

Planning & Affordable Housing Statement for residential development

Hinchley Road, Charlestown, Manchester

On behalf of Miller Homes

Date: May 2025 | Pegasus Ref: P24-1740_ROO1v6_MAN_MS_KW_PR

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Document Management

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1. Introduction

- 1.1. This Planning & Affordable Housing Statement has been prepared by Pegasus Group on behalf of the Applicant, Miller Homes, in support of a full planning application for a residential development comprising of 106 no. dwellings (C3 Use Class) at Land at Hinchley Road, Charlestown.
- 1.2. The description of development is as follows:

“Full planning application the erection of 106 no. residential dwellings (C3 Use Class) with associated access, landscaping, parking and other works”
- 1.3. This full planning application deals with all detailed matters, including access, appearance, layout, landscaping and scale.
- 1.4. This Planning & Affordable Housing Statement draws together the key technical information and tests the proposals against the relevant planning policies and material considerations. This statement seeks to address the proposal in accordance with Section 38(6) of the Planning and Compulsory Purchase Act, which requires all applications to be determined in accordance with the adopted development plan for the area and any other material considerations.
- 1.5. In addition to this Planning & Affordable Housing Statement, the application is accompanied by the following:

Title	Drawing/Report Reference & Date	Author
Drawings		
Schematic Drainage Layout	240062-EDGE-XX-XX-DR-C-1001 P05	Edge Consulting Engineers
Ecological Enhancements Plan	HR- EEP-01 Rev A	Miller Homes
Baseline Habitats	P.2167.25.E02	Ascerta
House Type A – Crawford	-	Miller Homes
House Type B – Worthington	-	Miller Homes
House Type B – Worthington DA (Dual Aspect)	-	Miller Homes
House Type C – Barton	-	Miller Homes
House Type C – Barton DA (Dual Aspect)	-	Miller Homes
House Type D – Langton	-	Miller Homes

House Type E – Kimpton	-	Miller Homes
House Type F – Lever	-	Miller Homes
House Type G – Harper	-	Miller Homes
House Type H – Latchford	-	Miller Homes
Landscape Masterplan	120-DAC-PL-001 P5	DCLA
Detailed Planting Plan: 1 of 3	120-DAC-PL-002 P4	DCLA
Detailed Planting Plan: 2 of 3	120-DAC-PL-003 P4	DCLA
Detailed Planting Plan: 3 of 3	120-DAC-PL-004 P4	DCLA
Affordable Housing Plan	HR-AHP-01	Miller Homes
Adoptions & Management Plan	HR-AP-01	Miller Homes
Building Heights Plan	HR-BHP-01	Miller Homes
Boundary Treatments Plan	HR-BTP-01	Miller Homes
Colour Site Layout	HR-CSL-01B	Miller Homes
Cycle Storage Plan	HR-CSP-01	Miller Homes
Electric Vehicle Charging Plan	HR-EVC-01	Miller Homes
Facing Materials Plan	HR-FMP-01	Miller Homes
Site Location Plan	HR-LOC-01	Miller Homes
Parking Spaces Plan	HR-PSP-01	Miller Homes
Route of Build Plan	HR-ROB-01	Miller Homes
Site Layout Plan	HR-SL-01B	Miller Homes
Surface Materials Plan	HR-SMP-01	Miller Homes

Sales Garage Dimensions	SD-SAL-GAR-02	Miller Homes
Cycle Storage – 4x6	SD-CYC-01	Miller Homes
1800mm High Timber Pedestrian Gate	SD-GATE-01	Miller Homes
1800mm High Close Boarded Fence	SD-SF-10-A	Miller Homes
2200mm High Acoustic Fence	SD-SF-25	Miller Homes
600mm High Railing	SD-SR-13	Miller Homes
1800mm High Screen Wall	SD-SW-15	Miller Homes
450mm High Screen Wall with 600 Railings & Brick Piers	SD-SW-16	Miller Homes
Street Scenes	SS-01	Miller Homes
Waste Management Plan	HR-WMP-01	Miller Homes
Lighting Layout	SHD2164-SHD-HLG-HINC-DR-EO-Lighting Layout-RO	SHD
Documents		
Flood Risk Assessment Report	240062-EDGE-XX-XX-RP-C-0001_FLOOD RISK ASSESSMENT[PO3]	Edge Consulting Engineers
Lighting Calculation	SHD2164-SHD-HLG-HINC-CA-EO-Lighting Calculation-RO	SHD
Lighting Schedule	SHD2164-SHD-HLG-HINC-SH-EO-Lighting Schedule-RO	SHD
Construction Environmental Management and Demolition Plan	-	Miller Homes
Crime Impact Statement version B	2025/0072/CIS/01	Greater Manchester Police
Flood Risk Assessment Report	240062-EDGE-XX-XX-RP-C-0001_FLOOD RISK ASSESSMENT[PO3]	Edge Consulting Engineers
Preliminary Ecological Appraisal	P2167.25	Ascerta

Biodiversity Impact Assessment	P.2167.25	Ascerta
BNG Metric Calculation Tool	P.2167.25A	Ascerta
BNG Metric Condition Assessment	P.2167.25	Ascerta
Energy Statement	Rev A	Energy & Design
Phase II Geoenvironmental Site Assessment	17-994-R1-1	E3P
Landscape Management Plan	120-DAC-RP-005 P1	DCLA
Noise Impact Assessment	P25-018-R01v2	Hepworth
Waste Storage Proforma	-	-
Statement of Community Involvement	RO05v2	Pegasus Group
Open Space Statement	RO03v3	Pegasus Group
Blue and Green Infrastructure	RO02	Pegasus Group
Planning and Affordable Housing Statement	RO01v6	Pegasus Group
Transport Assessment	4721TA.01	Eddisons
Arboricultural Impact Assessment	P.2167.25	Ascerta
Design and Access Statement	P24-1740_DE_G002D	Pegasus Group
Broadband Connectivity Assessment	Report dated April 2025	Miller Homes

1.6. Following this introductory section, the report is structured as follows:

- **Section 2** discusses the site and surroundings;
- **Section 3** outlines the development proposals;
- **Section 4** discusses the relevant national and local planning policy;
- **Section 5** contains a planning assessment of the development proposals;
- **Section 6** outlines the draft Heads of Terms; and
- **Section 7** contains the conclusion of the report.

2. Site and Surroundings

The Application Site

- 2.1. The site is sustainably located circa 4.5km to the north of Manchester City Centre, within the suburb of Charlestown. The location of the site is shown on the Location Plan submitted as part of this planning application.
- 2.2. 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.
- 2.3. The predominant land use in the area is residential, with the site representing a logical infill development within the urban area of Charlestown.
- 2.4. The site is not allocated for any specific purpose in the Development Plan, nor is it subject to any site-specific designations. Instead, it comprises 'white land' within the defined urban area.
- 2.5. The site is not subject to any notable constraints, with the site characteristics summarised below:
 - The site is located entirely within Flood Zone 1 (lowest probability of flood risk). Some localised areas of medium-high surface water flood risk are located on site.
 - No Listed Buildings or Conservation Areas are located on site, nor in close proximity.
 - The site is not subject to any statutory ecological designations such as SSSIs, SACs etc. The submitted ecology report confirms that the site does not fall within a relevant Natural England SSSI Impact Risk Zone.
 - The site is not located within an Air Quality Management Zone.
 - No Public Rights of Way are located on site.

Surrounding Area

- 2.6. The site benefits from a sustainable location, with the nearest bus stops located on Charlestown Road providing high-frequency access into Manchester City Centre. Moston railway and Hollinwood Metrolink stations are also located less than 1 and 1.5Km away respectively.
- 2.7. The site is located in close proximity to Charlestown Primary School, which is just 600m to the west of the site and can be accessed within a 10-minute walk. The Co-Op Academy North Manchester, which is a secondary school, is located directly next to the site – therefore the site benefits from an excellent location in respect of access to educational facilities.
- 2.8. Charlestown Health Centre, a local shop and other local services (including a hairdresser and pharmacy) are located around 500m to the south-west on Charlestown Road – and can all be accessed within a 10-minute walk of the site.

- 2.9. The Site also benefits from a location in close proximity to existing open space in the area. This includes the following green spaces, which are located closest to the application site:
- Boggart Hole Clough, a large (76 hectares) woodland and urban country park, is located to the south of the site and can be accessed within a 5-minute walk of the site.
 - Green space and sports facilities associated with the Co-Op Academy North Manchester, to the immediate west and north of the site.
 - Charlestown Park (including children's playground), which can be accessed within a 15-minute walk to the west of the site.
 - Crowden Road allotments, which can be accessed within a 10-minute walk to the south of the site.
 - Blackley Golf Club, which can be accessed within a 15-minute walk to the north.
- 2.10. Accordingly, the site benefits from a highly sustainable location and represents a logical housing site in Charlestown, offering both convenience and sustainable access to community amenities to future residents.

Planning History

- 2.11. There is no relevant planning history on site.

3. Proposed Development

- 3.1. This section provides a key overview of the development proposals, which have evolved and been informed by pre-application consultation with the local community and other key stakeholders.

Pre-application Consultation

- 3.2. Pre-application discussions were held with Manchester City Council's (MCC) planning team in advance of this application submission. The initial discussions were high level around the requirements for M4(2) properties in relation to PfE requirements and also Biodiversity Net Gain (BNG).
- 3.3. There was a formal pre-app meeting with MCC, Pegasus Group and Miller Homes on 17 October 2024. 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.
- 3.4. These have all be incorporated into the design of the scheme and an updated pack of plans has been provided to Officers. Informal feedback has been received on the plans, and they have resulted in further minor alterations, where possible within the submission pack of documents.
- 3.5. A public consultation exercise has also been undertaken. As outlined in the Statement of Community Involvement, local councillors, and local residents were consulted in order to gain their feedback on the development proposals.
- 3.6. In total, 13 comments were received during the consultation period, which equates to a 1.44% response rate from the 901 leaflets sent to local residents and businesses.
- 3.7. The majority of comments raised traffic and infrastructure concerns, which will be addressed in the documents submitted in support of the planning application.

Use and Layout

- 3.8. The development proposal seeks full planning permission for the erection of 106 no. dwellings (Use Class C3).
- 3.9. The development proposals will provide much need housing through the delivery of detached, semi-detached and mid mews properties. A mixture of 2-4 bedroom properties will be provided, with the housing mix summarised as follows:
- 15 no. two bedroom properties (14%);
 - 35 no. three bedroom properties (33%); and

- 56 no. four bedroom properties (53%).

- 3.10. The housing mix will therefore deliver both family housing as well as smaller properties for first time buyers and those looking to downsize.
- 3.11. All housetypes are designed to meet NDSS and M4(2) Standards. Furthermore, 10% of the proposed dwellings are M4(3) standard – namely the 2 bedroom Latchford housetype.
- 3.12. The development proposes both market and policy compliant affordable housing (20%). 22 no. affordable dwellings will be provided on site, of which 50% (11 dwellings) will be shared ownership and 50% (11 dwellings) social rented.
- 3.13. As shown on the submitted building heights plan, the majority of dwellings are two storey in nature, with some properties, principally in key locations, 2.5 storeys in height.
- 3.14. In relation to parking, the majority of parking spaces are proposed on plot – to the front or side of properties. Some parking spaces are proposed in small parking courtyards – which benefit from natural surveillance/overlooking from proposed plots adjacent to them.
- 3.15. 100% electric charging point provision is proposed on site.
- 3.16. In respect of promoting sustainable modes of travel, as shown on the submitted Cycle Storage Plan, every plot that does not have a garage will be provided with a secure cycle store in rear gardens. Properties with garages will store bicycles within the garages.
- 3.17. In terms of waste management, as shown on the submitted waste management plan, bins for general waste, garden and recycling will be provided for each dwelling and will be stored in the private gardens of every property. Bin provision is in accordance with the requirements of Manchester City Council. Please refer to the submitted Waste Proforma for further details.

Access

- 3.18. In terms of access arrangements, it is proposed the site will be accessed via a loop arrangement – with two priority junctions off Hinchley Road to the south. Access will also be provided via Caspian Road to enhance permeability and connectivity with existing residential development – albeit vehicles will primarily be expected to travel via Hinchley Road.
- 3.19. Pedestrians will also be able to use the access points off Hinchley Road – with footways provided either side of the access points to ensure connectivity to the existing footpaths along Hinchley Road. Footpaths will also connect to Caspian Road too.
- 3.20. Please refer to the accompanying Transport Assessment for full details.

Landscaping

- 3.21. The submitted landscaping plans show how new tree planting is proposed along road frontages and on plot to provide a softer/green streetscene. Whilst the loss of existing trees on site is unavoidable to deliver the quantum of development expected at the site, the submitted Arboricultural Assessment confirms that appropriate compensation can be

provided by way of new / replacement planting. Furthermore, nearly all of the existing trees proposed for removal on site are category C (low quality), with only one category B tree (not particularly high quality). No Category A trees are located on site.

- 3.22. In terms of private gardens, the landscaping plan illustrates how each dwelling plot is to be accompanied by a rear garden – to provide private amenity/green space to future occupiers on site.
- 3.23. No public open space is proposed on site, due to extensive existing provision in the local area.

Scale, Siting and Appearance

- 3.24. The development proposals have been carefully designed to respect the existing character of the area.
- 3.25. In terms of appearance, 8 housetypes are proposed, which provide variation to the streetscene and avoids uniformity. The elevation designs have been informed by the vision to create a distinct, high-quality development that respects the character of the local area.
- 3.26. The proposed material palette of red bricks and grey roof tiles are reflective of the existing residential dwellings in the area.
- 3.27. The scale and massing of the housetypes have been considered and designed to be appropriate within the site's context. The majority of the houses are two storey and have pitched roofs to stay in keeping with the massing and architecture of the surrounding homes.
- 3.28. In terms of siting, all dwellings have been carefully orientated and located to preserve residential amenity in terms of overlooking and privacy.
- 3.29. The accompanying Design and Access Statement provides the full details of the design rationale for the scheme. The design and appearance of the scheme has been informed by the surrounding existing character and context and has carefully responded to the existing materials, elevational treatments and design precedents set in the area.

4. Planning Policy

- 4.1. Applications for planning permission must be determined in accordance with the Development Plan, unless material considerations indicate otherwise as per S.38(6) of the Planning and Compulsory Purchase Act 2004. This section sets out the relevant policies of the adopted Development Plan, any material considerations of relevance to the determination of this planning application.

Development Plan

- 4.2. The adopted Development Plan for Manchester comprises the Places for Everyone (PfE) Plan adopted in March 2024 and the Manchester Core Strategy (adopted July 2012, updated in March 2024 following the adoption of PfE). The Core Strategy replaced a large number of policies in the UDP (originally adopted 1995), but some of the UDP policies remain extant.

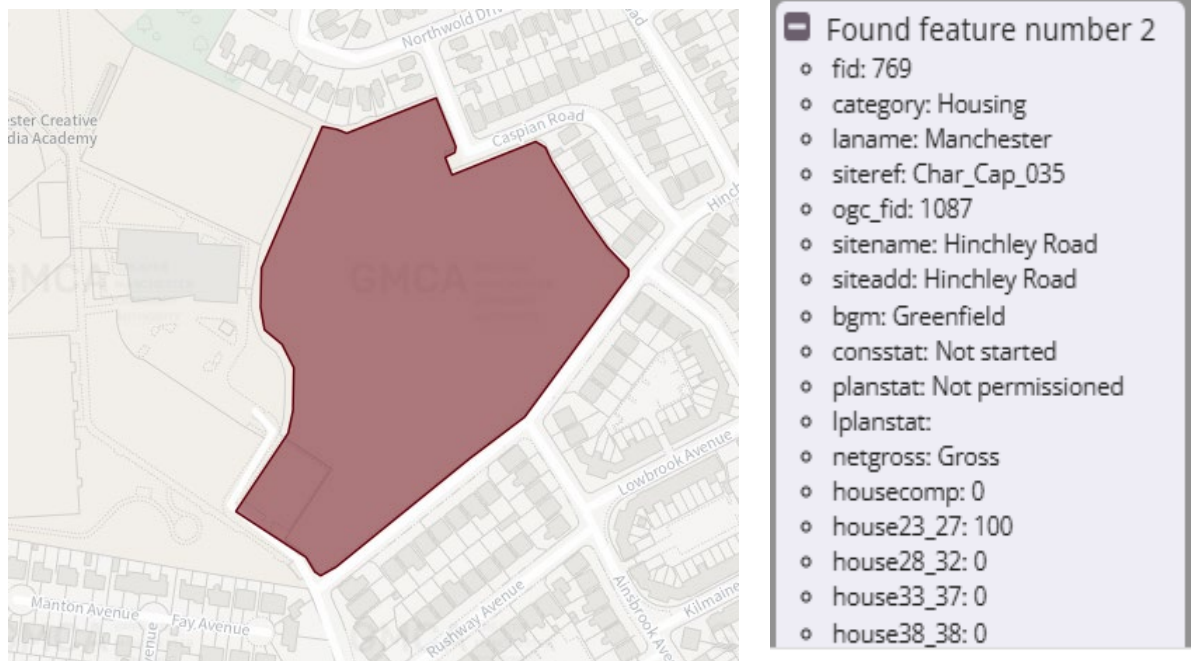
Places for Everyone (PfE)

- 4.3. The Places for Everyone (PfE) Development Plan was formally adopted on 21st March 2024 and now forms part of the Development Plan for Manchester.
- 4.4. 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.

-	Annual average 2022-2039	2022-2025 (annual)	2025-2030 (annual)	2030-2039 (annual)	Total 2022-2039
Bolton	787	787	787	787	13,379
Bury	452	246	452	520	7,678
Manchester	3,533	3,533	3,533	3,533	60,061
Oldham	680	404	680	772	11,560
Rochdale	616	568	616	632	10,472
Salford	1,658	1,658	1,658	1,658	28,186
Tameside	485	236	485	568	8,245
Trafford	1,122	817	1,122	1,224	19,077
Wigan	972	814	972	1,025	16,527
PfE	10,305	9,063	10,305	10,719	175,185

- 4.5. Table 7.2 (replicated above) confirms that Manchester has an average annual requirement of 3,533 dwellings and 60,061 dwellings over the plan period. The housing needs of the City are therefore substantial.

- 4.6. Notably, as part of the evidence base for PfE, Manchester identified the Hinchley Road site as an 'existing housing supply site' which can deliver around 100 dwellings between 2023–2027:



- 4.7. **Policy JP-H 2 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.
- 4.8. **Policy JP-H 3 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).
- 4.9. **Policy JP-H 4 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 35 dph is expected.
- 4.10. **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.
- 4.11. **Policy JP-S2 Carbon and Energy;** outlines at criterion 5 a) an expectation that new development will, unless it can be demonstrated that it is not practicable or financially viable:

Be net zero carbon which applies:

- *From adoption – to regulated operational carbon emissions;*

- *From 2028 – to all emissions ‘in construction’.*

From 2025 development should also calculate and minimise carbon emissions from unregulated emissions.

From 2025 any residual carbon emissions that cannot be fully mitigated on-site should be offset, in agreement with the relevant local planning authority through a financial contribution to a carbon offset fund.

As an interim measure, development should be consistent with the 2022 Part L Building Regulations unless superseded by changes to building regulations and/or national or local planning policies.

- 4.12. Part d) of the policy states that in residential developments, new development should achieve energy demand reductions in terms of space heat demand; hot water energy demand and the delivery of on-site renewable energy generation, in accordance with Table 5.1.
- 4.13. **Policy JP-S4 Flood Risk and the Water Environment;** outlines at criterion 4 that there is an expectation development will manage surface water runoff through sustainable drainage systems, as close to source as possible. Development should achieve greenfield run-off rates, unless it is demonstrated to be impracticable. Part 7 states that as a minimum, residential development should meet the mandatory water efficiency standard of 125 litres/person/day as set out in Building Regulations. District local plans may and should consider setting a tighter water efficiency standard of 110 litres/person/day where there is a clear local need.
- 4.14. **Policy JP-S5 Clean Air;** notes how development should be located in areas that maximise the use of sustainable travel modes and be designed to minimise exposure to high levels of air pollution.
- 4.15. **Policy JP-S6: Resource Efficiency;** outlines a series of measures to become a green city, including using sustainable design and construction techniques to reduce carbon emissions and waste and minimise water use.
- 4.16. **Policy JP-G7: Trees and Woodland;** states at criterion 12 that where development would result in the loss of existing trees, there will be requirement for replacement on the basis of two new trees for each tree lost, or other measures that would also result in a net enhancement in the character and quality of the treescape and biodiversity value in the local area.
- 4.17. **Policy JP-G8: A Net Enhancement of Biodiversity and Geodiversity;** outlines how a net enhancement of biodiversity resources will be sought, achieved by a series of measures. This includes how development will be expected to achieve a measurable net gain in biodiversity of no less than 10%. The policy notes that through local planning and associated activities a net enhancement of biodiversity resources will be sought, including where relevant (amongst other matters):

“Safeguarding, restoring and sustainably managing our most valuable soil resources, tackling soil degradation/erosion and recovering soil fertility, particularly to ensure protection of peat-based soils and safeguard ‘best and most versatile’ agricultural land”

- 4.18. **Policy JP-P1: Sustainable Places;** sets out a series of design criteria, including the need to design out crime and incorporate inclusive design.
- 4.19. **Policy JP-C2: Digital Connectivity;** states that all new development will be required to have full fibre to premises connections, unless technically infeasible and/or unviable, and to incorporate multiple-ducting, compliant with telecoms standards.
- 4.20. **Policy JP-C5: Streets for All;** outlines how streets will be designed and managed to make a significant positive contribution to the quality of place and support high levels of walking, cycling and public transport.
- 4.21. **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.

Core Strategy (2012)

- 4.22. 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.
- 4.23. **Policy H1 (Overall Housing Provision)** has been partially superseded by PfE policy JP-H1 – which now sets Manchester’s housing land requirement. Elements of Policy H1 remain extant, including the fact that new housing will be predominantly in the North, East, City Centre and Central Manchester.
- 4.24. The type, size and tenure of housing mix will be assessed on a site-by-site basis and be influenced by local housing need and economic viability. The policy also notes that proposal for new development should take account of the need to (amongst other matters):
- Contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population.
 - The design and density of a scheme should contribute to the character of the local area. All proposals should make provision for appropriate usable amenity space and make provision for parking cars and bicycles.
 - Prioritise sites which are in close proximity to centres or high frequency public transport routes.
 - Be designed to give privacy to both its residents and neighbours.
- 4.25. **Policy H3 (North Manchester)** states that over the lifetime of the Core Strategy, 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.
- 4.26. **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.

- 4.27. **Policy T1 (Sustainable Transport)** notes how the Council will support proposals that improve choice by developing alternatives to the car, as well as proposals that facilitate modes of transport that reduce carbon emissions e.g., by incorporating charging points for electric vehicles.
- 4.28. **Policy T2 (Accessible areas of opportunity and need)** discusses the Council's parking standards, noting that the car parking standards are maximums and the cycle and disabled car parking standards are minimums. The Council will take the circumstances of each proposal into account to establish what level of parking is considered appropriate.
- 4.29. **Policy EN1 (Design Principles and Strategic Character Areas)** notes how 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.
- 4.30. **Policy EN4 (Reducing CO₂ Emissions by Enabling Low and Zero Carbon Development)** has been partially superseded by PfE Policy JP-S2. The extant parts of the policy states that wherever possible, new development must be located and designed in a manner that allows advantages to be taken of opportunities for low and zero carbon energy supplies. New development should also use building materials with low embodied carbon.
- 4.31. **Policy EN6 (Target Framework for CO₂ reductions from Low or Zero Carbon Energy Supplies)** has been largely superseded by PfE policy JP-S2. The extant element of the policy confirms that an Energy Statement should be submitted as part of a planning application.
- 4.32. **Policy EN8 (adaption to climate change)** notes that all new development will be expected to be adaptable to climate change in terms of design, layout, siting and function of both buildings and associated external spaces.
- 4.33. **Policy EN10 (Safeguarding Open Space, Sport and Recreation Facilities)** states that the Council will seek to retain and improve existing open spaces, sport and recreation facilities to the standards set out at Table 12.4.
- 4.34. **Policy EN12 (area priorities for Open Space, Sport and Recreation)** confirms that in the North Area, the priority is to ensure that new development will deliver improvements to the quality of existing provision.
- 4.35. **Policy EN14 (Flood Risk)** states that in line with the risk-based sequential approach, development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding – this should take account of all sources of flooding identified in the Manchester-Salford-Trafford Strategic Flood Risk Assessment (SFRA).
- 4.36. **Policy EN15 (Biodiversity and Geological Conservation)** outlines how developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity.

- 4.37. **Policy EN16 (Air Quality)** states that developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the development itself.
- 4.38. **Policy EN17 (Water Quality)** outlines how development should avoid any adverse impact on water quality, including during the construction phase, and wherever possible should seek to enhance water quality.
- 4.39. **Policy EN19 (Waste)** states that the Council will require all developers to submit a waste management plan to demonstrate how both construction and demolition waste will be minimised and recycled on site, wherever possible, and how the sustainable waste management needs of the end user(s) will be met.
- 4.40. **Policy PA1 (Developer Contributions)** states that the Council may seek contributions for a number of matters on a site-by-site basis. This includes (but is not limited to) contributions relating to affordable housing, education, green infrastructure and highway improvements. The nature and scale of any planning obligations sought will be related to the form of development and its potential impact upon the surrounding area. In determining the level of contributions, specific site conditions and other material considerations including viability, redevelopment of previously developed land or mitigation of contamination may be taken into account.
- 4.41. **Policy DM1 (Development Management)** confirms that all development must have regard to a number of specific issues, including appropriate siting, layout, scale, form, massing, materials and detail. Development should have regard to the character of the surrounding area and must consider effects on amenity including privacy, light, noise, road safety and traffic generation.
- 4.42. Appendix B contains the Council's Parking Standards; however, it is noted that no standards are provided for residential use (C3).

Unitary Development Plan (1995)

- 4.43. Although the 2012 Core Strategy replaced a large number of UDP policies, some policies have been saved.
- 4.44. The only policy of relevance to the development proposals is **Policy DC7 (New Housing Development)**. This states that the Council will negotiate with Developers to ensure that new housing is accessible at ground floor level to disabled people, including those who use wheelchairs, wherever this is practicable.

National Planning Policy Framework (NPPF) (December 2024)

- 4.45. As outlined in paragraph 2 of the December 2024 NPPF, the Framework is a material consideration in planning decisions.
- 4.46. Paragraph 8 confirms that in order to achieve sustainable development, the planning system has three overarching objectives need to be pursued. These objectives are as follows:

- **An economic objective** – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
- **A social objective** – to help build a strong, responsive and competitive, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed, beautiful and safe places, accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being; and
- **An environmental objective** – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

4.47. A key element of the NPPF (as outlined at paragraph 11) confirms that local planning authorities should apply the presumption in favour of sustainable development. For decision taking this means:

‘approving development proposals that accord with the development plan without delay’; or:

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out of date, granting permission unless:

i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or

ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination”

4.48. The NPPF sets out a series of key aims and objectives of the planning system, the most relevant of which we paraphrase below.

Delivering a sufficient supply of homes

4.49. Paragraph 61 of the Framework confirms the Government’s continued objective to significantly boost the supply of housing. It is also reiterating the importance of a sufficient amount and variety of land coming forward where it is needed.

4.50. Paragraph 78 confirms that local planning authorities should identify and update annually a supply of specific deliverable sites sufficient to provide a minimum of five years’ worth of housing against their housing requirement set out in adopted strategic policies, or against their local housing need where the strategic policies are more than five years old.

Building a strong, competitive economy

- 4.51. Paragraph 86 notes how planning policies should, amongst other matters, seek to address potential barriers to investment, including inadequate housing.

Promoting healthy and safe communities

- 4.52. Paragraph 96 notes how planning decisions should aim to achieve healthy, inclusive and safe places, through provisions such as site layouts encouraging walking and cycling and ensuring that crime and disorder and the fear of crime do not undermine the quality of life or community cohesion.

Promoting sustainable transport

- 4.53. Paragraph 116 states the following in relation to the determination of planning applications:
- “Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe, taking into account all reasonable future scenarios”*
- 4.54. Paragraph 117 notes how applications for development should give priority first to pedestrian and cycle movements, and as far as possible facilitate access to high quality public transport.
- 4.55. Paragraph 118 notes how all developments that generate significant amounts of movement should be supported by a Transport Assessment or Transport Statement.

Making effective use of land

- 4.56. Paragraph 130 discusses the importance of achieving appropriate densities and that developments make optimal use of the potential of each site.

Achieving well-designed places

- 4.57. Paragraph 131 explains how good design is a key aspect of sustainable development and that the creation of high-quality, beautiful and sustainable buildings and places is fundamental to what the development process should achieve.
- 4.58. Paragraph 135 notes how planning decisions should ensure that developments are visually attractive as a result of good layout, are sympathetic to local character and history and should establish or maintain a strong sense of place. It should also be ensured development will function well and add to the overall quality of the area.
- 4.59. Paragraph 136 notes how trees make an important contribution to the character and quality of urban environments. Planning decisions should ensure that new streets are tree-lined. Applicants and local planning authorities should work with highway and tree officers to ensure that the right trees are planted in the right places, and solutions are found that are compatible with highways standards and the needs of different users.

Meeting the challenge of climate change, flooding and coastal change

- 4.60. Paragraph 173 states that a sequential risk-based approach should be taken to individual applications in areas known to be at risk now or in the future from any form of flooding, by following the steps set out below.
- 4.61. Paragraph 174 confirms that the aim of the sequential test is to steer new development to areas with the lowest risk of flooding from any source. Development should not be allocated or permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower risk of flooding. The strategic flood risk assessment will provide the basis for applying this test.
- 4.62. Paragraph 175 outlines how the sequential test should be used in areas known to be at risk now or in the future from any form of flooding, except in situations where a site-specific flood risk assessment demonstrates that no built development within the site boundary, including access or escape routes, land raising or other potentially vulnerable elements, would be located on an area that would be at risk of flooding from any source, now and in the future (having regard to potential changes in flood risk).
- 4.63. Paragraph 181 confirms that when determining applications, local planning authorities should ensure that flood risk is not increased elsewhere.

Material Considerations

Manchester Residential Quality Guidance (March 2017)

- 4.64. Although not part of the Development Plan, this document, which was formally approved by the Executive in December 2016, is a material consideration in determining applications.
- 4.65. The foreword of the document confirms that 'comply or justify' is the overarching theme of the residential design guide. It is also 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.
- 4.66. 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.
- 4.67. 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.
- 4.68. 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.

- 4.69. 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.

Guide to Development in Manchester SPD (April 2007)

- 4.70. Whilst somewhat dated, given that the document was written in line with the 1995 UDP policies (many of which have been superseded), this SPD is also a material consideration in the determination process.
- 4.71. The SPD notes how energy efficiency should be considered as part of development proposals, as well as emphasising the need to appropriately consider waste management.
- 4.72. The document discusses a number of matters, including the need for development to consider crime prevention.

Providing for Housing Choice SPD

- 4.73. This document provides planning guidance about the mix of new housing provision required in Manchester to meet the requirements of the City's planning policies and government guidance about planning policies for housing provision.
- 4.74. The SPD identifies the creation of "Neighbourhoods of Choice" with truly sustainable communities where people choose to live because of the quality of life on offer:
- "It is through the creation of neighbourhoods of choice that (we) will succeed in delivering the household growth needed to underpin the City Region's economic growth potential. The creation of neighbourhoods of choice will demand an integrated and planned approach that can ensure that there are quality public services in the right location, along with quality local amenities, a choice of housing, a quality local environment and low levels of crime and disorder."*
- 4.75. One of the main aims of the 'Neighbourhoods of Choice' vision is that there should be wide choice of housing, across tenures, with higher levels of home ownership than currently exist and higher overall property values. The needs of existing residents should also be met.

5. Planning Assessment

5.1. This section assesses the proposal against adopted local and national planning policy, as well as other key planning matters including the appropriateness of development of the site with regards to:

- The Principle of Residential Development;
- Affordable Housing and Housing Mix;
- Socio-economic benefits;
- Design and Layout;
- Ecology & Biodiversity Net Gain;
- Highways;
- Sustainability;
- Flood Risk & Drainage;
- Trees and landscape;
- Noise;
- Ground conditions;
- Waste Management; and
- Local Labour Agreement.

5.2. To confirm, a separate Open Space Statement have been prepared to deal with open space matters.

The Principle of Residential Development

5.3. The site currently comprises 'white land', as per the currently adopted Local Plan position. Therefore, it is not allocated for any specific purpose or land use and is not covered by any designation.

5.4. It is located within the urban area of Charlestown, in the Northern Area of Manchester. As explained in Section 2 of this Planning Statement and in further detail in the submitted Transport Assessment, the site benefits from a sustainable location in relation to local schools, shops and bus services. The site is also located within an area where residential development is the prevailing land use type. Due to these attributes, the site is a logical housing site, which can provide a reasonable contribution towards meeting Manchester's overall housing requirements.

- 5.5. Indeed, this is a point acknowledged by the Council – who are the current landowners of the site and have identified Miller Homes as the development partner to bring forward a residential development on site.
- 5.6. Furthermore, the evidence base for the adopted PfE plan identified the site as an ‘existing housing land supply site’ which can deliver circa 100 homes. The site is therefore deemed an acceptable housing site, in principle.
- 5.7. Core Strategy Policy H3 confirms that North Manchester will accommodate around 20% of new residential development over the lifetime of the Core Strategy. Priority will be given to family housing. The site is therefore located in an area where residential development is generally acceptable and family housing is directed, subject to compliance with other relevant policies in the Development Plan.
- 5.8. Manchester’s housing requirement within the PfE Plan is substantial – being 3,533 dwellings per annum. A significant proportion of housing delivered has been high-density flat and apartment developments in the City Centre. Land opportunities, particularly suitable family housing in the suburbs, are scarce in Manchester. Paragraph 9.18 of the Core Strategy notes that in respect of North Manchester, there is a need for housing schemes to deliver a mixed and diverse community by retaining or attracting economically active households in Manchester. The proposed 2, 3 and 4 bedroom homes will provide an excellent opportunity to meet these needs and diversify the housing stock, alongside high-density, apartment schemes in the City Centre.
- 5.9. To conclude, the land is surplus to Manchester City Council’s requirements and currently unused. This is sustainable, urban location, where family housing is directed to meet the substantial housing needs of Manchester. The site is also identified as a housing site in the PfE evidence base.
- 5.10. Accordingly, the principle of residential development on site is entirely acceptable.

Affordable Housing & Housing Mix

- 5.11. Policy H 8 confirms that on sites of 0.3 hectares and above or where 15 or more units are proposed, there is a 20% target for affordable housing provision. The development proposals are providing policy compliant 20% affordable housing (22 no. dwellings).
- 5.12. Policy H 8 also notes how it is envisaged that 5% of new housing provision will be social or affordable rented and 15% will be intermediate housing, delivering affordable home ownership options. The affordable housing mix is as follows:
 - 50% shared ownership (11 dwellings)
 - 50% social rent (11 dwellings)
- 5.13. The affordable housing mix has been informed by the local market, where there is a need for both shared ownership and social rent properties. The affordable mix is considered to be entirely appropriate – complementing the differing characters of the surrounding area of Charlestown and will provide for each type of housing need. Further discussions will also be held with housing officers during the planning determination process.

- 5.14. The provision of 20% policy compliant affordable housing will therefore provide social benefits to the local community
- 5.15. In terms of housing mix of the development proposal, this is as follows:
- 15 no. two bedroom properties (14%);
 - 35 no. three bedroom properties (33%); and
 - 56 no. four bedroom properties (53%).
- 5.16. Policy H 1 (Overall Housing Provision) of the Core Strategy confirms that the Council does not have any specific policy on housing mix. PFE Policy JP-H 3 Type, Size and Design of New Housing also notes 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.
- 5.17. There is therefore no adopted planning policy which prescribes housing mix targets against which these development proposals are to be assessed. The housing mix has very much been designed to reflect local market demand and in particular the strong demand for family housing.
- 5.18. Therefore, the proposed housing mix is considered entirely acceptable and in accordance with policies H1, H8 & JP-H 3.

Socio-Economic Benefits

- 5.19. A socio-economic benefits Infographic (contained in full at **Appendix 1**) has been submitted in support of this planning application. The following benefits will be generated by the proposed development of 106 no. dwellings:
- Contribution of £22.5 million of gross value added (GVA) to the economy during the construction phase of development.
 - The creation of 114 jobs per annum on site and in the wider economy during the construction phase.
 - Household expenditure of £2.8 million per annum once the site is fully built out and occupied.
 - First occupation expenditure of £636,000.
 - Growing labour force benefits, with 117 economically active and employed residents once the site is fully built and occupied.
 - £231,000 per annum in additional Council Tax revenue.
 - 243 tonnes less carbon emitted by the proposed dwellings compared with existing properties.

- 5.20. As outlined above, a number of significant economic and social benefits are to be generated by the proposed development, providing benefits to the local community and economy.

Design and Layout

- 5.21. The proposed site layout has been informed by pre-application discussions with the LPA and the public consultation process. Some key design changes have been made as a result of pre-application discussions, including boundary treatment detailing adjacent to the Co-Op Academy, dwelling orientation, housetype design etc.
- 5.22. As outlined in further detail in the submitted Design and Access Statement (DAS), the development proposals have been carefully sited and designed so as to provide a high-quality design. Of particular note are the following key design points:
- The proposed housetypes have been designed to take account of the existing architecture in the local vicinity and are therefore in keeping with the existing character and design of the area.
 - The proposals would create an integrated residential community with a relationship to the existing urban area.
 - All house types have been designed to accord with M4(2) and NDSS standards, as well as complying with the Manchester Space Standards as set out in the Manchester Residential Design Guide.
 - 10% of the proposed dwellings will be M4(3) standard – namely the 2 bedroom Latchford housetype.
- 5.23. In respect of siting, all dwellings have been carefully orientated and located to preserve residential amenity in terms of overlooking and privacy. Window positioning and separation distances also ensure that the proposal will be acceptable in residential amenity terms.
- 5.24. In terms of scale and massing, 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.
- 5.25. In respect of appearance, 8 housetypes are proposed, which provide variation to the streetscene and avoids uniformity. The elevations are designed to respect the character of the local area. 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.
- 5.26. Finally, in respect of density, the development will achieve an average density of 39.8 dpa across the site – which ensures the efficient use of land. The 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.

- 5.27. In summary, the development proposals are acceptable from a design perspective and in accordance with Policies DM1, JP-H3 and JP-H4.

Ecology & Biodiversity Net Gain

- 5.28. A Preliminary Ecological Appraisal is submitted in support of this planning application. The report states that there are no habitats of high ecological value to be lost as a result of the development proposals. Therefore, the proposals will not adversely affect the ecological value of the wider area. The report also recommends measures to avoid any potential impact on existing birds and small mammal species on the site. Mitigation measures including bird and bat boxes are also proposed.
- 5.29. 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 credits to achieve 10% gain at an appropriate donor site, will be secured through a Section 106 Agreement.
- 5.30. PfE Policy JP-G8 (A Net Enhancement of Biodiversity and Geodiversity) confirms that through local planning and associated activities, a net enhancement of biodiversity resources will be sought, including (where relevant) numerous criteria. This includes criterion 7, which refers to safeguarding, restoring and sustainably managing valuable soil resources, particularly to ensure protection of peat-based soils.
- 5.31. The submitted Phase 2 Ground Conditions report confirms the presence of peat-based soils on site. However, it is to be noted that the site is located in a very urban context – surrounded by existing residential development which has already been built on a peat soils location outlined on online mapping, namely to the east of the application site. Land at Hinchley Road represents a highly logical and suitable residential site – and whilst the loss of peaty soils is regrettable, overall, the development proposals comply with the crux of Policy JP-G8 which seeks to deliver a net enhancement in biodiversity net gain. As previously discussed, this will be secured via a financial contribution towards off-site credits.
- 5.32. The proposals are therefore acceptable from an ecological perspective and accord with Policy JP-G8.

Highways

- 5.33. A Transport Assessment (prepared by Eddisons) is submitted in support of the planning application. The key conclusions of the report are as follows:
- The site is located close to a number of day to day amenities and would be highly accessible by sustainable travel modes of such as walking, cycling and public transport.

- The site is also accessible by public transport with bus stops within easy walking distance of the site, offering direct services to a wide range of destinations including Manchester, Oldham, and Middleton.
- The site can be accessed in a safe and efficient manner off Hinchley Road and the access points have been designed in accordance with current design guidance.
- The assessments undertaken have shown that the proposals will not have a material impact or give rise to any highways related issues.
- It can therefore be concluded that the proposed development would be able to be accommodated onto the local highway network.

5.34. Accordingly, the proposals are acceptable from a highways perspective and in accordance with policies DM1 and JP-C8.

Sustainability

- 5.35. An Energy Statement (prepared by Energy & Design) is submitted in support of this planning application. The report notes how when using low-water-use fixtures and water restrictors, water consumption will be under 110 litres per person per day, compared to the Part G building regulations, which are 125 litres per person per day. This therefore complies with PFE Policy JP-S4 – with proposals set to deliver an improvement below the 125 litres per person per day standard.
- 5.36. The Energy Statement also assesses the proposals against the energy standards set out at Table 5.1 and Policy JP-S2 of the Places for Everyone Plan and confirms compliance.
- 5.37. The proposals are therefore acceptable from a sustainability perspective and accord with Policies JP-S2 and JP-S4.

Flood Risk and Drainage

- 5.38. A Flood Risk Assessment has been prepared by Edge in support of this planning application. The report confirms that the site is entirely situated within flood zone 1, and as such has a low probability of flooding from fluvial sources. Moreover, there are no watercourses within the immediate vicinity of the site so the risk of flooding from this source is low.
- 5.39. The assessment found that the construction of the proposed development will not increase flood risk on or off the site. Based on this assessment, the development site would be considered sustainable in terms of flood risk.
- 5.40. With regards to drainage, the drainage strategy proposes that the foul flows generated from the new development will utilise a traditional gravity system and connect to the UU foul sewer via an existing manhole in Hinchley Road. Indeed, the depth of the existing sewer should be sufficient to allow a gravity connection for the whole development, subject to detailed design and careful engineering of the pipework gradients and finished floor levels within the site.

- 5.41. The proposed foul water drainage network will be offered to United Utilities for adoption under a section 104 agreement and will be designed in accordance with industry standard Design Construction Guidance (DCG) and United Utilities guidelines and standard details.
- 5.42. In respect of surface water drainage, oversized pipes are proposed as the drainage strategy, designed for 1 in 100 year plus climate change events.
- 5.43. In conclusion, the proposals are acceptable from a drainage perspective and accord with Policies Policy JP-S4 of the PfE and EN14 of the Core Strategy.

Trees and Landscaping

- 5.44. An Arboricultural Impact Assessment (prepared by Ascerta) and landscaping plans (Landscape Architecture) are submitted in support of this planning application.
- 5.45. The submitted landscaping plans show how new tree planting is proposed along road frontages and on plot to provide a softer/green streetscene. Whilst the loss of existing trees on site is unavoidable to deliver the quantum of development expected at the site, the submitted Arboricultural Assessment confirms that appropriate compensation can be provided by way of new / replacement planting. Furthermore, nearly all of the existing trees proposed for removal on site are category C (low quality), with only one category B tree (not particularly high quality). No Category A trees are located on site.
- 5.46. The quantum of new/replacement tree planting also accords with PfE policy JP-G7, which requires two new trees to be planted for each tree lost. Tree protection fencing will be provided along the western site boundary to protect neighbouring trees during the construction phase.
- 5.47. As explained in the separate Open Space Statement, due to the high levels of existing open space located in the nearby vicinity of the site (including Boggart Hole Clough), the layout is acceptable in this respect.
- 5.48. The development proposals therefore accord with Policy JP-G7 and are acceptable from a tree and landscape perspective.

Noise

- 5.49. A Noise Impact Assessment, prepared by Hepworth, has been submitted in support of the planning application. The potential impact of noise from the adjacent sports pitch on the proposed residential development has been thoroughly evaluated.
- 5.50. Given the proximity of the pitch to the proposed dwellings, a suitable noise mitigation scheme, namely a 2.2m acoustic fence, has been recommended. This measure aims to ensure the protection of the amenity of future residents while preserving the ongoing use of the sports pitch.
- 5.51. The implementation of an effective noise mitigation strategy can be secured through the application of appropriately worded planning condition.
- 5.52. Consequently, the development proposals are considered entirely acceptable in terms of noise impact and comply with Policy DMI of the adopted Core Strategy.

Ground Conditions

- 5.53. A Phase 2 Ground Investigation Report has been prepared by E3P in support of the planning application.
- 5.54. The report found that there are minor exceedances of heavy metals and non-volatile PAHs on site. These exceedances can be mitigated with the placement of cover systems/hardstand to mitigate any risk to human health. The report also concludes that the site is considered to pose a low risk to controlled waters.
- 5.55. Accordingly, subject to the implementation of the recommendations contained in the report, the proposals are entirely acceptable from a ground conditions perspective and in accordance with Policy DM1 of the Core Strategy.

Waste Management

- 5.56. A Waste Proforma and Site Waste Management Plan are submitted in support of the application. As shown on the Waste Management Plan, general refuse, recycling and food waste bins will all be securely located and enclosed within the back gardens of all residential dwellings. Bins will be provided for every property and in accordance with Manchester standards.
- 5.57. As shown on the submitted Swept Path drawing (prepared By Eddisons), refuse vehicles can safely access and egress the site to collect waste at bin collection points on bin collection days.
- 5.58. The development proposals therefore comply with Policy EN 19 of the Core Strategy.

Local Labour Agreement

- 5.59. Core Strategy Policy EC1 requires details of Local Employment Agreements, which should contain a commitment to work with the Work Skills Team to ensure that employment opportunities resulting from this development are made available to Manchester residents through existing recruitment offer and allow hard to reach groups equal opportunity to be successful in applying.
- 5.60. The Applicant requests that this detail is secured by planning condition.

6. Draft Heads of Terms

Parties

6.1. The Agreement will be between:

- Manchester City Council, Town Hall, Manchester, M60 2LA
- Miller Homes, 103 Dalton Avenue, Birchwood Park, Warrington, WA3 6YF

Development

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

Obligations

6.3. In order to comply with the requirements of Regulation 122 of the Community Infrastructure Levy Regulations 2010 (as amended), each obligation will need to be justified as necessary to make the development acceptable in planning terms, directly related to the development, and fairly and reasonably related in scale and kind to the development.

Affordable Housing

6.4. The development proposals will provide policy compliant 20% affordable housing, to be secured in the Section 106 Agreement.

Biodiversity Net Gain

6.5. Due to the site being unable to achieve 10% biodiversity net gain on site, a financial contribution will be provided towards off-site mitigation. The amount and details of the contribution will be discussed during the application determination process.

Travel Plan

6.6. A Residential Travel Plan Framework has been submitted alongside the Transport Assessment in support of the planning application. Any necessary targets will be captured by the Section 106 Agreement. No part of the residential development shall be occupied prior to the implementation of the Travel Plan (document to be agreed with Manchester City Council).

7. Conclusions

- 7.1. This Planning & Affordable Housing Statement has been prepared on behalf of the Applicant, Miller Homes, in support of proposed residential development at Hinchley Road, Charlestown. This application seeks full approval for the erection of 106 no. residential dwellings (C3 Use Class) with associated access, landscaping, parking and other works.
- 7.2. The proposal is in accordance with the adopted Development Plan insofar that it will deliver much needed housing on a vacant site, currently classified as 'white land', located within an area where residential development is the prevailing land use type and benefitting from a sustainable location in relation to local schools, shops and bus services.
- 7.3. Furthermore, the evidence base for the adopted PfE plan identified the site as an 'existing housing land supply site' which can deliver circa 100 homes. The site is therefore deemed an acceptable housing site, in principle.
- 7.4. Core Strategy Policy H3 confirms that North Manchester will accommodate around 20% of new residential development over the lifetime of the Core Strategy. Priority will be given to family housing. The site is therefore located in an area where residential development is generally acceptable and family housing is directed, subject to compliance with other relevant policies in the Development Plan.
- 7.5. This Statement and other submitted technical reports confirm that there are no technical constraints such as highways, ecology, etc preventing the site coming forward for residential development. The proposals are suitably designed to protect the residential amenity of both existing residents and future occupiers of the site.
- 7.6. The proposals are also set to deliver significant economic benefits, including job creation and increased GVA, which alongside the provision of much needed market and affordable housing are key benefits of the scheme.
- 7.7. Manchester's housing requirement within the PfE Plan is substantial – being 3,533 dwellings per annum. A significant proportion of housing delivered has been high-density flat and apartment developments in the City Centre. Land opportunities, particularly suitable family housing in the suburbs, are scarce in Manchester. Paragraph 9.18 of the Core Strategy notes that in respect of North Manchester, there is a need for housing schemes to deliver a mixed and diverse community by retaining or attracting economically active households in Manchester. The proposed 2, 3 and 4 bedroom homes will provide an excellent opportunity to meet these needs and diversify the housing stock, alongside high-density, apartment schemes in the City Centre.
- 7.8. Accordingly, the proposed development is acceptable in principle and in respect of technical matters. We therefore politely suggest that planning consent should be granted for the proposals without delay on this highly suitable and sustainable site.



Appendix 1: Socio-Economic Infographic

Economic Benefits

Land at Hinchley Road, Blackley

Construction of up to **106** dwellings

Construction Benefits

£22.2million

Estimated construction

investment over

3 year build programme ¹

114

Direct construction roles

and indirect/induced jobs

supported during build phase

£22.5million GVA ²

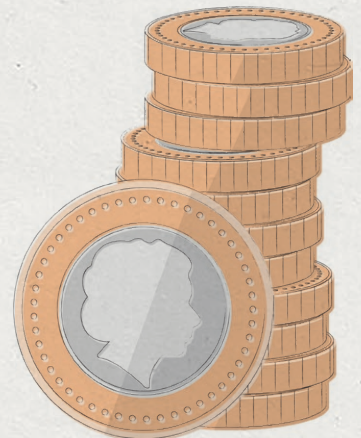
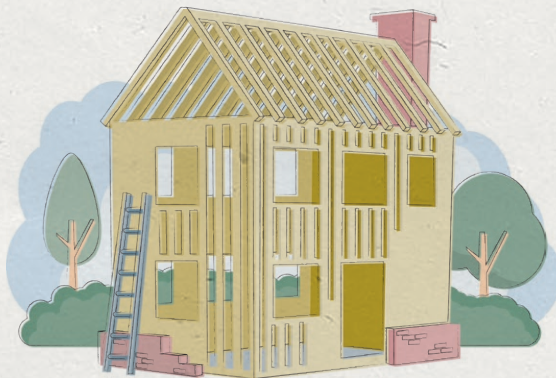
Economic output contribution

from jobs supported by

activities at the site over

3 year build programme

(at current prices)



Operational Benefits



117

Economically active and

employed residents estimated

to live in the new housing

£636,000

Estimated first occupation expenditure.

(Spending to make a house

feel like a 'home') ³



6

Full-time equivalent jobs

supported in the economy

£2.8million

Total annual

household expenditure



£1.2million

Of spend on food & drink,

leisure, clothes,

household goods etc.

54%

Of employed residents

estimated to be working in

higher value/higher income

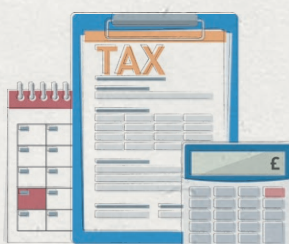
occupations

£231,000

Estimated annual

increase in Council Tax

revenue ⁴



£104,000

Estimated energy

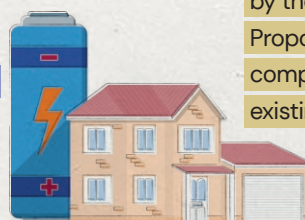
cost savings

per annum from the

Proposed Development

compared with

existing properties



243 tonnes

Less carbon emitted

by the dwellings at the

Proposed Development

compared with

existing properties



¹ The construction cost has been estimated using BCIS Online tool and is exclusive of external works, contingencies, supporting infrastructure fees, VAT, finance charges etc. It is based on the cost of a typical mixed housing scheme in the North West Region (Accessed: 19/03/2025).

² GVA, or gross value added, is the measure of the value of goods and services produced in an area, sector or industry.

³ Research suggests that the average homeowner spends approximately £5,000 to make their house 'feel like home' within 18-months of moving in (available here: https://www.hbf.co.uk/documents/7876/The_Economic_Footprint_of_UK_House_Building_July_2018LR.pdf). This has been uplifted to £6,000 to account for inflation using the Bank of England Deflator calculator.

⁴ Based on Council Tax for a Band D dwelling in Manchester of £2,183.03 for 2025/26.

Town & Country Planning Act 1990 (as amended)
Planning and Compulsory Purchase Act 2004

Manchester

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