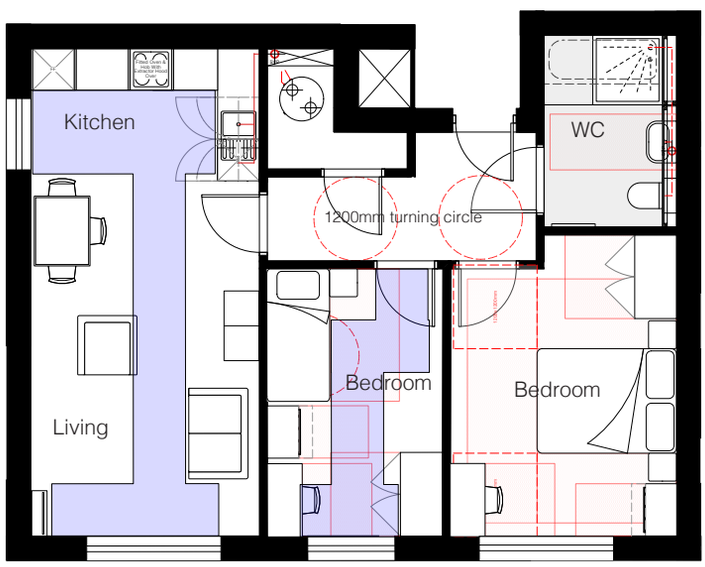
Pedestrian Access

M(4)2 Apartments

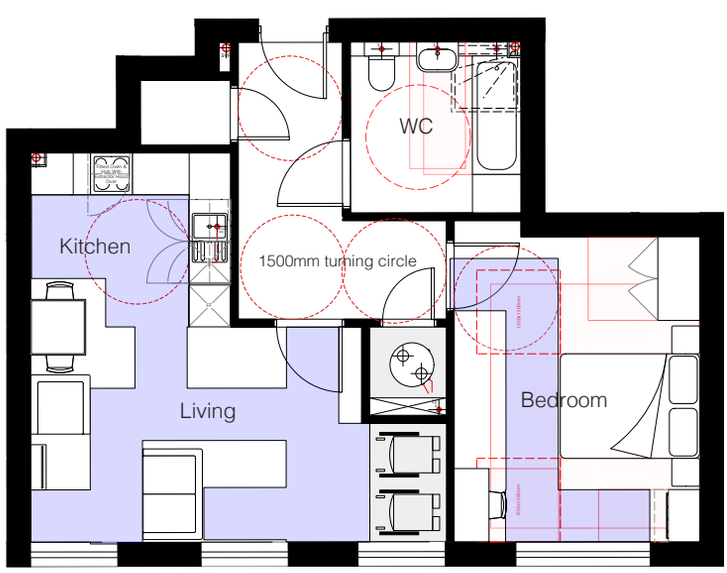
M(4)3 Apartments



Please refer to drawing 1349-AP-111-Ground Floor Plan



M4(2) Unit



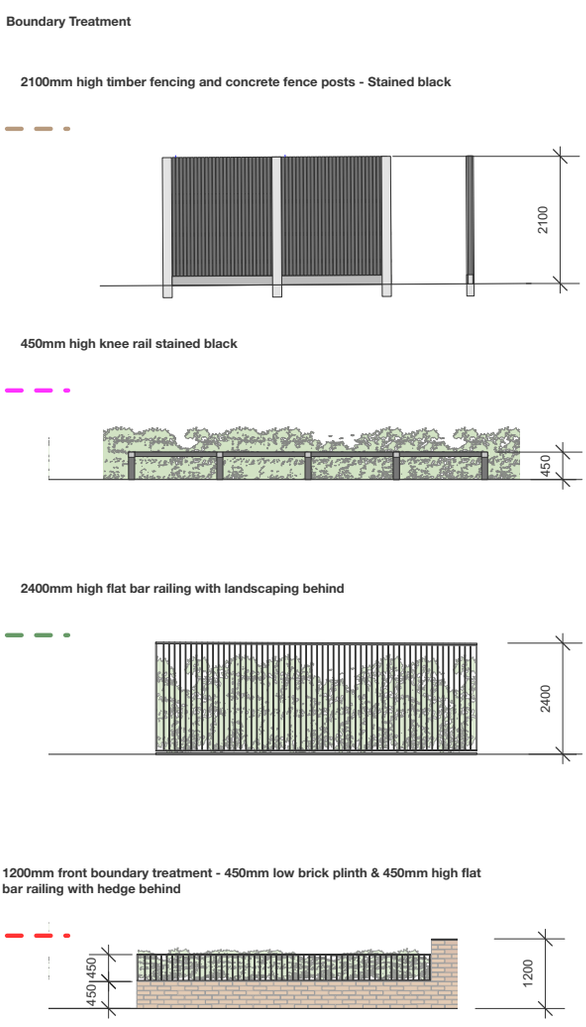
M4(3) Unit

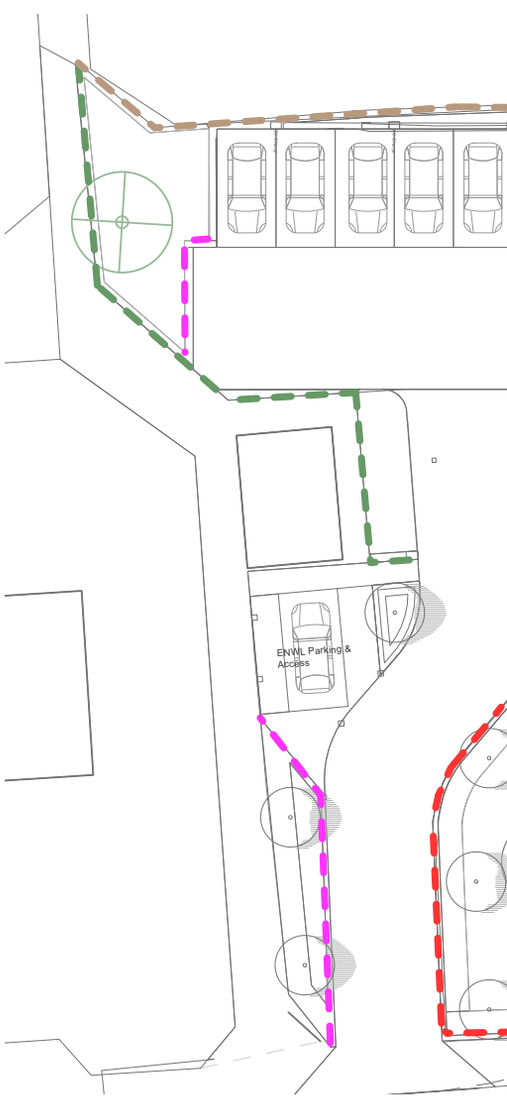
Boundary Treatments

The approach to boundaries has been informed by the overall character of the scheme and its surroundings. Front boundaries have been designed in brick with a railing attached with hedge planting behind which will provide openness whilst keeping a clear separation from the footpath and highway forming a defensible buffer space.

There is clear definition and legibility between public and private spaces ensuring that ownership is clearly understood and high levels of security and enclosure are achieved. The combination of carefully selected boundary treatments, and the use of hedges across the scheme add character and quality whilst providing softness between curtilages

The development has been approved by G.M.Crime in relation to meeting SBD aims. The proposal includes CCTV to ensure all rear spaces are adequetly surveilanced.





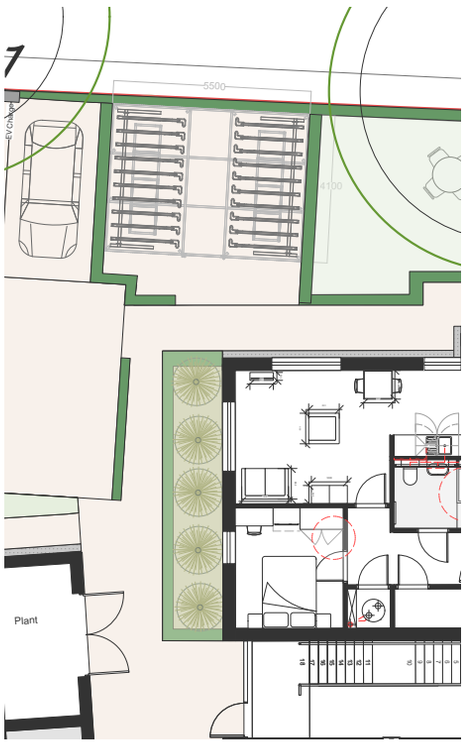

G1
G1
G2
G2
Plant
Cleaners Store
Meter Cupboard

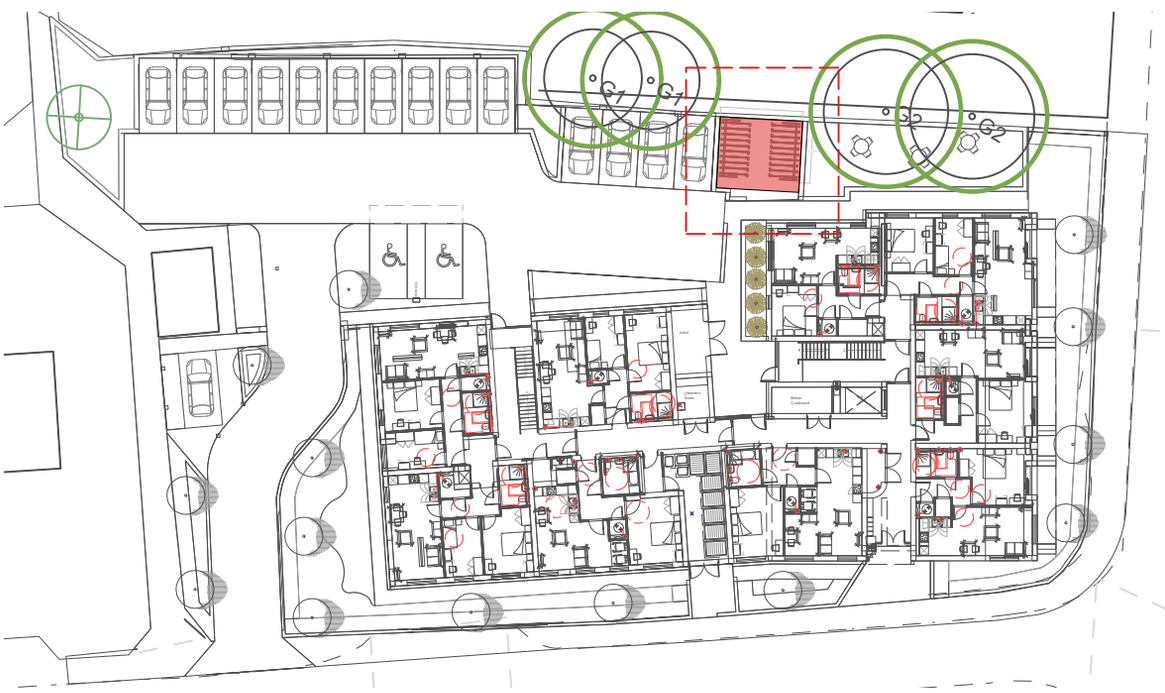
Cycle Strategy

The two tier Security Cycle Enclosure has a capacity up to 40 bikes, allowing secure connections to both wheel and frame. The unit fits within the footprint of two carparking spaces

The enclosure comes with 10 Gauge Mesh, made from mild steel, hot-dipped galvanised to BS EN ISO 1461:2022 and Powder Coated to RAL colour (Black) . Access is via a double swing mesh gate to SBD Principles.







Please refer to drawing 1349-AP-123-Cycle Storage

Refuse

Areas for the storage of refuse bins have been proposed centrally to the building to enable easy access from apartments and externally on collection day. Using Manchester Councils Proforma, it was calculated that the following bin capacity will be required:

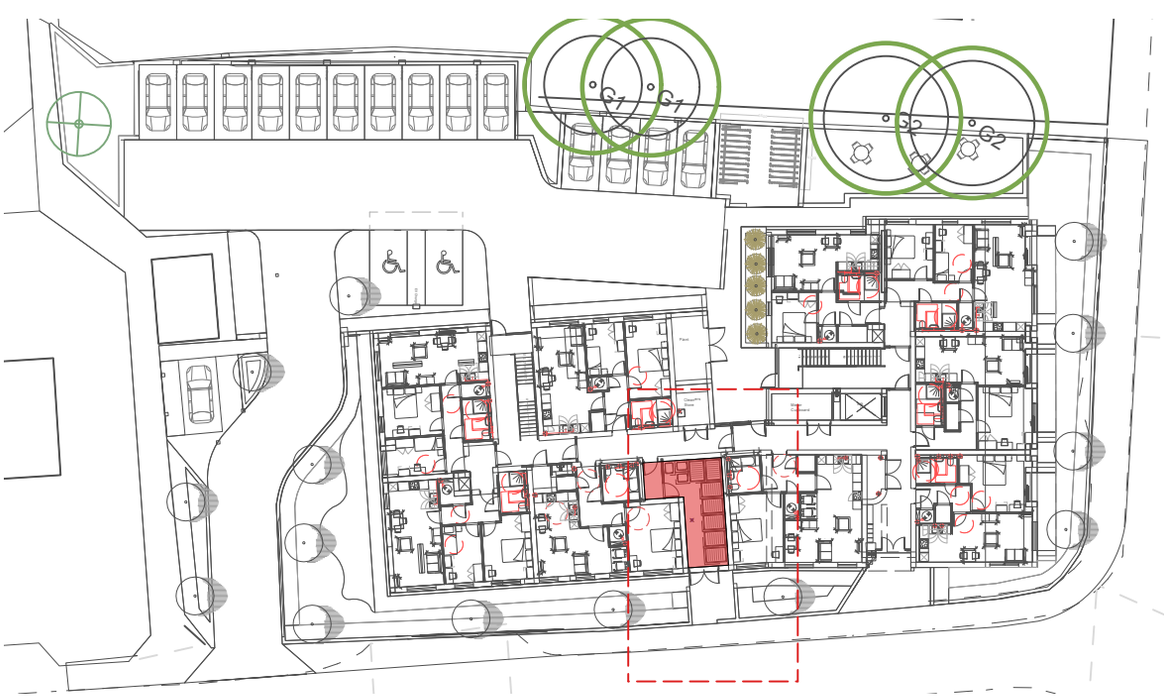
General refuse - 3 x 1100 litre + 1 x 240litre
Pulpable recycling - 2 x 1100 litre
Mixed Recycling - 2 x 1100 litre
Food Waste - 2 x 240 litre

Garden waste will be collected as part of a management programme.

There is one central bin storage area within the scheme accessed off the ground floor, within the 80m travel distance for residents.

On collection day, a staff member will relocate the bins within the demarcated zone on Farnborough Road where it can be collected by the local authority.



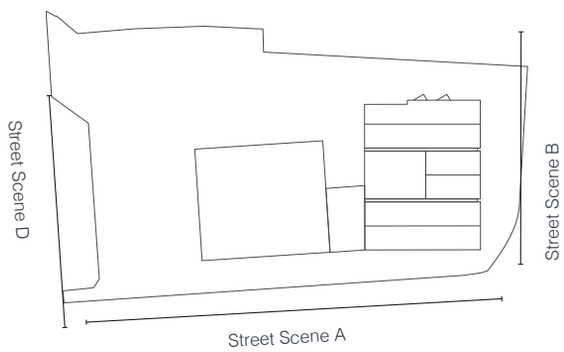


Please refer to drawing 1349-AP-122-Refuse Strategy

Street Scenes

The design responds positively to the context of neighbouring dwellings through the integration of the gabled archetype. The expressed gables to the feature corner provide scale, mass and interest.

The overall aesthetic of the street scene is consistent with the nicer aspects of the wider area with key features such as brick detailing, traditional gable forms and window sizes informing a modern aesthetic within an established residential neighbourhood.





Street Scene A

Please refer to drawing 1349-AP-220-223 Proposed Street Scenes



Street Scene B



Street Scene D

Conclusion

The proposed development represents an opportunity to provide high-quality C2 affordable rental accommodation that will contribute to and compliment the character of the area. Through careful design development and consideration, the proposal offers a contemporary design response, sensitively integrated into the existing context. This development will meet an identified land need for accommodation of this type within an established residential area.

The proposal aims to positively contribute to the local area by:

- Increasing the provision of affordable rental properties within the area
- Using robust timeless details that will contribute to the local aesthetic
- Utilising un-used land and increasing visual amenity on a busy thoroughfare
- Improving security by developing a vacant site, removing issues of ASB that currently exists
- Improving biodiversity by introducing new indigenous trees, hedges and other planting, specified by an ecologist
- Creating bespoke apartments designed around the occupier to improve life outlook
- Providing south facing, secure amenity space for residents
- In excess of 100% provisions of cycle space
- Sustainable building which has a high performance envelope in accordance with Part L and O of the building regulations
- Increasing the number of adaptable apartments available - M(4)2 and M(4)3
- EPC-A




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