

Miles Platting

Design and Access Statement

Jigsaw

Manchester
June 2026

DK-Architects



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00. Executive Summary

This application is for full planning permission for a holistic masterplan that will provide 154 new affordable homes, new roads and new public realm spaces across three sites located towards the North-Eastern edge of Miles Platting, and centred around Varley Street.

Designed for Jigsaw Homes North, the proposal is for a mix of houses, own-front-door apartments, and communal apartments that responds to locally identified housing need, seeks to add to previous regeneration in the area, and addresses key issues raised during stakeholder and public consultation.

The design of the development seeks to respond to the recently consented redevelopment of the Apollo Pub site (also for Jigsaw Homes) to form a cohesive and holistic character for the masterplan.

This proposal will achieve a number of key outcomes through sensitive and well considered design that will:

- Broaden the mix of housing types and tenures within the area.
- Form better connectivity across the area, both in a North-South and East-West direction and improve ease of way-finding.
- Create a distinctive sense of place and character.
- Create safe spaces and places.
- Create an open, outward facing neighbourhood with a clear sense of identity.
- Create active streets.
- Create a sustainable neighbourhood.
- Create new landscaped public spaces with a clear use, and function whilst improving amenity and biodiversity value.
- Create clearly defined public spaces.
- Improve the vibrancy and vitality of the local vicinity.
- Build upon previously completed regeneration.
- Meet local policy and design guidance
- Deliver low energy homes that help meet the aims of Future Homes and TANZ.

154 New Residential Homes

including a mix of apartments, town-houses, own-front-door apartments, and houses. All units designed to NDSS and Manchester Space Standards.

New Highways Connections

Two new vehicular highway access roads from Roswell Avenue together with new cycle and pedestrian connections that provide further neighbourhood connectivity beyond the red line.

New Public Realm

Significant public realm creation including new open spaces, walking and cycle routes.





01. Introduction



1.1 Document Structure

This document explains the development proposals in a structured manner to ensure that the rationale for design decisions is clearly understood by decision makers, stakeholders and local people.

Importantly the principles of detail expanded on within the illustrative masterplan convey how the parameters plans can be interpreted to create a high quality development.

The document is structured as follows:

00. Executive Summary
01. Introduction
02. Context Assessment
03. Site Analysis
04. Site Evaluation
05. Development
06.Urban Design
07. Architectural Design
08. Landscape Design
09. Design Evaluation

Project Delivery Team

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Acoustic Consultants

Steven A Hunt & Associates

M&E Consultants

Sutcliffe

Structural Engineer

Zero Carbon TWC CONSULTING Carbon Zero

Sustainability Consultant

dobson owens
SECURITY CONSULTANTS

Security Consultants

1.2 Site Location

The site, comprising three parcels of land, is located within Miles Platting, Manchester, to the north-east of Manchester City Centre. It sits within an established residential neighbourhood at the intersection of Oldham Road, Varley Street, and the wider Miles Platting estate.

The site benefits from good accessibility to surrounding services and public transport. Oldham Road provides a key strategic route between Manchester City Centre and north-east Manchester, with regular local bus services available within walking distance. Manchester City Centre, Ancoats, and New Islington are also readily accessible from the site.

The wider area includes a range of existing community and residential facilities, including housing associated with the wider Miles Platting regeneration area. The site is therefore well placed to contribute positively to the continued improvement and regeneration of the neighbourhood.

1.3 Site Description

The site extends to 1.90ha and is currently in use as a mix of expansive car parking attached to Baker House (Jigsaw's office) and low-quality green spaces.

The central and largest parcel is a combination of low quality open space and visually open grade car parking that was developed to serve the needs of a former intended development that was never completed - and hence provides a large oversupply of parking space to a single office. The site does feature a number of large existing trees of varying quality.

To the north of the central parcel is an existing office (Jigsaw) with ground floor commercial unit, which is to be retained and integrated into the proposed development.

A smaller parcel to the North of Oldham Road is cleared land adjacent to the rail-line and is heavily overgrown with self seeded scrub and trees. This site occupies an important potential gateway corner on the intersection of Collyhurst Street and Oldham Road.

A third site is located to the South of Rosewell Avenue and is currently open space. This site borders existing houses.

The immediate and wider context is varied, it is primarily residential in character, albeit with a diverse mix of uses typical of a peripheral city centre location, including social housing, apartment buildings, healthcare facilities, light industrial units, bungalows, semi-detached housing and local shops along Oldham Road. There is a diversity in both scale and quality of built form, with a varied palette of red brick, brown brick and pebble-dash finishes contributing to a fragmented townscape.

Miles Platting has undergone significant change over time. Its historic industrial and terraced housing character has, in many areas, been replaced by post-war housing, apartment blocks, areas of open space and more recent residential development. This evolution, combined with the presence of underused and derelict sites within the wider area, has resulted in limited visual coherence. As a consequence, the area lacks strong legibility and clear visual wayfinding, with movement routes and place-defining features often indistinct or discontinuous.

The image shows a view of the site within the context of the surrounding Miles Platting neighbourhood.

Initial Design Thoughts

Ensure the proposal establishes strong, legible connections to the surrounding context, working in harmony with the existing urban grain and adjacent planned development. Create a clear sense of character.



1.4 The Vision

The vision Jigsaw have for this site, is the creation of a sustainable affordable neighbourhood with a distinct sense of place, supported by a high-quality landscaped setting. The proposal will create a range of house types and sizes that help meet the needs of a balanced and inclusive community.

The CGIs presented here, and referenced throughout this document, convey the quality and character that Jigsaw aspires to deliver on the site.

The urban design principles seek to establish a distinct place within a strong landscaped framework, enhancing connectivity to and through what is currently an isolated site.

The proposal has been designed with cognizance of potential future developments that Manchester City Council are considering - to ensure a holistic and coherent wider urban fabric ensues.

The urban design strategy is informed by the principles set out in Building for a Healthy Life, and aims to create a green residential neighbourhood that responds to the challenges of climate change and biodiversity enhancement. It will deliver a variety of usable soft and hard landscape spaces, with a strong emphasis on sustainable transport links and pedestrian priority.

The architectural approach seeks to establish a distinctive sense of place, informed by both the immediate and wider context. Active frontages, clear overlooking of public spaces, and a considered variation in form and massing all contribute to a safe, legible, welcoming, high-quality and characterful environment.

Landscape design has focused on creating a sense of place that is derived from Miles Platting and has been designed to respond to local engagement. Open spaces provide a balance of visual amenity, usable spaces, and biodiversity improvements to the area.

The highways strategy has been shaped by pre-application stage discussions, limiting direct access from Oldham Road and Varley Street. Pedestrian and cycle movement has been prioritised, with permeable routes through the proposed residential blocks, forming a series of connected spaces rather than a traditional road hierarchy of carriageways and footways, in accordance with Building for a Healthy Life principles.

The legibility of the movement network is complemented by a varied and playful landscape response, which enhances character and reinforces a strong sense of place.

House design is focused on creating a wide variety of homes that can meet locally identified need, animate and activate the streets and spaces across the masterplan and importantly provide great places to live. All homes meet Manchester Space Standards, and have been designed to meet forthcoming Future Homes Standards.

Apartments have been designed to offer flexible and varied homes, from own-front-door apartments with small private garden spaces through communal apartment blocks.

Visuals shown opposite highlight the variety of scale and housing design across the masterplan.

View from Varley Street

The scale and massing responds to the street hierarchy, with 4 storey apartment blocks providing gateway buildings. A varied roofscape, together with ground floor own-front-door apartments creates a dynamic, well overlooked strestscape. High quality public realm spaces combined with street trees adds a vibrant green character to the development and wider area.

View from Giltbrook Avenue

Respecting the surrounding existing housing, the development steps down in scale towards the east of the site, creating an appropriate relationship to neighbouring properties.

The proposal introduces a strong sense of arrival, with gabled forms providing clear gateway features that enhance wayfinding and legibility within the street scene.

A variety of house types are proposed across the site to support the creation of a balanced and inclusive community. This diversity is reflected through subtle variations in building scale and placemaking elements, contributing to a coherent yet varied neighbourhood character.



Illustrative visual for development viewed from Roswell Avenue



Illustrative visual for development viewed from Goltbrook Avenue



02. Context Assessment



This section of the document sets out the policies and planning guidance pertinent to the proposed development of the site, including a review of local and national policy, and a summary of the contextual influences that will underpin the future development and design principles of the site.

Including:

2.1 Planning Policy
2.2 Building for Healthy Life Outline
2.3 Housing Need Analysis

2.1 Planning Policy

This section provides a summary of relevant national and local planning policy specifically relevant to design, which have informed the preparation of the proposals for the site. Relevant national design policies are set out within the National Planning Policy Framework [the Framework], the Planning Policy Guidance [PPG] and the National Design Guide, whilst local policies relevant to design are included. The Planning Statement, prepared by Eden, sets out a comprehensive summary of the planning policies within the development plan of relevance to this application, along with an assessment of the proposals' compliance with these policies.

Planning Policy

National Planning Policy

The revised National Planning Policy Framework [the Framework] was published in July 2024. The overarching aim of the Framework is to pro actively deliver sustainable development. Chapter 12 'Achieving well-designed places' states that good design is a key aspect of sustainable development and the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Planning decisions should ensure that developments will function well and add to the overall quality of the area; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; are sympathetic to local character and history; establish and maintain a strong sense of place; optimise the potential of the site; and create places that are safe, inclusive and accessible.

As set out in Paragraph 134 of the Framework, development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design.

National Design Guidance

Alongside the accompanying Design section set out in the PPG, the Government published its National Design Guide in October 2019, which seek to reinforce the guidance set out in the Framework regarding the characteristics of well-designed places and demonstrating what good design means in practice. The Design Guide contains 10 characteristics relating to Context; Identity; Built Form; Movement; Nature; Public spaces; Uses; Homes and buildings; Resources; and Lifespan. The Design Guide emphasises the importance of responding positively to context, creating locally distinctive character, building strong communities, responding to future issues such as climate change and ensuring places sustain their quality.

Local Planning Policy

In accordance with Section 70(2) of the 1990 Town and Country Planning Act and Section 38(6) of the 2004 Planning and Compulsory Purchase Act, the planning application must be determined in accordance with the adopted Development Plan unless material considerations indicate otherwise. Applications which accord with the Development Plan should be approved without delay.

The Development Plan comprises:

Saved Policies of the Unitary Development Plan (UDP) (1995)

Manchester Core Strategy 2012-2027 (adopted July 2012)

Manchester Core Strategy Addendum 2024

Greater Manchester Joint Waste DPD (adopted April 2012)

Greater Manchester Joint Minerals DPD (adopted April 2013)

Places for Everyone Joint Development Plan (adopted March 2024)

Key Saved Policies of the UDP are:

DC 26 Development and Noise

DC7.1 New Housing Development

The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development. A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.

Key policies from the Core Strategy for the proposal are:

SP1 Spatial Principles
CC3 Housing
CC9 Design and Heritage
H1 Overall Housing Provision
H2 Strategic Housing Location
H4 East Manchester
H8 Affordable Housing
EN1 Design Principles and Strategic Character Areas
EN4 Reducing CO2 Emissions by Enabling Low and Zero Carbon Development
EN8 Adaptation to Climate Change
EN9 Green Infrastructure
EN14 Flood Risk
EN15 Biodiversity and Geological Conservation
EN16 Air Quality
EN18 Contaminated Land and Ground Stability
EN19 Waste
PA1 Developer Contributions
DM1 Development Management

Several Core Strategy policies have been partially replaced by Places for Everyone (PfE) policies. Any part of the policy that is not replaced remains part of Manchester's Core Strategy.

This includes sections of:

Policy SP1 Spatial Principles
Policy H1 Overall Housing Provision
Policy H8 Affordable Housing
Policy T1 Sustainable Transport
Policy EN4 Reducing CO2 Emissions by Enabling Low and Zero Carbon Development

Relevant policies within Places for Everyone are:

JP-S1 - Sustainable Development
JP-S2 - Carbon and Energy
JP-S4 - Flood Risk and the Water Environment
JP-S6 – Clean Air
JP-H1 – Scale, Distribution and Phasing of New Housing Development
JP-H2 – Affordability of New Housing
JP-H3 – Type, Size and Design of New Housing
JP-H4 – Density of New Housing
JP-P1 – Sustainable Places
JP-C6: Walking and Cycling
JP-C8 - Transport Requirements of New Development

Documents which constitute material considerations for the determination of this application are:

Guide to Development in Manchester Supplementary Planning Document (2007)
Providing for Housing Supplementary Planning Document (2008)
Planning Guidance Adopted April (2007)
Planning Practice Guidance (PPG) (2025)
The National Planning Policy Framework (The Framework 2024)

Manchester Residential Design Guide
Within the design evaluation, we will be demonstrating how the project complies with the aims of the Manchester Residential Design Guide.

2.2 Benchmarking Design Quality

Building for a Healthy Life

The site offers an opportunity to create a distinct sense of place whilst offering an affordable housing led scheme that can act as a catalyst to improve peoples lives within the local area.

To benchmark the quality of any future reserved matters application, the principles of urban design enshrined within Building for a Healthy Life will need to be demonstrated clearly.

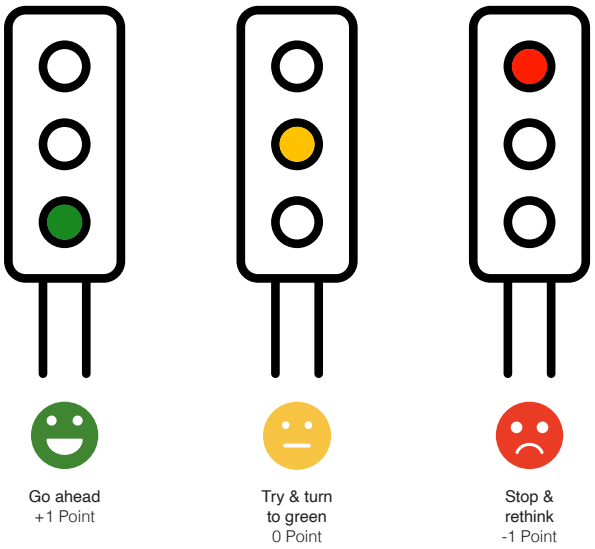
Any forthcoming applications should aim to demonstrate a minimum of 10 out of 12 greens and no reds through the BfHL metric.

Building for a Healthy Life replaced Building for Life 12 (B4L12) and is an industry standard for well-designed homes and neighbourhoods which is endorsed by the Government.

The initiative puts a greater focus on healthier communities. The intention is to give consumers confidence that important aspects of design have been considered during the development of new housing and neighbourhood planning.

Building for a Healthy Life follows the same 12 point format as B4L12, using the traffic light system. The more green lights a development attains, the better it should be. Amber suggests areas of a development that could be improved and red warns that an aspect of the development needs to be reconsidered.

The 12 points are listed here:



Integrated Neighbourhoods

Natural Connections

Create places that are well integrated into the site and their wider natural and built surroundings. Avoid creating isolated and disconnected places that are not easy places to move through and around.

Getting Around

Short trips of up to three miles can be easily made on foot or bicycle if the right infrastructure is in place, helping to improve public health and air quality whilst also reducing local congestion and carbon emissions.

Facilities, Services and Stewardship

Places that offer social, leisure and recreational opportunities a short walk or cycle from their homes.

Homes for Everyone

A range of homes that meet local community needs. A mix of housing types and tenures that suit the needs of the local community.

Distinctive Places

Making the most of what's there

Understand and respond. Identify opportunities to integrate and reuse existing features of value, these might be natural or man-made, on or beyond the site.

Memorable character

Create places that are memorable with a locally inspired or otherwise distinctive character.

Well defined streets & spaces

Create a network of streets and spaces that are well enclosed by buildings and/or structural landscaping, taking care to ensure that front doors and the principal façades of buildings face streets and public spaces.

Easy to find your way around

Use legible features to help people find their way around a place.

Streets For All

Healthy streets

Streets are different to roads. Streets are places where the need to accommodate the movement of motor vehicles is balanced alongside the need for people to move along and cross streets with ease. Activity in the street is an essential part of a successful public realm.

Cycle & car-parking

Well-designed developments will make it more attractive for people to choose to walk or cycle for short trips helping to improve levels of physical activity, air quality, local congestion and the quality of the street scene. Well-designed streets will also provide sufficient and well-integrated car parking.

Green & blue infrastructure

Creative surface water management such as rills, brooks and ponds enrich the public realm and help improve a sense of wellbeing and offer an interaction with nature. As the richest habitat for a range of flora and fauna, they are also a key play in achieving the net gain in biodiversity sought by the 2020 Environment Bill.

Back of pavement, front of house

Garden cities, towns and suburbs used hedges to define public and private spaces, helping to create characterful and biodiverse places. The space between the back of the pavement and the face of buildings has a significant impact on the quality of a place. Clear demarcations between public and private spaces can encourage people to personalise the front of their homes whilst also offering opportunities to integrate level changes, utility boxes and waste storage.

2.3 Housing Need

Jigsaw's Commitment to Meeting Need to Deliver a Balanced, Diverse and Sustainable Neighbourhood

Local Housing Demand in Miles Platting

Extremely high demand for social housing in Manchester.

8th highest across bands 1-3

Loss of social rent homes due to right to buy and tripling in size of private rented sector in last 2 decades.

In Miles Platting and Newton Heath:

- 17% population increase since 2011 with further 1,400 residents by 2031.
- 17.45% growth in 35-49 age category since 2011
- 38.37% growth in under 18s since 2011

This suggests a growth in families with younger children.

Local Housing Demand in Miles Platting

Overcrowding: Main reason for households assigned priority bands 1-3. 'An on paper need for larger homes'

47% of Social Rented Homes Under Occupied in MPNH - (**2nd highest leve**l in the city).

1 bed homes Band 1 highest demand (then 2 bed).

Band 1 demand for down-sizing (which will free up larger homes)

Jigsaw lettings data shows highest bids for 1 bed homes - **double** the amount of any other size property.

All allocations of 179 homes to be in accordance with Manchester City Council's Local Letting Policy **(Manchester Move)**.

How we will Meet Identified Need

Ambition to create a **sustainable community**, helping to meet **diverse housing needs**.

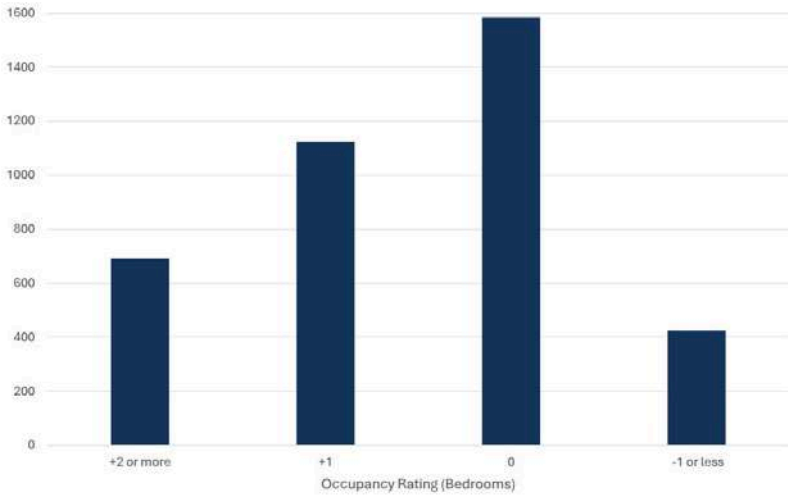
Approach focused on creating a balanced resident profile including households with a **local connection**, **working families**, and those seeking to **right-size**.

By avoiding age restrictions, inclusivity will maximise opportunities for suitable local applicants, aiding community stability. (reducing anti-social behaviour).

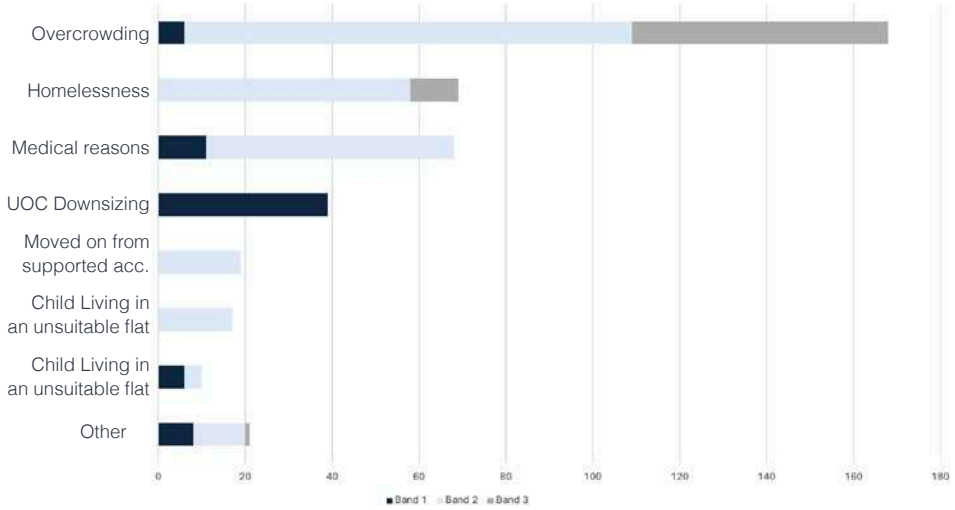
Bedroom Need	Band 1	Band 2	Band 3	Band 4	Band 5	Total
1	655	2970	331	5227	189	9372
2	205	3350	73	2290	28	5946
3	65	1882	990	1160	18	4115
4	138	854	279	127	4	1402
5	38	167	10	6	0	221
6	12	10	0	1	0	23
7	5	0	0	0	0	5
Total	1118	9233	1683	8811	239	21084

Property Type	Band 1	Number	Band 2	Number
1 bed general needs	8 Months	157	2 Years and 5 months	91
1 bed 55+	7 Months	29	1 Year and 2 Months	61
2 bed non-family	5 Months	17	1 Year 7 Months	44
2 bed family	5 Months	124	3 Years and 5 Months	187
3 bed family	7 Months	80	3 Years and 7 Months	104
3 bed parlour	2 Years and 3 Months	8	n/a	1
4 bed house	n/a	2	n/a	2
4 bed parlour	n/a	2	n/a	0
5 bed house	n/a	0	n/a	0

Manchester Move Data: Bedroom Need and Estimated Waiting Times



Occupancy rating for social rented households in Miles Platting & Newton Heath



Reasons for households being assigned priority bands 1-3



3.0 Site Analysis



This section provides an overview of the site and its wider context, establishing the baseline understanding that has informed the development of the proposals. It considers the site's relationship with the surrounding area, including the broader Miles Platting context, existing movement networks, local character, and key urban influences. The section also explores the historical development of the area, providing an understanding of how the site and its surroundings have evolved over time and identifying the contextual factors that have helped shape the design response.

Including:

3.1 Wider Character
3.2 Townscape Analysis
3.3 Land Uses
3.4 Greenspace provision
3.5 Vehicular Nodes
3.6 Pedestrian Connectivity
3.7 Building Heights
3.8 Frontages
3.9 Historical Analysis

3.1 Wider Character

Miles Platting has benefited from extensive investment across recent years, and there are a number of other proposed developments that will continue to see the quality of the neighbourhood improved, both within Mles Platting and in the neighbouring Collyhurst.

A number of the recent and proposed developments are highlighted on the site plan overleaf in relation to the location of this development proposal site. These include:

1. New housing created through the PFI - delivered by Lovell, this new housing has successfully diversified the local housing marked. The housing delivery has been accompanied by the creation of new public realm landscaped spaces including along the canal.
2. Victoria Mill is a Grade II Listed Building that has been converted into apartments. situated along the Rochdale Canal this provides 103 homes.
3. The former Corpus Christi Basilica, a Grade II listed building, has been used for several different purposes, but a lack of funding has prevented its full restoration. The building is currently vacant.
4. Apollo House - on the site of the former Apollo Pub site, Jigsaw recently gained planning consent for the redevelopment of the site to provide 32 new social rent apartments. Construction is intended to commence summer 2026.
5. Manox Housing - though not currently delivered, there is planning permission for the creation of 410 new homes along new community facilities and cafe.
6. Orchard House Specialist School. Located off Sawley Road, orchard house opened recently, providing specialist high school facilities on previously cleared land.
7. Collyhurst / Victoria North is set to provide up to 15,000 new homes as a major urban expansion between FEC and MCC.

Initial Design Thoughts

The development should build upon recent developments that have sought to repair the fractured urban grain and have established a sense of character for the regeneration - buildings and streetscape.



1. Lovell Housing



2. Victoria Mill



3. Corpus Christi Basillica



4. Apollo House



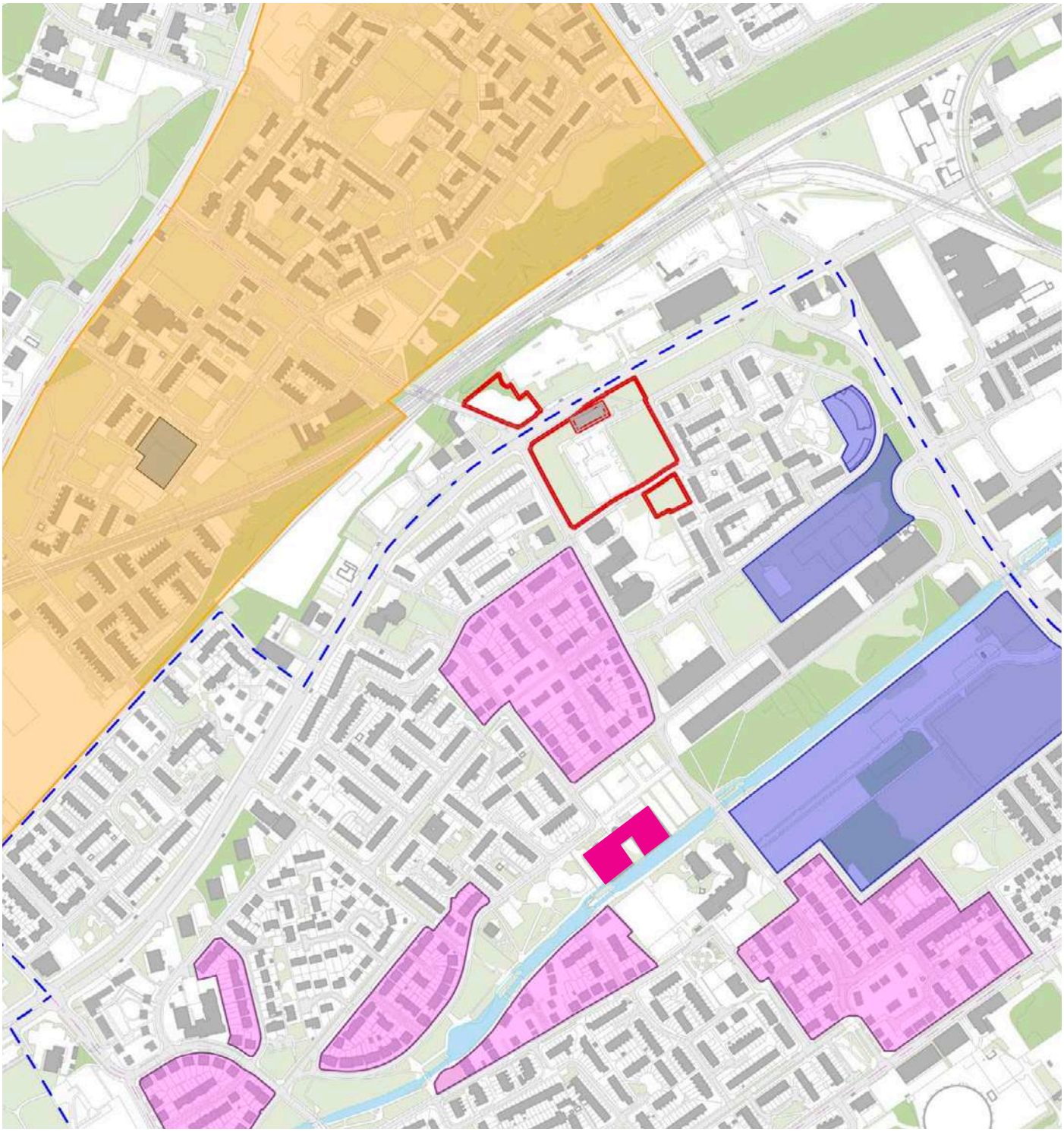
5. Manox Housing



6. Orchard House School



7. Collyhurst / Victoria North



Key.

- Site Boundary
- Approved Development Sites
- Lovell Housing
- Collyhurst / Victoria North Development
- Miles Platting neighbourhood extent
- Rochdale Canal
- Victoria Mill

N

3.2 Townscape Analysis

The character surrounding the site is varied and reflects the different phases of development that have shaped Miles Platting over time. Located in close proximity to Manchester City Centre, the surrounding area accommodates a broad mix of uses, including residential neighbourhoods, commercial premises, community facilities, educational uses and areas of open space. This diversity is reflected in the range of building typologies, scales, architectural styles and materials found within the local townscape.

As a consequence of this evolution, the area displays a varied urban grain and a number of contrasting relationships between buildings, streets and open spaces. The site itself occupies a transitional position between several distinct character areas, making an understanding of the surrounding context particularly important in informing the design response.

The satellite image and contextual photographs on the following pages illustrate the character of the surrounding streets and spaces, highlighting the prevailing built form, landscape setting and key features of the local environment. Together, they provide an understanding of the opportunities and constraints presented by the site and the wider context to which the proposed development will respond.

The Site:

The site itself lacks a strong sense of character, comprising private car parking areas enclosed by metal fencing alongside low-quality, underutilised green space. The photographs on this page illustrate the existing site conditions.

Notwithstanding this, two notable characteristics of the site are:

1. The existing commercial unit located to the north of the site, which provides a clear and identifiable built landmark within the otherwise sparse Oldham Road frontage.

2. The largely undeveloped and open nature of the site creates a prominent gap within the street scene, presenting a significant opportunity to establish a stronger sense of enclosure, improve legibility and create clearer connections between the surrounding neighbourhoods.



1. View from Oldham Road



2. View North East Corner of Site 1



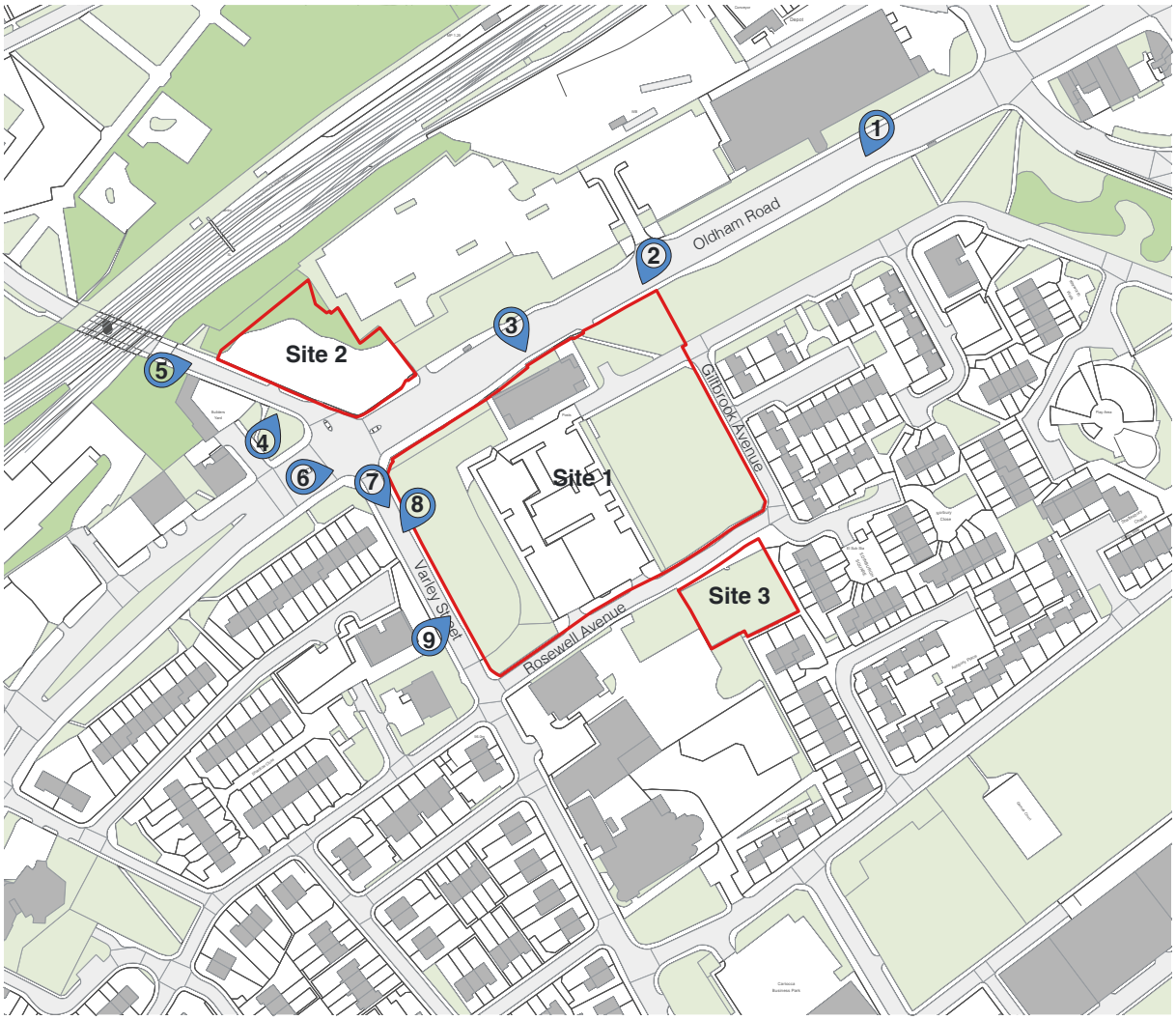
3. View of Jigsaw Housing Office



4. View to Site 2 from Oldham Rd



5. Existing boundary to Site 2





6. View of North West corner of site



7. View down Varley Street



8. Existing frontage onto site



9. View of site from Nelson Court

3.2 Townscape Analysis

Oldham Road

Oldham Road is a wide primary access route that provides direct connectivity between the site and Manchester City Centre. The southern edge of Oldham Road, which forms the northern boundary of Site 1, is characterised for much of its length by areas of open green space with no clearly defined function. This fragmented landscape character is a recurring feature along the majority of Oldham Road.

Access to the site from Oldham Road is restricted due to its role as a primary vehicular route, limiting opportunities for direct pedestrian and vehicle connections.

Varley Street / Collyhurst Street

Varley Street and Collyhurst Street form the western edge of Sites 1 and 2, providing important north–south connections to Collyhurst, Miles Platting, and surrounding areas of Manchester. The street is characterised by a varied mix of building typologies and heights, contributing to a greater sense of urban massing to the west of the site. Despite the increased presence of residential development along Varley Street, there is limited active frontage facing the site.

Rosewell Avenue

Rosewell Avenue is located between Sites 1 and 3 and currently provides access to the existing car park within Site 1. A notable characteristic of Rosewell Avenue is the presence of a substantial hard boundary directly opposite the southern edge of Site 1 (see Image 13 for reference), which requires careful consideration within the design proposals. In addition, there is no natural surveillance due to the absence of overlooking properties and active frontages along the street.

Giltbrook Avenue

Giltbrook Avenue runs along the eastern edge of the sites, providing access to the existing Jigsaw Homes offices and the adjacent residential estate. The front elevations of existing dwellings generally face towards site 1, while the rear elevations of some properties interface directly with Site 3. This relationship requires careful consideration to ensure an appropriate balance between active frontage and natural surveillance, while maintaining adequate separation distances and protecting residential amenity through the mitigation of overlooking.



10. View of Lovell Housing on Varley Street



11. View of Former Corpus Christie Church



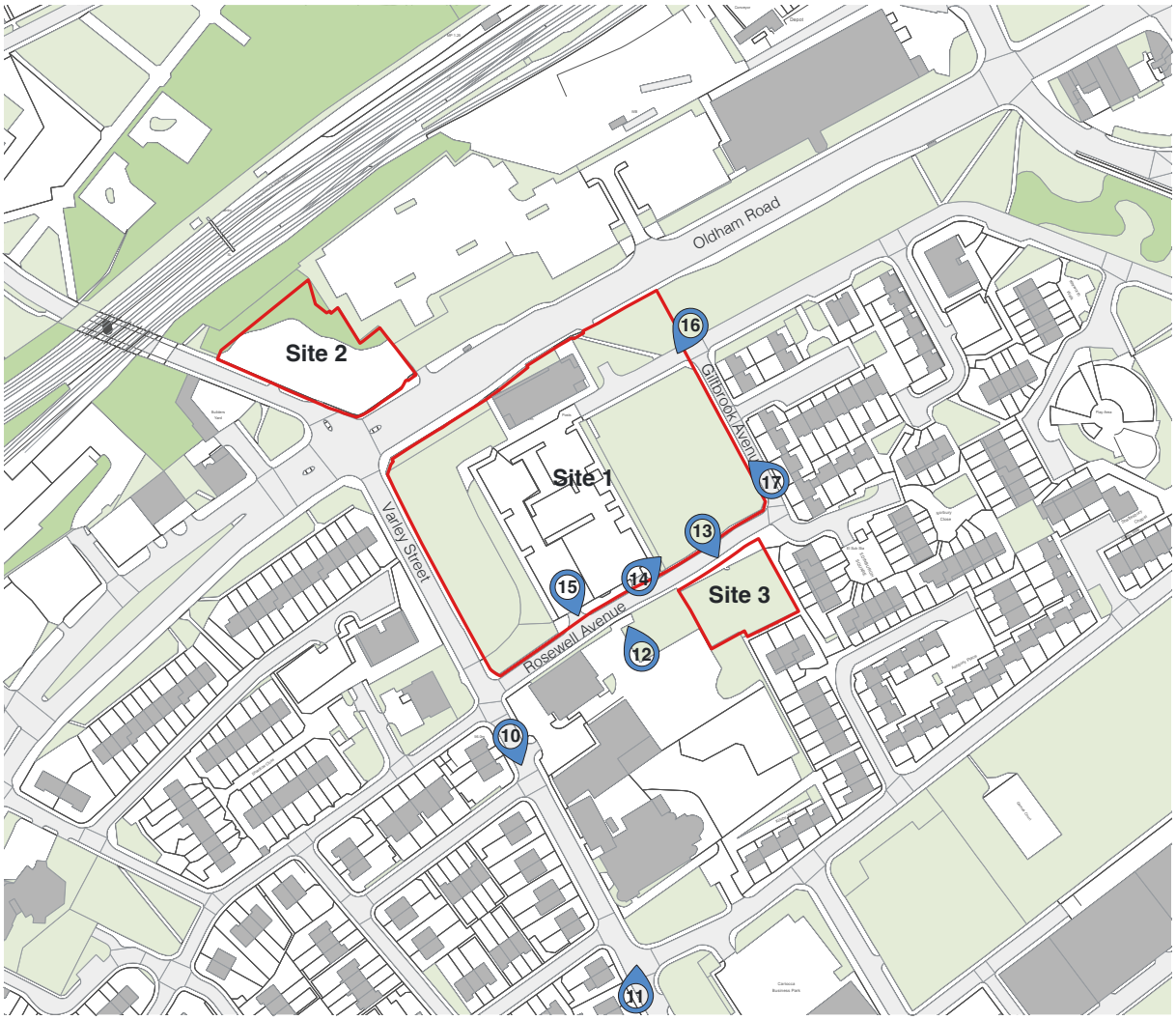
12. View of existing car park entrance (Site 1)



13. View of Site 3 from Rosewell Street



14. View of neighbouring housing estate





15. View of adjacent boundary wall (Site 1)



16. View from North East Corner across site 1

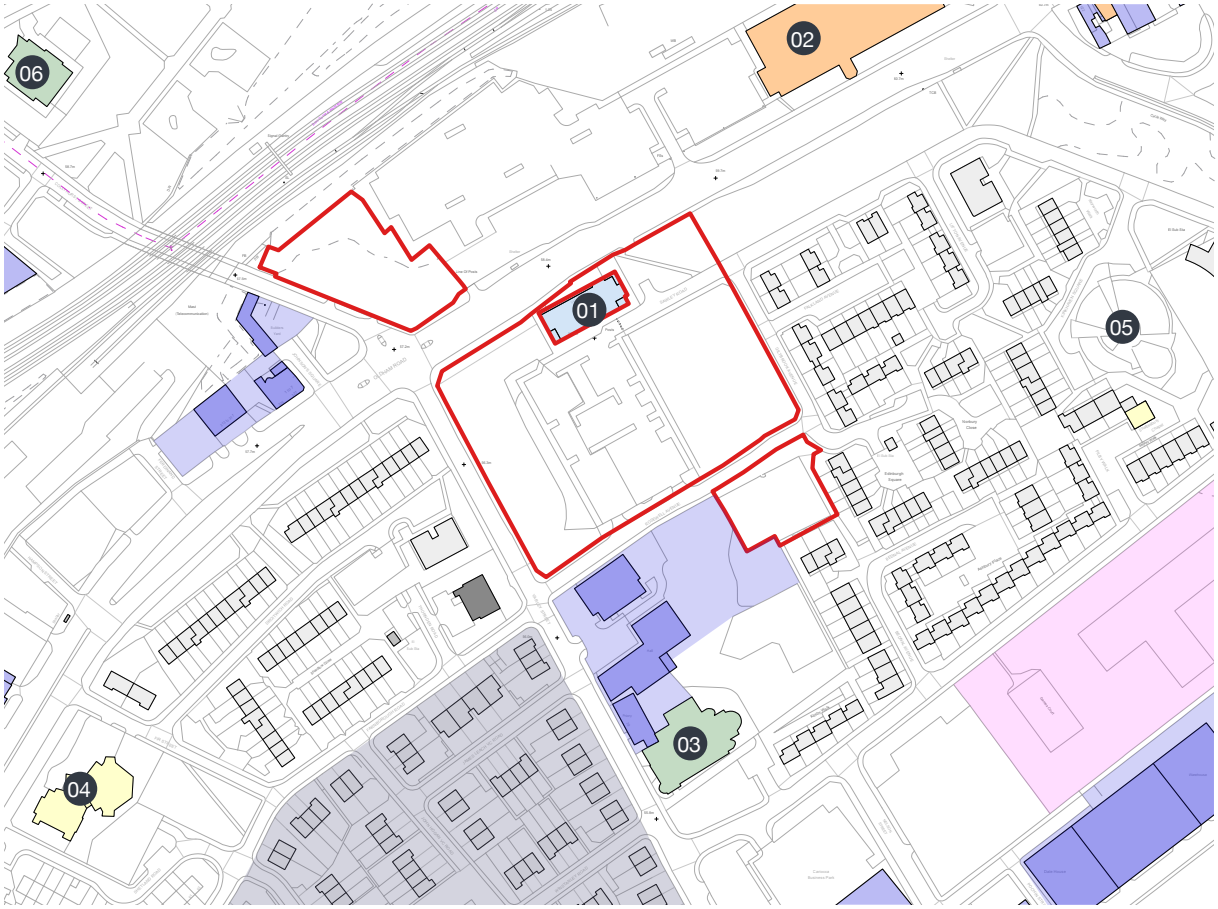


17. View from South East corner of site to Offices

Initial Design Thoughts.

Respond to the varied urban grain and built form of the area whilst establishing a clear sense of place and arrival. Key consideration is required to introduce natural surveillance and street facing activation.

3.3 Existing Building / Land Uses



Notable Buildings/Spaces:

01. Jigsaw Offices
02. The Sheridan
03. Banqueting Hall
04. St Cuthberts Parish Church
05. Play Area
06. Village Park

Key.

- Site Boundary
- Place of Worship
- Food/Drink
- Light Industrial
- Office
- Hospitality
- Derelict
- Lovell Housing
- Approved Specialist School

3.4 Existing Green Space Provision



Key Greenspace:

01. Village Park Collyhurst
02. Kirkhaven Square, play area
03. Shetland Road Green
04. Victoria Mill Park

Key.

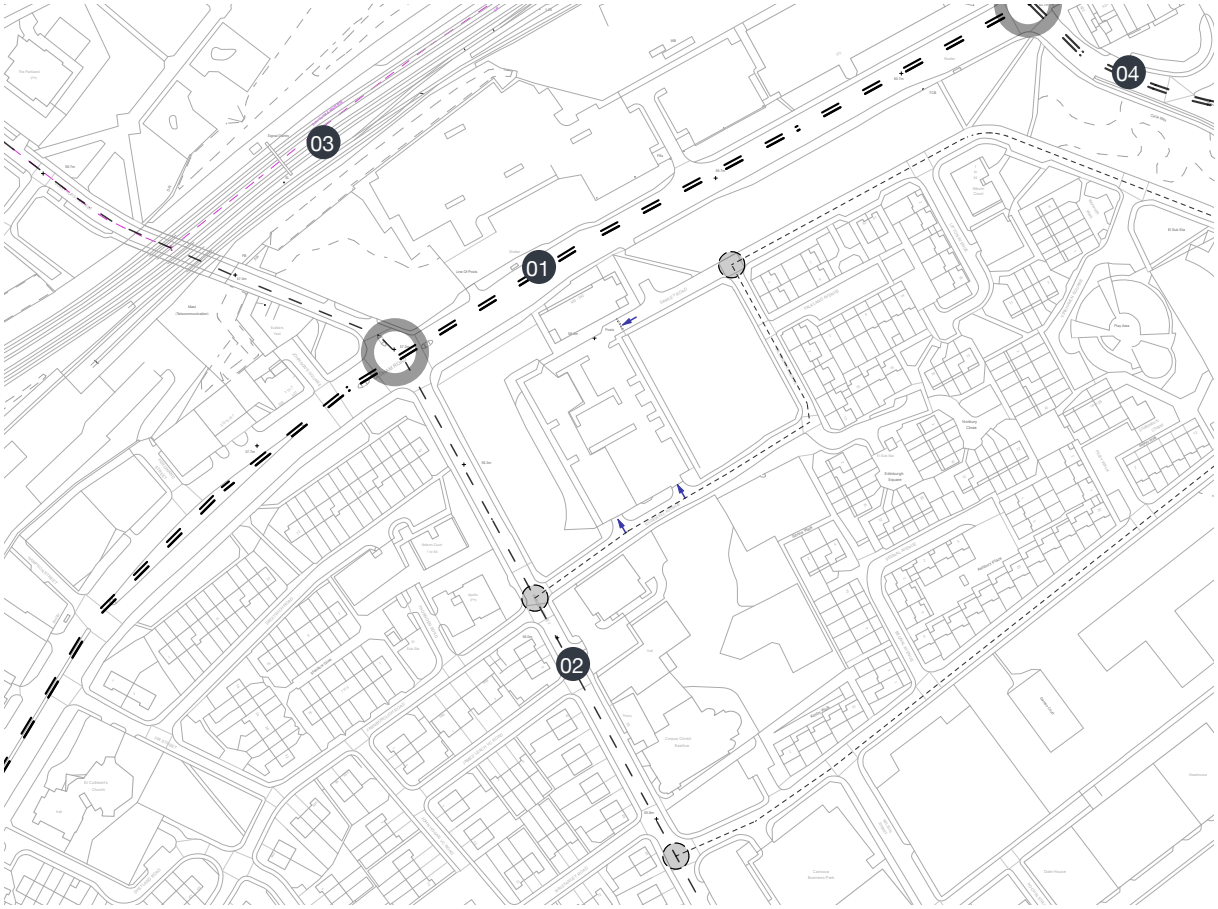
Site Boundary

Active Green Space (Park)

Transitional Green Space

Underutilised Green Space/Buffer space

3.5 Vehicular Nodes and Connectivity



Landmarks.

01. Oldham Road (to City Centre)

02. Varley Street (to Etihad Campus [South] / Collyhurst [North])

03. Railway Lines (to Manchester Victoria)

04. Hulme Hall Lane (to Motorway)

Key.

Major Roads

Secondary Roads

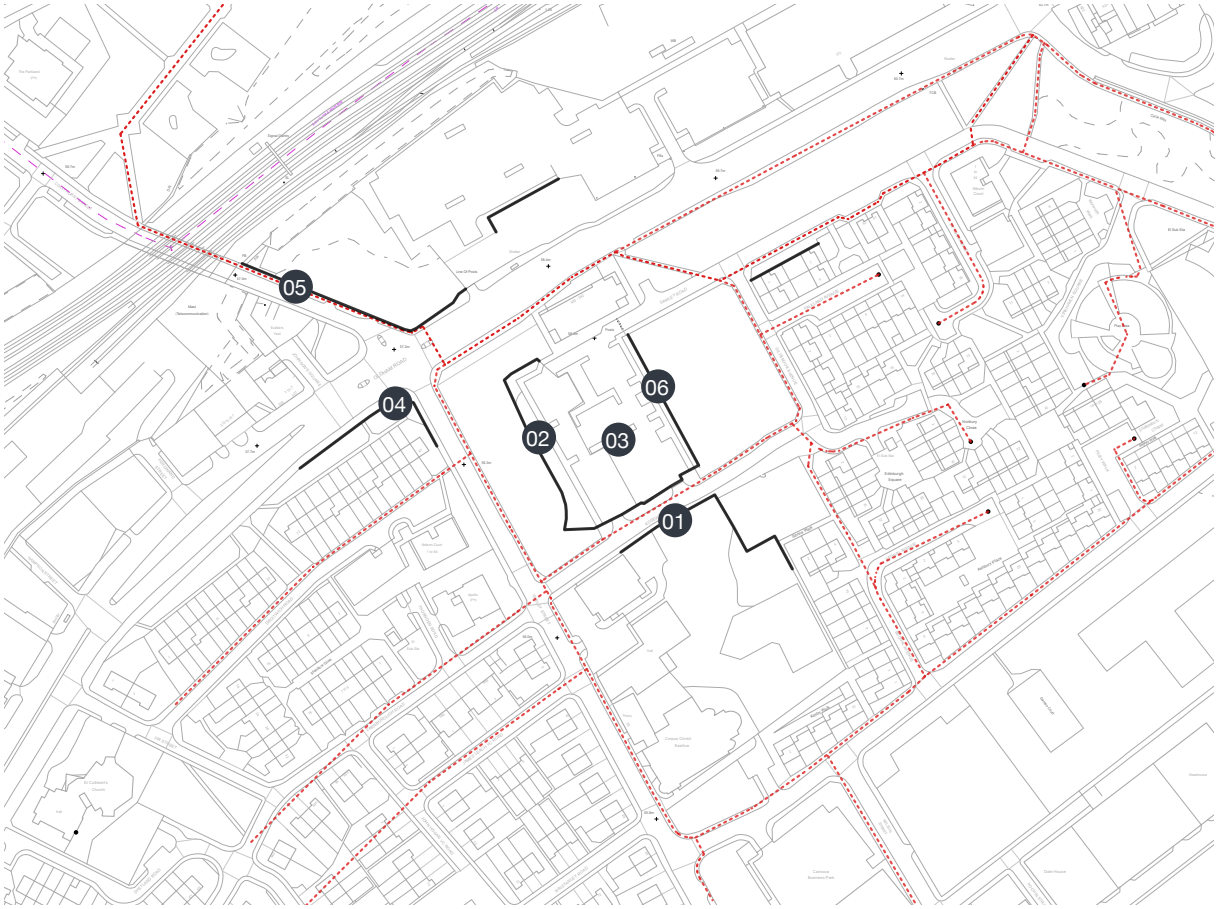
Tertiary Roads

Key Nodes

Secondary Nodes

Existing Vehicular Site Access

3.6 Pedestrian Nodes and Potential Links



Key Observations.

01. Brickwork boundary wall directly opposite site

02. No North South connectivity across site 1

03. Centre of site fenced off

04. Key Corner facing brick boundary

05. Approach to site with brick/fenced boundary

06. No East - West Connection across site

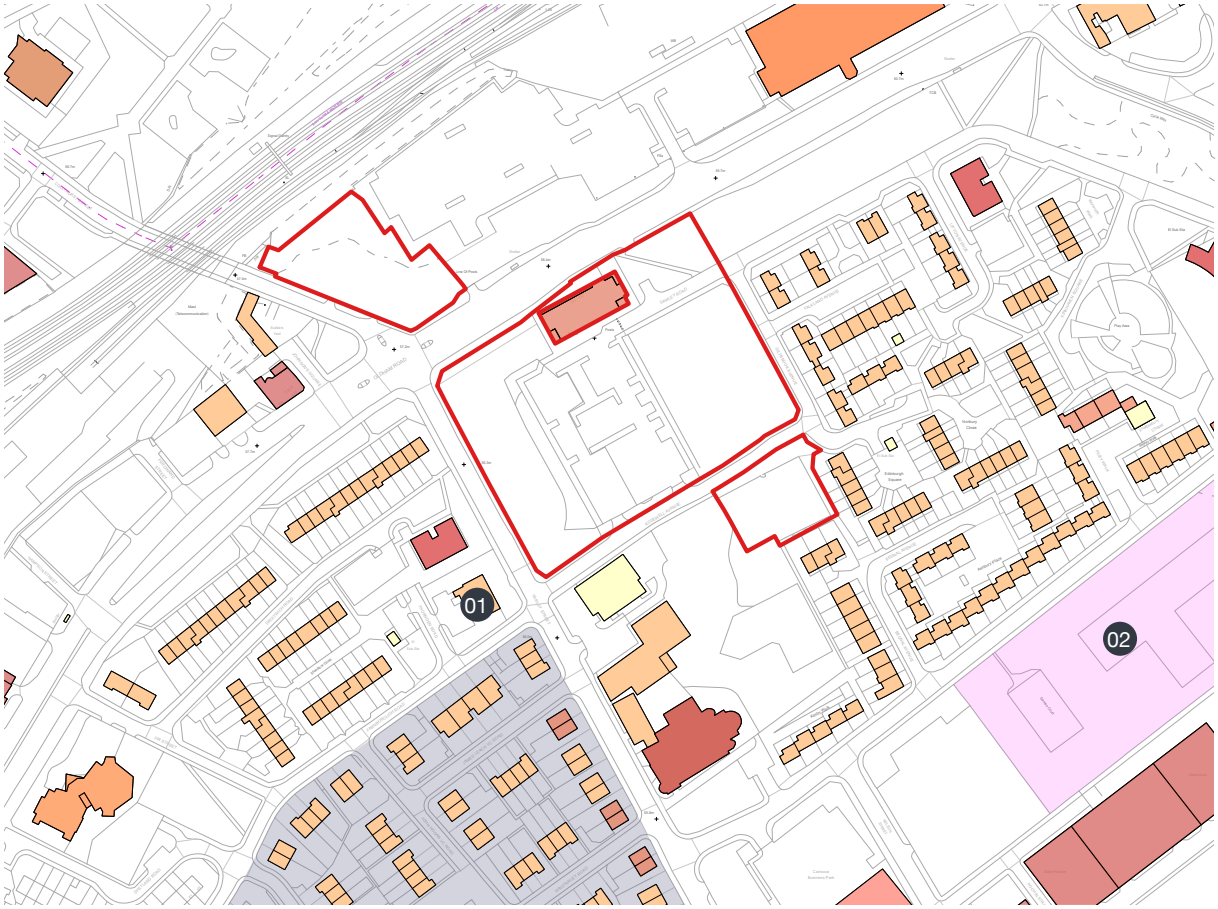
Key.

Pedestrian Routes

Dead End Pedestrian Routes

Site Adjacent physical Boundaries

3.7 Surrounding Building Heights



Approved Building Heights:

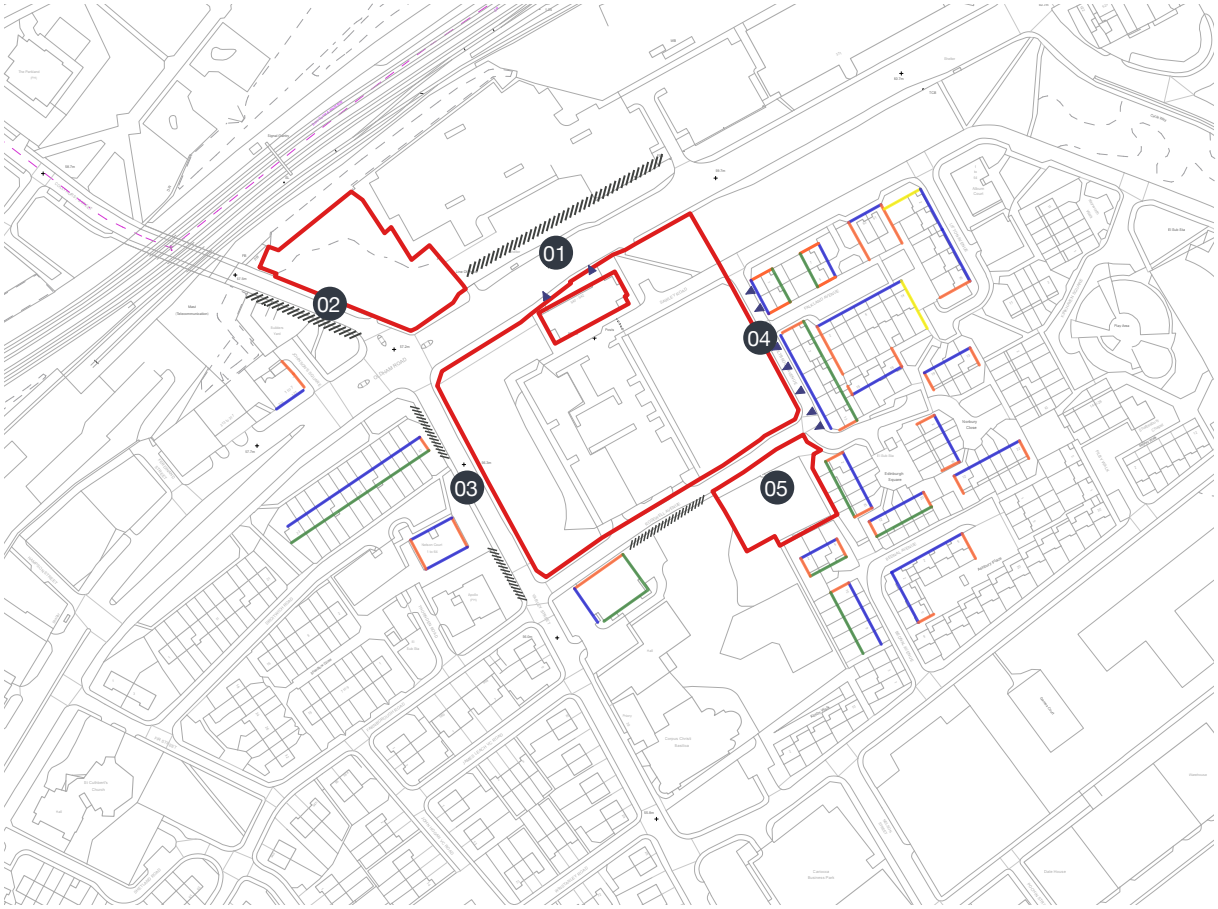
01. Approved Appollo Site (4 Storeys)

02. Approved Orchard House School (1 Storey)

Key.

- 5+ Storeys
- 4 Storeys
- 3 Storeys
- 2 Storeys
- 1 Storey

3.8 Frontages



Key Observations.

01. Limited frontage to Oldham Road

02. No Frontage to site 3 from Collyhurst St

03. No Frontage to site 1 from Varley St

04. Existing frontage from Glenbrook Ave

05. No frontage to site 3

Key.

- Site Boundary
- Front Boundary
- Side Boundary
- Rear Boundary
- Active Frontage
- No Frontage

3.9 Historical Analysis

Miles Platting first appeared on a map in 1790, at the point where Oldham Road crossed Newton Brook, with a track leading to Collyhurst Hall. The name derives from a local word meaning a small bridge across a stream, and the fact that is was a mile from Manchester.

Miles Platting expanded into a factory district during the Industrial Revolution, resulting in population growth with densely packed terraced housing. By the 1950s, with decline in manufacturing and closure of local industries, the housing had degenerated, resulting in increase of crime and cyclic issues that resulted in economic deprivation in the area.

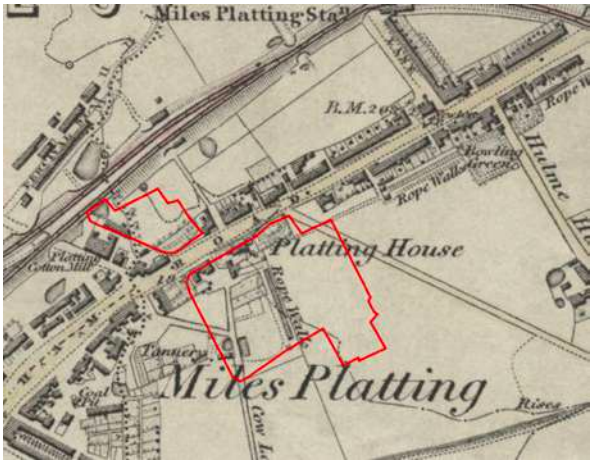
Much original historic stock was cleared and replaced with Radburn style estates. Victoria Mill survived as a remnant image of the former townscape, alongside some original terraced housing.

Whilst subject to issues that plagued much mass worker housing from the industrial revolution,the original townscape and grain was an interesting and varied layout with a permeable network of streets and lanes that provided both N-S and E-W routes and clearly defined streets with active frontages.

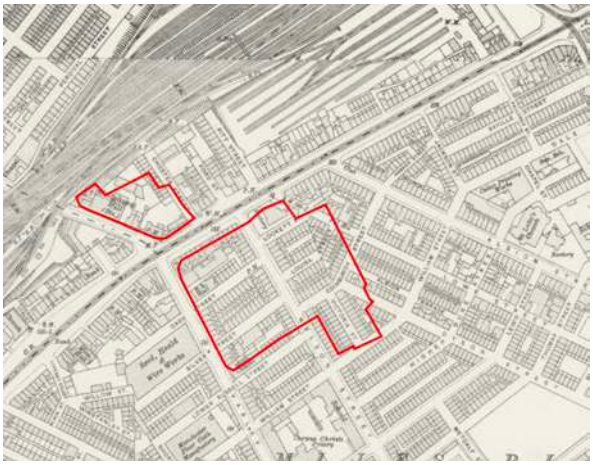
Later housing eroded the legibility of the neighbourhood with typical Radburn aspects such as fronts and backs facing one another, and a segregated vehicle and pedestrian infrastructure that creates confusion, encourages ASB and prevents clarity of public and private spaces.

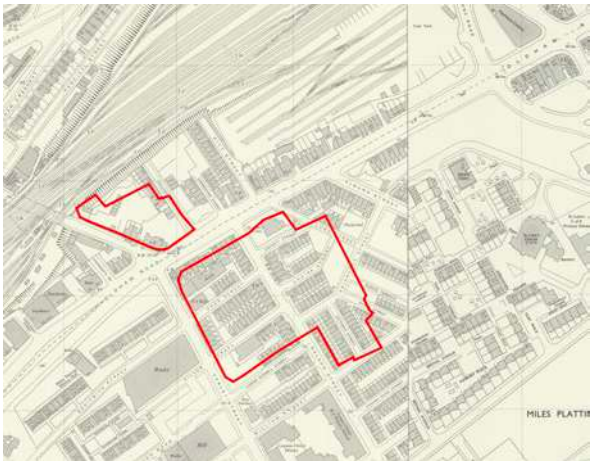
Initial Design Thoughts

The development could seek to repair the fractured grain by re-introducing the permeability and sense of variation from the historic street network - creating clear active frontage streets and spaces.



Map Miles Platting circa. 1890


Map Miles Platting circa. 1915

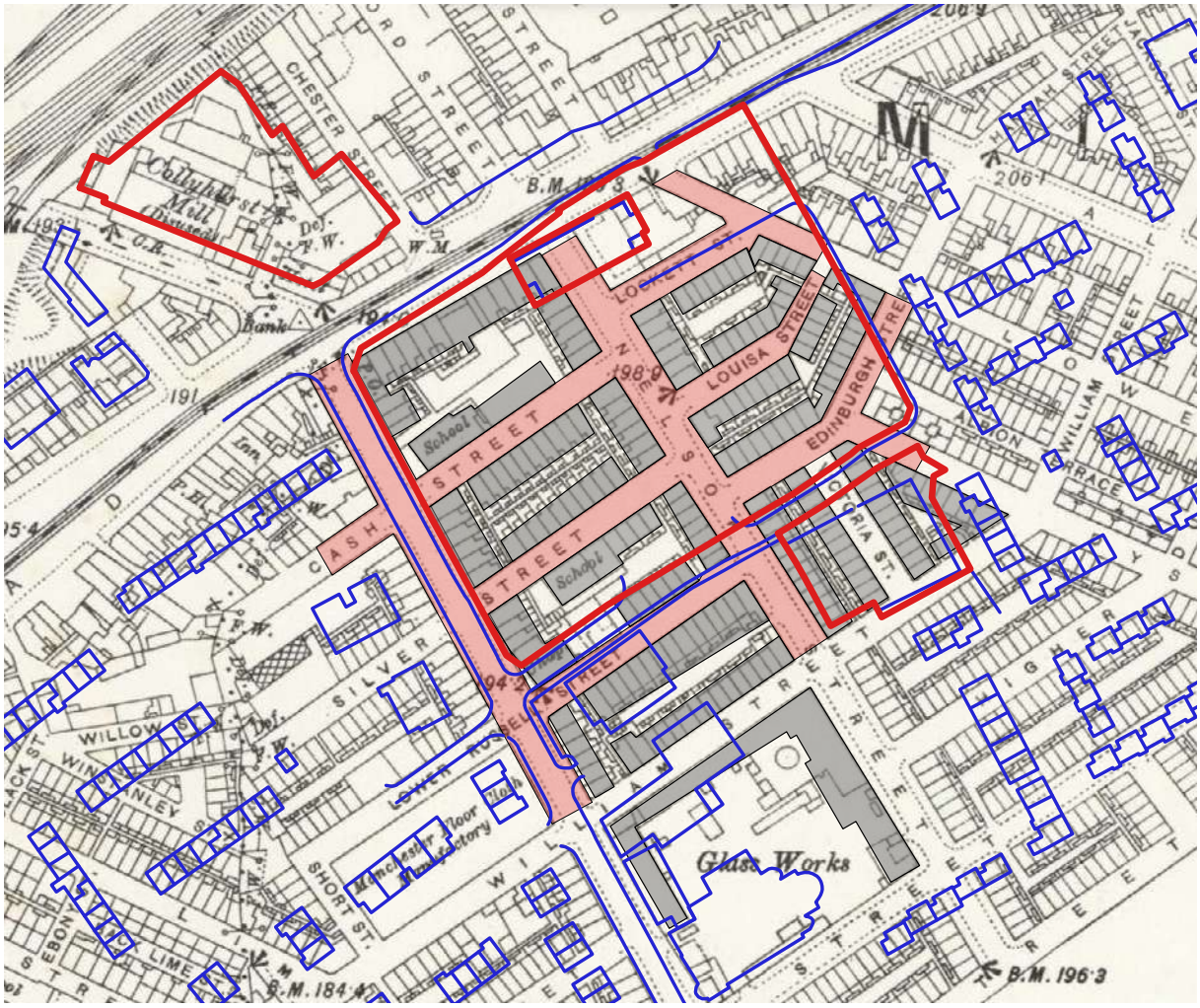

Map Miles Platting circa. 1950



Photograph Halford St. now Hannah St. (Circa. 1963)



Photograph Barratt St. (Circa. 1930)



Historic Street pattern overlayed with existing street pattern - showing historic site permeability.



4.0 Site Evaluation



This section outlines the key opportunities and constraints identified through the analysis of the site and its surrounding context. The following diagrams summarise the principal site considerations, highlighting the physical, environmental, and contextual factors that have influenced the evolution of the proposals and helped shape the overall development strategy.

Including:

4.1 Site Constraints
4.2 Responding to Community Engagement

4.1 Site Constraints



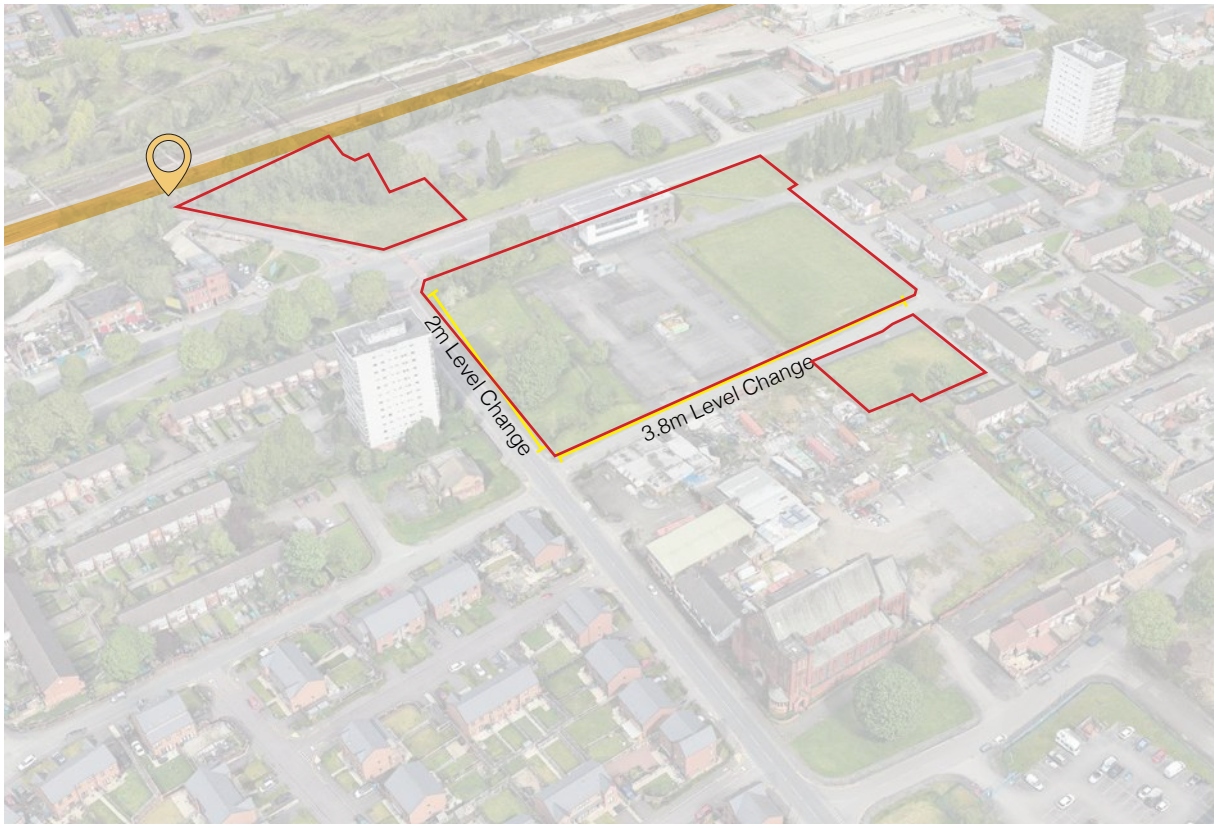
4.1.1 The Site - Aerial View

The existing site is divided into three distinct development parcels:

Site 1 is the largest of the three sites and contains the existing Jigsaw Homes office building Baker house, which is the only extant built form within the site area. Baker house does not site within the Site 1 application boundary. The remainder of the site comprises a mixture of visually open at grade surface car parking for Jigsaw, enclosed by open metal fencing, and areas of low-quality green space with limited amenity value, but with a number of mature trees. The green space areas are artificially raised above the heights of the surrounding roads from previous mounding.

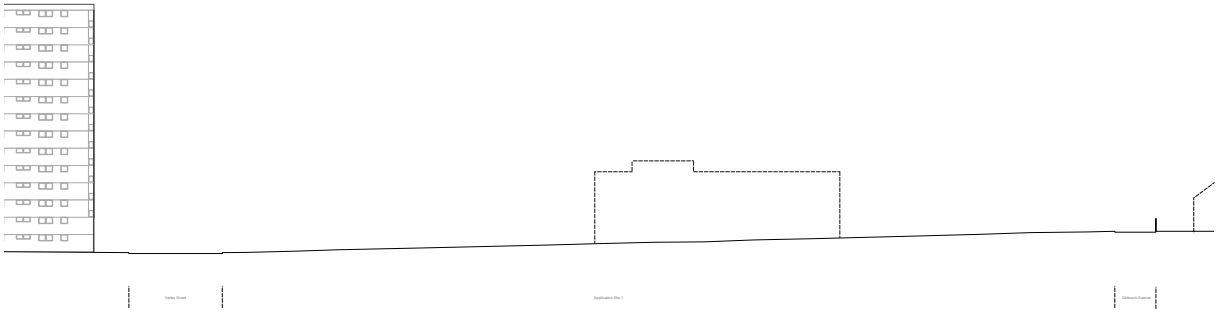
Site 2 consists of a gated area of open green space. The site is bounded by the rear elevations and gardens of existing residential properties to the east, while the front elevations of residential dwellings face the site from the south. To the immediate west is an area of walled site in 3rd party ownership.

Site 3 comprises an enclosed area of self seeded green space with no existing public access that adjoins land owned by the Railway. The site occupies a prominent corner position adjacent to Oldham Road and Collyhurst Street, presenting an opportunity to positively address this key gateway location within the local area. The site topography is varied with an area adjacent the roads relatively level, and steep slopes up to the railway. The site is open on its East side to the adjacent Sheridan car parking area.

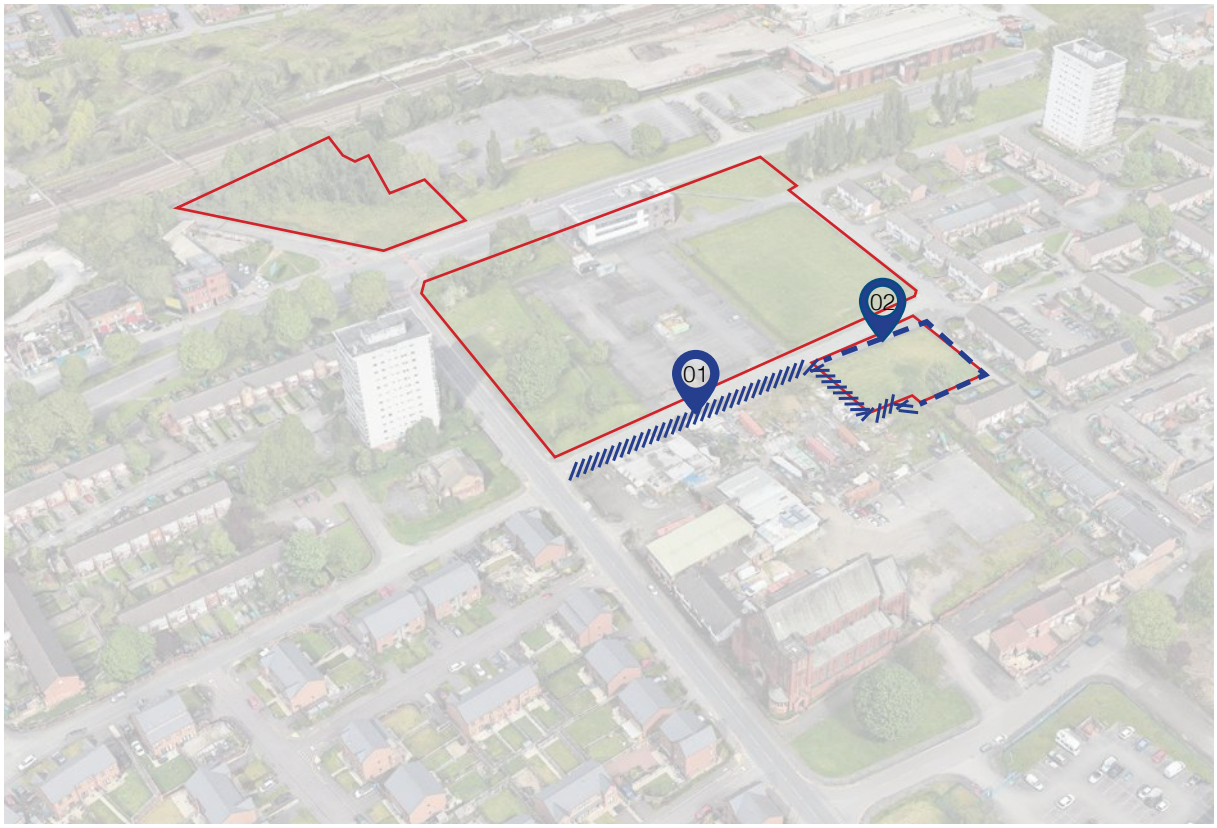


4.1.2 Level Change

There is a steady but relevant change in levels across the site, with the land falling towards the south-west corner. Varley Street varies by approximately 2 metres between Oldham Road and Rosewell Avenue, while the SW corner of Rosewell Avenue sits approximately 3.8 metres below the highest point where it adjoins Giltbrook Avenue (as shown below). Although these level changes are significant, the length of the site boundaries provides sufficient opportunity to accommodate the gradient within any proposed development. Nevertheless, the site's topography will remain a key consideration throughout the design development process, influencing building design, access arrangements, public realm proposals, and the relationship between the development and its surrounding context.



Existing level change (circa. 3.8m) across Rosewell Avenue



4.1.3 Negative Boundary Conditions

Negative Boundary

Metal Fence

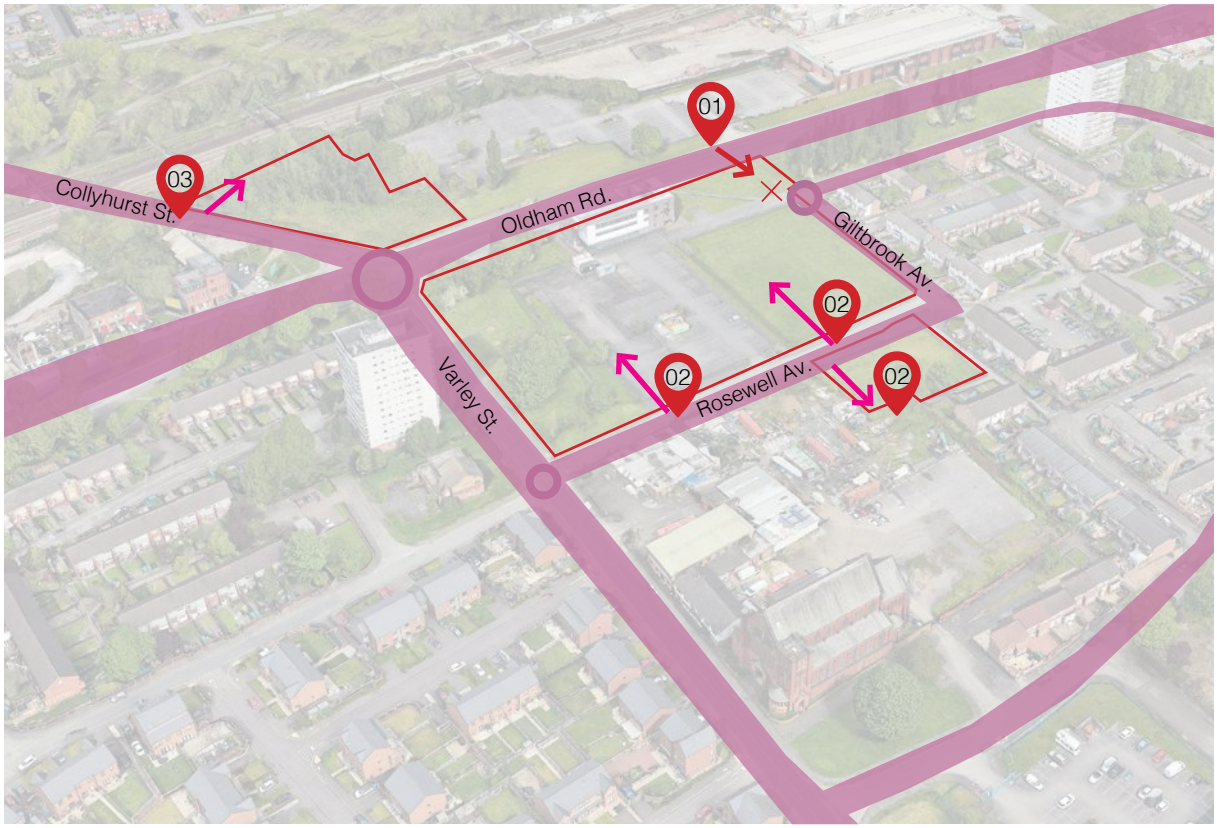
Current negative boundaries include a blank brick wall adjacent to Site 1, and an existing metal fence bounding Site 3. These edges present opportunities to improve site permeability and enhance boundary treatments through landscaping, planting, and high quality materials. The introduction of active frontages and green infrastructure will help strengthen integration with the surrounding urban fabric and improve visual amenity.



1. Brick wall adjacent to existing site 1 access



2. Existing metal fence bounding site 3



4.1.4 Vehicle Connectivity

1. Limited/no access from Oldham Road.

2. Potential access into site from Rosewell Avenue.

3. Potential access into site from Collyhurst Street.

Direct vehicular access from Oldham Road is not possible due to the nature of the road, however the site presents opportunities for vehicle access via Rosewell Avenue and Giltbrook Avenue, minimising impacts on the surrounding road network. Limited opportunity for through-routes requires turning heads within the site. Oldham Road and Varley Street define key frontages and create a prominent gateway junction.



01. Collyhurst street looking North from Oldham Road



02. Rosewell avenue looking East



4.1.5 Greenspace

Existing greenspace

Poor quality existing greenspace

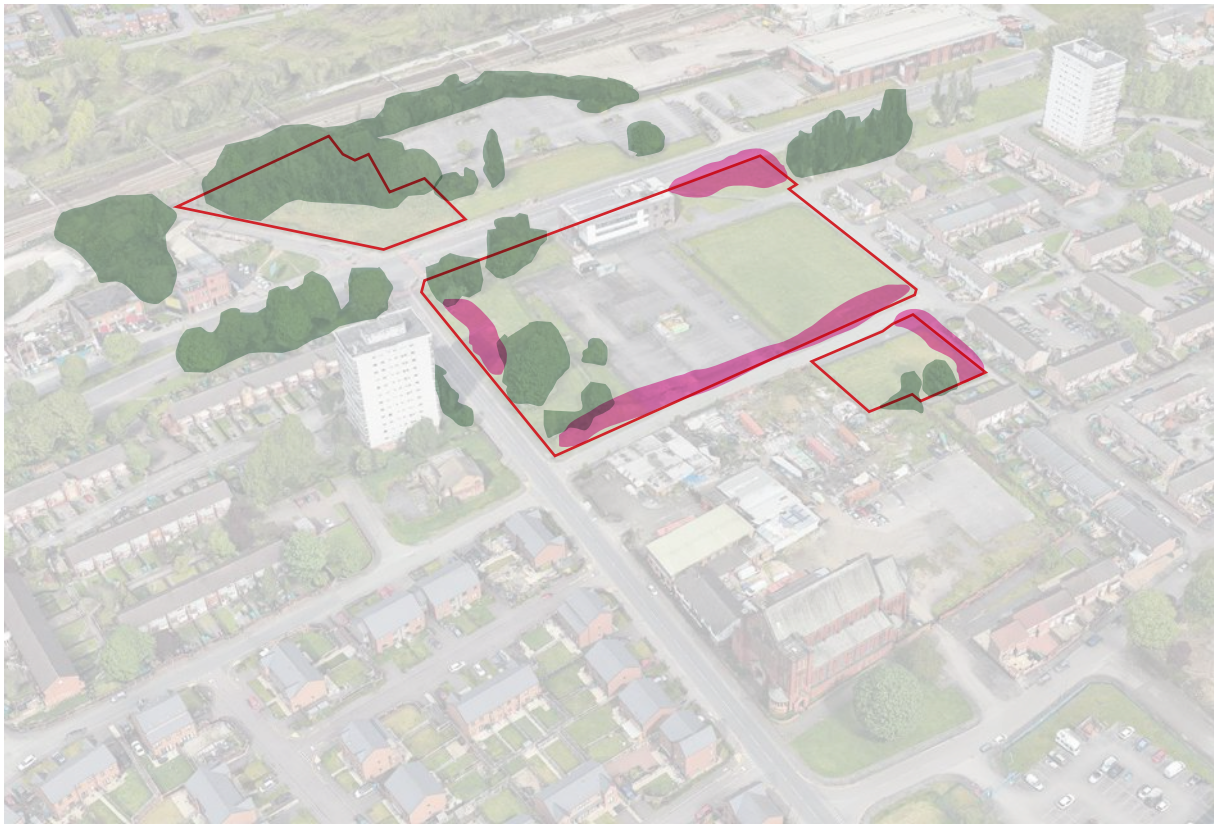
The sites contain areas of existing green space that are currently underutilised and lack quality, presenting opportunities for enhancement within the masterplan. Existing green infrastructure should be retained where possible and enhanced as pedestrian gateways into the site to contribute to amenity, biodiversity and place-making.



Underutilised greenspace in Site 1



Existing greenspace adjacent to Jigsaw offices



4.1.6 Existing Trees

Existing Trees

Identified key areas for additional landscaping

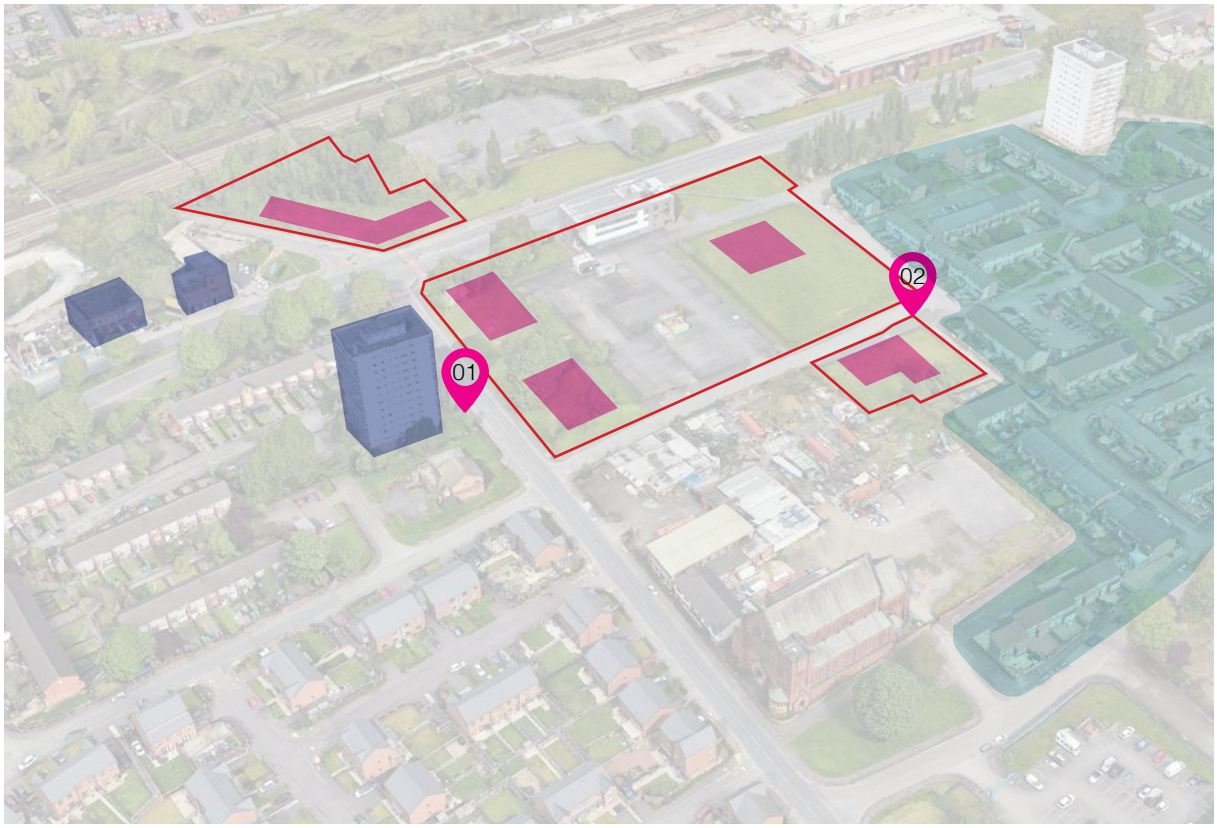
Existing trees along the boundary of Site 3 provide valuable screening and separation from the National Rail line. There are large mature trees on site 01 - retain if possible. There are opportunities across the site to enhance the landscape setting through additional planting and green infrastructure, improving visual amenity, biodiversity, and the overall quality of the public realm.



01. Trees bounding Site 2



02. Trees on Varley Street site 1 boundary



4.1.7 Massing

Increased massing towards the North West of the site

Reduced residential massing

Areas to accommodate additional massing

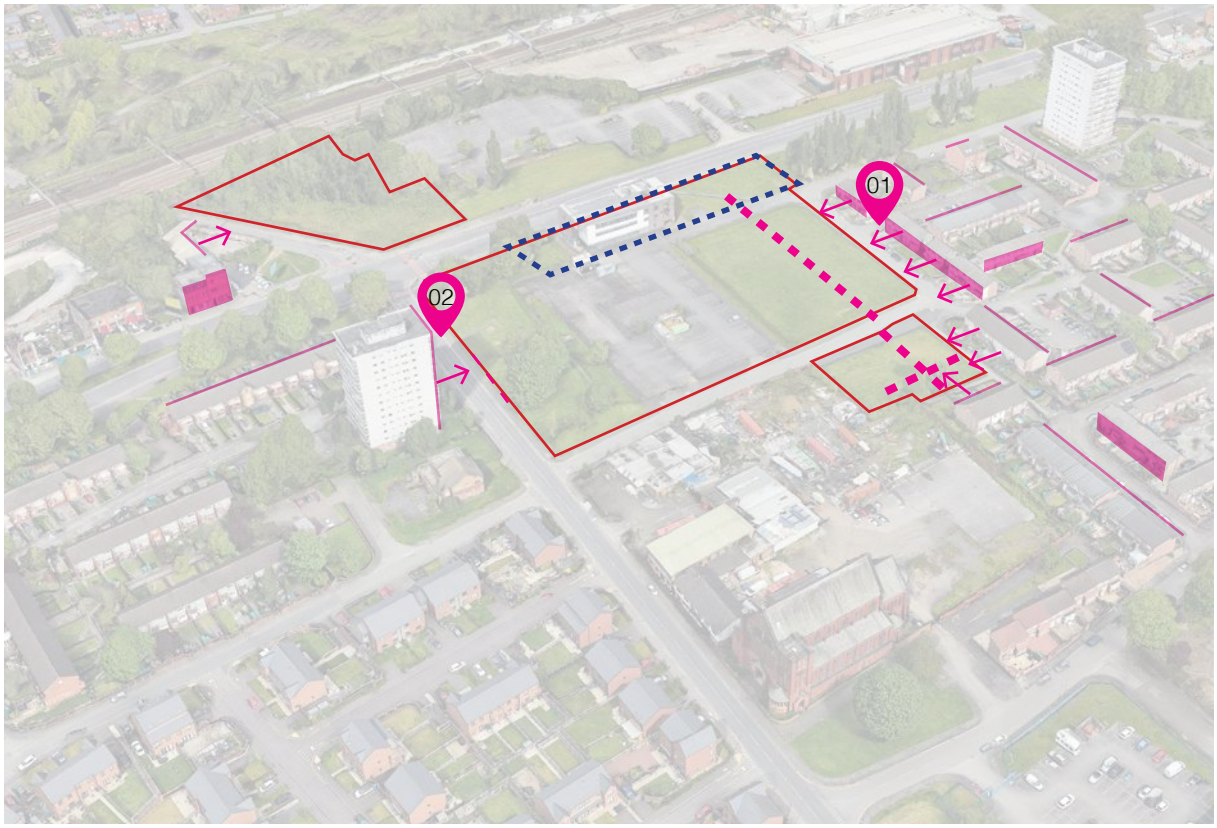
The proposal should respond to the varying building heights within the surrounding area. Opportunities exist to increase massing towards the north and west of the site, where larger built forms can be accommodated. In contrast, the development along the South eastern boundary should respect the adjacent residential character through appropriate transition in scale and massing.



01. Increased massing towards North West of site



02. Reduced massing towards South East of site



4.1.8 Frontages and Interface Distances

Interface distances

Buffer zone to existing offices, opportunity for public open space provision

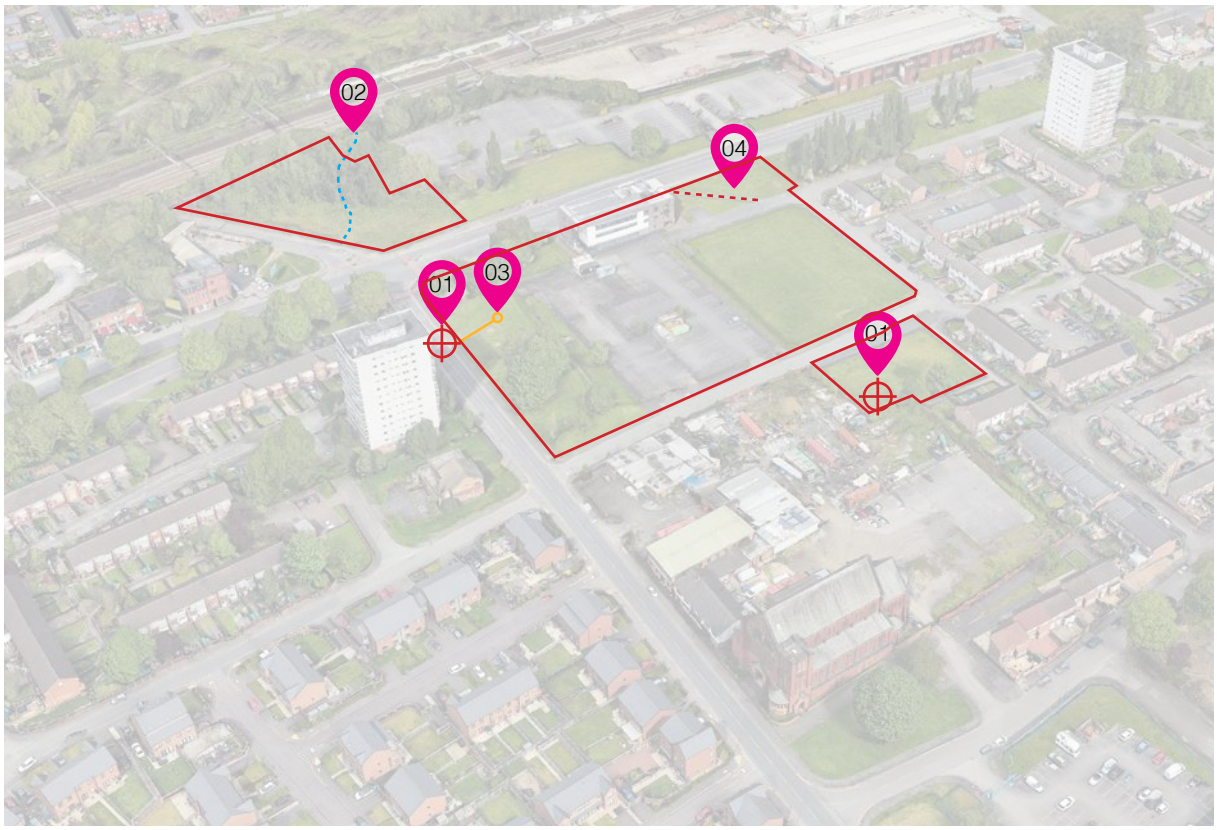
The proposal requires consideration of interface distances along its eastern and south eastern boundaries to protect existing neighbouring amenity and ensure appropriate relationships between buildings. Elsewhere, there are fewer interface constraints, presenting the opportunity to explore building massing, and optimise development layout.



01. Giltbrook Avenue frontages face onto site 1



02. Houses overlook greenspace (site 2)



4.1.9 Existing Services

01. Mineshaft locations

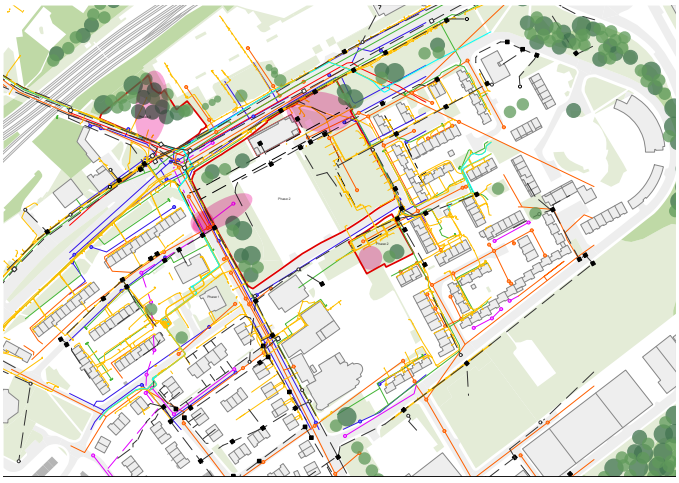
02. Culvert

03. Sewer

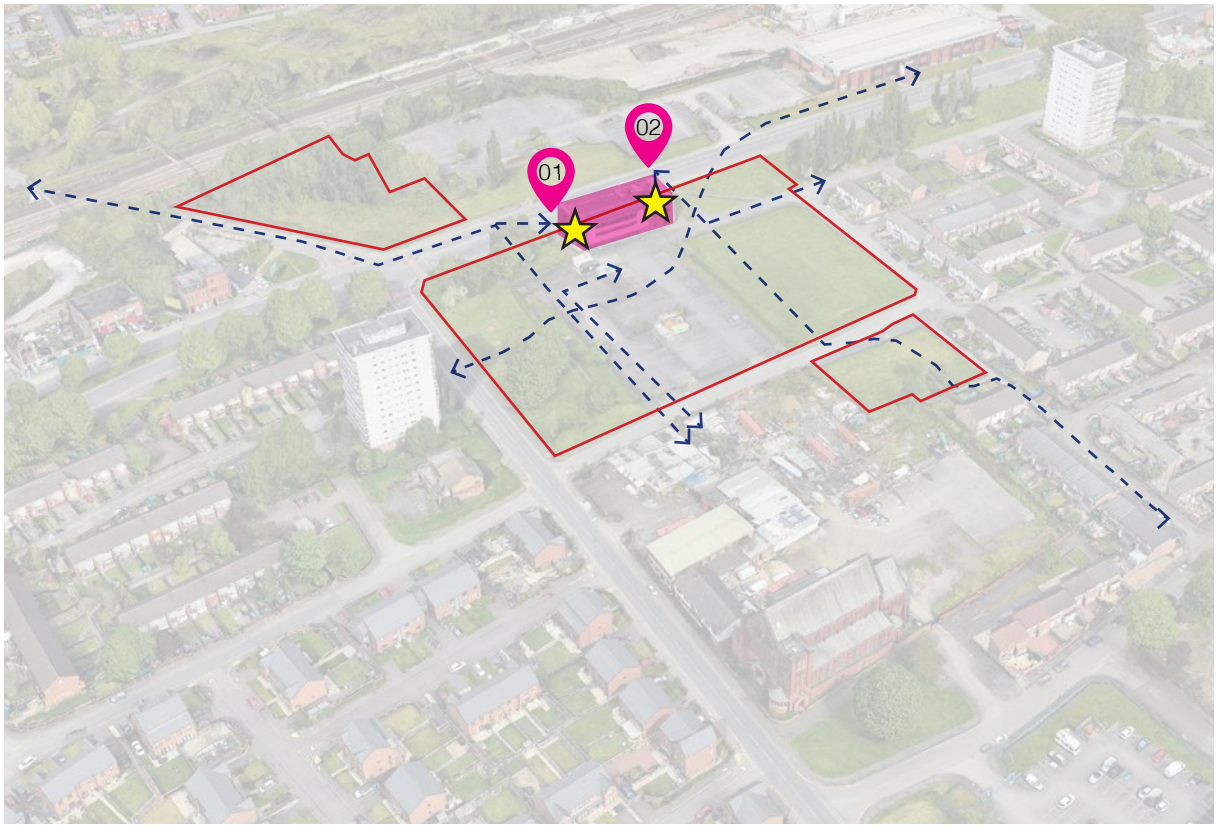
04. Electrical line (through non adopted footpath)

The existing services layout adjacent illustrates the extent of infrastructure within and surrounding the site. Key constraints where development is restricted or not feasible are identified on the 3D diagram above,which will influence the design options for any proposal.

The culvert in site 3 has been investigated and located, the mine-shafts are identified by the Coal Authority coordinates and are being explored on site to confirm precise location.



Existing Services Layout



4.1.10 Pedestrian Permeability

Opportunity to improve site permeability through new pedestrian routes linking the residential development, Baker House.

Enhancing routes will create a more connected and accessible site, encouraging walking and improving integration between key destinations.



01. Existing commercial unit at ground floor of Baker House



02. Jigsaw Offices (Baker House)

4.2 Responding to Community Engagement

The design proposal has been shaped by the findings of the community engagement and responds directly to the key issues raised. Feedback around affordable housing, safety, green space and neighbourhood quality has informed the layout, housing mix and landscape strategy.

The proposals provide a strong affordable housing offer, introduce active and overlooked streets, retain existing landscape assets where practical, and create new usable green spaces across the site. While some wider issues, such as public transport and community facilities, fall beyond the scope of the development, the scheme has sought to respond positively where possible through active ground floor uses, long-term stewardship and ongoing engagement with local groups.

Finding / Indicator	Met?	How we Meet It
Housing and development		
A desire for “genuinely affordable” and social rent homes	●	Proposal is for 80% Social Rent and 20% Rent to Buy
Desire for low-rise developments, with support for bungalows and terraced housing to promote neighbourly interaction and community safety.	●	Own-front-door apartments — 1 bed/3 bed bungalow equivalence whilst optimising density. 2 and 3 storey houses provided.
New social housing to prioritise local families to enable them to remain in the area.	●	Tied to Letting Policy. Wide range of homes provided to meet need.
Transport and connectivity		
Bus services routes and frequency described as inadequate with lack of direct connections.	●	Beyond scope of proposal.
Some concerns about the potential traffic impact of proposed housing.	●	Highway Engineer engaged. Car parking provision agreed with LA.
Safety and security		
Overwhelming concerns about inadequate street lighting and impact of unfinished building sites on community safety.	●	Programme of works to provide holistic delivery and management of sites during construction. Active streets designed into proposal.
Specific areas around the Rochdale Canal mentioned as unsafe.	●	Beyond scope of proposal.
Positive community relationships have increased feeling of safety for some. Note perception of safety varied — some participants feeling of ‘quite safe’ or ‘very safe’, was due to knowing which areas to avoid, suggesting their feeling of safety to be more compromised than indicated.	●	Well designed overlooked streets throughout proposal will increase natural surveillance. BfHL compliant. Proposed active green spaces which will be managed by Jigsaw well overlooked but with clear defensible space to residential units.



Finding / Indicator	Met?	How we Meet It
Green spaces and environment		
People value existing green infrastructure and expressed concerns about potential environmental losses through development.	●	Loss of poor quality undefined and unusable green space inevitable, but green spaces designed into layout across the site area.
Trees along Sawley Road and green spaces on Rosewell Avenue and Varley Street noted as community assets.	●	Existing trees retained wherever practical and scheme designed to allow for retention. Extensive new tree planting throughout.
Local green spaces described as poor quality but rated as adequate in the engagement, because they felt they don't deserve better provision due to their perception of class-based expectations.	●	New green spaces based on sense of place for Miles Platting and to meet initial feedback, but will be part of ongoing inclusive engagement with local community. Led by Placed.
Issues beyond project scope: community facilities and youth provision		
Overwhelming concern regarding insufficient provisions for young people and closure of local facilities, including the swimming pool and youth clubs.	●	Wider issue, but partially addressed through social value investment and Jigsaw long term stewardship.
Concerns that loss of community pubs in area have taken away important social infrastructure and increased loneliness.	●	Wider commercial issue and societal change.
Many comments regarding previous housing developments failing to include community amenities/spaces.	●	This development can't do what wasn't provided previously, but is seeking to provide active green spaces to improve neighbourhood.
Overwhelming concern that residents feel excluded from new neighbouring developments like Ancoats Green.	●	Beyond Scope.
Desire for comprehensive community hub with library, meeting spaces, medical facilities, and youth provisions.	●	Provision of ground floor unit to Baker House and potential NHS facility outside of this development. Masterplan prioritises access.
Support for local groups including MPCAN and St Cuthbert's.	●	Jigsaw are engaging with both.



5.0 Development

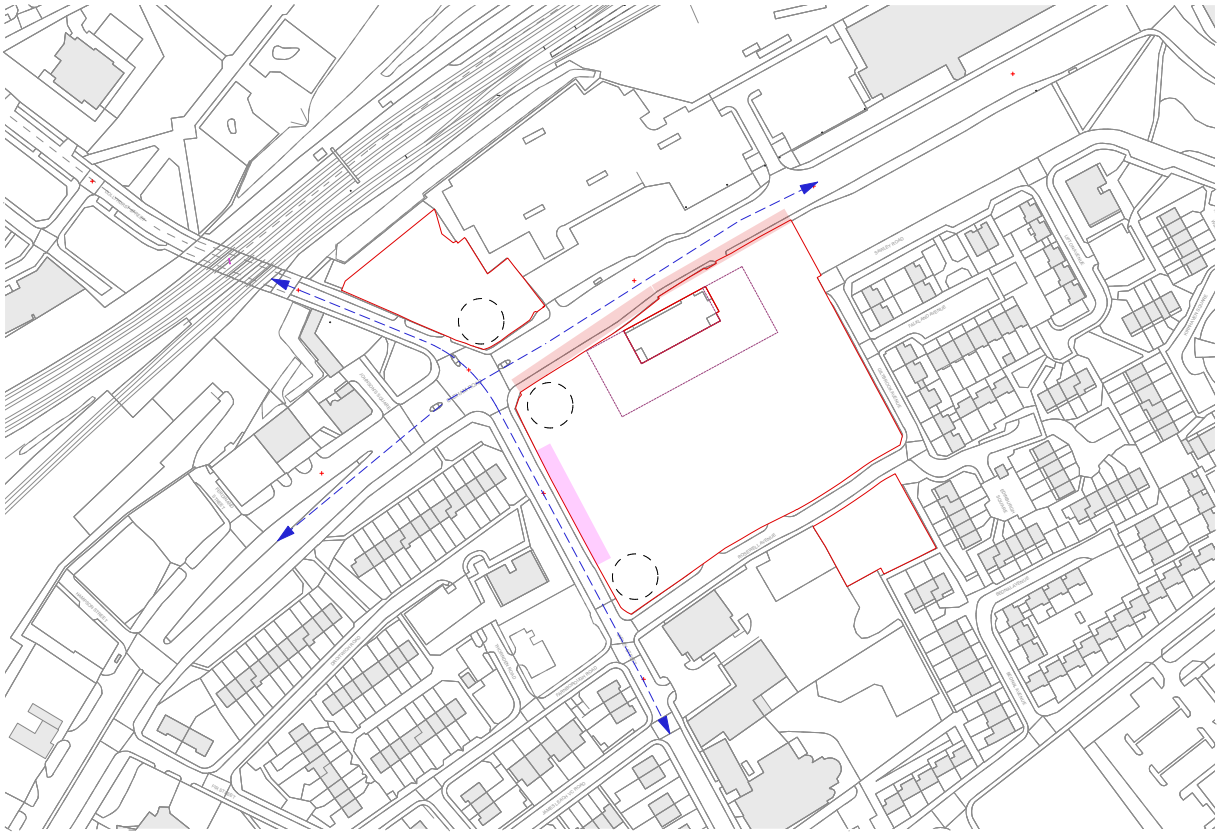


This section outlines the design evolution of the proposed masterplan and the key stages that have informed its development. It demonstrates how the design has been refined through an iterative process, responding to the site's context, constraints, opportunities, and project objectives. The following diagrams illustrate the progression of the design from initial principles through to the final masterplan, highlighting the key considerations that have shaped the overall layout and character of the development.

Including:

5.1 Key design principles
5.2 Development Iterations
5.3 Illustrative masterplan proposal

5.1 Key Design Principles



5.1.1 Movement and Context

Oldham Road and Varley Street are the main vehicular routes surrounding the site, defining key frontages and focal points within the masterplan. Prominent built form at their junction could create a landmark gateway when approaching from Manchester City Centre.

Varley Street has a lighted junction limiting opportunity for direct access for vehciles turning into the site in close proximity.

Vehicular access can be accommodated off Roswell Avenue and Giltbrook Avenue to minimise impacts on the surrounding road network, with a focal node at Varley Street / Roswell junction access point.

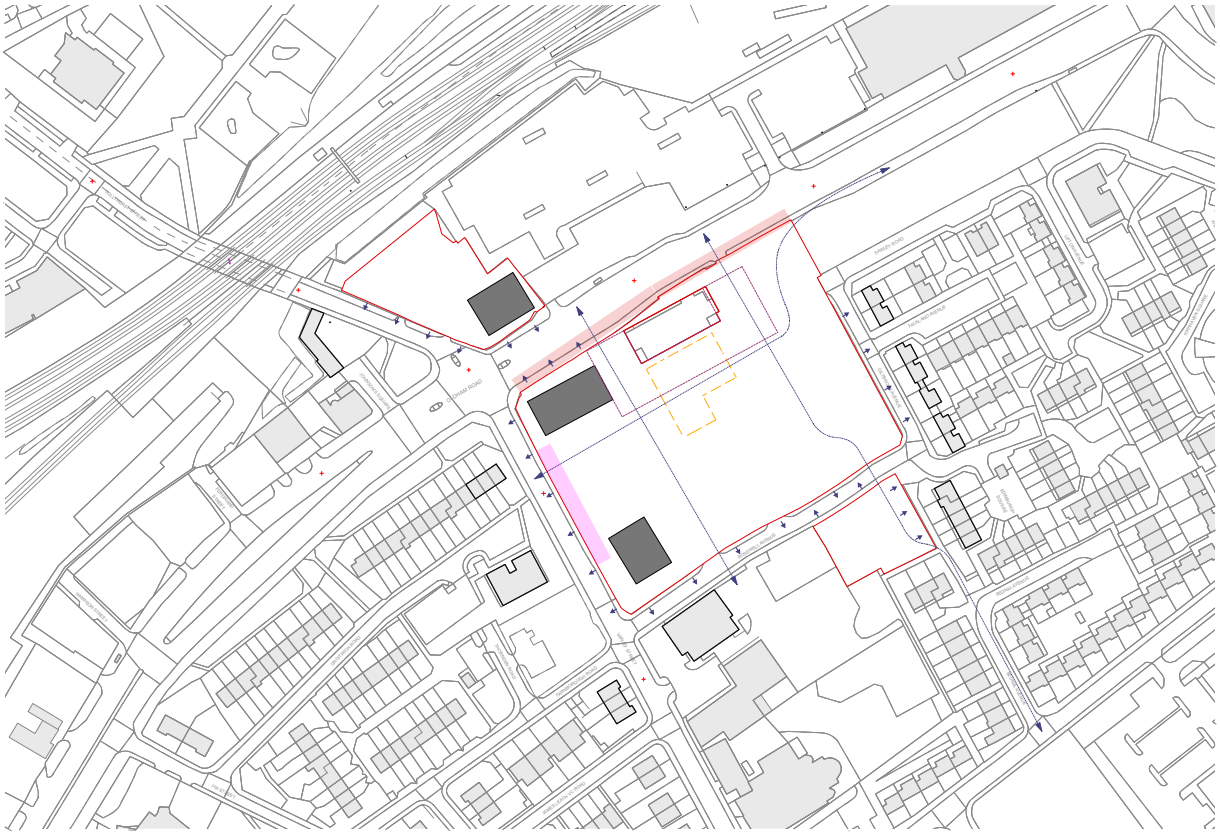
The existing Jigsaw Homes office to the north influences the layout through its parking needs, while future ground-floor use offers opportunities for high-quality public realm. Pedestrian and landscaped connections help integrate the site with the surrounding area.

Key.

- Site Boundary
- Existing Built Form
- Key Vehicular Connection
- Site Access restriction
- Vehicular restriction
- Nodes

Initial Design Thoughts.

Key frontages and landmark features should reinforce the site's gateway position. Pedestrian connections should be enhanced to improve accessibility and integration with the wider context.



5.1.2 Active Frontages

The existing site is currently dominated by open car parking and fragmented areas of poor-quality green space, creating an isolated block within the wider urban context.

The design strategy focuses on improving connectivity by introducing a network of clear, safe and overlooked pedestrian routes through the site to reinforce the existing urban grain and establish strong north–south links. This creates a series of attractive public and private spaces centred around a well-defined residential core. The alignment of routes has been informed by access constraints, the need to provide a safe and usable environment for residents and desire lines. Development along the site perimeter responds to the scale and character of the surrounding context, with active frontages providing natural surveillance and animating key streets and pedestrian connections.

Key.

- Site Boundary
- Built Form to Create Primary Nodes
- Connectivity enhanced by development
- Active perimeter
- Site Access restriction
- Vehicular restriction
- Private parking requirement

Initial Design Thoughts.

Connectivity should be enhanced through clear, overlooked pedestrian routes, with active frontages creating safe and attractive streets and spaces.



5.1.3 Key Buildings and Green Infrastructure.

The design maximises the prominence of wider site visibility along Oldham Road and Varley Street with key gateway buildings. These landmark elements help direct movement towards the main site entrance off Roswell Avenue, improving legibility and reinforcing the site's presence within the wider urban context.

Building heights increase from the eastern to the western edge of the site, where the surrounding context can accommodate greater scale, creating a visual anchor at an important gateway location. The development form also responds to the recently consented Apollo site.

Towards the east, the development steps down in scale to respond sympathetically to the adjacent residential neighbourhood and existing urban grain.

Green infrastructure supports site legibility and connectivity, creating attractive pedestrian routes through the development and strengthening links to Village Park and the wider green network.

Key.

- Site Boundary
- Built Form
- Significant Gateway or Landmark Building
- Existing Greenspace
- Proposed Greenspace
- Connectivity enhanced by development

Initial Design Thoughts.

Key buildings and green infrastructure should be used to enhance legibility, establish a strong sense of place and create clear connections between the site and the surrounding neighbourhood.



5.1.4 Scale and Form.

The proposal responds to the surrounding urban grain through a gradual transition down in scale and form from west to east, reflecting the character of neighbouring development.

This variation is complemented by a diverse mix of housing typologies, including own-front-door apartments, communal apartment buildings and small to large family housing, creating a balanced and inclusive neighbourhood.

The arrangement of built form and key connections creates a series of distinct development blocks, generating a varied sequence of streets and spaces throughout the masterplan.

This approach allows for a range of open space typologies, from private gardens and resident amenity areas to larger communal spaces and public realm at key corners, routes and gathering points.

Key.

- Site Boundary
- Built Form
- Key buildings and grain diversity
- Proposed Urban Grain
- Vehicular Movement
- Pedestrian Movement
- Opportunity for public Greenspace

Initial Design Thoughts.

A varied scale and mix of housing typologies should respond to the surrounding context and need assessment while creating a diverse and attractive residential environment.



5.1.5 Activity and Built layout.

The proposed block layout is designed to maximise activity along streets and public spaces, with active frontages providing natural surveillance to all routes, connections and areas of public realm.

Subtle variations in the arrangement of buildings, including the stepping and articulation of blocks, introduce diversity across the site and avoid overly rigid linear forms whilst maintaining an overarching character.

This approach helps create a more relaxed and distinctive urban grain, while also shaping a variety of attractive green spaces and amenity areas.

Public spaces within the development are overlooked by surrounding homes, promoting a safe and welcoming environment.

The built form responds to the townscape analysis, reflecting the prevailing scale, form and street relationships of the surrounding area while reinforcing and extending its most positive characteristics.

Key.

- Site Boundary
- Proposed Landmark Buildings
- Building Variety in Setting Out (example)
- Greenspace / Public Realm
- Active frontage (internal)

Initial Design Thoughts.

Built form should create active and overlooked frontages, ensuring a safe, attractive and well-connected public realm throughout the development.



5.1.6 Clear Urban Form

Responding to the site's opportunities and constraints, the proposed development creates a coherent and well-defined piece of townscape that integrates with both the immediate and wider context.

Improved connectivity and filtered permeability help reconnect an underutilised and isolated site with the surrounding neighbourhood, while reinforcing the important approach into Manchester City Centre along Oldham Road.

Strong building forms, clear movement corridors and a coordinated landscape strategy establish a legible urban structure that defines streets, spaces and key routes.

The relationship between built form and public realm clearly distinguishes public and private areas, with active frontages providing natural surveillance and contributing to a safe, attractive and vibrant environment.

Key.

- Site Boundary
- Proposed Built Form
- Residents Ancillary Space
- Public Greenspace Within Site
- Private Greenspace Within Site
- Active Frontage
- Vehicular Movement
- Pedestrian Movement

Initial Design Thoughts.

A clear and legible urban structure should strengthen local connectivity, repair the urban grain and create a well-defined sense of place.

5.2 Masterplan Development



5.2.1 Iteration 01.

An initial design response sought to divide the residential and commercial uses of the site with a clear vehicular segregation - Baker House was to be served directly from Oldham Road through a new junction. Whilst bringing clarity in terms of use and seeking to reduce potential conflicts in vehicular movements, direct access from Oldham Road proved not to be possible due to highways considerations - being the current signal locations, the dual-carriageway layout and the future potential cycle path along Oldham Road.

This approach produced a clear urban grain, had the advantage of introducing East-West permeability but equally brought issues of practical servicing of plots and parking clarity.

A green space was proposed to the South of the site which would provide good outlook and respond to the wider setting.

Built form around Baker House sought to create a strong continuous frontage. The design offered a mix of housing types, and concentrated mass onto Oldham Road and Varley Street.



5.2.2 Iteration 02.

The Oldham Road junction was removed and a new junction off Varley Street proposed that would provide reasonably direct access to Baker House - limiting traffic movements as far as practical through the residential layout.

North-South links were introduced to provide routes through to key buildings in the area ie. Baker House, seeking to ensure that the masterplan worked beyond the red-line to forge wider connectivity across the neighbourhood for the benefit of all.

Site 03 shows a combination of houses and apartments built over the green space, with a corner turning block that would address the existing houses and potentially provide front access parking to those existing houses.

The junction from Varley Street was considered too close to the Oldham Road traffic lighted junction, albeit the idea of E-W connectivity was beneficial from a pedestrian perspective.

The housing on site 03 was considered to take away too much valuable open space.



5.2.3 Iteration 03.

The East- West connectivity from Varley Street was maintained for pedestrian use - linking to wider neighbourhood street patterns to provide a route through to Baker House and beyond. This link creates a landscaped route.

Following stakeholder engagement the use of Baker House was considered for a community cafe and so the road network and public realm space was adapted to provide visitor car parking spaces.

Following highways dialogue the general road layout was fixed to include adoptable roads and raised table turning heads.

The public space between the future NHS building and Baker House reflected initial community engagement.

Wider engagement showed general positivity but a desire to see an additional public space at the SE corner of the site.

Built form was now settled with a clear set of buildings and grain.



5.2.4 Iteration 04.

The finalised version of the urban design diagram - with an additional public space to the SE corner reflecting engagement responses and a built form that reflected the coal mine shaft in the area.

Design of the public realm spaces followed an idea of creating a unique space based on the wider neighbourhood.

Practical issues such as bin storage for the potential community cafe were designed into the scheme. A substation was accommodated along a new road.

Definition of public and private realm was refined to create a set of well overlooked streets and spaces.

Car parking was refined to ensure clarity of use.

3D massing was refined to further accent specific elements across the scheme, including introducing partial termination vistas.

Collyhurst Street site was refined in relation to neighbouring land and the rail line requirements.

5.3 Final Masterplan

The proposed masterplan demonstrates a clear and legible urban structure, transforming the previously underused site into a well-connected and integrated neighbourhood.

A network of attractive pedestrian and vehicular routes is introduced throughout the development, with two strong north–south axes providing direct connections between Rosewell Avenue and Oldham Road. These routes improve permeability across the site, strengthen links to the surrounding area and the immediately located community facilities along Oldham Road, and help establish a coherent framework for future development.

A varied mix of building types and heights has been carefully arranged in response to the existing character and massing of the surrounding context. Taller residential blocks are located to the west of the site, where they can address the scale of the wider urban environment and key movement corridors. Building heights then gradually step down towards the east, creating a sensitive transition to the adjacent lower-rise residential neighbourhoods and helping to minimise visual impact on existing homes.

The current Baker House and ground floor commercial space as an insert to the northern part has the opportunity to establish a focal point within the masterplan. Acting as an anchor for new public open space, it helps activate the northern edge of the development while supporting the creation of high-quality landscaped areas and improved pedestrian connections to Oldham Road. Together, these spaces contribute to a strong sense of place, encourage social interaction, and enhance the overall quality of the public realm.

A broad range of unit types is proposed across the development to support a diverse and inclusive community, offering housing opportunities for a variety of household sizes and needs.







6.0 Design - Urban Design



This section outlines the overarching urban design strategy for the proposed development and demonstrates how the site has been planned to create a coherent, well-connected, and sustainable place. The design principles establish the framework for the development, responding to the site's context, surrounding built form, movement patterns, and existing constraints and opportunities. Together, these principles guide the arrangement of buildings, streets, spaces, and supporting infrastructure to ensure the creation of a high-quality residential environment with a strong sense of place.

Including:

6.1 Key Design Principles
6.2 Proposed Building Heights
6.3 Accommodation
6.4 Pedestrian Access
6.5 Vehicular Access
6.6 Public Realm and Landscaping
6.7 Active Frontages
6.8 Inclusive Design
6.9 Boundary Treatments
6.10 Parking Strategy and Provision
6.11 Cycle Provision
6.12 Refuse Strategy

6.1 Key Design Principles

The final masterplan provides 154 residential homes of different types together with key public realm spaces organised to form a pedestrian and cycle biased neighbourhood.

Mix has been based on a clear understanding of local need and has been designed to offer opportunity to create a balanced community.

The scale of the built form ranges between 2 storeys up to 4 storeys in height. Larger buildings are focused towards the North and West of the site, responding to the larger surrounding spaces and built form opportunities.

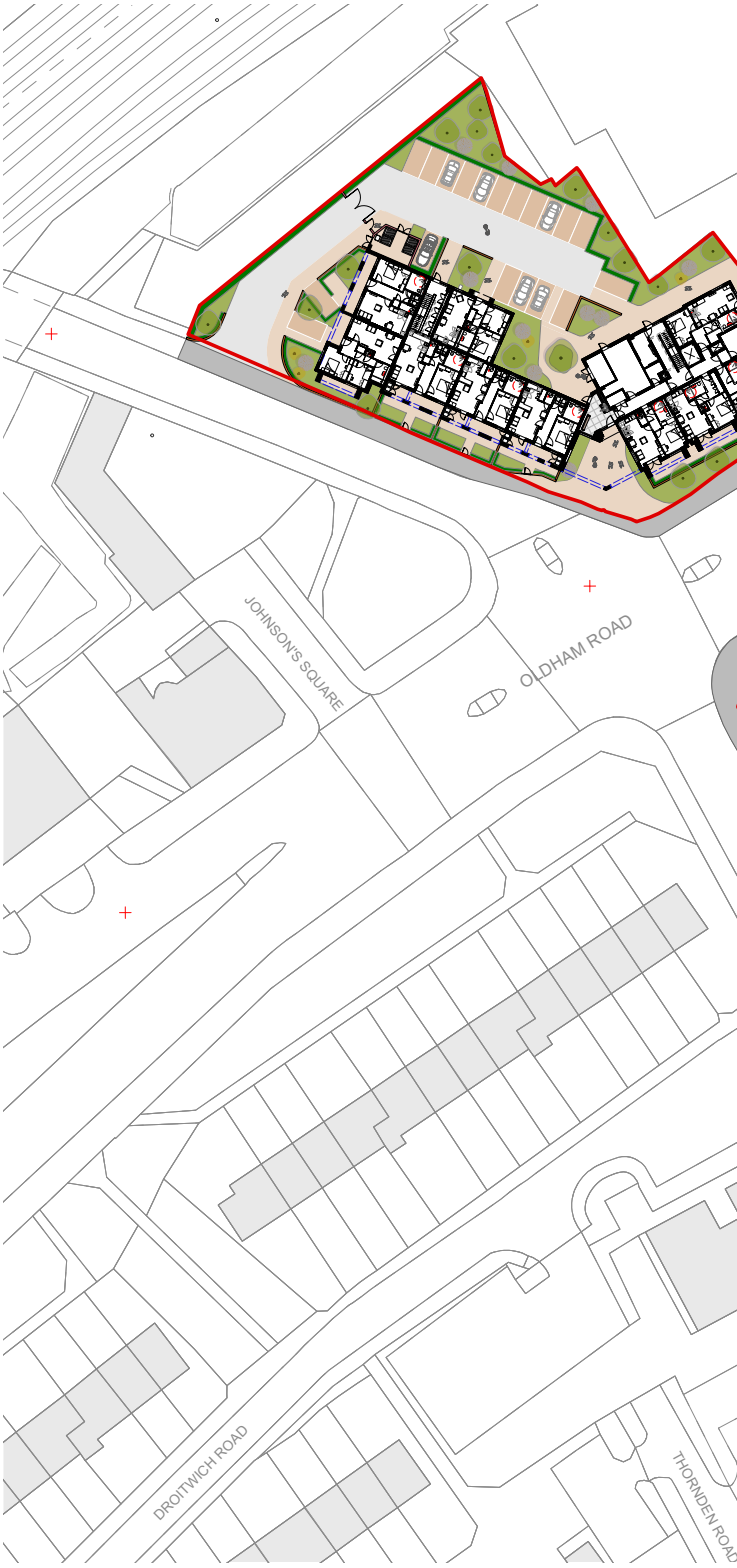
The masterplan achieves continuous frontages, clear public and private space, a range of parking solutions and ratios and a layout which complements the existing context and creates connections through the previously under-used site - creating links between local resources and the wider neighbourhood.

Built form has been considered holistically to create a clear character for the proposed masterplan, with subtle variety based around a unique sense of place. The urban design blocks create clear perimeter forms with clear public/private space designation.

Bio-diversity enhancement has been integrated into the masterplan as far as possible with only a marginal shortfall requiring off-site credits to satisfy trading rules for re-provsion of scrub (which would be inappropriate to incorporate into the public realm design).

The overall design has benefited from the input of many stakeholders and consultants, taking account of key criteria to generate a credible and deliverable vision. Considerations have included public realm creation, crime-impact assessment, vehicular and pedestrian movement, ensuring the ongoing use of Baker House, understanding engineering constraints such as mine shafts and existing services, EPC and energy conservation requirements, acoustic and air quality assessments and BNG.

The key design rational is detailed in the following pages.




N
SAWLEY ROAD
FALKLAND AVENUE
GILTBROOK AVENUE
ROSEWELL AVENUE
VARLEY STREET

6.2 Proposed Building Heights



The proposals are arranged to create an interesting streetscape, with built form responding positively to the surrounding context while supporting the principles of good urban design.

The masterplan proposes a maximum building height of four storeys, with the taller elements concentrated towards Oldham Road and Varley Street, where a greater scale of development is appropriate. Key node buildings are positioned to provide visual accents and moments of emphasis along the principal routes through the site, helping to define corners, aid wayfinding and create a strong sense of place.

The proposed scale has been carefully composed to respond to the varying character of the surrounding area. Lower-scale development is located in proximity to the existing two-storey dwellings on Giltbrook Avenue, while the built form increases in scale towards Varley Street, where the wider townscape includes taller buildings such as the 13-storey Nelson Court tower. In this way, the masterplan provides a gradual transition between the lower-rise residential context and the larger-scale built form nearby, creating a considered bridge between the differing scales of development within the area.

6.3 Accommodation



The proposed masterplan creates the opportunity for a wide variety of homes to be delivered in close proximity, including 2, 3 and 4 bedroom family houses, 1, 2 and 3 bedroom communal access apartments, 1 and 2 bedroom own-front-door apartments and 2 bedroom mews houses.

This offers the opportunity of creating a suite of homes that will help to encourage a balanced and varied community. Special housetypes and bespoke design solutions have been employed across the site to help achieve good design - eg to maximise the opportunities of the site, address good urban design, provide clear legible public and private realm and optimise density.

6.4 Pedestrian Access



Vehicular Access

Pedestrian Access

The proposed development transforms the currently visually open but impermeable site by introducing a network of new pedestrian connections that improve movement and accessibility throughout the area. These routes establish clear north–south and east–west links, connecting the site to surrounding neighbourhoods and key destinations. Integrated landscape features, including green corridors, planting, and public spaces, reinforce these movement routes, enhancing legibility, encouraging active travel, and creating an attractive and well-connected environment.



1. West Approach ‘Parklet’ links to wider streets



2. Rosewell Avenue - a proposed well overlooked and green street

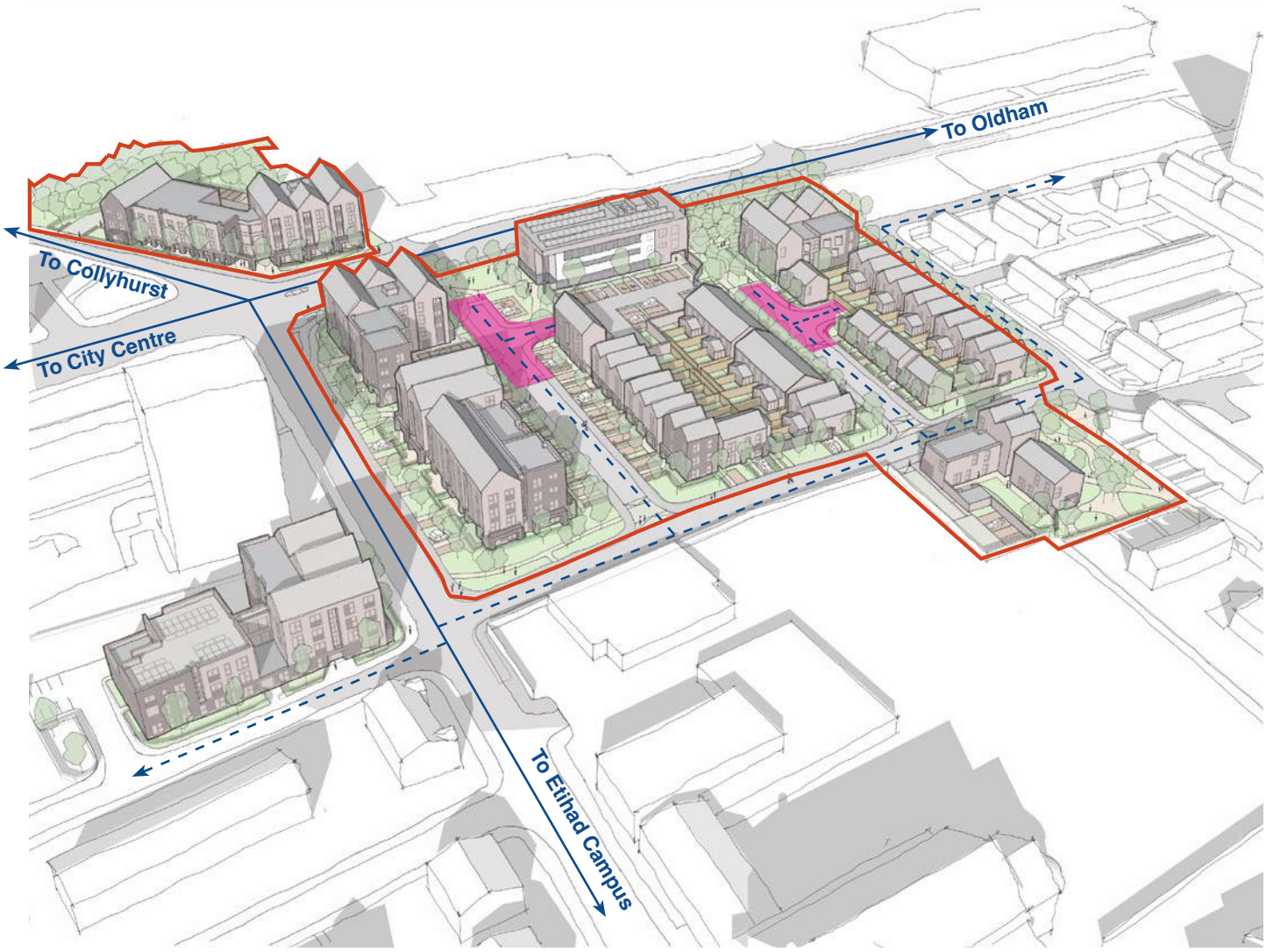


3. Oldham Road Park - a key public realm opportunity

6.5 Vehicular Access

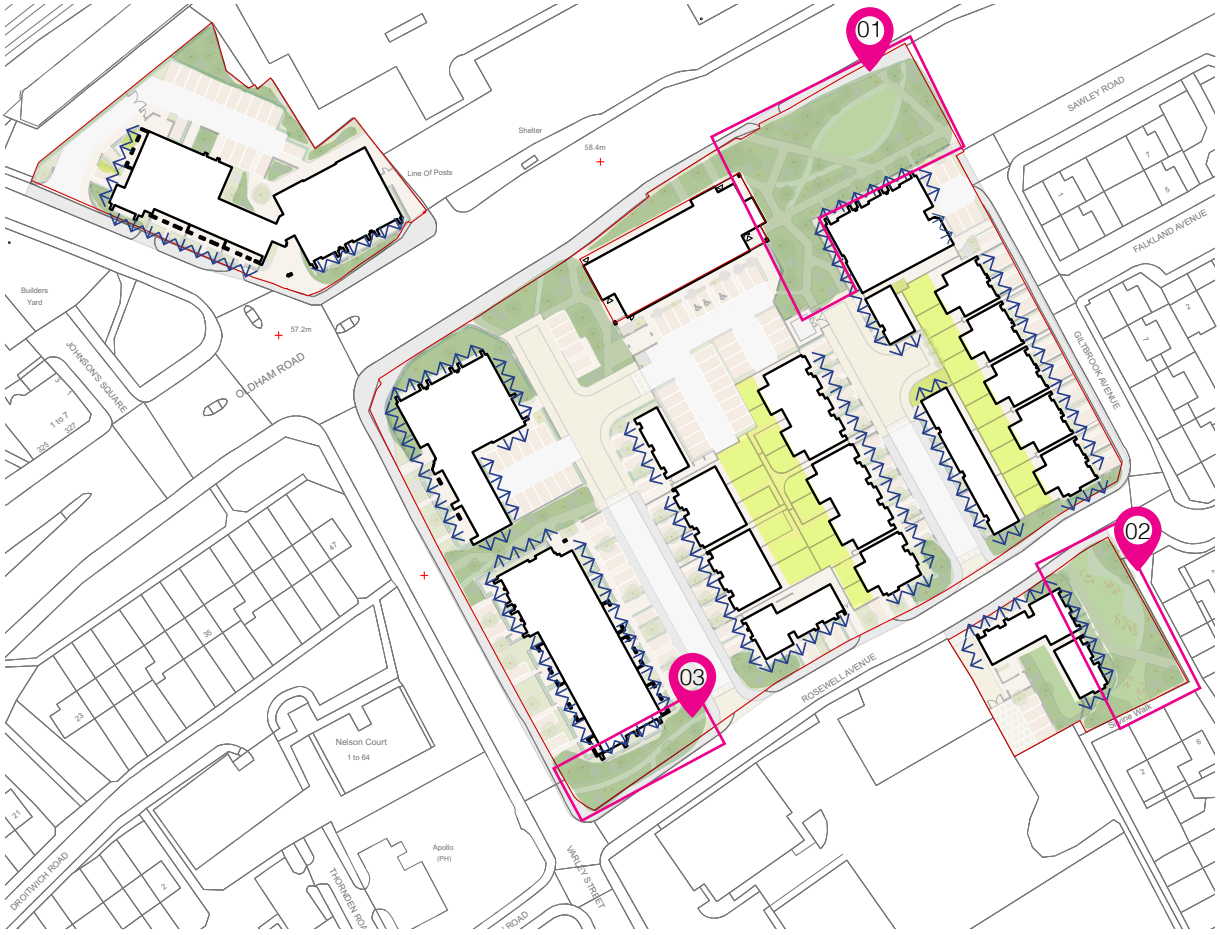


The vehicular access strategy has been developed in response to the existing highway constraints surrounding the site. Due to restrictions along Oldham Road and Varley Street, no vehicular access is proposed from either frontage. Access to the central development area is therefore provided via Rosewell Avenue, utilising the existing local road network while minimising impacts on the surrounding streets and maintaining safe and efficient access arrangements. Clear, logical links to community facilities have been prioritised - extending benefits beyond the red line.



The 3D images above shows a clear and legible networks of streets and spaces that create a well connected site (edge to edge connectivity) with the turning heads at the end of new roads proposed as raised tables to improve the character of the streets and prioritise pedestrian level access through the scheme. The streets are well defined by built form with known desire lines baked into the landscape design to ensure best outcomes.

6.6 Public Realm and Landscaping



Three potential locations for informal play and seating areas were presented during the public consultation process. Feedback from residents identified Space 2 as the preferred location, while Space 3 received limited support for play provision. The diagram illustrates how consultation feedback has informed the location of the proposed play space within the development, alongside opportunities to enhance existing green space, improve landscape quality, and strengthen biodiversity across the site. Landscape is described in more detail in the following section.



1. North East Corner Park



2. South East Open Space



3. South West

6.7 Active Frontage



Key

Active Frontage

Overlooking From Units

The development has been designed to incorporate strong active frontages along both the site perimeter and internal street network, ensuring a high level of natural surveillance and overlooking. Buildings are orientated to address existing surrounding streets, helping to improve safety, security, and visual engagement with the public realm. In addition, active frontage is provided along internal routes to create a safe, animated street scape and support pedestrian movement through the site. Own-front door groundf floor apartments have been incorporated where possible to promote continuous overlooking, enhances legibility, and contributes to a well-defined and secure residential environment.





6.8 Inclusive Design



Key

- Residential Level Access
- Ancillary Areas Level Access
- Residential Lifts
- Residential Lobby Areas

Level access is provided throughout the public realm and residential development, ensuring convenient and inclusive access for all users.

All apartment buildings benefit from step-free access, with lifts serving every residential floor (meeting M4(2) criteria). Ground floor apartments are accessed directly at grade, while upper floor homes have been designed with sufficient space and layout flexibility to accommodate the future installation of stair lifts if required. The development has therefore been designed to support accessibility, adaptability and ease of movement for residents and visitors throughout their lifetime.



01 Parking:

Where parking is provided, it is located in close proximity to the entrance door of the dwelling/residential buildings.

02 Level Access:

All landscaping and building levels have been designed to be accessible and enable level thresholds - no ramps or steps.

03 Route-ways:

Approach routes to buildings are safe and convenient.

04 Bins and Bike stores:

All bin stores and bike stores are located within the maximum required distance.

6.9 Boundary Treatments



Key

Active Frontage

Overlooking From Units

The development has been designed to incorporate strong active frontages along both the site perimeter and internal street network, ensuring a high level of natural surveillance and overlooking.

High quality, well defined boundaries are proposed throughout with a combination of low brick walls, railings and planting providing clear public/private demarcation whilst achieving a sense of visual openness across the development.

Rear boundaries are set to Secured By Design principles with high fences.



Low brick wall



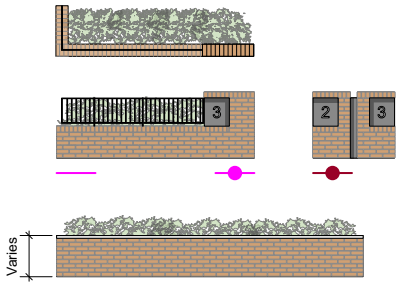
Front Feature gate post



Low hedge



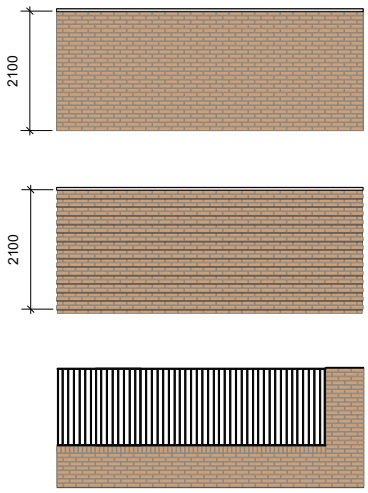
Low brick wall with hedge



Front Boundary Walls

Feature gate post, dwarf wall
with vertical railings.
Height varies to suit site levels
brick to match buildings.
Railings powder coated black.
Numeral plate in black to match
colour of railings

Low Brick Wall
brick to match buildings



Side Boundary Walls

2100mm Brick Wall
brick to match buildings

2100mm Ribbed Brick Wall
brick to match buildings

2100mm brick wall with vertical railings
brick to match buildings
railings powder coated black

6.10 Parking Strategy and Provision

The proposed parking provision has been arranged to provide allocated spaces across the scheme, with parking distributed close to the homes and apartment buildings that it serves. All parking spaces are noted as being sized to a minimum of 2.5m x 5m. The scheme provides 31 allocated spaces for the houses, with each individual dwelling also provided with an EV charging point, ensuring that the residential parking provision supports the transition to electric vehicles.

For the apartment accommodation, the scheme provides 54 allocated parking spaces, with a further 11 allocated spaces serving the OFD apartments. The layout also distinguishes between apartment parking, OFD apartment parking, Baker House parking, commercial parking, one-bay parking and garage parking, helping to clearly manage parking allocation across the wider masterplan. Apartment parking is shown with EV charging provision at a minimum ratio of one charger between two spaces, providing accessible electric vehicle infrastructure while maintaining an efficient and legible parking arrangement throughout the site.

Parking Schedule - OFD Apartments:

Block ofdA (3 units)	3no. Allocated spaces
Block ofdB (5 units)	4no Allocated spaces
Block ofdc/ofdD (7 units)	4no Allocated spaces

Parking Schedule - Apartments:

Block 2A (32 units)	16no Allocated Spaces
Block 2B (26 units)	13no Allocated Spaces
Block 2C (14 units)	7no Allocated Spaces
Block 2G (37 units)	19no Allocated Spaces

Parking Schedule - Houses:

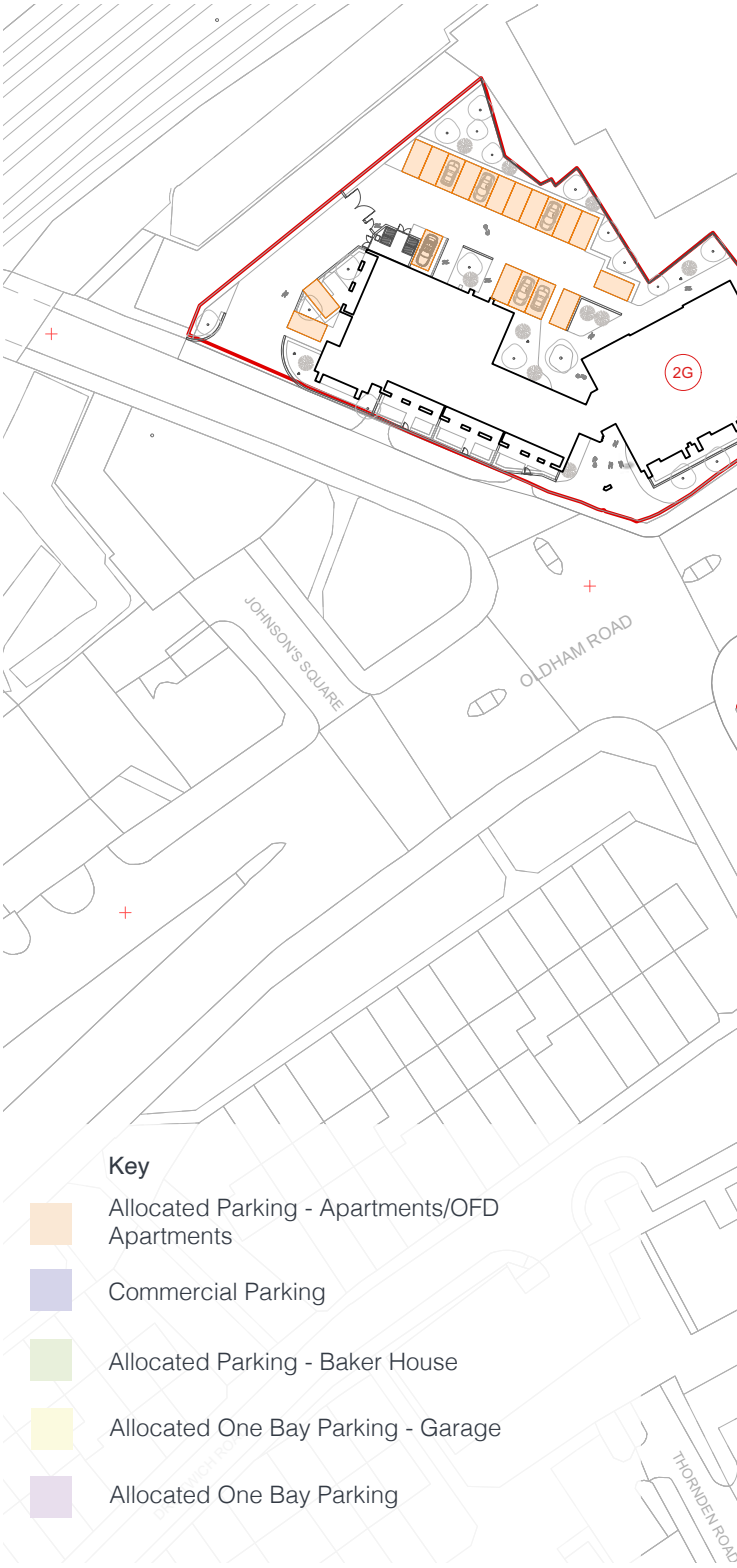
One Allocated parking space per house.

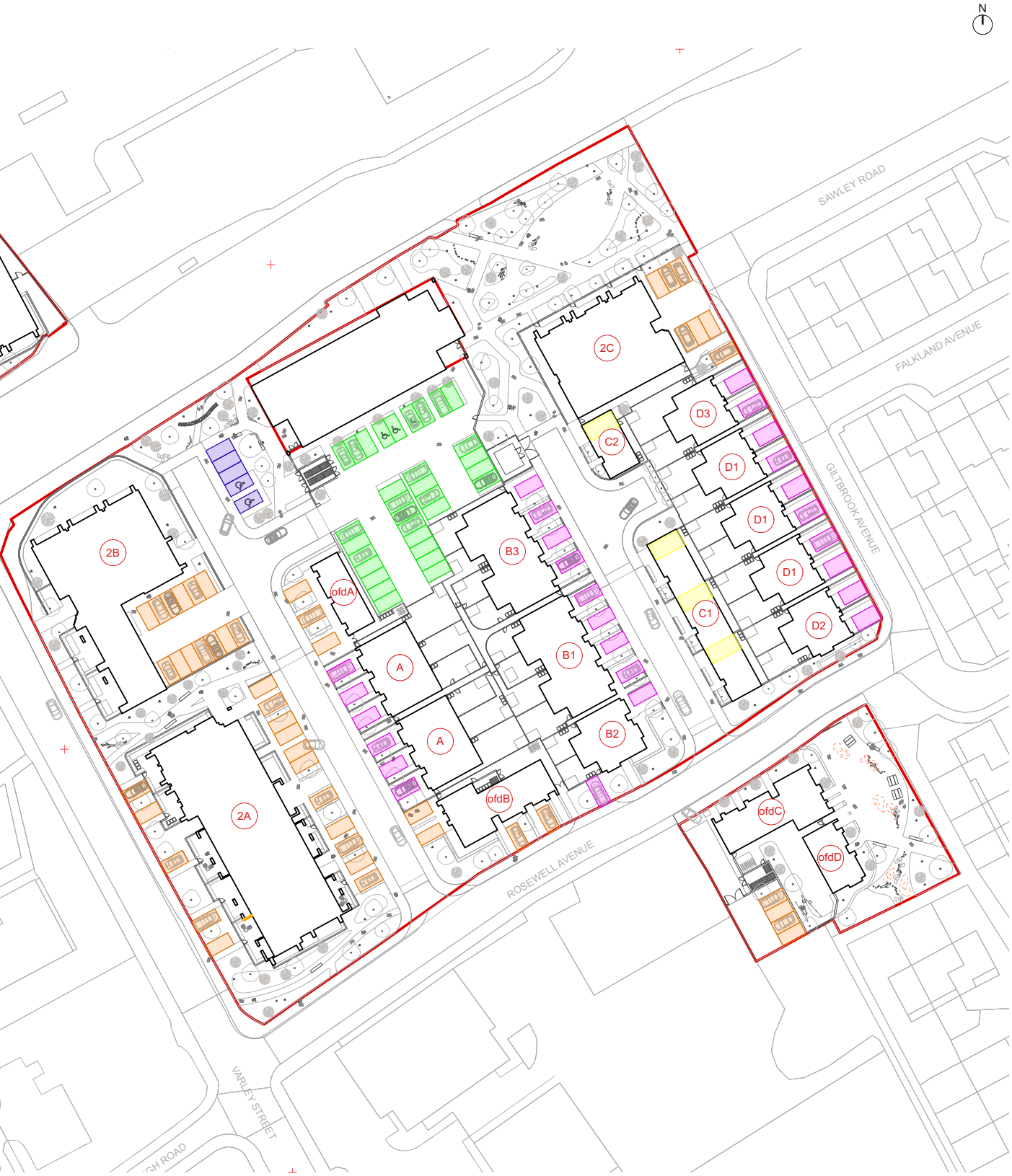
Parking Schedule - Commercial:

5no Allocated Visitor spaces of which (2no disabled spaces)

Parking Schedule - Baker House:

32no Allocated Visitor spaces of which (2no disabled spaces)




N
SAWLEY ROAD
FALKLAND AVENUE
GILTBROOK AVENUE
ROSEWELL AVENUE
VARLEY STREET
2A
2B
2C
A
A
B1
B2
B3
C1
C2
D1
D1
D1
D2
D3
ofdA
ofdB
ofdC
ofdD

6.11 Cycle Provision

The proposed cycle provision has been designed to provide convenient and secure cycle storage across the scheme, with each apartment provided with a dedicated cycle space. Communal cycle stores are located close to the apartment blocks and are distributed throughout the masterplan to ensure that cycle parking is accessible from the principal entrances. The larger apartment blocks are served by enclosed communal stores using two-tier racks with Sheffield stands beneath, while smaller apartment elements are provided with floor-mounted Sheffield stands with shelters. The scheme provides provision for all apartment blocks, with the number of cycle spaces meeting or exceeding the stated apartment requirements.

For the houses, secure cycle storage is provided within lockable garden sheds located in the rear gardens, ensuring residents have private, direct access to their own cycle parking. Where houses include garages, such as Blocks C1 and C2, provision is made by wall-mounted bicycle anchors within the garage. The layout also indicates routes from the principal entrances to private cycle stores, together with natural surveillance to the communal cycle stores, helping to ensure that the cycle parking is practical, safe and well-integrated into the overall residential layout.




N
SAWLEY ROAD
FALKLAND AVENUE
GILTBROOK AVENUE
ROSEWELL AVENUE
VARLEY STREET
Bike Store 02
Bike Store 03
Bike Store 04
Bike Store 05
Bike Store 06
Bike Store 07
2A
2B
2C
A
B1
B2
B3
C1
C2
D1
D2
D3
ofdA
ofdB
ofdC
ofdD

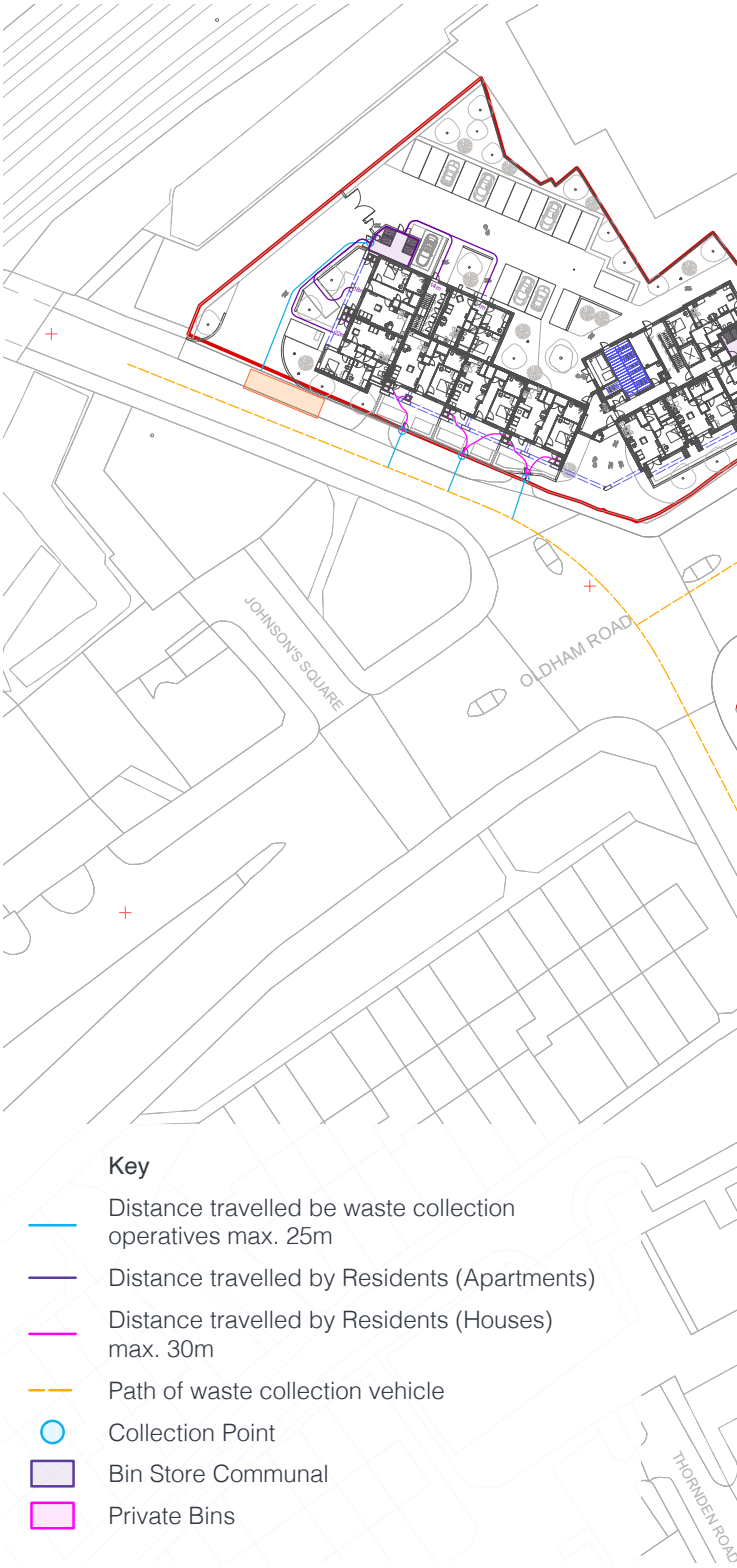
6.12 Refuse Strategy

The proposed refuse strategy has been developed to ensure that all residents have convenient and compliant access to waste storage and collection facilities. All houses will have access to the rear, allowing waste bins to be stored within private rear gardens and brought forward to the allocated collection points on collection day. Where properties have direct roadside collection access, bins will be placed on the end of driveways for collection. The proposed collection points have been located adjacent to the highway and within suitable travel distances for residents and the waste collection operative, ensuring that refuse can be collected efficiently from the main road without requiring the collection vehicle to enter private areas of the site.

For the apartment blocks, communal and own-front-door dwellings have been provided with secure bin storage within compliant travel distances from each residential entrance. Communal bin stores will be secured through a coded fob access system, ensuring that facilities are accessible to residents while remaining managed and controlled. Each bin store has been positioned with a suitable lay-off area adjacent to the nearest highway, allowing collection to take place safely and efficiently. Routes between bin stores and roadside collection points have been designed to be appropriately wide, clear and unobstructed.

The refuse layout has been designed in accordance with the relevant requirements of Building Regulations Approved Document H – Drainage and Waste Disposal, including consideration of maximum travel distances for both residents and waste collection operatives. Residents will be made aware of the waste collection arrangements for their dwelling, including the location of allocated collection points and the required procedure for placing bins out on collection day.

Please refer to the Miles Platting Waste Management Strategy and drawing **1355-Site-104-Waste and Servicing Plan** for further information on Bin Provision including quantities and sizing.

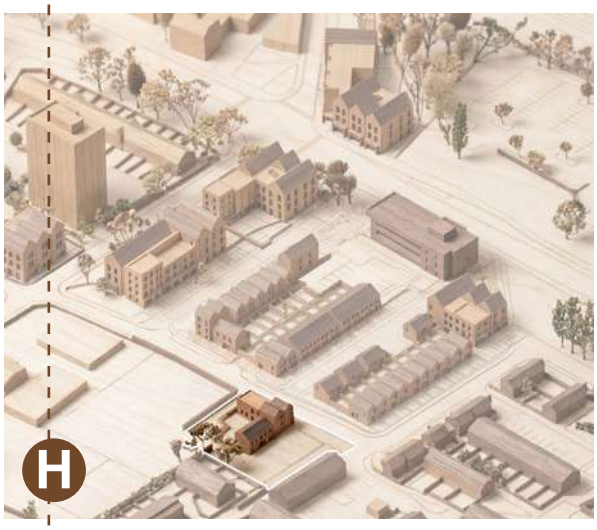



N
SAWLEY ROAD
FALKLAND AVENUE
GILTBROOK AVENUE
ROSEWELL AVENUE
VARLEY STREET

6.13 Phasing









The proposed development has been designed to be delivered through a series of nine phases to allow for a coordinated and manageable implementation of the scheme with consideration to minimising impact on the surrounding neighbourhood as far as possible.

The principal site has been divided into seven distinct development parcels, each capable of being brought forward independently while maintaining integration with the wider masterplan and supporting infrastructure.

In addition, two further phases relate to smaller, separate sites within the overall development area.

The phasing approach provides flexibility in delivery, enabling development to respond to need, infrastructure provision, and operational requirements, whilst ensuring that each phase contributes positively to the overall vision, character, and functionality of the scheme.

Detailed timing and sequencing of individual phases may vary, but all phases will be developed in accordance with the approved masterplan framework and associated design principles.

Please refer to drawing no. **1355-Site-105-Phasing Plan**



7.0 Design - Architectural Design



The section of the document explores the key design principles that have informed the development, including the composition of building elevations, material selection, façade articulation, and the creation of a distinctive identity for the scheme. It also demonstrates how the proposed architecture responds to local character and precedent while providing a contemporary and cohesive design solution.

Including:

7.1 Architectural Character
7.2 Street Scenes
7.3 Materiality and Precedent
7.4 Bay Studies
7.5 House Type Design
7.6 M4(2) House Type Compliance
7.7 M4(2) & M4(3) Apartment Compliance
7.8 Design Details

7.1 Architectural Character



View along new street showing well defined streetscape

The CGIs shown here are based upon the masterplan layout and demonstrate the intended architectural character and quality to create a high quality distinctive sense of place.

Employing long lasting materiality such as brickwork, slate and metal panels, the character recalls the industrial era nature of Manchester, whilst creating a contemporary design that will age well and maintain its elegance.

The variety in scale of the buildings is addressed by a commonality in architectural language, employing the idea of variations on a theme to maintain a holistic character whilst allowing variations to create interest and accents across the proposal.

The following pages explore the general forms of the buildings, alongside precedent images of other successful projects and material choices that would suit the character of the area.

There is variety in form and materiality and detail evidenced within the elevations and street scenes and within the CGIs

Broadly a successful architectural composition will:.

- respond to surrounding buildings and spaces of quality and significance.
- prioritise natural daylight in the proposed homes but be mindful of the building regulations around overheating and ventilation and seek to provide architectural solutions to address these issues.
- provide variety and interest at both street level and urban design level.
- provide robust forms that make best use of natural resources and bake in environmentally sustainable principles.
- work together as an overall composition.
- relate to the street.
- balance scale and proportion to emphasise the human scale of the individual homes.



View from corner of Collyhurst Street looking toward Oldham Road junction

View of new public realm space to East of Baker House



7.2 Street Scenes





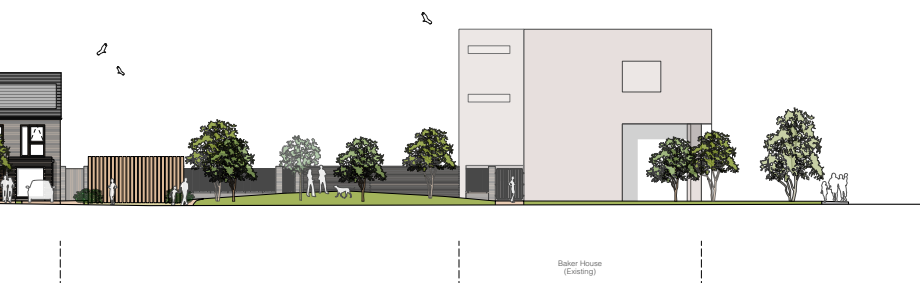





Apartment Block 2A


Apartment Block 2B


House Type A
House Type A
OFD Block B


Baker House
(Existing)


Apartment Block 2C
House Type C.2
House Type C.


OFD Type D
OFD Type C
House Type D.2
House Type D.2

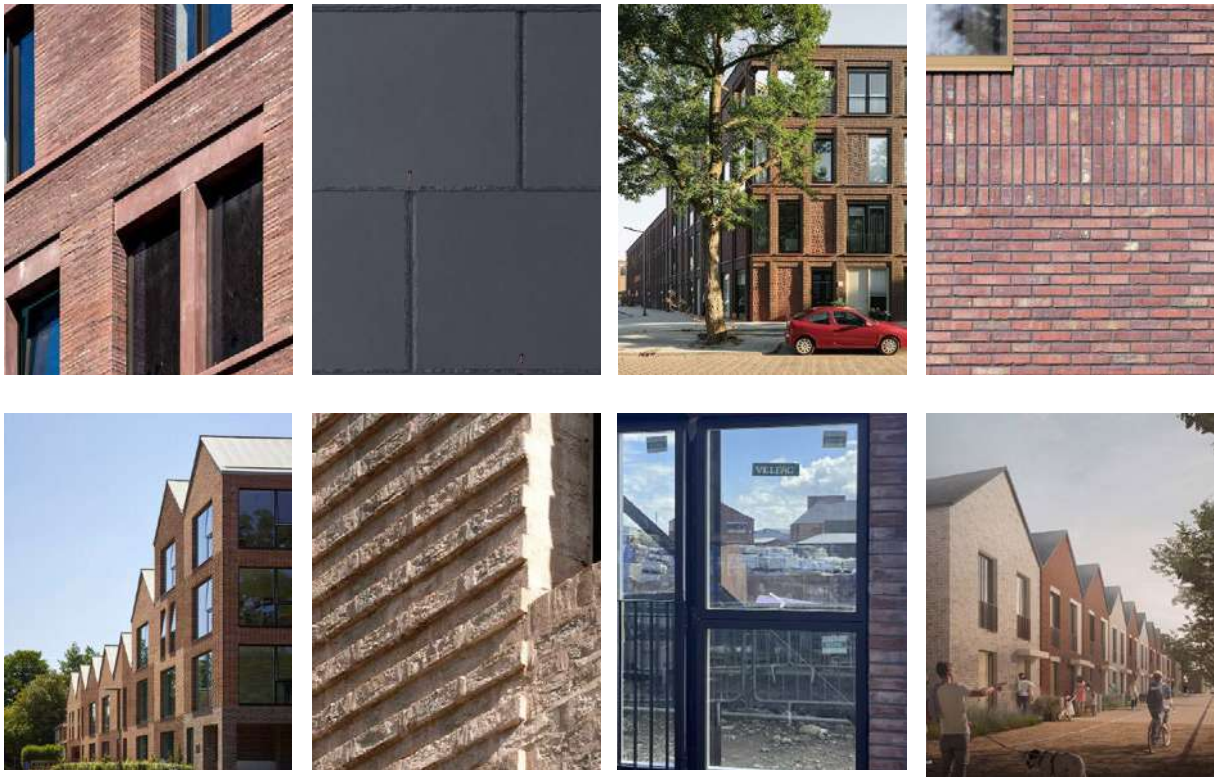

Apartment Block 2A
OFD Type B


OFD Type C
OFD Type D


House Type D.2
House Type D.2
House Type D.2
Apartment Block 2C


House Type B.2
House Type C.1
House Type D.2

7.3 Materiality and Precedent





The proposed material palette draws inspiration from Manchester's established architectural vernacular which provides a mixed pallette and a range of high-quality contemporary residential developments across the city, including the approved Apollo House site on Varley Street. The design prioritises robust, durable materials, predominantly brick, to create a timeless architectural character that responds positively to its context.

Through careful material selection and detailing, the development aims to deliver a high-quality appearance that will age gracefully, minimise maintenance requirements, and retain its visual quality over the long term.

Variation in brick tone, texture, and façade articulation will also be used to break down the building mass and provide visual interest across the elevations.

7.4 Bay Studies



The architectural design adopts a simple and robust form inspired by Manchester's historic masonry vernacular. Deep window reveals introduce depth and shadow to the façades, while large areas of glazing maximise natural daylight. Textured brickwork articulates key massing elements, and recessed ground floor frontages create a strong base, adding visual interest and strengthening the relationship with the street.

The accompanying bay studies demonstrate how these principles have been applied across typical building elements, highlighting the key considerations that inform the façade composition, material palette and overall character of the development.

Ribbed brickwork to key massing elements, providing texture, depth and façade articulation

Recessed elements articulate key entrances and contribute to an active and engaging streetscape



Gabled features provide visual emphasis at key locations, marking principal entrances and gateways

Ventilation extracts are concealed through considered detailing with louvres incorporated into window heads

Ribbed brickwork to key massing elements, providing texture, depth and façade articulation

Projections create first floor private amenity space

Ground floor projections articulate key entrances and contribute to an active and engaging streetscape

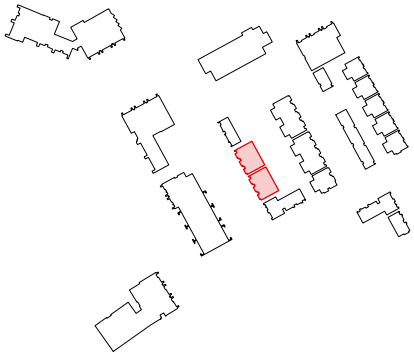
7.5 Example House Types



7.5.1 House Type Block A

Height: 3 Storey
Size: 4 bed 7 person dwelling
Access: Front Access
Space Standards:

- **NDSS**
- **M4(2)**



3 Storey houses have been designed to create a good balance between living / reception rooms and bedrooms with an extended ground floor outrigger to the rear providing for a larger living space.

Rhythm and interest is provided to the street scenes with bay windows and well overlooked recessed front entrances.

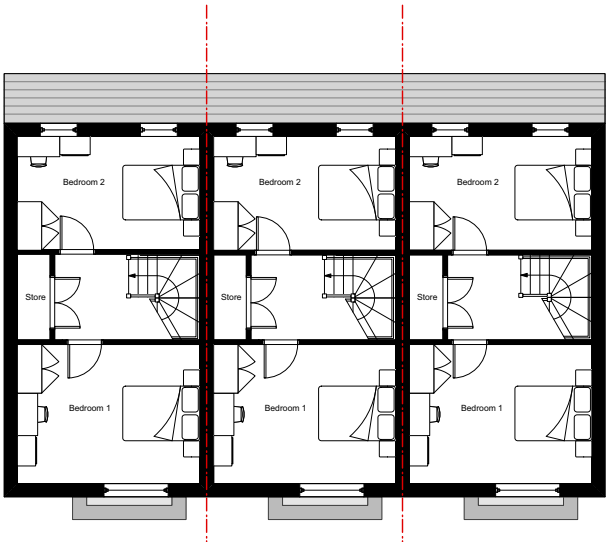
Plot design has taken account of incurtilage car parking and bin storage. Private front and rear gardens are well defined.

Repeating gables set the character of the development.

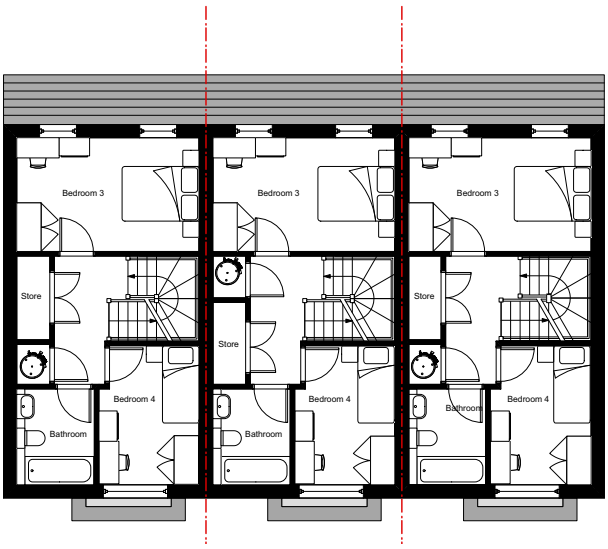
Upper floor accommodation provides generous bedroom spaces.

M4(2) considerations have been incorporated throughout the house.

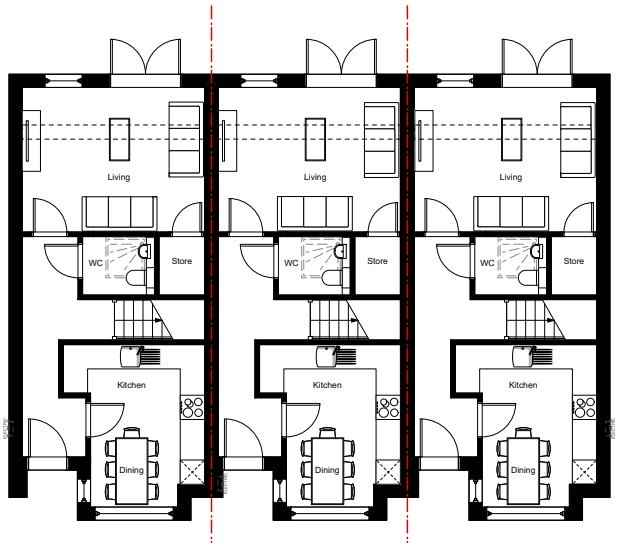
Second Floor Plan



First Floor Plan



Ground Floor Plan

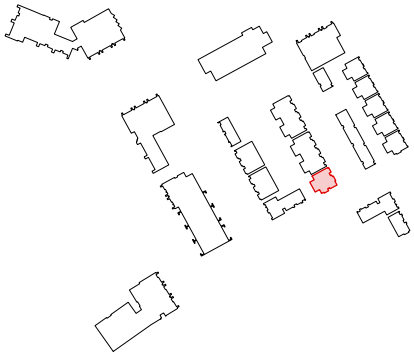




7.5.2 House Type Block B

Height: 2 Storey
Size: 3 bed 4 person dwelling
Access: Side Access
Space Standards:

- **NDSS**
- **M4(2)**



Generous 2 storey houses offer flexible and varied internal layout options including open plan living-dining-kitchen spaces and more cellular options with separate rooms.

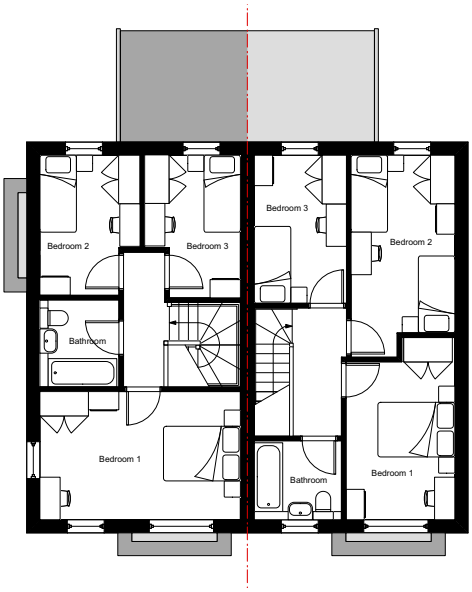
Rhythm and interest is provided to the street scenes with bay windows and well overlooked recessed front entrances.

Plot design has taken account of incurtilage car parking and bin storage. Private front and rear gardens are well defined.

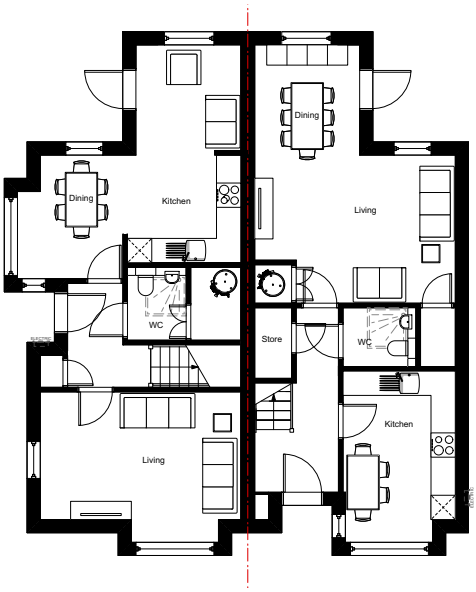
Repeating gables set the character of the development.

Upper floor accommodation provides generous bedroom spaces.

M4(2) considerations have been incorporated throughout the house.



First Floor Plan



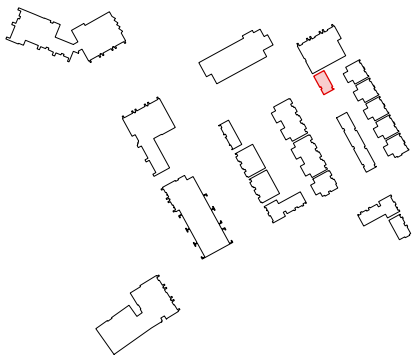
Ground Floor Plan



7.5.3 House Type Block C

Height: 2 Storey
Size: 2 bed 4 person dwelling
Access: Front Access with Integrated Parking
Space Standards:

- **NDSS**
- **M4(2)**

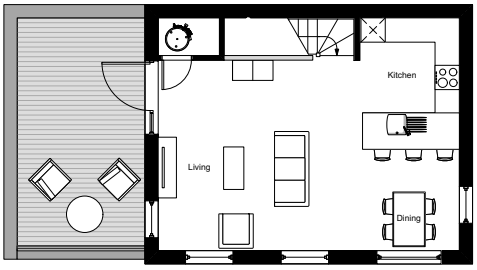


Single aspect 2 storey mews houses have been designed to ensure active frontage whilst not impacting rear to rear interface distances.

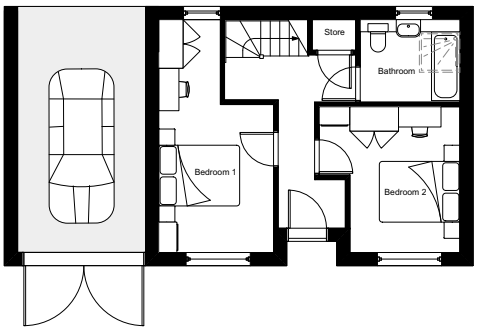
Car parking has been incorporated under a first floor external terrace to provide amenity space.

Designed as an inverted house, ground floor accommodation provides generous bedroom space leading to an open plan first floor living space.

M4(2) considerations have been incorporated throughout the house.



First Floor Plan



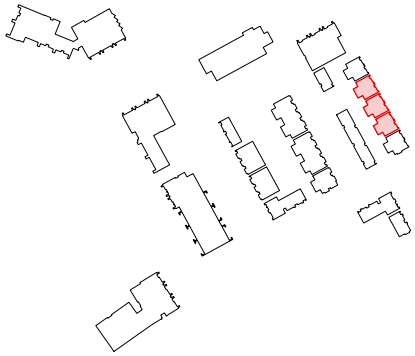
Ground Floor Plan



7.5.4 House Type Block D

Height: 2 Storey
Size: 2 bed 4 person dwelling
Access: Front Access
Space Standards:

- **NDSS**
- **M4(2)**



Generous 2 storey houses offer flexible and varied internal layout options including open plan living-dining-kitchen spaces and more cellular options with separate rooms.

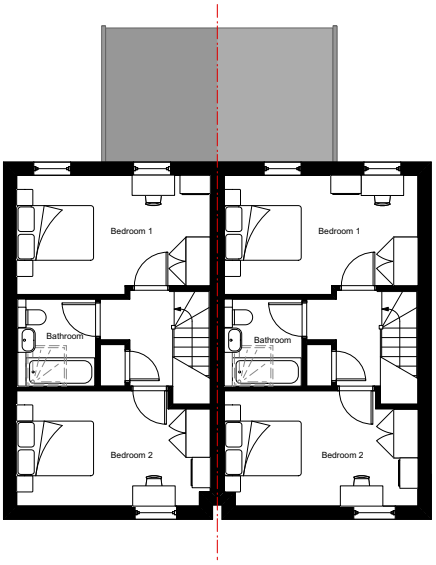
Rhythm and interest is provided to the street scenes with bay windows and well overlooked recessed front entrances.

Plot design has taken account of incurtilage car parking and bin storage. Private front and rear gardens are well defined.

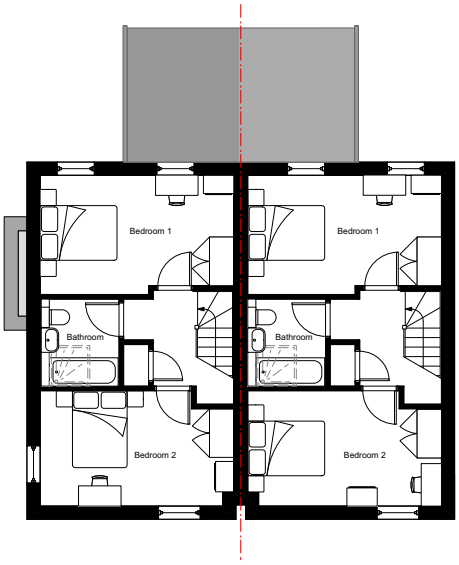
Repeating gables set the character of the development.

Upper floor accommodation provides generous bedroom spaces.

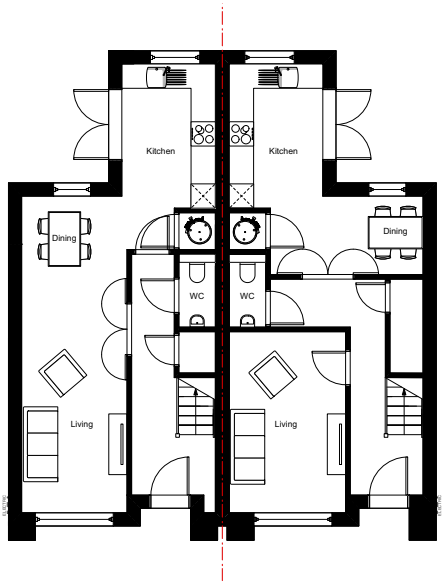
M4(2) considerations have been incorporated throughout the house.



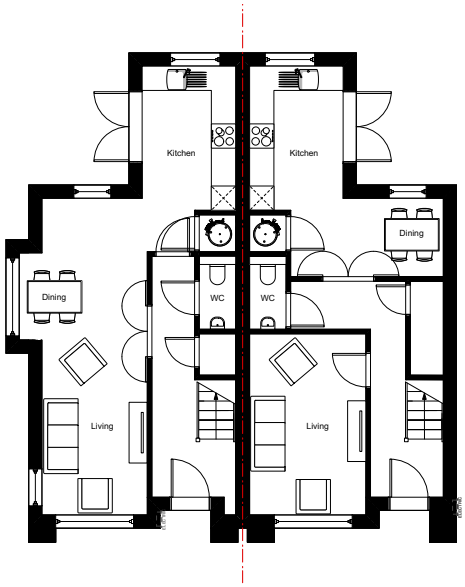
First Floor Plan



First Floor Plan



Ground Floor Plan



Ground Floor Plan

7. 6 M4(2) House Type Compliance

All house layouts have been designed to meet requirements of Approved document M4(2)

A typical 2b4p dwelling has been used to demonstrate compliance with M4(2).

1. As we are providing less than 3 bedrooms, the Entrance level WC meets provisions of Diagram 1.3

2. Stairs to have a minimum clear width of 850mm when measured 450mm above the pitch line

3. Min clear width of 900mm achieved in every hall and landing

4. 300mm leading edge to each door on entrance storey

5. WC door to open outwards

6. Min of 300mm nib is provided to the leading edge and maintained for 1200mm beyond it

7. Min clear opening of 850mm achieved

8. Recessed Entrance canopy (minimum width of 900mm and depth of 600mm)

9. Accessible Level Threshold

10. 1200mm clear space is provided in front of all kitchen units

11. Every bedroom can provide a clear access route of 750mm from the doorway to the window

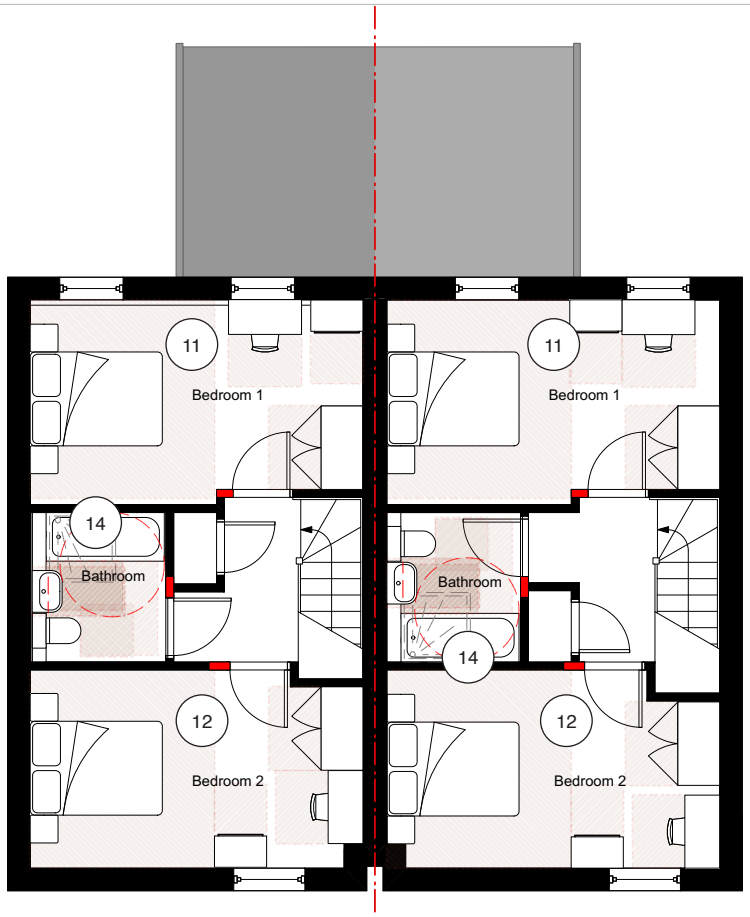
12. The principal bedroom can provide a clear access zone of a minimum of 750mm wide to both sides and the foot of the bed.

13. All single beds can provide a clear access zone of 750mm wide to one side of each bed

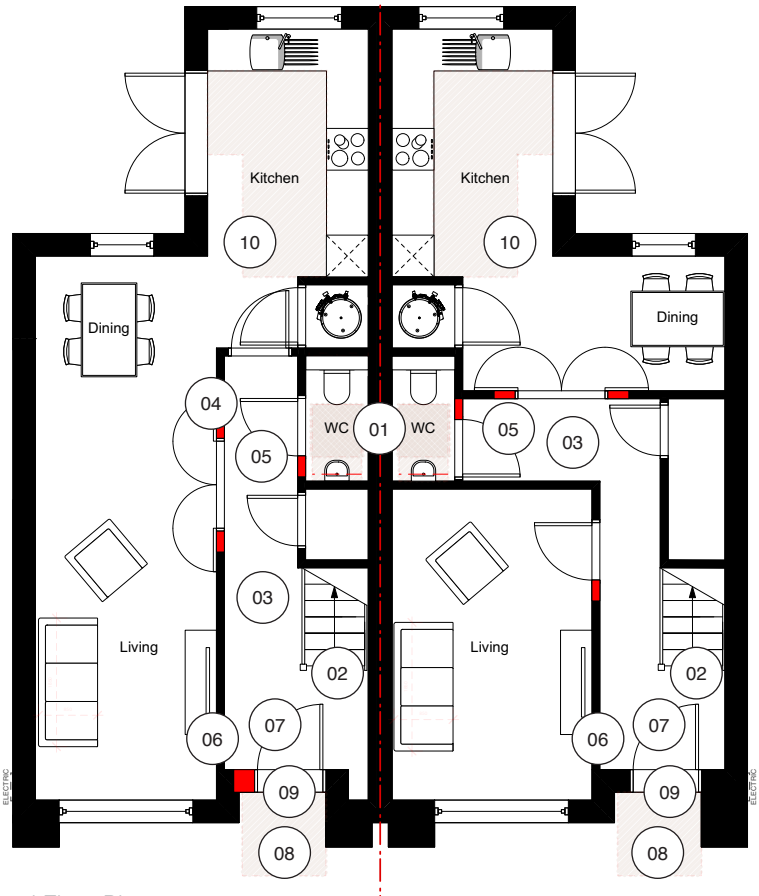
14. Provision for a potential level access shower is made within the bathroom if not provided elsewhere within the dwelling

15. Every dwelling has a bathroom that contains a WC, Basin and a bath that is located on the same floor as the principal bedroom.

16. The WC, basin and bath meet the provisions of Diagram 2.5



First Floor Plan



Ground Floor Plan

7. 7 Apartment Type Layouts

All apartment layouts within the proposed development have been designed to comply with the requirements of Approved Document M4(2): Accessible and Adaptable Dwellings. Compliance with these standards will help ensure that the homes can be readily adapted to meet the changing needs of occupants over time, including those of older people and individuals with disabilities.

To demonstrate compliance, representative 2-bedroom, 4-person (2B3P) M4(2) and 1-bedroom, 2-person (1B2P) M4(3) apartment layouts have been assessed against the requirements of Approved Document M4(2). As Category 2 sets a higher accessibility standard, it is considered that compliance with these requirements will also satisfy and exceed the less onerous requirements of lower accessibility categories where applicable.

The following plans illustrate the representative apartment layouts and their compliance with the relevant accessibility standards.

7.7.1 M4(2) Apartment Type

This apartment Type been designed to meet requirements of Approved document M4(2).

A typical 2b3p dwelling has been used to demonstrate compliance with M4(2).

1. Every dwelling has a bathroom that contains a WC, Basin and a bath that is located on the same floor as the principal bedroom.

2. Glazing to the principal window of the principal living area starts at a max 850mm above floor level (refer to elevations for locations)

3. Min clear width of 900mm achieved in every hall and landing

4. 300mm leading edge to each door on entrance storey

5. WC door to open outwards

6. Min of 300mm nib is provided to the leading edge and maintained for 1200mm beyond it

7. Min clear opening of 850mm achieved

8. 1200mm clear space is provided in front of all kitchen units

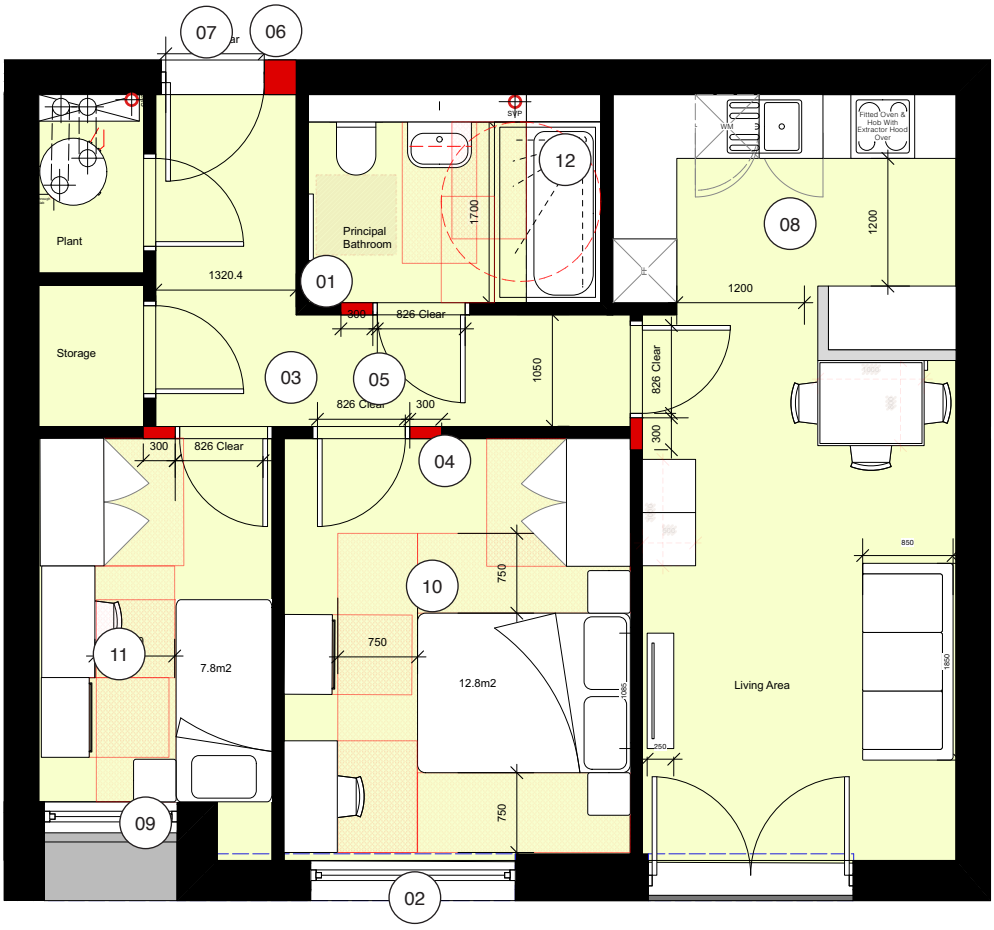
9. Every bedroom can provide a clear access route of 750mm from the doorway to the window

10. The principal bedroom can provide a clear access zone of a minimum of 750mm wide to both sides and the foot of the bed.

11. All single beds can provide a clear access zone of 750mm wide to one side of each bed

12. Provision for a potential level access shower is made within the bathroom if not provided elsewhere within the dwelling

13. The WC, basin and bath meet the provisions of Diagram 2.5


07
06
12
08
01
03
05
04
10
11
09
02
Plant
Principal Bathroom
Storage
Living Area
7.8m2
12.8m2
1320.4
826 Clear
826 Clear
826 Clear
826 Clear
300
300
300
300
1700
1050
1200
1200
750
750
750
850
1650
1085
250
WM
Fitted Oven & Hob With Extractor Hood Over

This apartment Type been designed to meet requirements of Approved document M4(3) Adaptable Dwelling

A typical 1b2p dwelling has been used to demonstrate compliance with M4(3).

Several Ground Floor units are M4(3): Adaptable dwellings with their front door accessed from the street, providing a step free approach and meeting the 5% provision agreed with the Local Authority.

7.7.2 M4(3) Apartment Type

This apartment Type been designed to meet requirements of Approved document M4(3).

A typical 1b2p dwelling has been used to demonstrate compliance.

1. A minimum 300mm nib is provided to the leading edge of every door. A minimum of 200mm nib is provided to the following edge of every door.

2. Min clear width of 1050mm achieved in every hallway, approach or landing

3. Every door has a minimum clear opening width of 850mm

4. Min of 300mm nib is provided to the leading edge and maintained for 1800mm beyond it. A minimum of 150mm nib is provided to the hinge side of the door.

5. Min clear opening of 850mm achieved

6. Recessed Entrance canopy (minimum width of 900mm and depth of 1200mm)

7. External landing has a minimum width and depth of 1500mm

8. Accessible Level Threshold

9. WC door to open outwards

10. Provision for a wet room at entrance storey or a bathroom with an installed level access shower and complies with requirements of paragraph 3.39 demonstrating clear access zones of the WC, basin and Shower.

11. Minimum length of kitchen worktop to be minimum 4330mm - 2 bed spaces with a 2.2m section of height adjustable or lower-able section of worktop with open leg room below. Future provision of additional 1800mm to be provided for accessible apartments which should meet 6130mm - 2 bed spaces.

12. 1500mm clear space is provided in front of all kitchen units

13. Minimum combined internal floor area to be minimum 25m2 - 2bed spaces

14. Min storage of 1.5m2 (1bed)

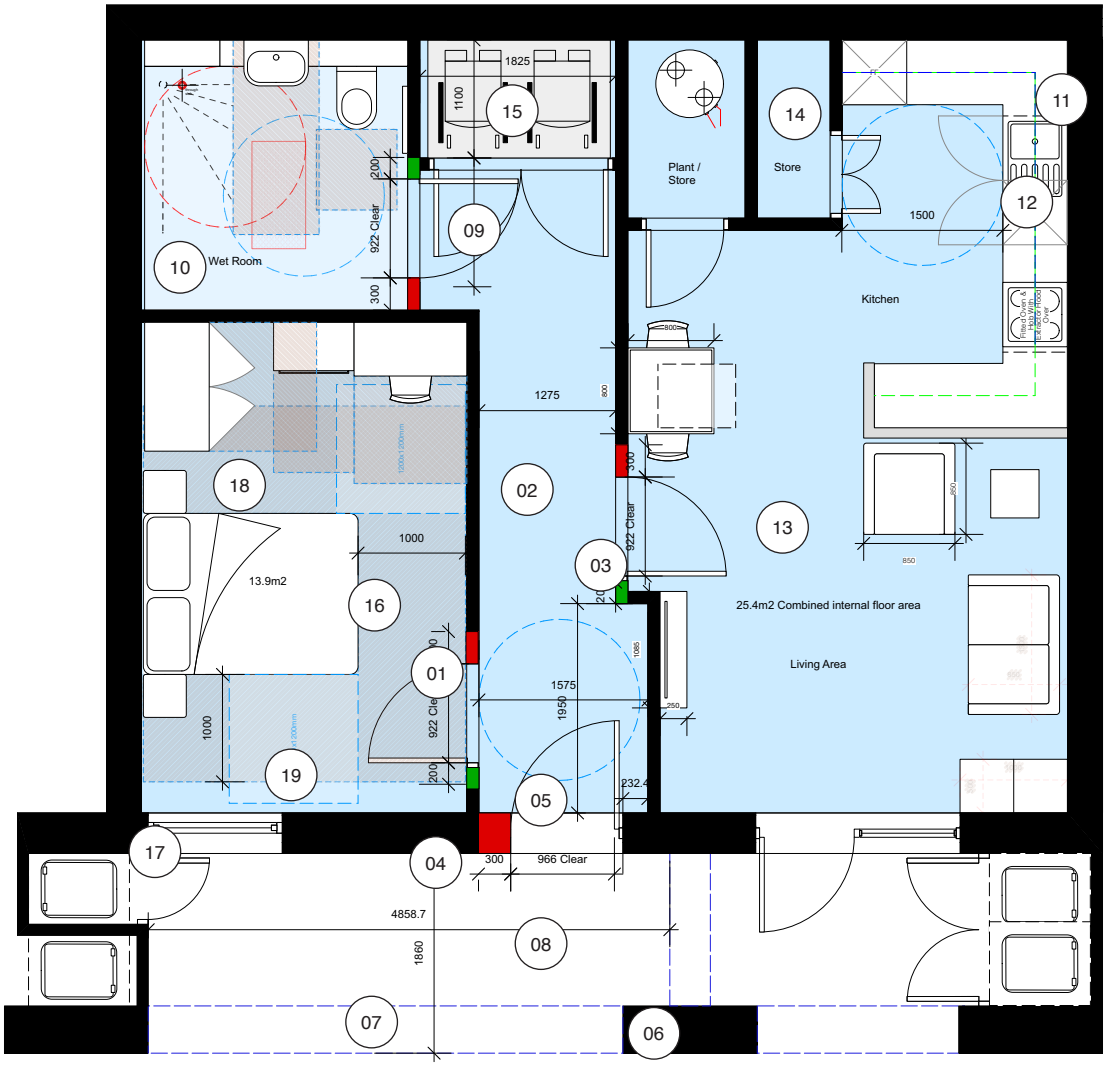
15. A minimum of 1100mm x 1700mm wide storage / transfer space accessed from a space that has a clear minimum width of 1200mm

16. Every bedroom can provide a clear access route of 750mm from the doorway to the window

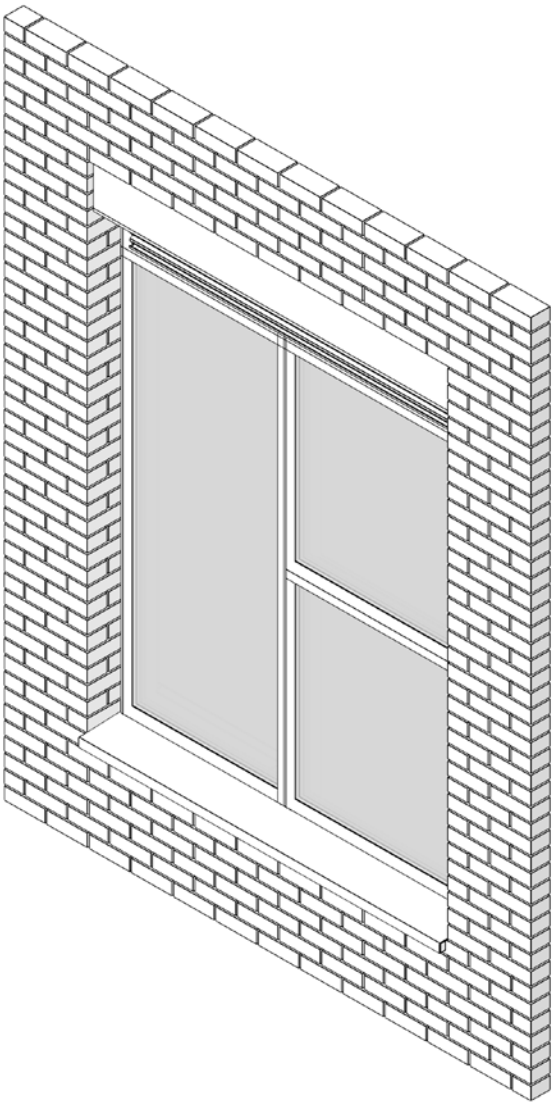
17. Every bedroom can provide a minimum 1200mm by 1200mm manoeuvring space inside the doorway, clear of the bed and door

18. Principal double bedroom to have a minimum floor area of 13.5m2 and 3m wide clear of obstructions

19. The principal double bedroom to provide a clear access zone of 1000mm wide to both the foot and side of the bed


1825
1100
15
14
11
Plant /
Store
Store
12
1500
09
10
Wet Room
922 Clear
200
300
Kitchen
1275
800
18
02
13
1000
922 Clear
03
13.9m2
16
25.4m2 Combined internal floor area
Living Area
01
1575
1950
1000
19
05
17
04
300
966 Clear
4858.7
1860
08
07
06

7. 8 Design Details



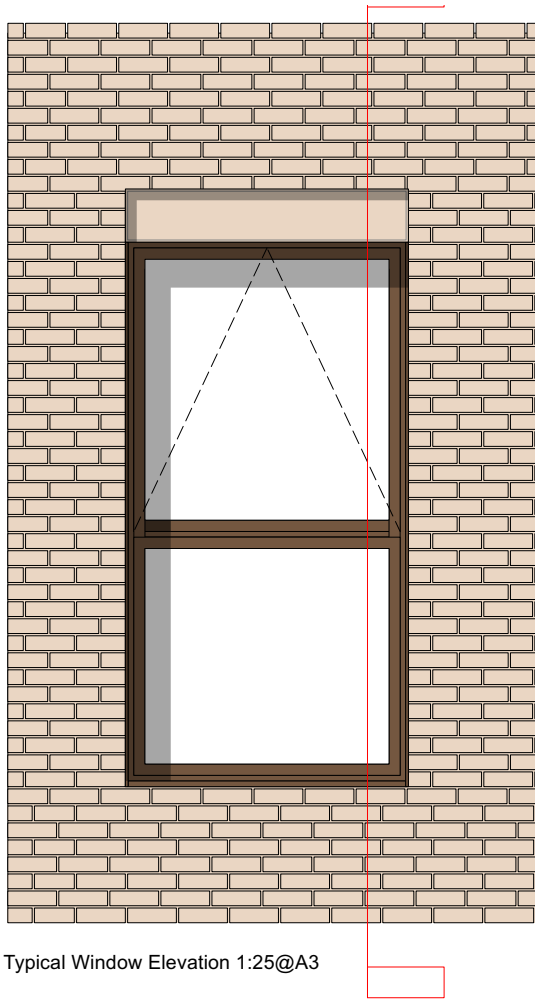
7.81 Deep Reveals

The architectural design has been developed in accordance with Manchester City Council's aspirations for high-quality, contextually responsive development.

The proposed elevations incorporate deep brick reveals to principal window and door openings, creating depth, shadow and visual articulation across the façades. This approach draws upon the character of Manchester's traditional masonry buildings, where openings are typically recessed within substantial brick wall constructions.

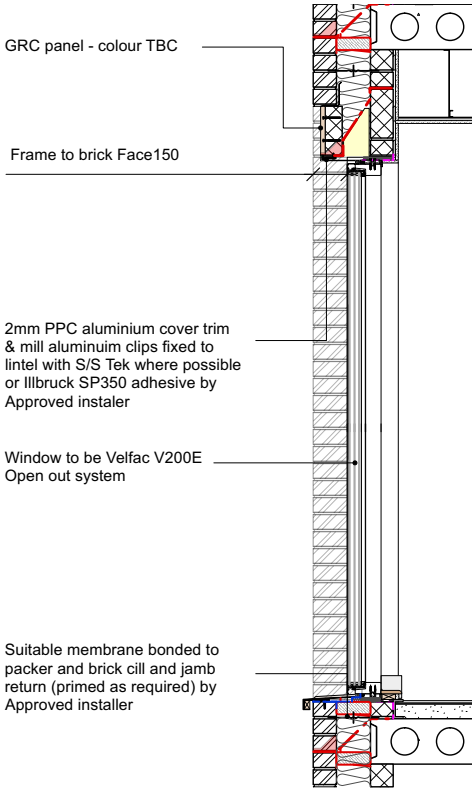
The use of recessed openings reinforces the building's depth of construction and provides a refined level of architectural detailing. By expressing the solidity of the brick envelope, the design responds positively to local character and townscape considerations while creating a well-proportioned and visually distinctive development.

This approach is consistent with Manchester City Council's design objectives, which promote buildings that exhibit depth, texture and high-quality detailing through the expression of their materials and construction.

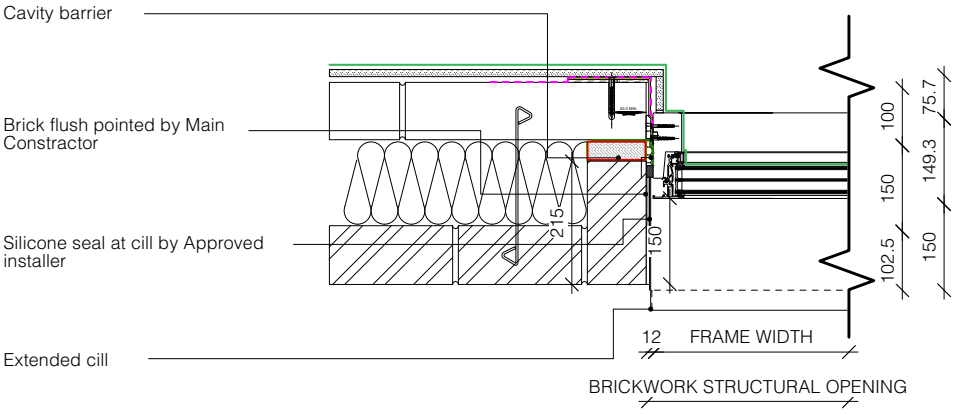


Typical Window Elevation 1:25@A3

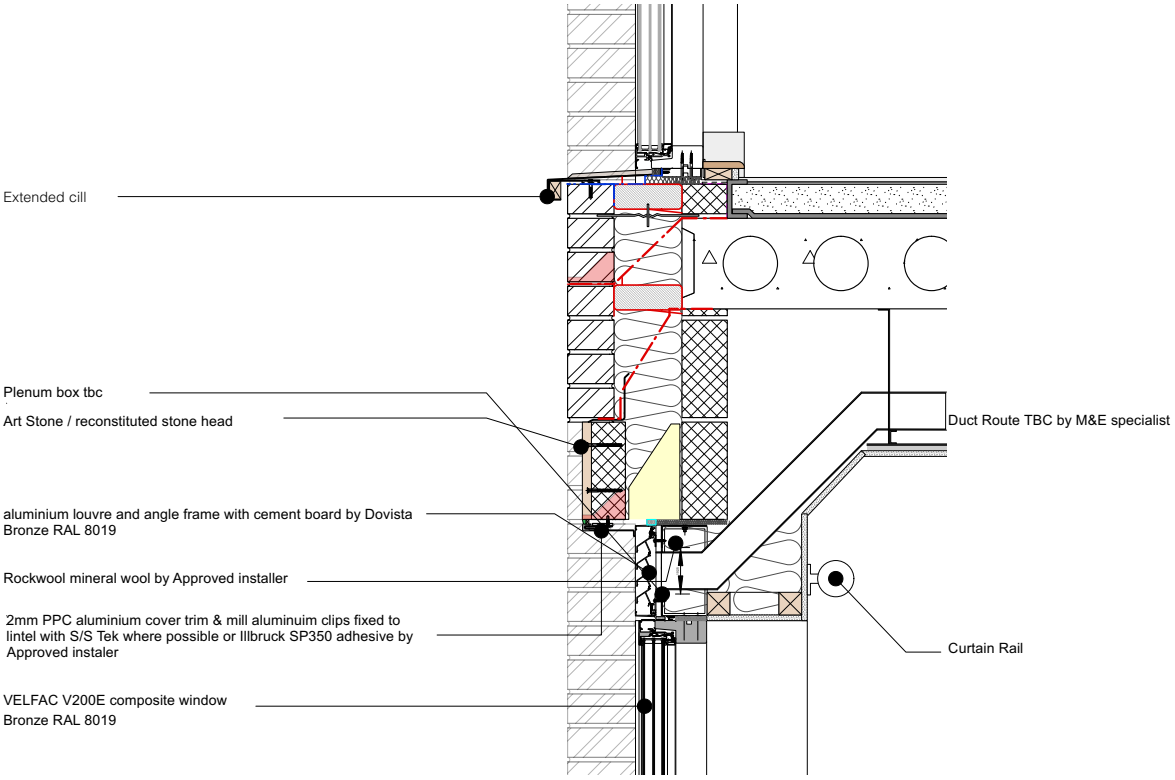
Section A-A



Typical Window Section 1:25@A3



Typical Window Jamb Detail 1:10 @ A3

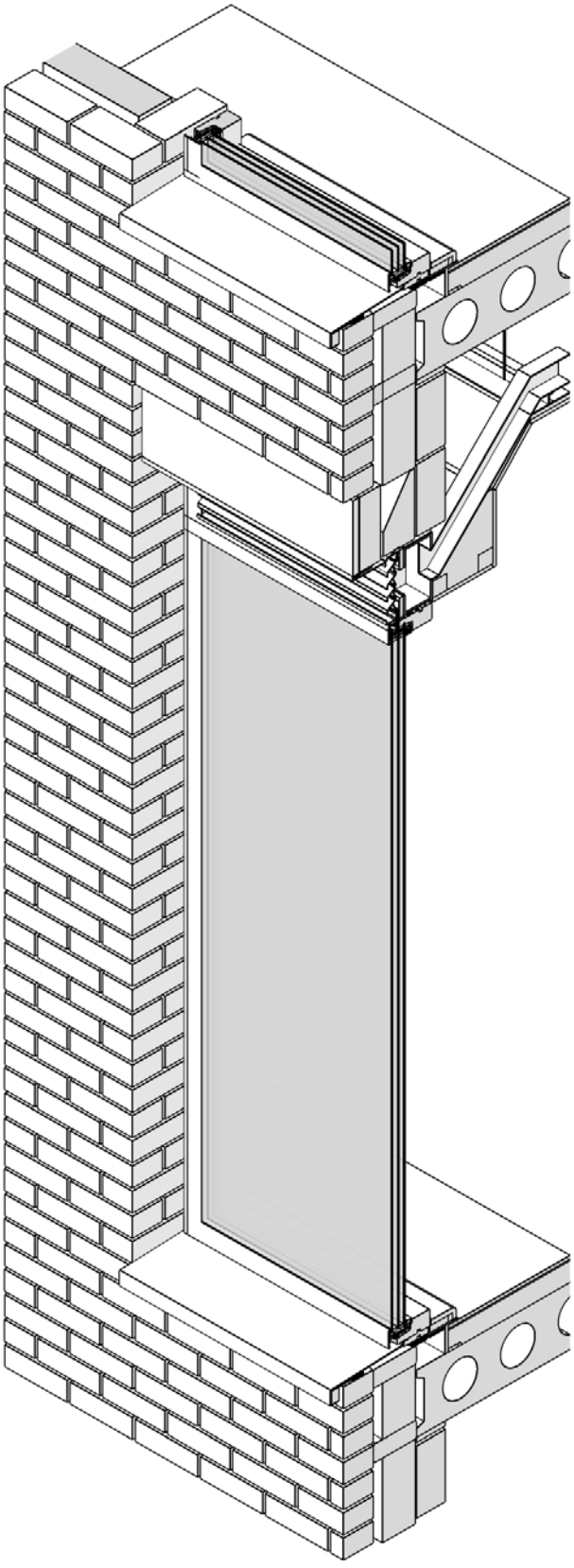


7.82 Ventilation Strategy

The proposed ventilation louvre has been integrated within the window head detail to provide the required background ventilation whilst maintaining a high-quality architectural appearance. Recessed within the façade and finished in bronze (RAL 8019) to match the window framing, the louvre forms a discreet and coherent element of the elevation.

The detail has been designed to maintain thermal, acoustic and weatherproofing performance through the use of insulated cavity closures, mineral wool insulation and proprietary sealing systems. By incorporating ventilation requirements within the façade design, the proposal avoids the visual clutter often associated with exposed ventilation equipment and preserves the quality of the building's appearance.

This approach accords with the objectives of the Manchester Residential Quality Guidance by providing healthy, well-ventilated homes whilst ensuring servicing requirements are discreetly accommodated within the building envelope. The resulting fenestration reflects the depth and character of Manchester's traditional warehouse architecture and contributes positively to the surrounding townscape.





8.0 Design - Landscape Design



This section outlines the landscape design strategy for the proposed development and demonstrates how the public realm has been used to create a high-quality, attractive, and functional environment. It explores the establishment of distinct landscape character areas, the use of varied planting palettes and landscape features, and the role of the landscape in creating legibility, wayfinding, and a strong sense of place. The section also considers the integration of green infrastructure, biodiversity enhancements, amenity spaces, pedestrian movement, and the relationship between the landscape and the surrounding built form.
Including:

8.1 Overview
8.2 Character Areas
8.3 Site Sections
8.4 Softworks Palette

8.1 Public Realm and Landscape

Overview



The proposed masterplan creates a high-quality, permeable residential environment that prioritises green infrastructure and pedestrian connectivity. The design is organised into three distinct layers: The Green Perimeter, The Residential Mews, and The Community Greens.

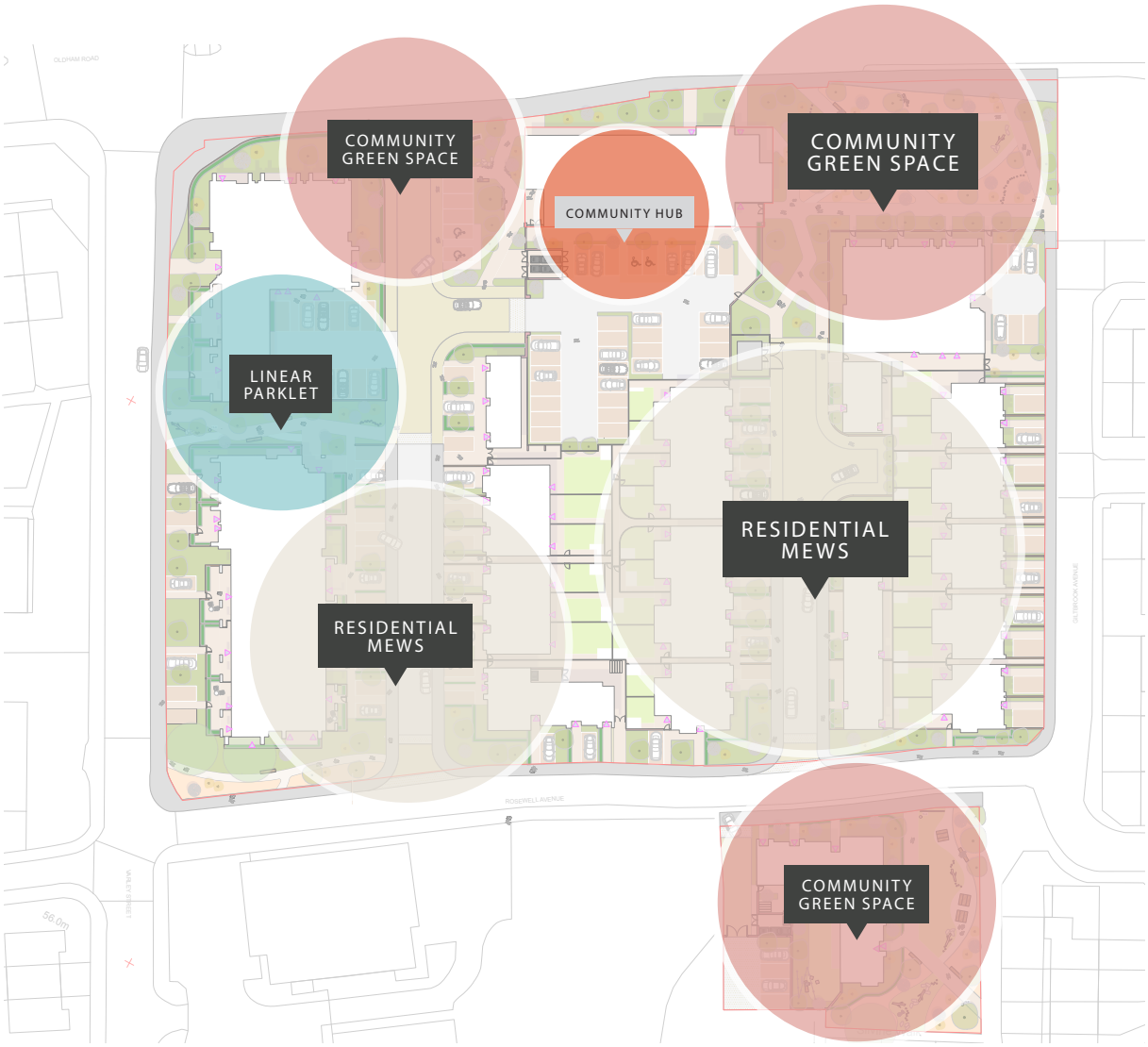
Primary Circulation: A central north-south “mews” style road provides vehicular access, utilising shared-surface principles to prioritise pedestrian safety.

Pedestrian Permeability: The northern boundary features a dense network of organic, winding paths. These paths provide “circular walks” and diverse “desire lines,” connecting the residential blocks to the larger community green space.

Planting: A significant uptake in tree planting is proposed across the whole site, embedding access to nature in the everyday.



8.2 Character Areas



Community Green Space

Large communal lawns serve as flexible social hubs, bordered by ornamental planting and seating pockets.

Residential Mews

The central areas of the blocks are utilised for integrated parking and private gardens. The building footprints allow for significant “soft” margins, ensuring the development doesn’t feel over-scaled for the suburban context.

Linear Parklet

Connections between spaces will be inviting, comfortable and act as green corridors. The whole site remains part of a continuous, accessible network.

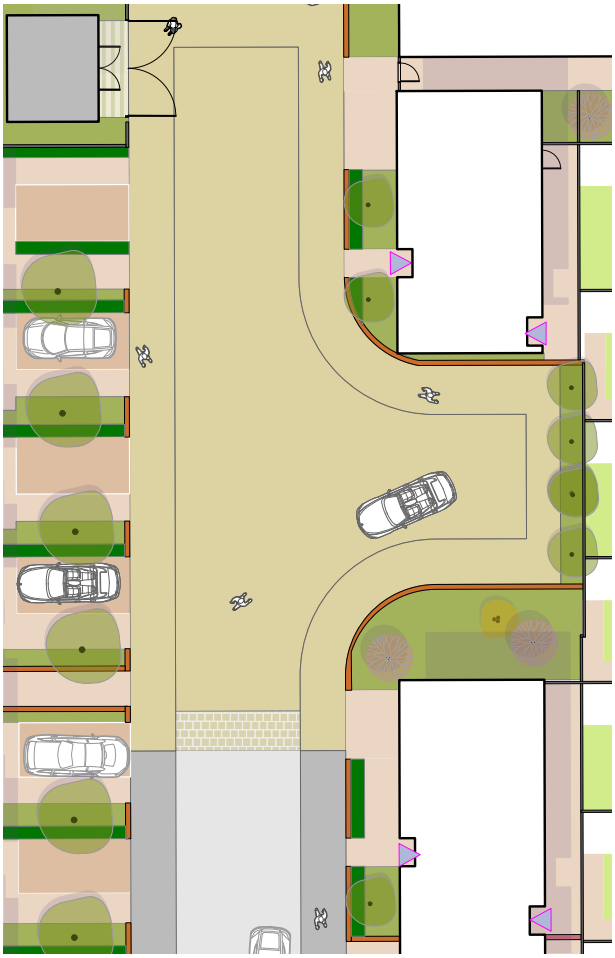
Community Hub

The existing building will be retained and act as a community hub for the development.

8.21 Residential Mews

- Frontage Planting: Buildings are set back from the pavement with small privacy strips or “defensible space” planting.
- Private Gardens: Each ground-floor unit is provided with a private garden plot, delineated by hedges or low-level fencing to maintain visual continuity with the wider landscape.
- With integrated parking and private gardens, this ensures that vehicles are tucked away from the primary public vistas









8.21 Community Green Space

- Open lawn for relaxation during the warmer months with South-East aspect.
- Seating spaces with informal play surrounded by trees and planting allowing residents to meet and chat.
- Pathways meander and create vital connections into existing urban fabric.
- Open central gathering space within the community green space that can be used for events and residents socialising.





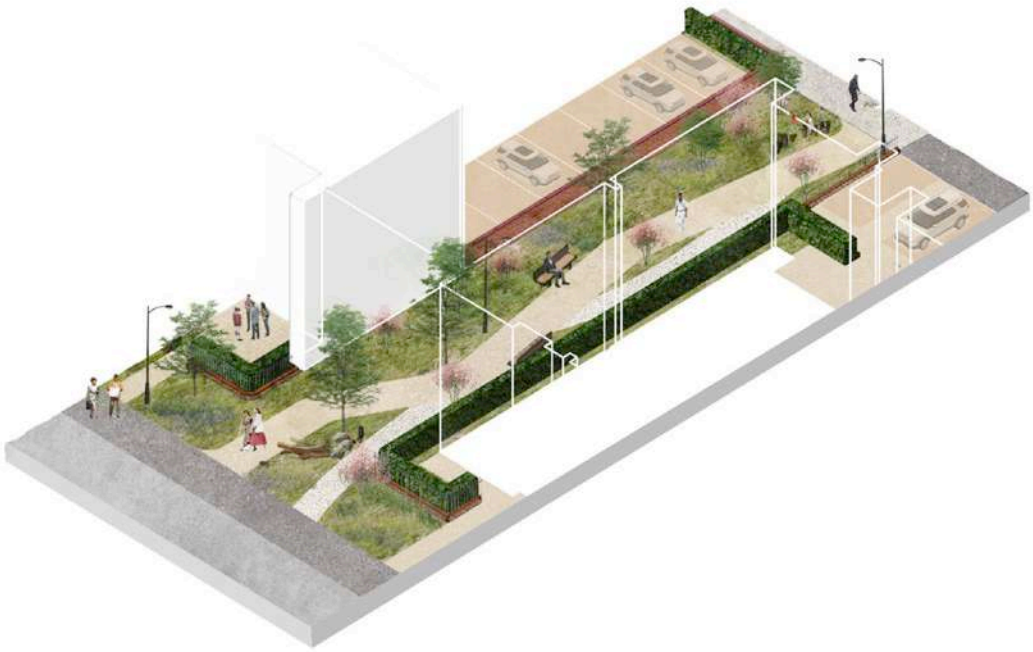


8.23 Linear Parklet

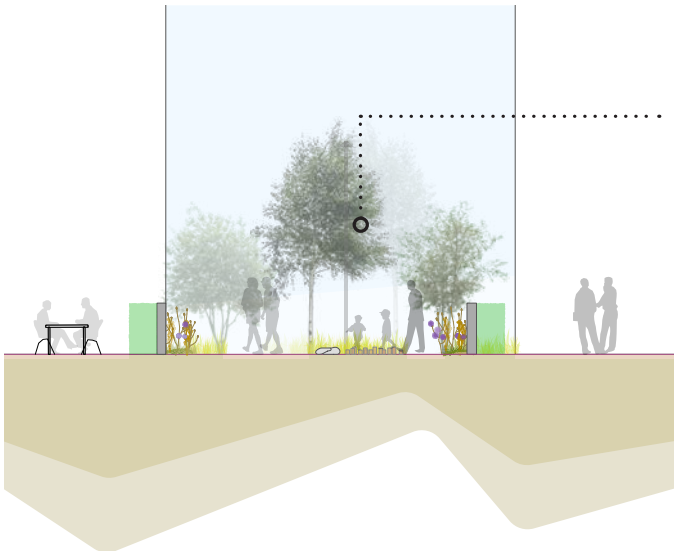
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- With integrated parking and private gardens, this ensures that vehicles are tucked away from the primary public vistas







8.3 Site Sections



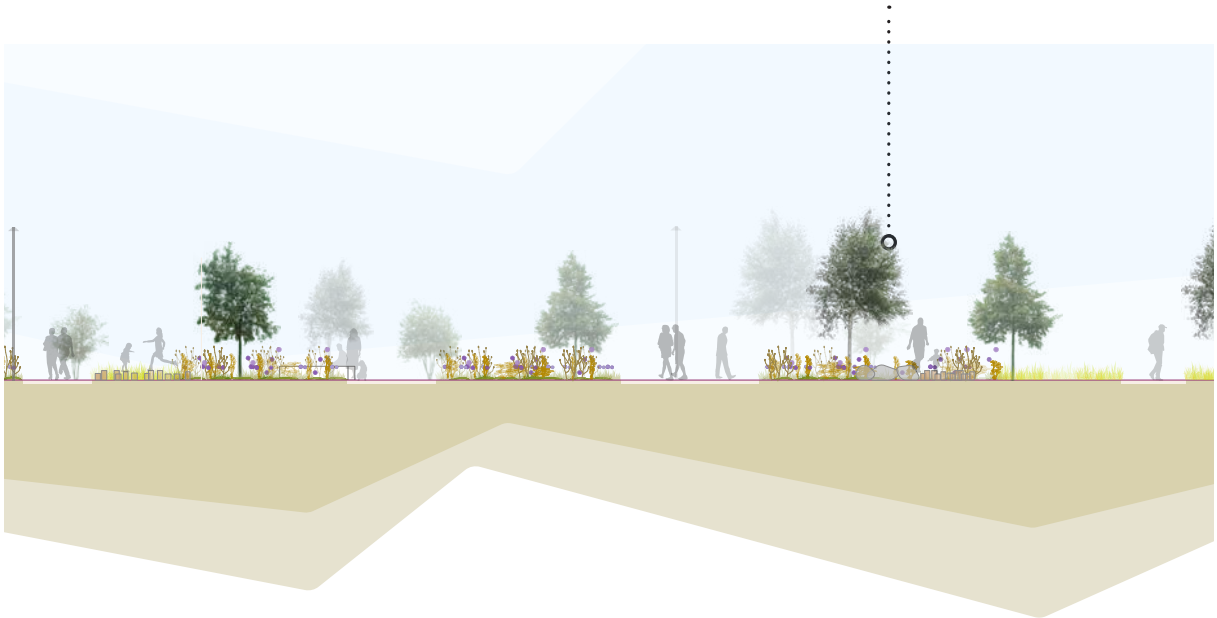
Linear Parklet - Section A-A1

Linear Parklet connection with seating, lighting and biodiverse planting. Defensible space for residents behind hedges.



Community park green - Section B-B1

Biodiverse planting, mixture of multi-stem and clear stem trees. Meandering pathways cross through the space with a central lawn area. Lighting, seating and informal play also pepper the community park - creating a comfortable and human-scale space.



8.4 Softworks Palette





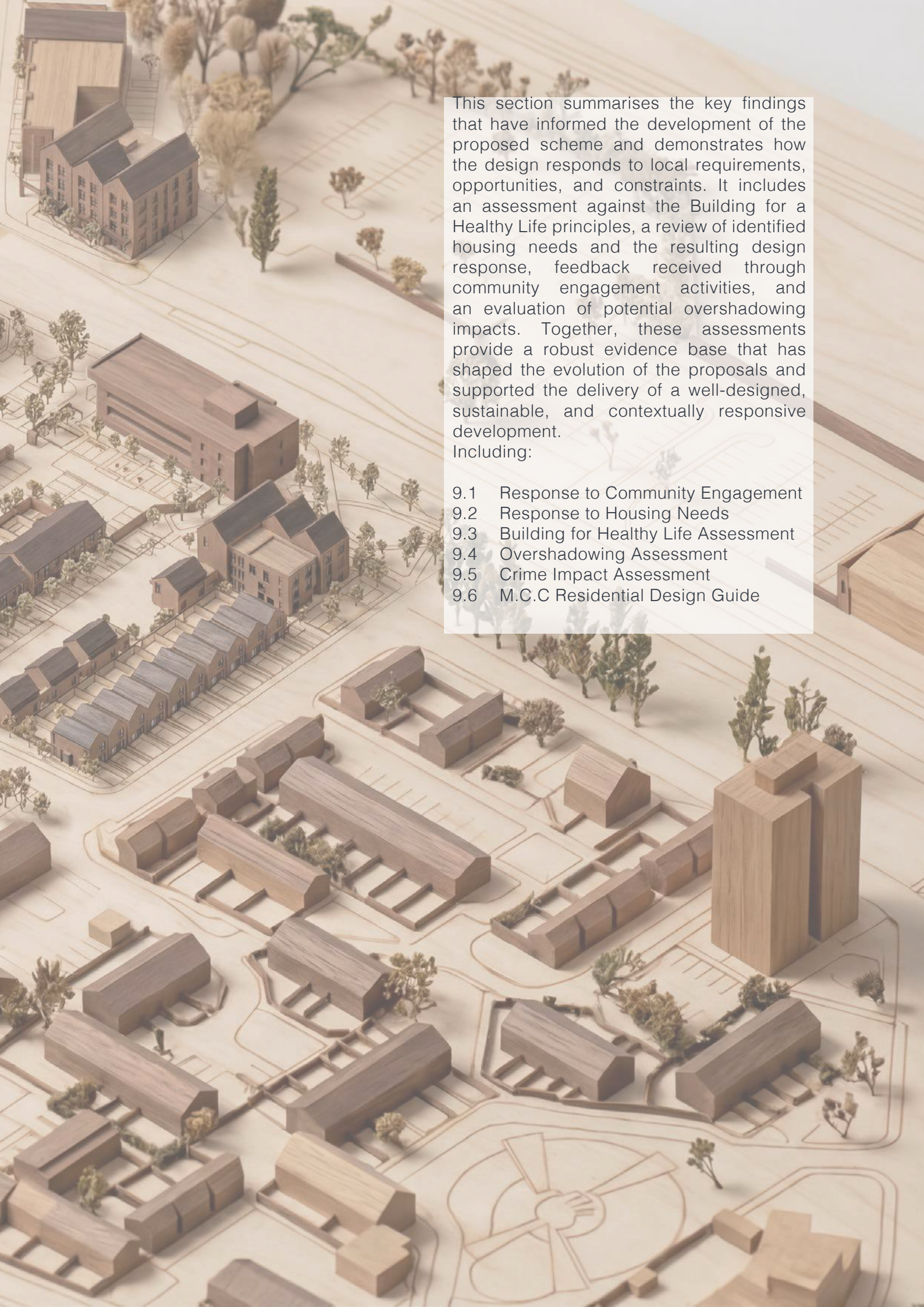
The soft landscaping strategy aims to transition the site from a monoculture of amenity grass to a multi-layered ecological framework. The selection of species is driven by three core pillars: Climate Resilience, Enhanced Biodiversity, and Long-term Management Efficiency.







9.0 Site Evaluation



This section summarises the key findings that have informed the development of the proposed scheme and demonstrates how the design responds to local requirements, opportunities, and constraints. It includes an assessment against the Building for a Healthy Life principles, a review of identified housing needs and the resulting design response, feedback received through community engagement activities, and an evaluation of potential overshadowing impacts. Together, these assessments provide a robust evidence base that has shaped the evolution of the proposals and supported the delivery of a well-designed, sustainable, and contextually responsive development.
Including:

9.1 Response to Community Engagement
9.2 Response to Housing Needs
9.3 Building for Healthy Life Assessment
9.4 Overshadowing Assessment
9.5 Crime Impact Assessment
9.6 M.C.C Residential Design Guide

9.2 Housing Need

How Our Masterplan Responds to Local Need

Finding / Indicator	Met?	How we Meet It
Over 15,000 live applications on the Manchester Housing Register for Social Housing.	✓	100% Affordable Housing - mix of Social Rent and Rent-to-Buy
In Miles Platting and Newton Heath: 17% population increase since 2011 and a further 1,400 residents are expected by 2031. 17.45% growth in the 35-49 age category and 38.37% in under 18s since 2011 - suggests increase in families with younger children.	✓	We are providing **2bed, 3 bed** and **4 bed** homes including **3 bed apartments** to create homes that will address each identified need
Overcrowding is the main reason for households being assigned priority bands 1-3 showing need for larger family housing.	✓	Includes properties targeted at **right-sizers** alongside **16 larger family** homes of **3 and 4 bed houses** and **3no 3Bed Flats**
47% of social rented homes in Miles Platting and Newton Heath are under-occupied Largest demand of band 1 linked to downsizing.	✓	Range of sizes and types create a range of **smaller homes** including **14 2Bed Houses**
Highest demand is for 1 bed properties, followed by 2 bed properties (right-sizing)	✓	**Policy compliant** proposed **1bed** and **2 bed** properties to help meet this need

How Our Masterplan Responds to Local Need

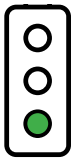
	Met?	
Miles Platting has second highest levels of under-occupancy, with significant number of these for over 65s residents	✓	Specific inclusion of **11no** own front door **M4(3)** adaptable homes with convenient car parking and private amenity
Housing Market Indicators.		
Significant affordability pressures in accommodation for both sale and rent	✓	Proposal is for mix of Social Rent and Rent to Buy with emphasis on Social Rent
Evidence of overcrowding	✓	6no **4 Bed Houses** 10no **3 Bed Houses** 14no **2 Bed Houses** 3no **3 Bed Apartments**
Historic under-supply of Social rent accommodation	✓	**Predominantly Social Rent** Proposed
Affordable home-ownership products targeting first time buyers in the city to address defined need	✓	**% of Right to Buy** to be included in mix
Social rented for over 55s accommodation suitable for rigth-sizers	✓	**11no M4(3)** homes alongside general needs own-front-door apartments and **smaller family houses (2 Bed)** provide options

9.3 Building for a Healthy Life Assessment - Proposed

Integrated Neighbourhoods

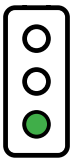
Natural Connections

Does the scheme create places that are well integrated into the site and their wider natural and built surroundings? Avoiding the creation of isolated and disconnected places that are not easy places to move through and around.



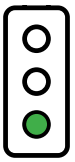
Getting Around

Can short trips of up to three miles be easily made on foot or bicycle due to the correct infrastructure? Helping to improve public health and air quality whilst also reducing local congestion and carbon emissions.



Facilities, Services & Stewardship

Are there any places that offer social, leisure and recreational opportunities a short walk or cycle away from their homes?



Homes for Everyone

Are a range of homes that meet local community needs provided? A mix of housing types and tenures are needed that suit the needs of the local community.



Distinctive Places

Making the most of what's there

Does the scheme identify opportun
integrate and reuse existing feature
these might be natural or man-mad
beyond the site?

A Memorable character

Does the design create places tha
memorable, with a locally inspired
distinctive character?

Easy to find your way around

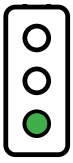
Does the scheme integrate legible
help people find their way around a

Well defined streets & spaces

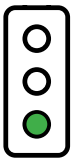
Has the scheme created a network
spaces that are well enclosed by b
structural landscaping, taking care
front doors and the principal façad
face streets and public spaces?

DKA Scoring **12/12**

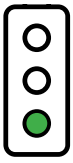
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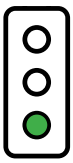
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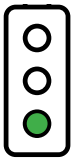
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Streets For All

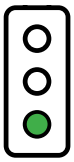
Healthy streets

Streets are different to roads. Streets are places where the need to accommodate the movement of motor vehicles is balanced alongside the need for people to move along and cross streets with ease. Does the scheme allow for this?



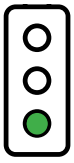
Cycle & car-parking

Does the scheme allow for cycle and car-parking? Well-designed developments will make it more attractive for people to choose to walk or cycle for short trips. Well-designed streets will also provide sufficient and well-integrated car parking.



Green & blue infrastructure

Does the scheme allow for creative surface water management such as rills, brooks and ponds to enrich the public realm and help improve a sense of well-being and offer an interaction with nature?



Back of pavement, front of house

Are clear demarcations between public and private spaces provided? Encouraging people to personalise the front of their homes whilst also offering opportunities to integrate level changes, utility boxes and waste storage.

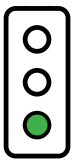


Illustration of Building for a Healthy Life Scoring 01

Natural Connections

The scheme creates distinct places which have a strong character, local distinctiveness and integrate the proposal within the wider area. Green corridors provide high-quality pedestrian routes alongside ecological connections, while strategically located open spaces enhance amenity, biodiversity and opportunities for recreation.

Getting Around

The scheme prioritises pedestrian and cycle movement through a network of clear and legible routes that connect the currently isolated site with the wider area. Direct links to surrounding amenities, services and open spaces encourage sustainable travel choices, reduce reliance on private vehicles and support healthier, more active lifestyles.



Integrated Neighbourhoods

Facilities, Services and Stewardship

The site occupies a sustainable location with a wide range of amenities and services within easy reach. The proposal enhances connectivity through a permeable layout, providing clear, attractive and overlooked routes that integrate play and improve access to local facilities and support both the new and existing communities.

Homes for Everyone

The scheme has designed a very broad range of housing to encourage a rich and diverse community in this sustainable city centre location. Homes rage from 1 bedroom own-front-door apartments up to 3 and 4 bedroom houses. This has been based both upon creating the maximum opportunity for the site, but also on a needs survey and assessment using local data.



Illustration of Building for a Healthy Life Scoring 02

Making the Most of What's There

The scheme responds positively to the local context, drawing on the character of nearby buildings to inform its design. Expressed gables are positioned at key corners to create visual landmarks and aid wayfinding, while the scale, massing and orientation of the proposed homes reflect the surrounding urban grain and provide active frontages throughout the development.

Memorable Character

The architecture and layout are informed by the local context, reflecting the area's character and material palette to create a distinctive sense of place. A variety of house types are arranged to provide rhythm and coherence within the street scene, while integrated landscaping, green connections and opportunities for play further reinforce the development's identity and character.



Distinctive Places

Easy to Find Your Way Around

The scheme provides a clear distinction between public and private spaces, with legible routes and well-overlooked areas promoting safety and ease of movement. Active frontages at ground floor level ensure the development engages positively with the street, creating an attractive and animated streetscape.

Well Defined Streets and Spaces

All streets and spaces are clearly defined, well overlooked and contribute positively to the quality of the development. Clear landscaped routes create legible connections throughout the site, while parks and parklets provide focal points for wayfinding and orientation. Open spaces and connections benefit from natural surveillance, creating a safe and welcoming environment.



Illustration of Building for a Healthy Life Scoring 03

Healthy Streets

Pedestrians and cyclists are prioritised throughout the scheme, with movement routes designed to be safe, direct and easy to navigate. Vehicular access and servicing have been carefully integrated to minimise vehicle dominance, while the coordinated design of buildings and public realm creates a cohesive and attractive environment.

Cycle and Car Parking

Car parking is varied in its location, form and treatment across the scheme, ensuring it is well integrated within the landscape and public realm to reduce its visual impact and avoid vehicle dominance. Cycle parking has been carefully considered for all dwelling types, providing safe, secure and convenient storage that supports sustainable travel choices.



Streets For All

Green and Blue Infrastructure

The landscaped spaces deliver biodiversity enhancements while providing attractive and usable amenity areas for residents and the wider community. A variety of planting and landscape treatments create distinct character along key routes, while integrated play features within the green spaces enhance the quality and enjoyment of the public realm.

Back of Pavement, Front of House

Public and private spaces are clearly defined throughout the development through a range of design measures. Active frontages and individual front doors provide natural surveillance of streets and open spaces, while private rear gardens establish clear ownership and strong relationships between properties. Changes in level are carefully integrated to add interest while maintaining a clear distinction between public and private realms.



9.4 Overshadowing

The proposed development is anticipated to have a negligible impact on surrounding properties. The majority of nearby residential dwellings are located a significant distance from the proposed built form, or are positioned such that there are no directly adjacent properties requiring detailed consideration.

The primary interfaces with existing residential properties occur adjacent to the eastern boundary of Site 1 and along the eastern and western perimeters of Site 3. Particular care was taken throughout the design development process to ensure that these relationships were appropriately addressed and that the amenity of neighbouring residents was protected.

Overshadowing analysis was undertaken to assess the potential impact of the proposed development on surrounding properties. This assessment considered seasonal overshadowing including winter and early spring conditions, when the lower solar angle results in longer shadow lengths and therefore represents the most challenging scenario in terms of potential overshadowing effects.

The analysis demonstrates that, even under these conservative assessment conditions, the impact of the proposed development remains negligible. Little to no material overshadowing of neighbouring residential properties is anticipated, including along the eastern boundaries where adjacent built form is generally lower in scale. The proposed development therefore maintains an appropriate relationship with surrounding properties and safeguards existing levels of residential amenity.



21/03 **10:00**



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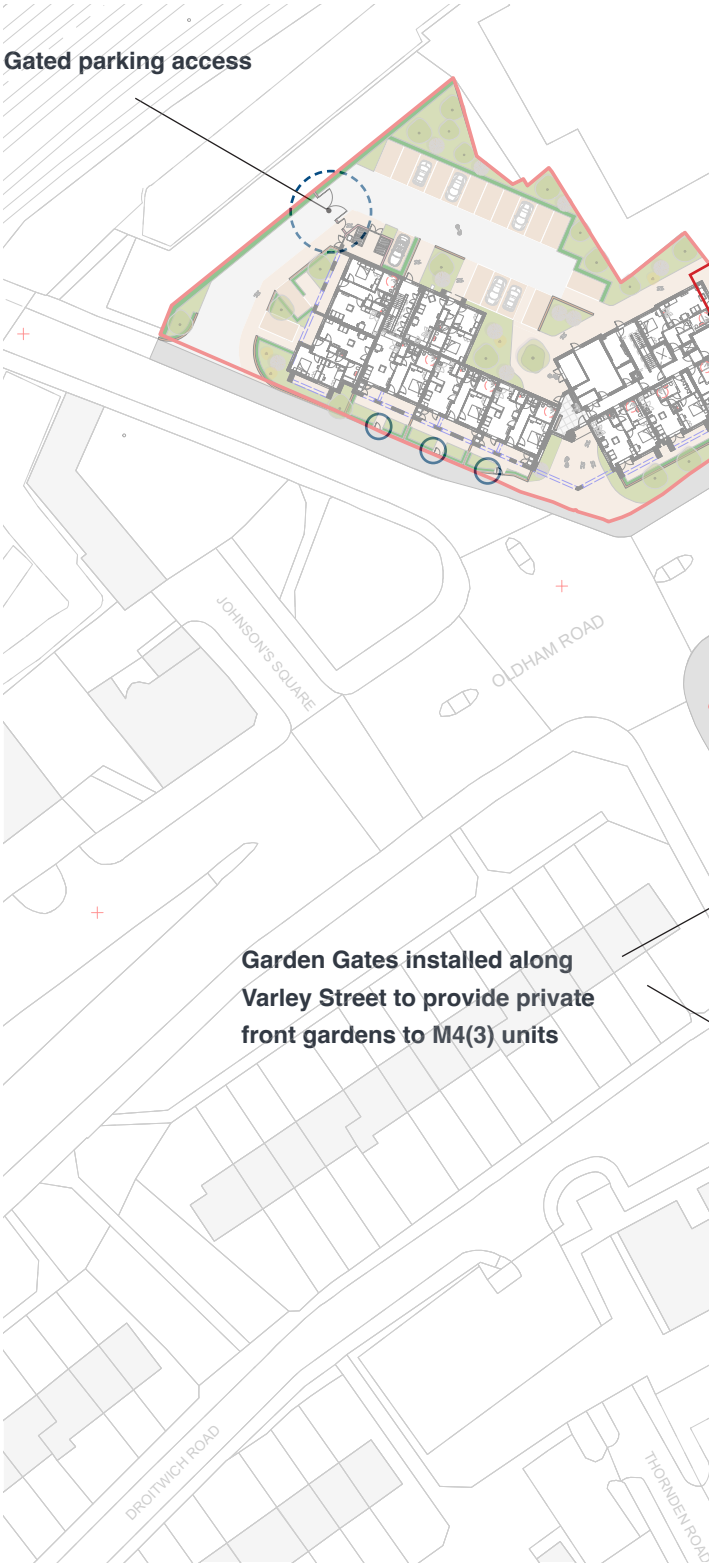
9.5 Security (CIS Comments)

The masterplan has been reviewed by security consultants, Dobson Owens, to assess crime prevention and community safety considerations within the Miles Platting area. The accompanying Crime Impact Statement concludes that the proposed development is likely to have a positive effect on perceptions of safety and fear of crime, whilst supporting the wider regeneration objectives for the area.

A series of recommendations were made to enhance security and align the scheme with Secure by Design principles. These have been incorporated into the latest iteration of the masterplan and include:

- Gated access along Varley Street to provide a clear distinction between public and private space.
- High-level gates at shared access points between dwellings to improve security and access control.
- Electronic locking systems, automatic door closers and fail-safe measures to communal entrances.
- Enhanced lighting to recessed and less visible areas to improve safety and natural surveillance.
- Relocation of cycle storage previously proposed behind Block 2C, together with new gated boundaries along Giltbrook Avenue and the proposed western road, creating a more secure environment for cycle parking.
- Repositioning of a dwelling entrance and associated parking to Rosewell Avenue, increasing natural surveillance and improving overall security.

The masterplan has been revised accordingly, embedding crime prevention measures into the design from the outset. Further detail is provided within the Crime Impact Statement submitted as part of this application.




Windows included at GF level overlooking side access way. High gated boundary to rear parking. Access to bin store via side access
Cycle storage location moved internally following CIS comments. Windows have been included to provide natural surveillance in this area with high wall and gated access
Gate between blocks included
Access to unit via Rosewell Avenue providing natural surveillance
Gated parking access
FALKLAND AVENUE
GILTBROOK AVENUE
ROSEWELL AVENUE
VARLEY STREET

9.6 Manchester Residential Quality Guidance

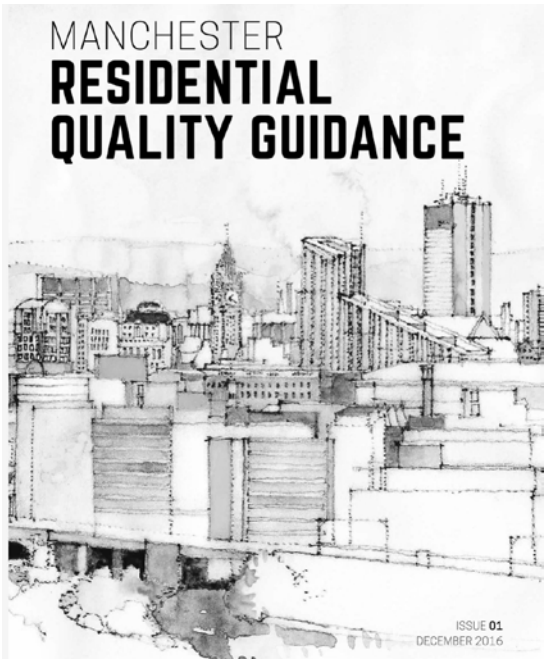
The Manchester Residential Quality Guidance (MRQG) sets out nine key design objectives for delivering high-quality, sustainable and inclusive residential development.

The following section demonstrates how the proposed development responds to these objectives and how they have informed the creation of a high-quality residential neighbourhood within Miles Platting.

Make it Manchester
Character, Context, Heritage and Identity

The proposed development has been informed by a detailed analysis of the historical evolution, urban character and built form of Miles Platting. The site occupies a prominent location within an area that has experienced significant change through industrialisation, post-war redevelopment and more recent regeneration initiatives. The design seeks to respond positively to this context by repairing fragmented streetscapes, reinstating a coherent urban structure and creating a development that sits sensitively into the distinctive character of the area.

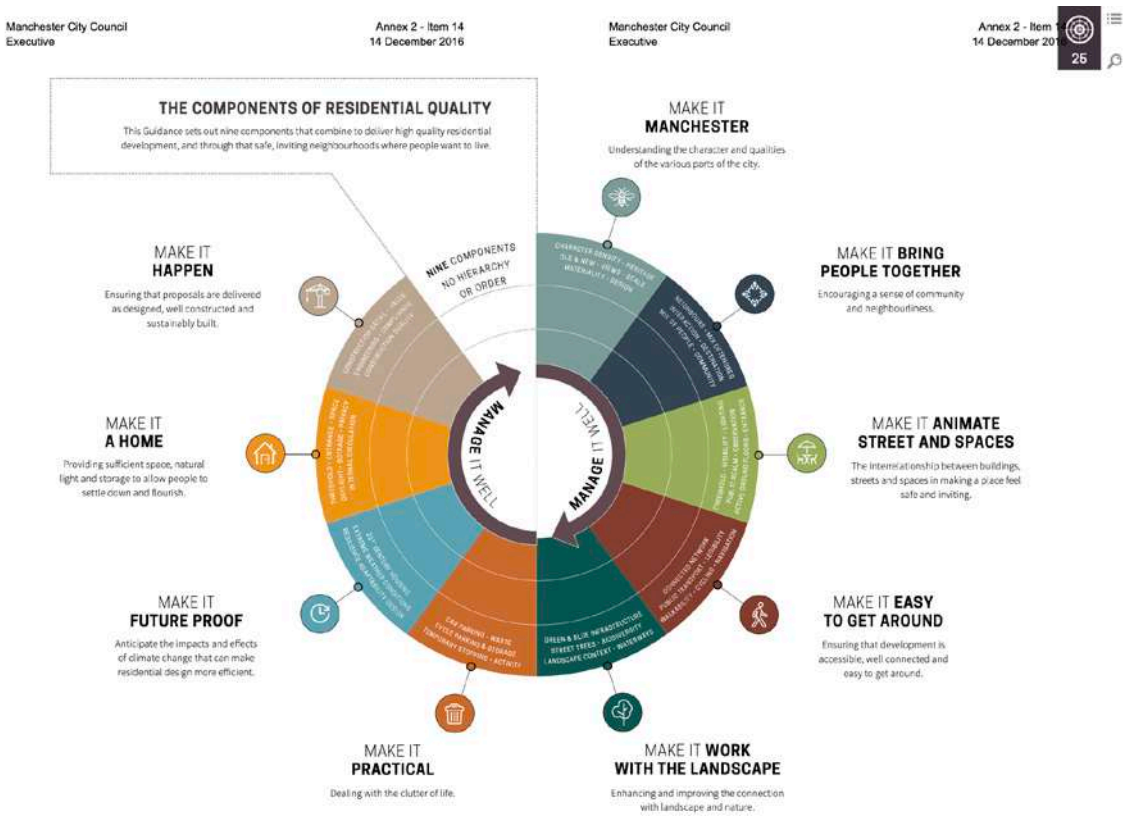
The proposed layout re-establishes a clear hierarchy of streets and spaces, drawing upon traditional Manchester neighbourhood principles whilst responding to contemporary living requirements. Building heights have been carefully considered to respond to surrounding development, with taller elements positioned on key frontages and 'landmark' locations and lower-scale development located adjacent to existing residential properties. The architectural approach utilises robust materials and simple building forms that reference the area's industrial heritage whilst creating a distinctive identity for the new neighbourhood. The development therefore contributes positively to local character whilst supporting the ongoing regeneration of Miles Platting and the wider Victoria North area.



Make it Bring People Together
Community, Housing Mix and Social Interaction

The development has been designed to create an inclusive and sustainable community that responds to identified local housing needs. A diverse mix of houses, apartments and own-front-door apartment typologies is proposed, providing accommodation suitable for a range of household types, ages and lifestyles. The provision of affordable homes forms a key component of the scheme, contributing towards the delivery of mixed and balanced communities within Manchester. All apartments and family housing will achieve a minimum of M4(2) with an agreed 5% M4(3) provision.

The layout has been designed to encourage social interaction through the provision of attractive streets, public spaces and communal landscaped areas that support informal recreation and community activity. Extensive consultation has informed the evolution of the proposals, ensuring that local concerns and aspirations have been considered throughout the design process. By creating a neighbourhood that promotes interaction, accessibility and inclusivity, the development supports the social objectives of



the Manchester Residential Quality Guidance and contributes to the creation of a strong sense of place.

Make it Animate Streets and Spaces
Active Frontages, Natural Surveillance and Public Realm

The development places significant emphasis on creating active and attractive streets and public spaces. Buildings are positioned to provide strong frontages, with entrances, windows and habitable rooms overlooking streets, open spaces and pedestrian routes. This approach creates a safe and welcoming environment through natural surveillance and supports activity throughout the day.

The proposed public realm has been carefully designed to establish a clear distinction between public and private space whilst maintaining visual permeability and connectivity. Parking areas are integrated sensitively within the layout and do not dominate the street scene. Corner buildings and landmark features reinforce key routes and junctions, contributing to legibility and placemaking. Collectively, these measures create a vibrant and overlooked public realm that encourages walking, social interaction and community ownership of shared spaces.

Make it Easy to Get Around
Movement, Connectivity and Accessibility

The proposed development is centred around a connected and permeable movement network that prioritises walking, cycling and public transport. New pedestrian and cycle links improve accessibility through the site and strengthen connections to surrounding neighbourhoods, local facilities and public transport.

A clear hierarchy of routes ensures legibility and ease of movement, with streets designed as attractive and safe environments that balance movement and place functions. The arrangement of routes, public spaces and landmark buildings aids wayfinding and creates an intuitive neighbourhood structure, supporting Manchester's aspirations for sustainable transport and healthy communities.

Make it Work with the Landscape
Green Infrastructure, Biodiversity and Open Space

Landscape design forms an integral part of the overall development strategy and contributes significantly to the character and environmental quality of the scheme. A network of public open spaces, landscaped streets and green corridors has been incorporated throughout the development, creating opportunities for recreation, social interaction and ecological enhancement.

The proposals include substantial new tree planting, habitat creation and biodiversity improvements that will contribute positively to the site. Each green space will have a different purpose and character which was a key part of the public consultation within the local community. Green infrastructure has been integrated with sustainable drainage principles to support Manchesters resilience strategy and improve rainwater management across the site. The landscape strategy enhances visual amenity, promotes health and wellbeing and creates a setting that supports long-term ecological and community benefits in accordance with the objectives of the Manchester Residential Quality Guidance.

Make it Practical
Parking, Servicing, Waste and Cycle Storage

The development has been designed to ensure that practical requirements are accommodated in a manner that supports high-quality placemaking. Car parking provision has been carefully integrated within the layout to provide convenient access for residents whilst avoiding the creation of vehicle-dominated streets. Electric vehicle charging infrastructure is incorporated throughout the development to support the transition towards low-carbon transport.

Refuse and recycling facilities have been designed to ensure convenient access for residents whilst maintaining the visual quality of streets and public spaces. Secure cycle storage is provided in accessible locations to encourage sustainable travel choices. Servicing and management arrangements have been integrated within the street network and are designed to operate efficiently without compromising pedestrian safety or residential amenity. This approach ensures that the functional requirements of the development are accommodated in a coordinated manner.

Make it Future Proof
Sustainability, Climate Change and Adaptability

The development has been designed to support Manchester's climate change objectives and promote long-term environmental sustainability. A fabric-first approach has informed the design of the homes, improving energy efficiency and reducing operational energy demand. The development has been designed to meet or exceed relevant building regulations and future performance standards, with Jigsaw Homes aspiring for an EPC A fof this development.

Measures to address climate resilience have been incorporated throughout the scheme, including green infrastructure, sustainable drainage, tree planting and the mitigation of overheating risks through building orientation and elevation design. Electric vehicle charging infrastructure and sustainable transport measures further support the transition towards a low-carbon future. The development has also been designed with adaptability in mind, ensuring that homes remain suitable for changing household needs over time and contribute to the long-term sustainability of the area with a mix of M4(2) and M4(3) units throughout.

Make it a Home
Residential Quality, Amenity and Accessibility

A high standard of residential quality has been a fundamental design objective throughout the development process. All homes have been designed to meet or exceed the requirements of the Nationally Described Space Standard and Manchester's Residential Quality Guidance. A range of dwelling types and tenures is provided, ensuring that the development can accommodate a diverse residential population which has been informed by Manchester Local Housing need.

Private gardens, terraces, balconies and public open spaces provide residents with access to high-quality amenity space, whilst careful consideration has been given to privacy, outlook, daylight and sunlight. Homes have been designed to achieve high levels of accessibility, including compliance with relevant Building Regulations standards for accessible and adaptable dwellings M4(2) and M4(3). The development therefore delivers healthy, comfortable and attractive homes that support the wellbeing of residents and promote long-term residential satisfaction.

Make it Happen
Deliverability, Management and Stewardship

The proposals have been developed through a comprehensive design process involving engagement with local stakeholders, residents and statutory consultees. Feedback received throughout the consultation process has informed the evolution of the scheme and helped ensure that the development responds positively to local priorities and client aspirations.

The long-term management and stewardship of the development will be secured through appropriate ownership and maintenance arrangements, ensuring that buildings, landscapes and communal spaces continue to be maintained to a high standard. The delivery strategy prioritises quality in both design and construction, creating a robust and sustainable neighbourhood that will positively contribute to Miles Platting. Through effective management and long-term stewardship, the development will continue to support community wellbeing, environmental quality and placemaking objectives long after completion.

The proposed development delivers a high-quality residential neighbourhood that responds positively to the character and regeneration aspirations of Miles Platting. Through a carefully considered design response, the scheme creates attractive, sustainable and inclusive homes supported by high-quality public realm and green infrastructure.

Conclusion

The proposals accord with the principles of the Manchester Residential Quality Guidance, providing well-designed homes, active streets, accessible open spaces and a strong sense of place. As such, the development represents a positive and sustainable addition to the area and will contribute to the continued transformation of Miles Platting and the wider Victoria North neighbourhood.



Timber model - Existing site



Timber model - Design Development



Timber model - Architectural Development



Timber model - Final Proposal



CGI Visual - Site Aerial





Existing View - View of North East Approach from Oldham Road



Existing View - Varley Street



CGI Visual - View of North East Approach from Oldham Road



CGI Visual - Varley Street ‘Parklet’



Existing View - View of Varley / Rosewell Junction



Existing View - Rosewell Avenue



CGI Visual - View of Varley / Rosewell Junction



CGI Visual - Rosewell Avenue



Existing View - View of Varley / Rosewell Junction



Existing View - Rosewell Avenue South



CGI Visual - View of Giltbrook Avenue



CGI Visual - Rosewell Avenue South



Existing View - View down Varley Street from Collyhurst Street



Existing View - North East Site Corner from Oldham Road



CGI Visual - View down Varley Street from Collyhurst Street



CGI Visual - View of North East Public Open Space



CGI Visual - Rosewell Street Access





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