HINCHLEY ROAD, CHARLESTOWN

P24-1740 | AUGUST 2025

Design & Access Statement

Prepared by Pegasus Group on behalf of Miller Homes

Hinchley Road, BLACKLEY
Design & Access Statement

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1

INTRODUCTION

1 INTRODUCTION

This Design and Access Statement (DAS) has been prepared by Pegasus Group on behalf of Miller Homes to accompany the Full Planning Application for a residential development comprising of 106 no. dwellings (C3 Use Class) for the development of Land at Hinchley Road, Charlestown.

"Full planning application, the erection of 106 no. residential dwellings (C3 Use Class) with associated access, landscaping, parking and other works"

This statement has been prepared in accordance with Article 9 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (DMPO), which requires certain applications to be accompanied by a Design and Access Statement.

The DMPO also states the following requirements:

"(2) An application for planning permission to which this paragraph applies must, except where paragraph (4) applies, be accompanied by a statement ("a design and access statement") about:

a) The design principles and concepts that have been applied to the development; and

b) How issues relating to access to the development have been dealt with.

(3) A design and access statement must:

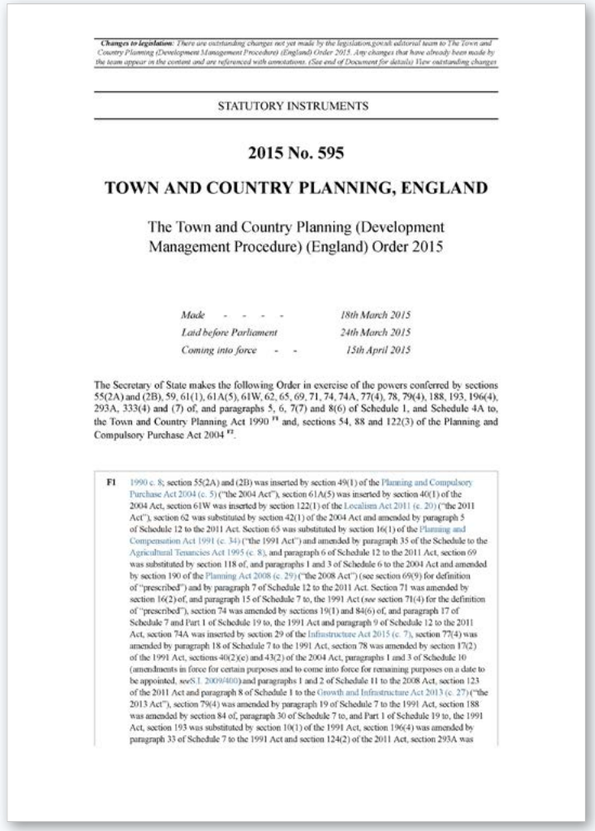
a) Explain the design principles and concepts that have been applied to the development;

b) Demonstrate the steps taken to appraise the context of the development and how the design of the development takes that context into account;

c) Explain the policy adopted as to access, and how policies relating to access in relevant local development documents have been taken into account;

d) State what, if any, consultation has been undertaken on issues relating to access to the development and what account has been taken of the outcome of any such consultation; and

e) Explain how specific issues which might affect access to the development have been addressed."



Changes to legislation: There are outstanding changes not yet made by the legislation.gov.uk editorial team to The Town and Country Planning (Development Management Procedure) (England) Order 2015. Any changes that have already been made by the team appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

STATUTORY INSTRUMENTS

2015 No. 595

TOWN AND COUNTRY PLANNING, ENGLAND

The Town and Country Planning (Development Management Procedure) (England) Order 2015

Made - - - - 18th March 2015
Laid before Parliament 24th March 2015
Coming into force - - 15th April 2015

The Secretary of State makes the following Order in exercise of the powers conferred by sections 55(2A) and (2B), 59, 61(1), 61A(5), 61W, 62, 65, 69, 71, 74, 74A, 77(4), 78, 79(4), 188, 193, 196(4), 293A, 333(4) and (7) of, and paragraphs 5, 6, 7(7) and 8(6) of Schedule 1, and Schedule 4A to, the Town and Country Planning Act 1990 [F1] and, sections 54, 88 and 122(3) of the Planning and Compulsory Purchase Act 2004 [F2].

F1 1990 c. 8; section 55(2A) and (2B) was inserted by section 49(1) of the Planning and Compulsory Purchase Act 2004 (c. 5) ("the 2004 Act"), section 61A(5) was inserted by section 40(1) of the 2004 Act, section 61W was inserted by section 122(1) of the Localism Act 2011 (c. 20) ("the 2011 Act"), section 62 was substituted by section 42(1) of the 2004 Act and amended by paragraph 5 of Schedule 12 to the 2011 Act. Section 65 was substituted by section 16(1) of the Planning and Compensation Act 1991 (c. 34) ("the 1991 Act") and amended by paragraph 35 of the Schedule to the Agricultural Tenancies Act 1995 (c. 8), and paragraph 6 of Schedule 12 to the 2011 Act, section 69 was substituted by section 118 of, and paragraphs 1 and 3 of Schedule 6 to the 2004 Act and amended by section 190 of the Planning Act 2008 (c. 29) ("the 2008 Act") (see section 69(8) for definition of "prescribed") and by paragraph 7 of Schedule 12 to the 2011 Act. Section 71 was amended by section 16(2) of, and paragraph 15 of Schedule 7 to, the 1991 Act (*see* section 71(4) for the definition of "prescribed"), section 74 was amended by sections 19(1) and 84(6) of, and paragraph 17 of Schedule 7 and Part 1 of Schedule 19 to, the 1991 Act and paragraph 9 of Schedule 12 to the 2011 Act, section 74A was inserted by section 29 of the Infrastructure Act 2015 (c. 7), section 77(4) was amended by paragraph 18 of Schedule 7 to the 1991 Act, section 78 was amended by section 17(2) of the 1991 Act, sections 40(2)(e) and 43(2) of the 2004 Act, paragraphs 1 and 3 of Schedule 10 (amendments in force for certain purposes and to come into force for remaining purposes on a date to be appointed, see S.I. 2009/400) and paragraphs 1 and 2 of Schedule 11 to the 2008 Act, section 123 of the 2011 Act and paragraph 8 of Schedule 1 to the Growth and Infrastructure Act 2013 (c. 27) ("the 2013 Act"), section 79(4) was amended by paragraph 19 of Schedule 7 to the 1991 Act, section 188 was amended by section 84 of, paragraph 30 of Schedule 7 to, and Part 1 of Schedule 19 to, the 1991 Act, section 193 was substituted by section 10(1) of the 1991 Act, section 196(4) was amended by paragraph 33 of Schedule 7 to the 1991 Act and section 124(2) of the 2011 Act, section 293A was

TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE) (ENGLAND) ORDER 2015

1.1 PURPOSE OF STATEMENT

The purpose of this Design and Access Statement is:

> *"...to explain how the proposed development is a suitable response to The Site and its setting, and demonstrate that it can be adequately accessed by prospective users." (para. 029, PPG, Reference ID: 14-029-20140306)*

This document achieves this within the following sections:

SECTION **1**

INTRODUCTION

Outlines the purpose of this document;

SECTION **2**

PLANNING POLICY

Presentation of the key Planning Policy requirements, derived from a combination of Local Authority and National Government Policy;

SECTION **3**

CONTEXT

Considers The Site and its surroundings in terms of the local physical, historical and social setting, as well as the technical and physical context;

SECTION **4**

DESIGN DEVELOPMENT

Presentation of the design principles that have been derived from a combination of Government Policy and site assessment outlines key stakeholder engagement undertaken, as well as its key findings and design evolution;

SECTION **5**

DESIGN PROPOSALS

Presentation of the key design proposals including the Uses, Built Form, Identity, Movement, Homes and Buildings, and Sustainable Approach; and

SECTION **6**

CONCLUSION

This Design and Access Statement has been written to respond to the Ministry of Housing, Communities and Local Government National Design Guide (NDG) ten characteristics of well-designed places.

THIS STATEMENT SHOULD BE READ IN CONJUNCTION WITH THE FULL PLANNING APPLICATION AND ITS ACCOMPANYING SUPPORTING DOCUMENTS.

Site Location Plan

Site Boundary

1.2 THE SITE

The site is located approximately 5km to the northeast of Manchester City Centre, within the administrative boundary of Manchester City Council. The location of the site is shown on the Site Layout Plan included with this application.

The site comprises 2.66 ha of poor-quality, vacant greenfield land. The site is bordered by existing residential development to the north and east, Hinchley Road to the south, with further residential properties beyond and the Co-Op Academy North Manchester to its west.



VIEW OF SITE FROM HINCHLEY ROAD, CHARLESTOWN



VIEW OF SITE FROM HINCHLEY ROAD, CHARLESTOWN



VIEW OF SITE FROM CASPIAN ROAD, CHARLESTOWN

2

PLANNING POLICY

2 PLANNING POLICY

The development proposals have been formulated with due regard to the policies that make up the statutory Local Development Plan and Supplementary Planning Guidance, together with Government guidance contained within the National Planning Policy Framework (December 2024), National Design Guide (published in 2019 and updated in January 2021) and the National Model Design Code (January 2021).

2.1 NATIONAL PLANNING POLICY FRAMEWORK

Government guidance in the form of the National Planning Policy Framework (NPPF) sets out the Government's planning policies and how these should be applied. The NPPF states at paragraph 8 that the planning system has three interdependent key objectives, which when pursued in a mutually supportive way, can achieve sustainable development. The three key objectives are:

- A social objective;
- An economic objective; and
- An environmental objective.

There is a presumption in favour of sustainable development, as set out at paragraph 11. Section 9: Promoting Sustainable Transport (para. 109) of the NPPF points to the role that design has to play in ensuring that transport issues are considered at the earliest stages of development proposals, and the role that design can play to ensure that development maximizes opportunities for sustainable transport options.

> *"...patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high-quality places." (para. 109(e) NPPF 2024)*

The Government also continues to place a high emphasis on design and the NPPF expands on the principles of good design, to define what is expected of well-designed places. It also explains how policies and decision-making processes should support the inclusion of good design, providing detailed advice at Section 12: Achieving Well-Designed Places.

The contribution that good design makes to sustainable development is set out in paragraph 126, as follows:

> *"The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities..." (para. 131, NPPF 2024)*

Furthermore, a new test is being introduced in the latest edition of the NPPF, to ensure that developments are well-designed, placing an emphasis on fostering of "beautiful" places among the overarching objectives of the planning system. In paragraph 139, the NPPF states that:

> *"Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes". (para. 139, NPPF 2024)*

The NPPF is also clear at paragraphs 132 and 133 that Development Plans should set out a clear design vision to provide certainty to applicants, and that design policies should be prepared in conjunction with local communities to reflect local aspirations.



SOCIAL

Support strong, vibrant and healthy communities.



ENVIRONMENTAL

Protecting and enhancing the natural, built and historic environment.



ECONOMIC

Build a strong, responsive and competitive economy.

Paragraph 135 of the NPPF states that with regard to design planning policy and decision making should ensure that developments;

"a) Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

b) Are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

c) Are sympathetic to the local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) Establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) Optimise the potential of The Site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f) Create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience."

2.2 PLANNING PRACTICE GUIDANCE

The NPPF is accompanied by the on-line Government resource Planning Practice Guidance (PPG). The Design: Process and tools PPG provides guidance on the methods and processes available to both applicants and local authorities to ensure the delivery of well-designed and high-quality, long lasting places with considered design solutions, under the following headings:

- Planning for well-designed places;
- Making decisions about design;
- Tools for assessing and improving design quality; and
- Effective community engagement on design.

Paragraph 1 of the Design PPG reinforces the Government and NPPFs commitment to requiring the creation of well-designed places and the role that early engagement can play in this.

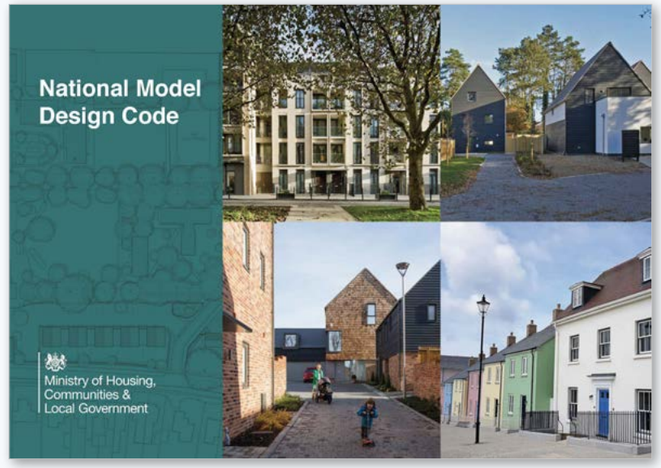
"Well-designed places can be achieved by taking a proactive and collaborative approach at all stages of the planning process, from policy and plan formulation through to the determination of planning applications and the post approval stage." (para. 001, PPG, ID: 26-001-20191001, October 2019)

2.3 NATIONAL MODEL DESIGN CODE

The National Model Design Code (NMDC) was published in January 2021 by the Ministry of Housing, Communities and Local Government. The purpose of this document is to:

"... provide detailed guidance on the production of design codes, guides and policies to promote successful design. It expands on the ten characteristics of good design set out in the National Design Guide, which reflects the government's priorities and provides a common overarching framework for design." (para. 1, National Design Code 2021)

The NMDC document draws upon the NPPF's commitment to ensure that local planning authorities are utilising visual tools, such as design codes and guides, to inform development proposals, which will consequently provide a framework for creating high-quality places, with a consistent and high-quality standard of design.



NATIONAL MODEL DESIGN CODE, JANUARY 2021



THE TEN CHARACTERISTICS OF WELL-DESIGNED PLACES (NATIONAL DESIGN GUIDE, 2021)

2.4 NATIONAL DESIGN GUIDE

The National Design Guide (NDG) published by the Ministry of Housing, Communities and Local Government (MHCLG) in September 2019 and updated in January 2021 further reinforces the way in which the design process can be used to ensure the delivery of quality places:

> *"In a well-designed place, an integrated design process brings the ten characteristics together in a mutually supporting way. They interact to create an overall character of place." (para. 13, NDG 2021)*

The NDG outlines and illustrates the Government's priorities for well-designed place in the form of ten characteristics, based on national planning policy, planning guidance and objectives for good design.

The ten characteristics contribute towards the cross-discipline themes for good design set out in the NPPF and fall under three broad aims:

- To create physical character;
- To help to nurture and sustain a sense of community; and
- To positively addresses environmental issues affecting climate.

Whilst the NPPF, PPG and NDG are the primary points of reference, there are other well-regarded design guidance documents that are still relevant to creating good design including:

- Manual for Streets 1 & 2 (Department of Transport/ Department for Communities and Local Government, 2007/2010); and
- Building for a Healthy Life (Homes England, June 2020) is the latest edition, and new name for Building for Life 12 (BfL12) written in partnership with NHS England, NHS Improvement and MHCLG.

2.5 LOCAL PLANNING & DESIGN GUIDANCE

The adopted Local Planning Policy for Manchester comprises the Manchester Core Strategy (adopted July 2012, updated in March 2024 following the adoption of the PfE). The Core Strategy replaces a large number of policies in the UDP, but some of the UDP policies remain extant.

It is to be noted that Policies SP1 and H8 of the Core Strategy have been partially superseded by Policies JP-S1 and JP-H2 of the PfE.

Places for Everyone

The Places for Everyone Plan (PfE) was adopted on 21 March 2024. Its policies now form part of the Development Plan for Manchester City Council.

An initial overview of policies and relevant elements of the PfE Plan for Hinchley Road are set out below:

Policy JP-S1 Sustainable Development; outlines how to help tackle climate change, development should aim to maximise its economic, social and environmental benefits simultaneously, minimise adverse impacts and utilise sustainable construction techniques.

Policy JP-H1 Scale, Distribution and Phasing of New Housing Development; outlines how a minimum of 175,185 net additional dwellings will be delivered over the plan period 2022-2039 across the 9 constituent authorities. The policy confirms that the deliver rates set out in Table 7.2 are the minimum number of net additional dwellings each district is expected to identify a sufficient supply of sites for, through their local plans.

Policy JP -H2 Affordability of New Housing; does not set an affordable housing requirement, with criterion 2 confirming how local plans will set targets for the provision of affordable housing for sale and rent as part of market-led developments based on evidence relating to need and viability.

Policy JP-H3 Type, Size and Design of New Housing; outlines how residential developments should provide an appropriate mix of dwelling types and sizes reflecting local plan policies, and having regard to masterplans, guidance and relevant local evidence. The policy later states that all new dwellings must comply with the nationally described space standards and be built to Part M4(2) of the Building Regulations (unless specific site conditions make this impracticable).

Policy JP-H4 Density of New Housing; requires new housing development to be delivered at a density appropriate to the location, reflecting the relative accessibility of the site by walking, cycle and public transport, in accordance with the minimum densities. The application site has a GMAL score of 6 – where a minimum 35dph is expected.

Policy JP-C1 An Integrated Network; seeks to delivering a pattern of development that minimises both the need to travel and the distance travelled by unsustainable modes to jobs, housing and other key services, including healthcare, education, retail, recreation and leisure facilities, green space and green infrastructure.

It also seeks to ensure that development and transport investment fully considers the needs of all people and those modes which make most efficient and sustainable use of limited road space, by following the hierarchy set out below (highest priority first):

a. Pedestrians (and people using mobility aids);

b. Cyclists, powered two-wheelers, and public transport users;

c. People doing business or providing services (such as taxis/private hire, deliveries or waste collection)

d. People in personal motorised vehicles

Policy JP-C8 Transport Requirements of New Development; notes how planning applications will be accompanied by a Transport Assessment/Transport Statement and Travel Plans, where appropriate.

Connectivity and Permeability

Prioritising safe and convenient access to the site and buildings for all users in accordance with the user hierarchy in Policy JP-C1 'An Integrated Network', including;

Prioritising new and enhanced walking, cycling and public transport routes and stops, through and around the site. These routes should:

- be direct, safe and convenient;
- connect to nearby facilities, employment areas, public transport stops; and
- improve the coverage, quality and integration of the wider walking and cycling infrastructure and public transport provision;
- Ensuring that the layout, design and landscaping of development prioritises the provision of safe, secure and attractive access to local services and facilities for pedestrians, cyclists and people with a disability; and
- Ensuring that new development is connected visually and physically; within the site and to the surrounding built environment;

Ensure appropriate connectivity to the existing highway network.

Design

Reducing the need to travel by ensuring that community facilities, services and amenities are provided within the site or within walking distance of new development;

Incorporating highway design at a human scale using street-based prescriptions such as those within Manual for Streets and/or any locally adopted design guidance, to ensure that highways do not dominate the development.

2.5 LOCAL PLANNING & DESIGN GUIDANCE (CTD)

Parking Infrastructure

Making adequate car parking provision, including for disabled drivers and passengers;

Ensuring that car parking provision is well integrated and unobtrusive, so it supports the street scene; and where appropriate parking provision is flexible and can be adapted over time to reflect demand;

Promoting alternatives to car ownership, such as the use of ULEV car clubs rather than the provision of private car parking spaces;

Promoting the increased provision of ULEV charging infrastructure including meeting any standards set by local plans.

Core Strategy (2012)

The Core Strategy sets out the development requirements and aspirations for Manchester over the plan period (2012 up to 2027). The key policies in relation to this application are considered below.

Policy SP1 – Spatial Principles

The key spatial principles which will guide the strategic development of Manchester to 2027 are:

- Beyond the Regional Centre and Manchester Airport, the emphasis is on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs, all in a distinct environment. The majority of new residential development in these neighbourhoods will be in the Inner Areas, defined by the North Manchester,East Manchester and Central Manchester Regeneration Areas.
- The City is covered by regeneration areas including the City Centre. All development should have regard to the character, issues and strategy for each regeneration area as described in the North, East, Central and South Manchester and Wythenshawe Strategic Regeneration Frameworks and the Manchester City Centre Strategic Plan.
- New development will maximise the potential of the City's transport infrastructure, in particular promoting walking, cycling and use of the public transport. The extension to the Metrolink network through the Oldham and Ashton lines will create key corridors for new development.

Core Development Principles

Development in all parts of the City should:

- Make a positive contribution to neighbourhoods of choice including:
- Creating well designed places that enhance or create character
- Making a positive contribution to the health, safety and wellbeing of residents considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income
- Protect and enhance the built and natural environment
- Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible
- Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

Policy H3 – North Manchester

North Manchester will accommodate around 20% of new residential development. Priority will be given to family housing and other high value, high quality development where this can be sustained.

Policy H8 – Affordable Housing

Outlines how new development will contribute to the City-wide target for 20% of new housing provision to be affordable. Of this 20%, it is envisaged that 5% of new housing provision will be social or affordable rented and 15% will be intermediate housing. Affordable housing will be inclusively designed to reflect the character of development on the site.

Policy EN 1 – Design Principles and Strategic Areas

All development should have regard to the strategic character area in which the development is located. The site falls within the Northern Character Area, where there is a finer grained, predominately residential mix of development, broken up by open spaces and significant tree cover also linked to the local topography. The policy states development should respond to the underlying topography and varied townscape created by the balance between built form and the tree-covered landscape.

For the current proposal, located in North Manchester, the following applies:

Northern Character Area

The character of this area is significantly affected by the topography, with a marked increase in height moving northwards, cut by the River Irk and its tributaries. There is a finer grained, predominantly residential mix of development, broken up by open spaces and significant tree cover also linked to the local topography.

Developers should respond to the underlying topography and varied townscape created by the balance between built form and the tree-covered landscape.

2.5 LOCAL PLANNING & DESIGN GUIDANCE (CTD)

Manchester Residential Quality Guidance (March 2017)

It is noted that it provides the baseline minimum requirements and mandatory standards that all new residential proposals will be required to satisfy or exceed in order to be considered sustainable development.

The Document discusses a number of key design principles, including nine overarching components (such as 'make it future proof' and 'make it a home') which should be incorporated into development proposals. The guide notes how Manchester will embrace and encourage new design approaches and that residential development should not simply mimic what has been done before. Some of the best design outcomes are the result of new approaches to integrating old and new, whilst also responding to existing site constraints.

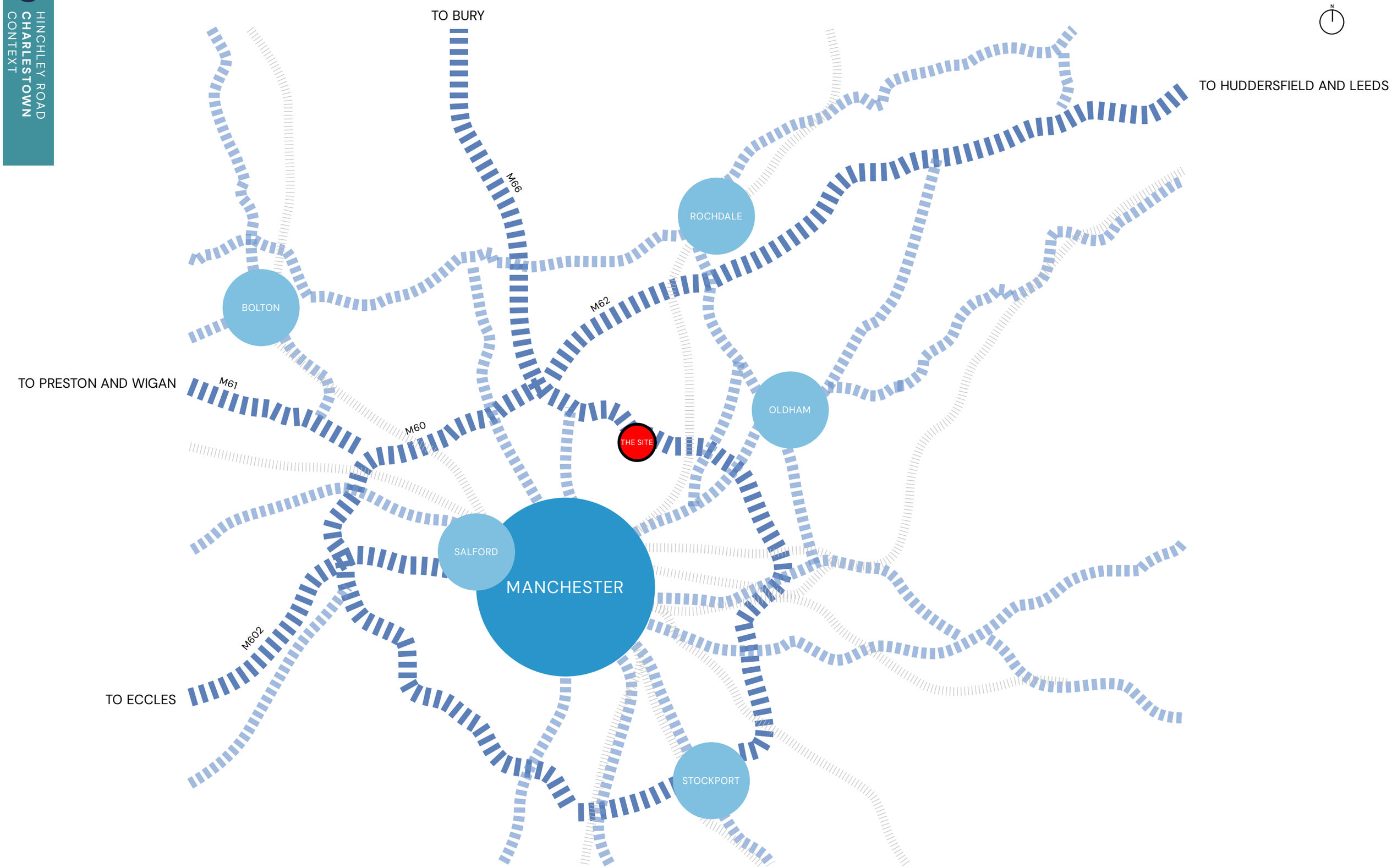
The guide outlines the importance of encouraging sustainable transport, appropriately designed car parking spaces and also sets out the waste requirements for each individual household.

It is outlined how Developers will be encouraged to deliver residential units that will be expected to exceed Manchester's emerging space standards, which combine Nationally Described Space Standards and the London Housing Design Guide space standards (as set out in the Appendix of the residential quality guide). We address the development proposals compliance with these standards in Section 5.

The guide also discusses separation distances in terms of ensuring privacy is maintained. It is stated that whilst the norm is for a back to back distance of 20m, this can be restrictive and a reduction may be appropriate where facing uses are compatible, there remains a sufficient amount of daylight and residents enjoy a sense of space without feeling overcrowded.

3

CONTEXT


TO BURY
TO HUDDERSFIELD AND LEEDS
TO PRESTON AND WIGAN
TO ECCLES
M66
M62
M61
M60
M602
BOLTON
ROCHDALE
OLDHAM
THE SITE
SALFORD
MANCHESTER
STOCKPORT

3 CONTEXT

3.1 WIDER CONTEXT

Charlestown is a suburb that is well-located in Greater Manchester. It offers an array of connections to nearby towns and cities. These are connected via the strategic road network as well as various trainlines in the Manchester region.

As shown opposite, there are multiple major roads that are located near the site. The M60 - the Manchester Ring Road, offers opportunities to travel to surrounding boroughs of Greater Manchester. The M61 - to Preston and Wigan, the M602 - to Eccles, the M66 - to Bury and M62 - to Huddersfield and Leeds, can all be accessed via the M60.

Each major route travels through to the city of Manchester.

Varying forms of public transport are available in Manchester, with two major train stations, being Manchester Piccadilly and Manchester Victoria, where you can visit places all across the U.K. and further afield. The closest railway to the site is Moston Train Station that allows for travel along the Calderdale Line, through to parts of Yorkshire and directly into Manchester Victoria.



VIEW OF MANCHESTER CITY CENTRE, DEANSGATE TOWER



VIEW OF M60 MOTORWAY AT STOCKPORT



VIEW OF MANCHESTER PICCADILLY TRAIN STATION

Charlestown

M60

200M

400M

600M

800M

MOSTON

KEY

- Site Boundary
- M60 Motorway
- A Road
- B Road
- Public Right of Way
- Bus Stop
- Other Key Routes
- Route into Site
- Station
- Railway

3.2 CONNECTIVITY

STREET PATTERN & CONNECTIVITY

The site is well connected to the surrounding urban area of Charlestown, and benefits from easy access to public transport and strategic highway links within close proximity of the site. The plan opposite illustrates the location of the site within the context of the local access and movement network.

PUBLIC TRANSPORT

The site is within close proximity to various forms of Public Transport connections, with the closest bus stop - on Moston Lane, being a 3 minute walk away, a number of other bus stops are also located Charlestown Road and Victoria Avenue East, which provide frequent services to Manchester City Centre, Oldham, Harpurhey, Middleton and other North Manchester suburbs that connect to Manchester City Centre. The closest train station is Moston at 1400m, (a 20 minute walk) east of the site, which connects to Manchester Victoria, as well as other areas such as Clitheroe, Rochdale and Blackburn.

PEDESTRIAN & CYCLE CONNECTIONS

There are various Public Rights of Way (PRoW) surrounding the site with the closest being connections to Boggart Hole Clough, which is a 76ha woodland and urban country park located a circa 5 minute walk from the site.

HIGHWAYS

The site has links to the strategic road network being in close proximity to the M60 providing access to the Manchester Ring Road, with key destinations to other areas in Greater Manchester, accessible via this route.

In addition to this, the A6104 and B6393 are also easily accessible, providing access to Oldham, Newton Heath, Middleton and other local destinations.

harlestown

200M

400M

600M

FACILITIES AND SERVICES PLAN

3.3 LOCAL FACILITIES

The Facilities and Services Plan (opposite) shows the location of key local facilities and services in relation to the site.

Charlestown provides a range of local shops and services, including a post office, convenience store and hairdressers. Further retail opportunities are available in Charlestown, to the north-west of the site, or in Manchester City Centre, accessed via the local highway or public transport networks

RECREATION

Several local play facilities are provided in the area, most notably at Nuthurst Park, approximately 1200m (a 16 minute walk) south-west of the site and Charlestown Park, approximately 800m (a 12 minute walk), south-east of the site.

The site boundary directly borders - to the north-west, Co-op Academy North Manchester playing fields and is also near Assheton Bowmen Archery Club, approximately 750m (a 10 minute walk), to the north-east of the site. Further afield, there is Blackley Golf Club, north of the M60, which is approximately 900m (a 13 minute walk) from the site.

The site's nearest Local Nature Reserve is Boggart Hole Clough, which is located approximately 700m (a 5 minute walk) away from the site's eastern boundary.

EDUCATION

There are multiple schools within close proximity to the site, with the closest nursery being Brighter Beginnings, approximately 1000m away (a 13 minute walk). There are multiple primary schools in the area, however the closest one - Charlestown Primary School, is approximately 700m (a 10 minute walk) away. The closest secondary school is Co-op Academy North Manchester, approximately 400m (a 5 minute walk), north-west of the site.

HEALTH

The local medical facility is Charlestown Health Centre, located approximately 500m (a 7 minute walk), to the south-west of the site. The local pharmacy is White Moss Pharmacy, approximately 600m (an 8 minute walk), located across the road from the Charlestown Health Centre.

The closest hospital to the site is the North Manchester General Hospital, which is approximately 3.7km (an 8 minute drive) from the site.

3.4 HERITAGE

The adjacent historical map progression further reviews the morphology of the town, highlighting changes that have occurred but also the elements of consistency that remain to the present day and which form part of the townscape character of Charlestown.

By analysing the sequence of maps it is also possible to identify the changes in patterns of development as well as, the buildings and uses that existed which have left remnants of historical significance (including surviving buildings or parts of buildings in different uses, or in different townscape contexts).

1885-1900 - Site is undeveloped, with farm and mill in close proximity. There are minimal roads, however, there is a rail station nearby for the Lancashire and Yorkshire Railway network for links into Manchester City Centre and beyond.

1945-1965 - Over the next 50 years, the area densified to accommodate significantly more development. Including the development of 'New Moston' near the train station and the construction of Moston Lane. Residential development has been constructed to the west, forming Charlestown.

2000 - Further development to the south-west of the site, including a school, health centre and various shops. Moston Lane is renamed to the A6104, extending along the south of the M60, a ring road that connects the suburbs and other boroughs of Manchester.

2025 - Increase in developed areas, especially surrounding the site with residential now surrounding the boundary to the north, east and south.

DESIGNATED ASSETS

There are no designated heritage assets within the site or in the local vicinity.



1885-1900 OS MAP



1945-1965 OS MAP



2000 SATELLITE OS MAP



2025 SATELLITE OS MAP

PHASE ONE HABITAT SURVEY



3.5 ECOLOGY

The habitats on site comprise improved grassland, scattered trees and scrub. These habitats are considered to have an ecological value of within the zone of influence of the site or lower. The site contains no designated or priority habitats. Overall, the proposals are unlikely to adversely affect the ecological value of the area.

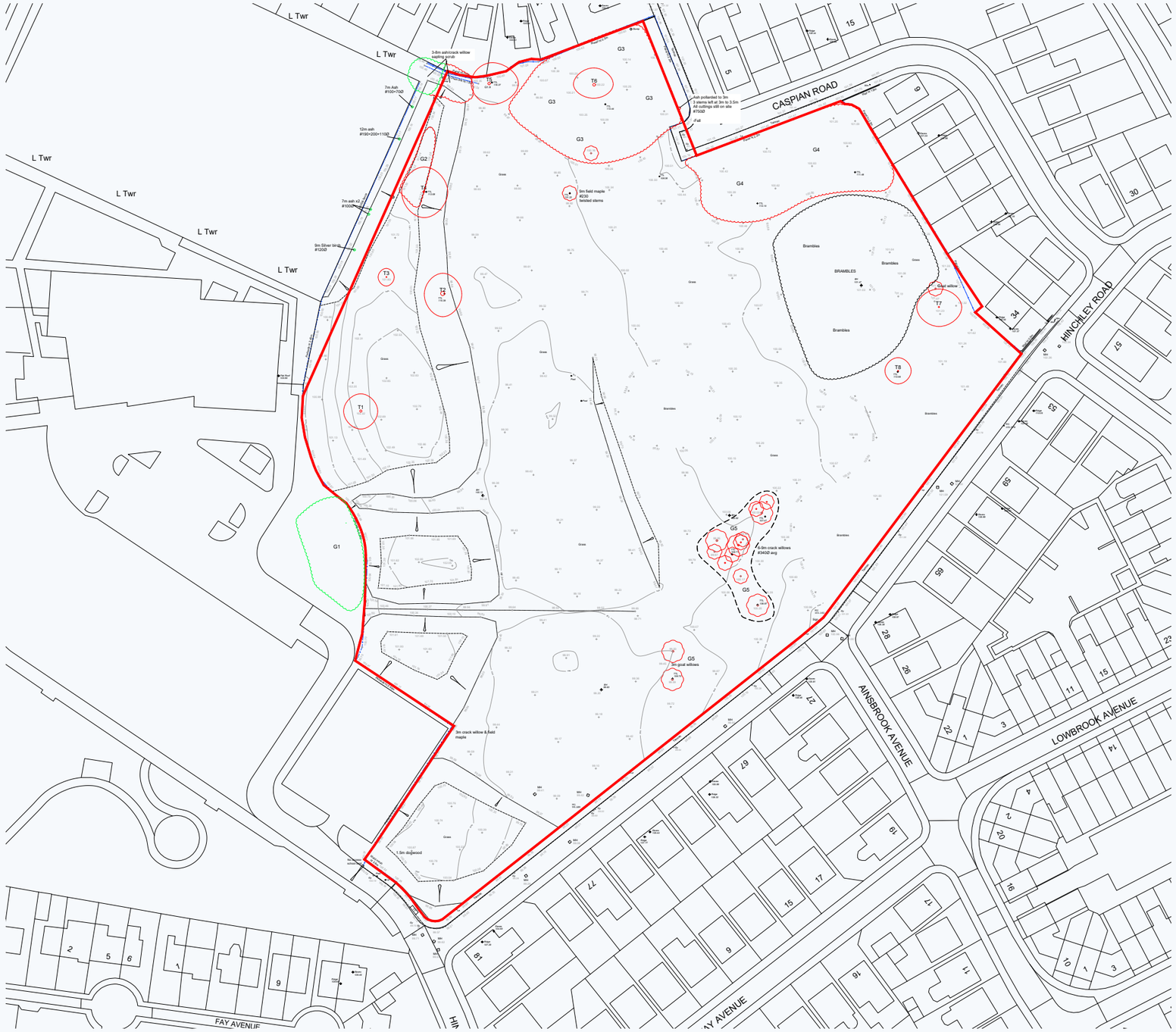
The site was subject to an extended Phase 1 Habitat Survey. During the survey and following a review of historical species records, it is considered that an impact on birds and small mammals is likely to occur in relation to the proposals for the site. However, It is considered that there would be very limited impacts on the local ecology as a result of the proposals. Therefore, in order to meet requirements for biodiversity protection and enhancement outlined within the NPPF, it is recommended that ecological enhancements are included. These could include:

• Provision of 12 bird boxes (25mm, 28mm or 32mm entrance hole box), attached to or integrated within new buildings on site

• Provision of 10 bat features (e.g. Vivara bat bricks or 'bird brick houses' bat boxes) integrated within new buildings

In respect of Biodiversity Net Gain (BNG), this has been assessed on site in line with Natural England's metric. The assessment indicated that there will be net loss of -93.91% as a result of the development proposals. A financial contribution towards off-site mitigation, to achieve the necessary 11.11 credits to achieve 10% gain at an appropriate donor site, will be secured through a Section 106 Agreement.

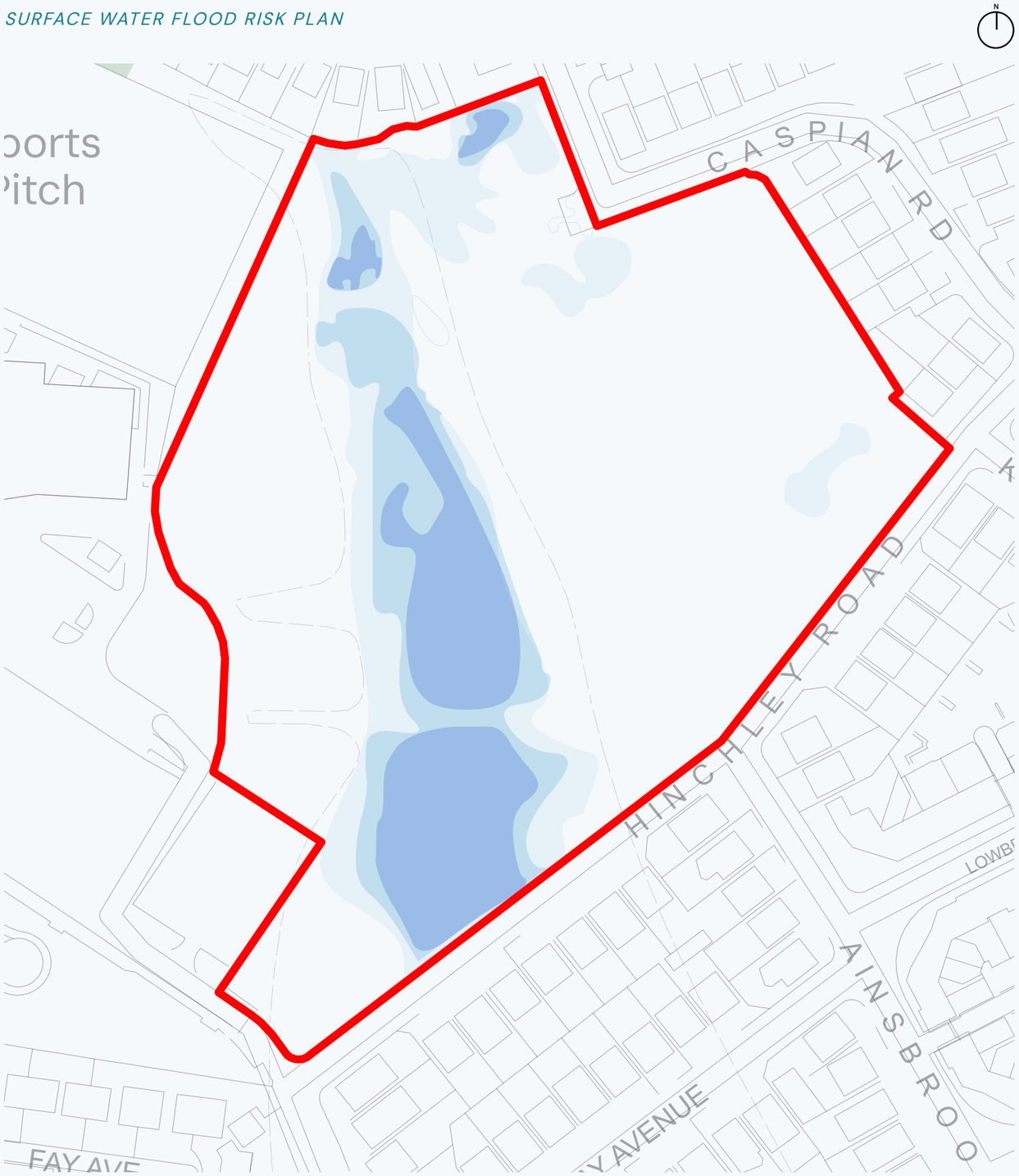
TREE SURVEY



3.6 ARBORICULTURE

The direct and indirect impacts on tree cover as a result of the development proposals are outlined within the supporting Arboriculture Impact Assessment and mitigation proposed accordingly that seeks where possible to satisfy local and national planning guidance and policy. Where trees are proposed for removal, replacement planting should be undertaken as part of a landscape strategy for the site in line with local plan requirements and to integrate the development into the surrounding landscape.

SURFACE WATER FLOOD RISK PLAN



3.7 FLOOD RISK

The Flood Risk Assessment (FRA) produced for this application confirms that the entire site is in Flood Zone 1 and is therefore unlikely to be affected by fluvial flooding.

The site is already at risk from surface water flooding and development of the site will increase the amount of impermeable area present, as such this will result in an increase in surface water runoff. However, it is proposed that this would be accommodated through the use of oversized pipes beneath the site to capture and transport these volumes.

It has been confirmed in the FRA that development of the site will not increase flood risk on or off the site and that no mitigation measures are necessary to mitigate risk from infrastructure failure.

Based on the information in the FRA, the development of the site would be considered sustainable in terms of flood risk, subject to the various recommendations in line with National and Local Planning Policy.

Further information can be found in the submitted FRA.

PROPOSED SITE ACCESS PLAN



NORTH SOUTH AERIAL VIEW

3.8 ACCESS

Currently, the site is primarily accessed via Hinchley Road along the eastern boundary, with a pedestrian footpath running alongside this. There is currently no boundary treatment along this boundary allowing for the site to be open for access. Further site access could be granted through Caspian Road that is currently a turning head bounded by 1.8m timber fencing.

A Transport Assessment (TA) has been undertaken to examine the existing local highway network, accessibility for sustainable transport modes and potential traffic impact created by the development of the site. The report confirms that:

-The site is accessible by public transport with bus stops in easy walking distance, as set out earlier in this document;

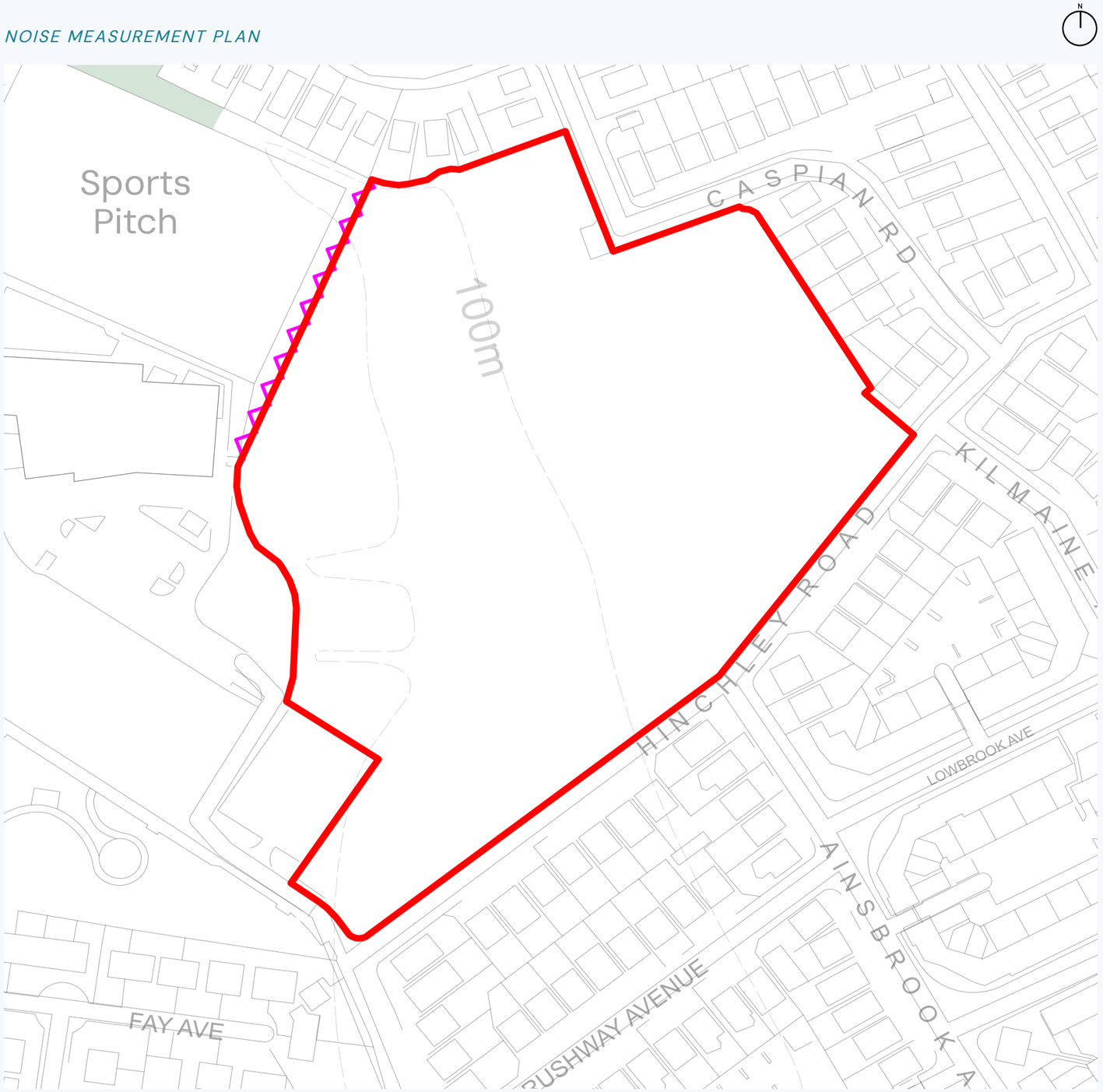
-Safe and suitable access can be achieved along Hinchley Road and Caspian Road; and

-The proposals would not have a material impact on the local highway network or give rise to any highways related issues.

Therefore the proposed development would be able to be accommodated on the local highway network.

The plan opposite shows the locations of the three potential access points and that appropriate visibility splays can be achieved for those on Hinchley Road.

NOISE MEASUREMENT PLAN



KEY

Site Boundary

Acoustic Fencing Recommendation

3.9 NOISE

The impact of noise from an adjacent sport pitch has been assessed for the proposed residential development at Hinchley Road, Charlestown.

The potential noise impact associated with use of the sports pitch on the proposed development has been assessed.

Given the proximity of the pitch to the proposed dwellings, an appropriate scheme of noise mitigation measures has been recommended to adequately protect the amenity of the new residents and also safeguard the use of the sports pitch. It is the applicants intention to install 2.2m high acoustic attenuation fencing to address this.

The implementation of an adequate scheme of noise mitigation measures can be ensured by the use of appropriately worded planning conditions.



DETACHED HOMES SOUTH OF SITE ALONG HINCHLEY ROAD



DETACHED HOMES FRONTING ONTO EAST SITE BOUNDARY



REAR FACING DETACHED HOMES ALONG NORTH BOUNDARY OF SITE



2.5 STOREY TERRACES NORTH OF SITE



MEWS ALONG KILMAINE AVE WITH REAR PARKING COURT



APARTMENT BLOCKS ALONG AINSBROOK AVENUE SOUTH-EAST OF SITE

3.10 LOCAL CHARACTER

As part of the site analysis, it is crucial to understand the surrounding context of the site, including the local vernacular and architecture.

APPEARANCE AND SCALE

Homes surrounding the site are predominantly red brick with some render and either red or grey roof tiles. Dwellings are typically between 2-2.5 storeys with apartment blocks in the vicinity, reaching 4 storeys.

HOUSETYPES

The existing properties on the site boundary are all detached, with the dwellings to the north rear facing, and the dwellings to the east fronting onto the site. The properties along the site boundary are set back from the road, with large rear gardens, and most including front gardens.

Developments lightly further from the north and east boundary offer a more variety of housetypes, including semi-detached, terraces, mews and apartment blocks.

PARKING

For detached homes, parking is provided mostly by front private driveways, and some side parking with a garage. A variety of parking is used for the other house types, with the semi-detached typically using side parking, terraces using on street parking and rear parking courts used for the apartment blocks and mews.

BOUNDARIES

Where boundary treatments are present, these are varied and include hedges, stone walls, brick walls, railing and gates.

Sports Pitch

100m

CASPIAN RD

HINCHLEY ROAD

LOWBROOK AVE

AINSBROOK AVENUE

RUSHWAY AVENUE

MANTON AVE

FAY AVE

NINA DRIVE

N

KEY

SITE BOUNDARY (2.66 HA)

POTENTIAL MULTIMODAL ACCESS POINT

REAR FACING PROPERTIES

21M BUFFER FROM REAR OF PROPERTIES

EXISTING VEGETATION

EXISTING HEDGEROWS

EXISTING PUBLIC RIGHT OF WAY

NOISE POLLUTION FROM PLAYING FIELDS

SURFACE WATER FLOOD RISK:

MORE THAN 3.3% CHANCE EACH YEAR

BETWEEN 1 AND 3.3% CHANCE EACH YEAR

BETWEEN 0.1 AND 1% CHANCE EACH YEAR

OPPORTUNITIES & CONSTRAINTS

3.11 OVERVIEW OF SITE & CONTEXT

Following an assessment of the site and its surroundings, the key constraints and opportunities have been identified. These are outlined below and are illustrated on the adjacent opportunities and influences plan. These have helped inform the current design proposals for the site.

OPPORTUNITIES

- Three potential access points have been identified, with the one connecting to Caspian Road to the north-east of the site. The next along Hinchley Road, approximately 25m south-west from the Kilmaine Avenue junction, and the other approximately 100m south-west from the Ainsbrook Avenue junction.
- Existing vegetation to the south-west of the site, creates a buffer for potential housing against Co-op North Manchester playing fields
- Can promote active frontage and passive surveillance along Hinchley Road to the south-east of the site, as dwelling opposite also front onto the road
- Improving vehicular connections along Caspian Road and through the site
- Create a road hierarchy that is not dominated by vehicular movement and promotes active travel

CONSTRAINTS

- The sensitive boundary to the north-west with the exposure to noise from the Co-op North Manchester playing fields should be carefully considered
- The site topography is emphasised within the surface flooding areas, as where the site slightly dips, the surface water flooding increases
- Designing with consideration to the existing vegetation on the site, and retaining the existing trees

4

DESIGN DEVELOPMENT

4 DESIGN DEVELOPMENT

In line with National and Local Government Guidance and Policy, considerable importance has been placed on achieving a high standard of design across the site. Successful urban design is dependent upon achieving an appropriate relationship between community needs, development principles, development form and a positive response to local conditions.

Plan-makers, as well as decision makers should apply a presumption in favour of sustainable development, which will mean that:

> *All plans should promote a sustainable pattern of development that seeks to: meet the development needs of their area; align growth and infrastructure; improve the environment; mitigate climate change (including by making effective use of land in urban areas) and adapt to its effects (Para 11(a), NPPF 2024)*

The application of key urban design objectives will ensure a high-quality layout is achieved, whilst the early identification of the sites features will ensure that the proposals are sensitively assimilated into the landscape and urban fabric.

SITE

Analysis of the site and its surrounding have helped to shape the development form, including the retainment of existing trees used as a buffer towards the playing fields. Existing streets becoming transformed along Hinchley Road providing active frontage from the site.

MOVEMENT

Bringing new connections into the site, through multimodal access for vehicles, pedestrians (and cyclists), making new links that promote enhanced access both within and through the site, both for new and existing residents in the area, creating publicly accessible links that didn't exist before, promoting site permeability.

SUSTAINABILITY

Sustainability is at the heart of the development, with sustainable building practices adhered to, to provide high-quality homes to serve the local need and demand. Providing a range of tenure, type and mix, with opportunities for open market housing and affordable housing on offer. The infill site improves the density and sense of community in the area of Charlestown, allowing for opportunities for a healthy lifestyle.

Further sustainable amenities are provided with Electric Vehicle charging points offered throughout the site. As well as, the site is in a desirable location for sustainable transport into nearby towns in Greater Manchester and beyond.

PLACEMAKING

A hierarchy of streets and spaces, with defined recognisable characterisitics including a main street flowing through the core of the site, connecting streets and private driveways. Reusing the green open space for housing with dwellings fronting out over Hinchley Road.

4.1 PRE-APPLICATION ADVICE & DISCUSSIONS

Pegasus Group have had numerous conversations with MCC about the design evolution on the site. The initial discussions were high level around the requirements for M4(2) properties in relation to PfE requirements and also BNG. There was a formal re-app meeting with MCC, Pegasus Group and Miller homes on 17 October.

Various matters were discussed including the acceptability of the site for residential development, along with some historic details about the site. Initial feedback on the site included the requirement to deliver affordable homes, questions about some private drives across the site, the request to provide an additional access point onto Hinchley Road, parking provision for residential dwellings and the delineation of public and private space principally at the frontage of plots.

Thereafter there was some detailed comments about various plots across the site and some specific suggestions to assist with BNG, drainage and house elevations. These have all be incorporated into the design of the scheme as is to be submitted for planning.

4.2 COMMUNITY ENGAGEMENT PROCESS

Between February and March 2025, Miller Homes have carried out community and key stakeholder engagement to inform the proposals for Land at Hinchley Road, Charlestown.

The aim of the community engagement process has been to:

- Raise awareness of the project and design development;
- Gather local knowledge to inform thinking, together with an understanding of the ambitions and key issues for the area's future;
- Be inclusive, accessible, transparent and engaging;
- Offer a wide variety of ways for people to get involved;
- Ensure a wide and representative range of views are heard;
- Offer topic-specific events to enable thorough and dedicated discussions on key areas of interest;
- Provide clear and thorough information, with experts and specialists on-hand to provide informed responses; and
- Clearly communicate the feedback from the community, including any concerns, to the developer, the design team and relevant consultants.

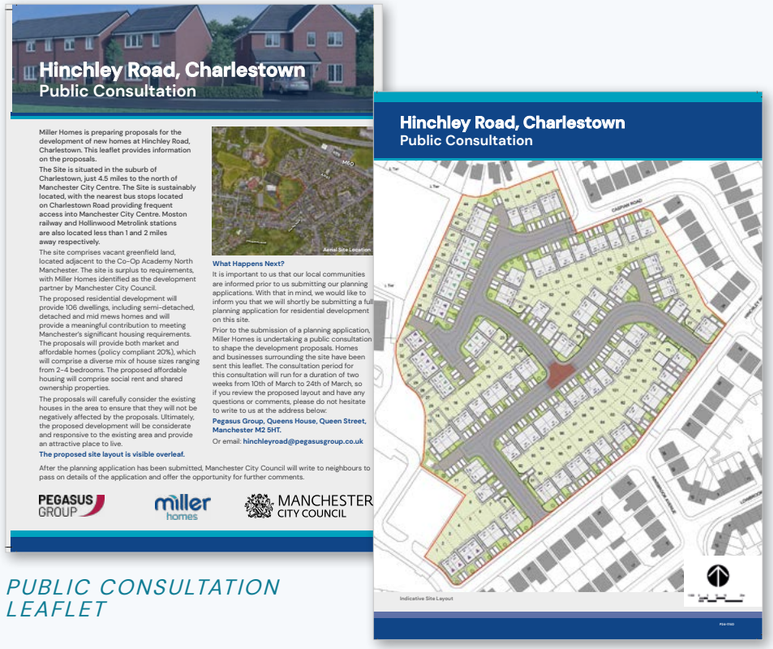
PUBLIC CONSULTATION

A consultation event(s) was undertaken from 10th March to 24th March. Where the event was advertised, e.g.: local radio, Facebook posts, flyers (include distribution amount and areas covered).

Key topics raised through the consultation process include:

- Concerns with traffic and highway routes;
- A strain on local infrastructure and facilities;
- The local ecology and wildlife on site;
- Health and Safety in the construction phase;
- Acoustic issues from the playing fields;
- Impact on the local character
- Affordability of the proposed homes

Further detail on the consultation process and community involvement is set out in the accompanying Statement of Community Involvement.



PUBLIC CONSULTATION LEAFLET

4.3 DESIGN COMPLIANCE

The design has evolved and complied with the 'Manchester Residential Quality Guidance' in the following ways:

- Make it **Manchester –** Mirroring the strong character of the area, juxtaposing the older developments with a new thriving one, and in increase in density with connections to Manchester City Centre
- Make it **Bring People Together** – Strengthening the community aspect of Charlestown,
- Make it **Animate Streets and Spaces** – Active frontages welcoming for residents and visitors,
- Make it **Easy To Get Around** – Connections flowing through the site for multi-modal access,
- Make it **Work with the Landscape** – Encouraging green corridors and retainment of vegetation
- Make it **Practical** – Car provisions are complied to, where waste management remains back of house, maintaining a clean street,
- Make it **Future Proof** – Sustainable design approaches are applied, as provisions for electric vehicle charging, retaining trees and planting are presented,
- Make it **A Home** – Active frontages are promoted within the design that promotes a distinct barrier between public and private spaces in the development,
- Make it **Happen** – Ensuring appropriate materials, efficiency and building orientation is greatly considered in the construction phase.

4.4 DESIGN PRINCIPLES

The principles which have been developed provide a framework by which to create a distinctive place, with a consistent and high-quality standard of design. These principles have been derived from the site assessment, in conjunction with the delivery of a high-quality development which achieves the criteria set out within the NPPF, namely:

FUNCTION & QUALITY

"...will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development" (para. 135(a), NPPF 2024)

- New development provides the opportunity to establish a distinctive identity to a place which, whilst having its own character, integrates with the surrounding built form and landscape context;
- Provision of a range of house types, tenures and sizes in order to cater for choice and a variety of households;
- In-built 'robustness' – the ability of the development, including individual buildings, to adapt to changes such as use, lifestyle and demography over time;
- New development at Hinchley Road, Charlestown will be designed to deliver the proposed residential use and will represent value for money in terms of lifetime costs;
- Make efficient use of the site through proposing a development with an appropriate density; and
- It will be intuitive, comfortable, safe and easy for all to use irrespective of the environmental conditions identified within Section 2 above.

VISUALLY ATTRACTIVE

"...are visually attractive as a result of good architecture, layout and appropriate and effective landscaping" (para. 135(b), NPPF 2024)

- Provision of a clear hierarchy of streets, accessible by a variety of users, which consider the design of the space as well as its function as a movement corridor;
- Integration of landscape features will help to soften the built form; and
- Enrich the qualities of the existing place, with distinctive responses that complement the setting, respect the grain of the local area and acknowledge the established local character.

RESPONSE TO CONTEXT

"...are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities)" (para. 135(c), NPPF 2024)

- Integration of the development into the existing surrounding built form of Hinchley Road, Caspian Road and the local area, particularly in relation to development block form, scale, height and massing;
- Consider how distinctive elements of the local vernacular and the best examples of local buildings relate to the space they enclose, and how this might be reflected within the proposals and can be used to inform the architecture of the proposed development;
- Consider carefully the specification of materials that respect/enhance the local vernacular;
- Respond to the existing context including the consideration of key views in and out of the site, particularly; and
- Protection of existing and proposed residential amenity through the use of frontage development thereby enclosing rear gardens.

STRONG SENSE OF PLACE

"...establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit (such as increased densities)" (para. 135(d), NPPF 2024)

- Allow the key characteristics identified within the Local Character Analysis (undertaken in Section 3) to influence the character of the development;
- Creation of a development which allows ease of movement for all types of users and provides equal employment, social, community, leisure and retail activity opportunities for all;
- Consider how the type and positioning of enclosures and soft landscape will clearly define the ownership of the space between buildings; and
- Consider carefully texture, colour, pattern and durability of materials and how they are used.

ACCESSIBILITY

"...optimise the potential of The Site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks" (para. 135(e), NPPF 2024)

- Integration of the proposed development into the existing movement network;
- Provision of multiple access points into the development forming part of a permeable network of streets which assists in dispersing traffic (vehicular and pedestrian);
- Maximisation of the opportunities for alternative modes of transport to the car particularly walking, cycling and bus travel;
- Creation of a legible and permeable development, that is easy to navigate for all users, with a clear movement hierarchy providing easily recognisable routes, balancing the street as a space alongside its function as a movement corridor; and
- Ensure a mix of appropriate residential tenures to further promote the economic and social success of the scheme.

SAFE, INCLUSIVE & ACCESSIBLE PLACES

"...create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience" (para. 135(f), NPPF 2024)

- Convenient, safe and direct access for all residents to the existing and proposed local services and facilities including schools, retail, community uses and employment opportunities;
- Creation of a clearly defined public realm through the provision of continuous building frontage lines and variations in the methods of enclosure of private spaces;
- Consideration of the proposals in relation to the location of the buildings on the site, gradients, and the relationship between various uses and transport infrastructure, particularly for those with disabilities; and
- Control of access to private areas, particularly rear gardens and parking courts.

4.5 SUMMARY OF CHANGES FROM PRE/APP

The proposed site layout has evolved following engagement with Manchester City Council and public consultation. The extracts below illustrate some of the design changes from the pre/application layout and the rationale behind them:



PRE/APP SKETCH LAYOUT



PROPOSED SITE LAYOUT

- Additional development access road now proposed fronting existing Hinchley Road, replacing the previous proposals for a private drive & footpath access link onto Hinchley Road
- Plots 5-8 now fronting onto Hinchley Road, which improves the continuous street scene along Hinchley Road and frames the now proposed additional development access junction (Plots 8 & 91 mirroring junction)
- Proposed dwarf wall boundary treatment to all plots fronting Hinchley Road & framing development entrance to match existing finish along the south-east edge on Hinchley Road



PRE/APP SKETCH LAYOUT



PROPOSED SITE LAYOUT

- Plots re-orientated to front onto Hinchley Road, which improves the continuous street scene along Hinchley Road and also frames the now proposed additional development access junction
- Reduction in upfront parking along Hinchley Road, with improved areas of soft landscaping
- Proposed dwarf wall boundary treatment to all plots fronting Hinchley Road & framing development entrance to match existing finish along the south-east edge on Hinchley Road



PRE/APP SKETCH LAYOUT



PROPOSED SITE LAYOUT

- Proposed contrasting surface junction to adopted highway, with frontage dwarf wall boundary treatment aligning junction to replicate finish along Hinchley Road
- Proposed railings to then define plot frontage boundaries within the development thereafter, with proposed hedge planting to delineate plot boundary ownership between plots and increased soft landscaping to plot frontages



PRE/APP SKETCH LAYOUT



PROPOSED SITE LAYOUT

- Layout structure amended to remove previous footpath links to NW corner, with clearly defined layout plotting structure
- Plots now fully backing onto existing sports pitches & Co-op Academy building/facilities
- Proposed house types also have in-curtilage parking, with removal of remote parking bays directly access off adopted highway as previously detailed

5

DESIGN PROPOSALS



COLOURED SITE LAYOUT

5 *DESIGN PROPOSALS*

This chapter explains the principles that have been applied to aspects of the design, this includes:

- **Uses** - Mixed and Integrated
- **Movement** - Accessible and easy to move around
- **Built Form** - A coherent pattern of development
- **Homes & Buildings** - Functional, healthy and sustainable
- **Identity** - Attractive and distinctive
- **Sustainability** - Made to last

The masterplan opposite shows how a multi-functional network can permeate the development, providing a scheme with a distinctive character.

The masterplan creates a simple and legible structure with a clear distinction between public and private spaces through the use of perimeter blocks.

The masterplan demonstrates the following:

1. The north to south-east spine road creates an additional corridor from Caspian Road to the two access points on Hinchley Road. This route will provide a footway on both sides for pedestrian access through the site.

2. The 106 dwellings proposed on the site are a mix of open market and affordable dwellings, that represent and maintain the character of the local area.

3. A mix of parking typologies including onplot (front and side parking) and off plot parking courts.

4. The planting of new trees to combat the removal of others to further increase the sustainability and green landscaping on the site.

ACCOMMODATION SCHEDULE

The Accommodation Schedule shows an indication of each house type on the site, with 80% being Open Market, and 20% being Affordable Dwellings. The varying housetypes compliment the differing characters of the surrounding area of Charlestown and provide for each type of housing need.

ACCOMMODATION SCHEDULE

OPEN MARKET DWELLINGS

NAME	*BEDS*	*STOREY HEIGHT*	*SQFT.*	*NO.*	*%*
Harper Mid	3	2	947	2	1.9
Harper Semi	3	2	947	17	16.0
Lever Semi	3	2	993	9	8.5
Langton Semi	4	2.5	1,177	16	15.1
Barton Detached	4	2	1,171	12	11.3
Barton Semi Detached	4	2	1,171	14	13.2
Worthington Detached	4	2	1,175	6	5.7
Kimpton Detached	4	2	1,291	8	7.5
				84	*79.2%*

AFFORDABLE DWELLINGS

NAME	*BEDS*	*STOREY HEIGHT*	*SQFT.*	*NO.*	*%*
SOCIAL RENTED					
Latchford Mid	2	2	1,118	2	1.9
Latchford Semi	2	2	1,118	6	5.7
Crawford Mid	2	2	764	1	0.9
Crawford Semi	2	2	764	2	1.9
				11	*10.4%*
SHARED OWNERSHIP					
Crawford Semi	2	2	764	2	1.9
Harper Mid	3	2	947	1	0.9
Harper Semi	3	2	947	5	4.7
Lever Semi	3	2	993	1	0.9
Latchford Semi	2	2	1,118	2	1.9
				11	*10.4%*
				22	*20.8%*

CASPIAN ROAD
HINCHLEY ROAD
AINSBROOK AVENUE
LOWBROOK AVE
L Twr

N

KEY

- Denotes Development Boundary
- Denotes 1.8m High Close Board Fence refer to boundary treatments plan
- Denotes 1.8m High Screen Wall refer to boundary treatments plan
- Denotes 600mm High Low Level Wall refer to boundary treatments plan
- Denotes 600mm high Railings with upstand refer to boundary treatments plan
- Denotes indicative hedge planting refer to landscaping plans
- Denotes Affordable Shared Ownership
- Denotes Social Rented
- Denotes Indicative Block Paving Finishes. refer to hard surfacing plan.
- Denotes Indicative trees. Refer to landscaping layout.
- Denotes Timber Cycle Shed
- Denotes Refuse Bin Locations

SITE LAYOUT

5.1 USES

The development proposals include the following;

RESIDENTIAL – 106 DWELLINGS (CLASS C3)

The development proposals seek full planning permission, for the development of 106 new homes (Use Class C3). The proposals will comprise both market and affordable dwellings, providing a range of homes of size and tenure to address the varied needs of Manchester.

AFFORDABLE HOUSING

Policy H8 of the Local Plan requires developments of 15 or more dwellings in Key Service centres to provide at least 20% of all units to be affordable. Miller Homes is committed to the delivery of affordable homes. In line with this policy, the proposed development will deliver 22 dwellings (20.8% of the total number of dwellings) as affordable dwellings, as shown on the plan opposite.

The development blocks have been designed to ensure that the new homes will front each edge to create active and lively streetscapes and frontages.

The new homes are proposed to front out onto existing and proposed highway network, which promotes social cohesion and a reduction in crime.

OPEN SPACE ASSESSMENT

The Open Space Statement confirms that the site has not been formally used for Open Space or any sport/recreation purposes, nor is it allocated/designated as such in the adopted Local Plan.

The latest Playing Pitch and Outdoor Sport Strategy (prepared by KKP, dated June & October 2022) does not assess the site for playing pitch or outdoor sport use purposes. The 2009 Open Space Study also did not identify the site as open space.

The site benefits from an excellent location in relation to existing greenspaces and open space in the locality. Of particular note is Boggart Hole Clough, which is a 76 ha woodland and urban country park which is located within a 5 minute walk of the site.

The development proposals are therefore acceptable from an open space perspective.



ROUTE HIERARCHY PLAN

5.2 MOVEMENT

The Masterplan shows the proposed structure for movement within the development. A well-connected movement network, accessible by all users, is proposed which helps to ensure that all areas of the development will be accessible, easy to navigate, safe and secure. The proposed access and movement strategy will focus on the delivery of the following elements which are in accordance with the objectives of national and local planning policy:

- Proposed access points;
- Proposed pedestrian and cycle movement network;
- Street hierarchy;
- Street typologies; and
- Parking strategy.

The location of the development, adjacent to the existing and established community of Charlestown is a positive characteristic which has been maximised through the provision of direct and attractive pedestrian and vehicular routes.

The proposed access strategies set out here clearly define the main routes and help to achieve a permeable layout. The Route Hierarchy Plan, presented opposite, shows the proposed structure for movement within the development.

PROPOSED VEHICULAR ACCESS POINTS

The site will provide three vehicular access points, one to the north-east of the site along Caspian Road and branching off into two south/south-east access points along Hinchley Road, increasing the permeability of the site.

PEDESTRIAN & CYCLE ACCESS STRATEGY

The vehicular access routes also act as multi-modal accesses, connecting with the existing footway network. Featuring the three access points, this will improve residents' accessibility on foot in this local area and moving in and around the site.

The surrounding area comprises local services that can be accessed via foot and cycle, and there are public transport opportunities within walking distance of the site. Additionally, future residents would be able to easily access local walking routes and open spaces.

It is considered the site can be accessible by sustainable modes of transport, with the closest bus stops 140m from the site.

STREET HIERARCHY

A clear hierarchy of streets is proposed creating an integrated movement network. Variation in the street types proposed aids in balancing legibility and permeability whilst also providing for an encouraging pedestrian and cycle movement and delivering necessary vehicular connections.

The proposed street hierarchy recognises the need to combine the function of the street as a movement corridor, alongside its placemaking function, and the importance of each of the street types in terms of its movement and place function varies within the hierarchy.

The following street typology's are proposed for inclusion within the proposals.

• Primary Street: Main route through site with dedicated provision for pedestrians and cyclists.

• Private drives

The primary route extends through the centre of the site, and provides the main movement corridor, connecting the North to the South, from Caspian Road to Hinchley Road.

The primary street would provide access to residential blocks of development, which will then lead to private drives.

PARKING

Car parking at the development will adhere to the standard set out in the vehicle parking standards and Streets for All design guide. Where Active Neighbourhood Streets should, 'Manage parking to provide the space needed for walking, cycling, landscaping, seating, play, businesses, or community uses'.

Policy JP-C8 of the Places for Everyone Guide states that:

- Adequate car parking provision, including for disabled drivers and passengers should be provided;
- Car parking provision is well integrated and unobtrusive, so it supports the street scene; and where appropriate parking provision is flexible and can be adapted over time to reflect demand

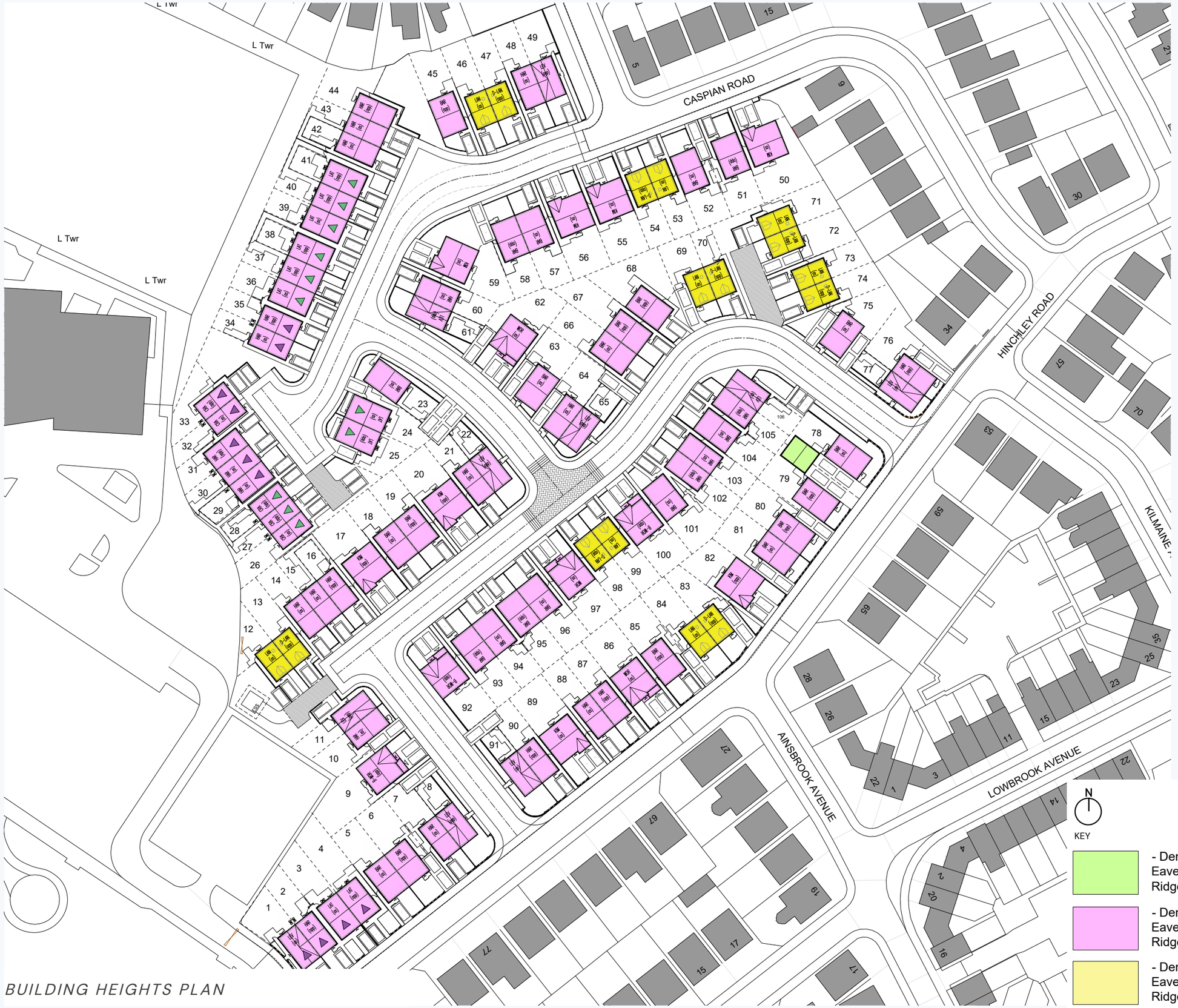
Therefore, residential parking will be provided at an average of two spaces per dwelling excluding internal garages. This will be predominantly provided on plot within the curtilage. Parking types will either be to the side, front or accessed via private drives.

ADOPTIONS AND MANAGEMENT

The areas identified for adoption by the Council into the adopted highway boundary on site include the internal roads and footways as well as the several green verges and open spaces on site. Whereas, the verges and public boundaries will be maintained by the building management for the site. The full extent of these areas can be found on the submitted adoptions and management plan.

EV CHARGING

Electric Vehicle charging will be made available for each of the 106 dwellings proposed on the site.



BUILDING HEIGHTS PLAN

5.3 BUILT FORM

DENSITY

The development will achieve an average density of 39.8 dwellings per hectare (dph) across the site, which ensures the efficient use of land, yet is reflective of the surrounding area, helping to assimilate the proposals into the surrounding areas.

This average density allows for the formation of differing densities across the development; including higher densities towards the western boundary, and lower densities towards the peripheries of the site.

BUILDING HEIGHTS (SCALE)

The height and massing of the proposed development varies across the site according to the nature of the public realm to be created. The majority of residential development will be 2-storey, reflecting the surrounding built form of Charlestown.

Variety in the heights and massing of the residential buildings will be achieved through the use of a range of house types and sizes, ranging from smaller 2 no. bed mews and semi-detached, through to larger 3 and 4-bedroom detached houses.

The occasional use of an increase in storey heights (up to 2.5-storeys) has been used in the Langton house-type to aid legibility and provide a range of tenures within the street scene.

Dwellings will be up to 2-storeys where the proposed development backs onto existing properties adjoining the site boundary, in order to respect the privacy and amenity of the existing dwellings.



HOUSETYPE LOCATION PLAN

5.4 HOMES & BUILDINGS

The proposals for Charlestown will comprise a distinctive character and a strong sense of place, informed by important site features and the existing valued qualities of Charlestown.

There are eight housetypes proposed, the majority of which are two storey and have pitched roofs to stay in keeping with the massing and architecture of the surrounding homes. The plan opposite shows the distribution of housetypes across the site, further information can be found in the submitted housetype pack.

The proposals aim to create a place that has a healthy, comfortable and safe internal and external environment.

House frontages have been carefully designed with generous windows from habitable rooms, clearly defined and attractive front doors and planting to act as buffer between the pavement and window. Internal habitable rooms could have high levels of natural daylight and connect well to the proposed gardens.



EXAMPLE HOUSETYPE CGI



N

KEY

FACING BRICK: -

- Forterra - Lindum Cottage Red Multi

All Brick Screen Boundary walls to be constructed in Forterra - Lindum Cottage Red Multi

CONTRASTING DETAIL BRICK: -

Class B Smooth Red Engineering brick

Proposed to all brick below DPC, windows heads/cills & brick banding detail were applicable

ROOF TILES: -

- Russell Grampian - Anthracite

MATERIALS: -

- Rain Water Goods - Black UPVC
- Soffit, Fascia & Bargeboard - White UPVC
- Window Frames - White UPVC
- Garage Doors - Black
- Front Doors - Black
- Utlity/Side Doors - Black
- Brickwork below DPC - Red Engineering Brick

Substation - subject to requirements

- Roof Tile - Grampian Anthracite roof tiles
- Facing Brick - Lindum Cottage Red Multi

FACING MATERIALS PLAN

5.5 IDENTITY

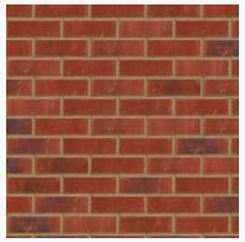
FACING MATERIALS

The materiality of the 106 proposed dwellings will be representative of the local character in the area of Charlestown. The facing material of the dwellings will consist of Lindum Cottage Red Multi brick with Class B Red Engineering brick detailing, with black doors and white UPVC window frames, fascia, soffit and bargeboards. The rain water collection system will consist of black UPVC and the roofscape will remain consistent as all dwellings will feature Russell Grampian Anthracite tiling, mirroring most dwellings in the nearby neighbourhoods.

SURFACE MATERIALS

The primary adoptable carriageway through the site is 5.5m standard blacktop, accompanied by a 2m adoptable standard blacktop footpath. The numerous shared driveways on the site consist of tarmac, as do the private driveways of all dwellings on the site. The proposed plot paths that accompany the driveways consist of 450mm x 450mm concete flags.

Images adjacent provide examples of how potential materials could look across the site.



Lindum Cottage Red Multi Brick



Smooth Red Engineering Brick



Black Door



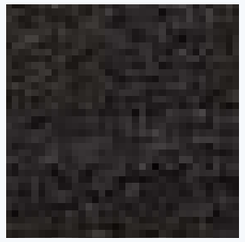
Black UPVC



White UPVC



Standard Blacktop Asphalt



Black Tarmac (Private Drives)



Tarmac (Shared Drives)



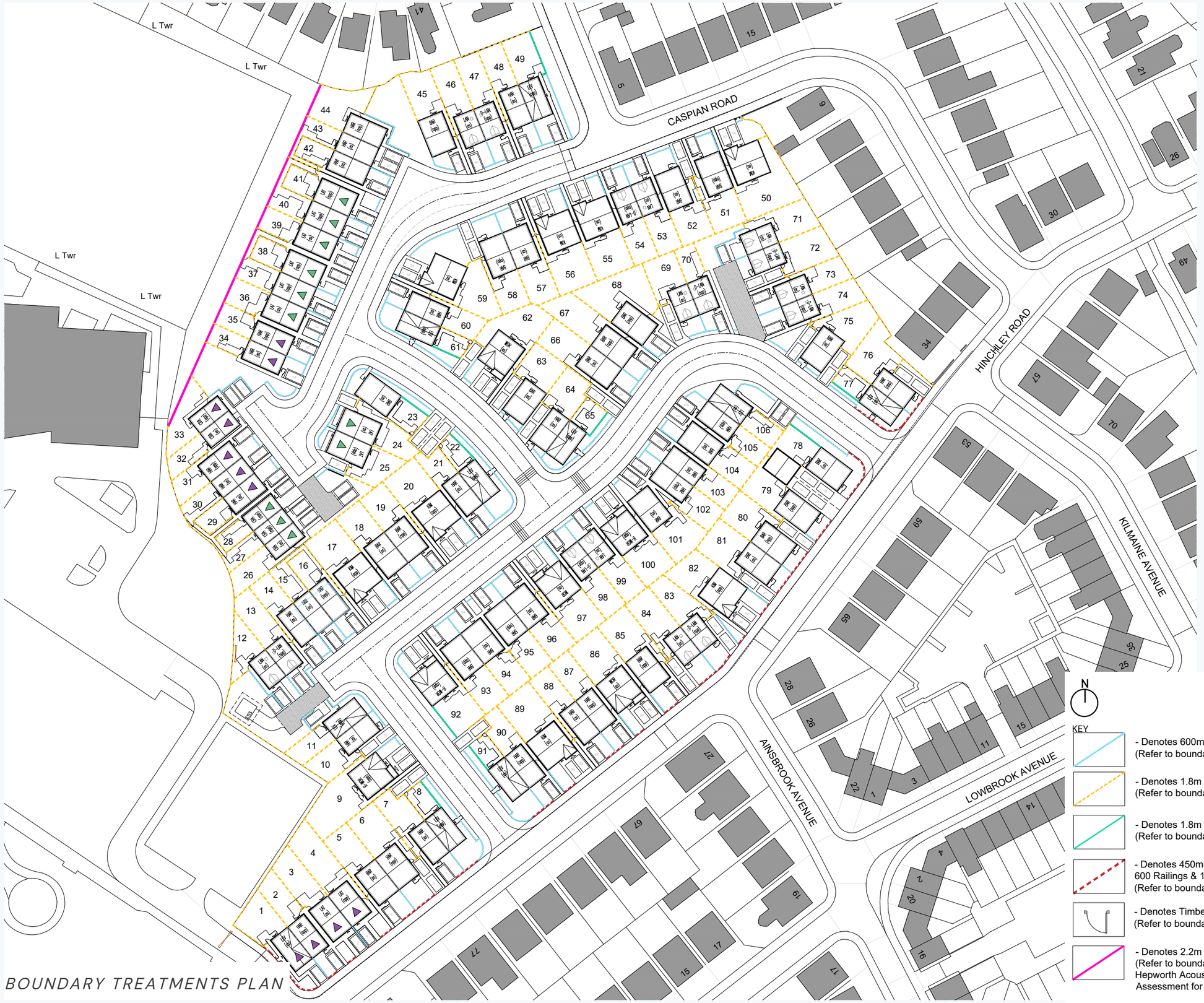
Russell Grampian Anthracite Tiling



Concrete Flags



Tarmac with Stone chippings(Raised Table)



BOUNDARY TREATMENTS PLAN

5.5 IDENTITY (CTD)

BOUNDARY TREATMENTS

Various boundary treatments have been adopted on the site that mirror the characteristics present in the local area.

As suggested in the acoustic survey, a 2200m Acoustic Barrier along the north-western boundary against the playing fields creates a sound buffer to the rear of the dwellings. The front garden boundaries on all dwellings include a hedgerow with some including a High Brick Screen Wall, and some with 485mm Low Level Walls with 600mm Railings.

Each rear garden is bounded by 1.8m High Closeboard Fencing, with Timber Pedestrian Gates allowing for access to the rear garden as well as private paths for bin storage. For dwellings - side fronting onto the proposed road, 1800mm high screen brick walls will be provided.

Images adjacent provide examples of how boundary treatments could be delivered.



Hedgerow



High Brick Screen Wall



High Closeboard Fencing



Timber Pedestrian Gate



Acoustic Fencing



Low Level Walls with Railings



LANDSCAPE MASTERPLAN

5.6 SUSTAINABILITY

TREE PLANTING AND LANDSCAPING

To combat the potential issue with removal of arboriculture, green verges and planting for dwellings has been encouraged in a large number of dwellings on the site. Increasing the sustainable approach taken within this development, providing immediate impact and an attractive environment.

EV CHARGING

Electric Vehicle charging will be made available for each of the 106 dwellings proposed on the site. There are two types of EV charging options - these are a wall mounted option and a remote bollard option, which each provide charging options for sustainable vehicular travel. The locations of the charging infrastructure are shown on the Electric Vehicle Charging Plan.

DRAINAGE SOLUTIONS

DRAINAGE IS SUPPLIED THROUGHOUT THE SITE WITH SEWERS BEING SUPPLIED UNDERNEATH THE INTERNAL ROAD NETWORK TO CONNECT WITH THE EXISTING NETWORK. GREEN VERGES THROUGHOUT THE SITE WILL AID DRAINAGE BY SLOWING THE FLOW OF SURFACE WATER INTO THE SEWER NETWORK.



ECOLOGICAL ENHANCEMENTS PLAN

5.7 ECOLOGICAL ENHANCEMENTS

Ecological enhancements will be provided on site to promote biodiversity.

Measures include:

- Swift bricks on all properties to provide potential nesting habitat
- Bat boxes on 10 plots across the scheme as denoted on the plan opposite
- Hedgehog gaps in fencing to allow for foraging, at the locations in the plan adjacent.



EXAMPLE MANTHORPE SWIFT BRICK DURING INSTALLATION



EXAMPLE GAP IN GRAVEL BOARD FOR HEDGEHOGS



EXAMPLE IBSTOCK ENCLOSED BAT BOX

6

CONCLUSION

6 CONCLUSION

6.1 SUMMARY

This Design and Access Statement has set out a clear explanation of the design process, community engagement and consultation process undertaken with the local community and other key stakeholders. The design process has also included a comprehensive and thorough assessment of the site and its immediate context, the development of a clear set of principles to guide the design of the site.

The design approach together with the supporting illustrative strategies demonstrate how the vision for the Land at Hinchley Road, Charlestown can be delivered to meet the three key NPPF objectives of sustainable design:

- A social objective;
- An economic objective
- An environmental objective.

The development of the Land at Hinchley Road provides the opportunity to create a new neighbourhood. Creating housing choice whilst improving public access across the site and the wider pedestrian network.

The proposed development would be a highly desirable place to live for the 21st century and beyond, reflecting the desirable elements of the local vernacular. The proposals respect the local character but also move the community towards a more sustainable future, through a significant increase in housing choice. Development will accord with the principles of high-quality design and best practice to create a townscape that is both varied, and yet sympathetic to its environment. The aim is to achieve a development with a strong identity and distinct sense of place, whilst at the same time integrating with the existing community. The development proposals will offer the following main benefits:

- The delivery of 106 new homes in a range of dwellings types, sizes and tenure, offering an accessible and acceptable choice of lifestyles;
- The creation of an integrated residential community with a relationship to the existing urban area;
- Providing a development that is well connected, readily understood and easily navigated, with the delivery of new access points from Hinchley Road and Caspian Road;
- The creation of legible routes through the development, complementing existing routes and providing connections for sustainable transport choices; and
- Promoting the objectives of sustainable development through layout and design.

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