EDEN

Varley Street Masterplan

Planning Statement

JUNE 2026

Summary

This Planning Statement has been prepared in support of a full planning application for the redevelopment of land at Varley Street, Miles Platting. The proposal seeks permission for the delivery of 154 homes, comprising a 100% affordable scheme to be owned and managed by Jigsaw Homes North.

The development will provide a mix of 1, 2, 3 and 4-bedroom homes, with a strong emphasis on smaller units to meet identified local need. In particular, approximately 88% of dwellings are 1 and 2-bedroom homes, supporting both demand from new households and opportunities for downsizing within the local area.

The site represents vacant previously developed land in a sustainable urban location, with good access to public transport, and local services. The proposed development will therefore make effective use of land and support wider regeneration objectives within Miles Platting.



Summary

A full suite of technical assessments has been undertaken to inform the proposals. These demonstrate that the scheme is acceptable.

The scheme also incorporates a coordinated approach to lighting, landscaping and public realm, ensuring a safe, attractive and energy-efficient environment while minimising impacts on neighbouring properties.

Overall, the development will deliver significant social and regeneration benefits, including the provision of much-needed affordable housing, the reuse of a brownfield site, and general environmental improvements.

The proposals are fully compliant with the Development Plan and national planning policy, and there are no material considerations that outweigh the substantial benefits of the scheme.

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OPN2484 – JUNE 2026

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01 Submission



Submission

This Planning Statement is submitted on behalf of the Applicant, Jigsaw Homes North, in support of a full planning application for the erection of 154 dwellings including access and associated works on land at Oldham Road and Varley Street, Miles Platting, M40 8BS [the Site].

The description of development is:

> *The erection of 154 no. dwellings comprising a mix of houses and apartments (100% affordable housing), together with access arrangements, car and cycle parking, landscaping, public realm, and all associated infrastructure works.*

This statement confirms that the proposal satisfies the key policy tests within the Development Plan and summarises the technical reports for officers.

The Submission

This Planning Statement should be read in conjunction with the supporting documents set out in **Appendix 1**, that have also been submitted with the planning application.



02 Context



Context

The Applicant

Jigsaw Homes Group Limited is one of the largest housing groups in England with more than 37,500 homes across the North West and East Midlands. One of its Group Members is Jigsaw Homes North, who will be delivering the project.

As part of their mission 'Creating homes, Building Lives', Jigsaw provides quality, low-cost housing for rent and sale and plays a wider role in making sure residents thrive in their homes and benefit from living in healthy, sustainable communities. The Group was formed through a transfer of engagements of New Charter Housing Trust into Adactus Housing Group.

The Applicant, Jigsaw Homes North, is one of Manchester City Council's preferred Registered Provider partners. Jigsaw Homes North has successfully delivered a number of schemes across the authority area, providing housing and neighbourhood management services to the residents of Miles Platting since 2007. Jigsaw Homes North's head office fronts the A62 Oldham Road, in close proximity to the Application Site. Active in Miles Platting they are already responsible for managing the current stock of affordable dwellings and for maintaining green spaces around Varley Street, Farnborough Road and Rosewell Avenue.

Site Context

The Application Site compromises the area around the existing Jigsaw Homes offices (Baker House) together including its car park and areas of hardstanding but excluding the office building itself. This area at the junction of Oldham Road and Varley Street was originally brought forward as part of the 'Miles Platting Community Hub' (Ref. 092657/VO/2010/N1); however, elements approved in the scheme were never delivered, leaving a lot of land underutilised in its current form.

Jigsaw Homes North, in partnership with Manchester City Council, is progressing a phased approach to regeneration across Miles Platting following the award of Brownfield Land Grant funding. The application site forms part of Phase 2 of the feasibility study, referenced as 'Varley Street' and represents a logical continuation of redevelopment activity in the area.

Phase 1 of the feasibility study was submitted in June 2025 for the redevelopment of the former Apollo Public House, located approximately 15m west of the Application Site on the corner of Farnborough Road and Varley Street. Together, these projects form part of a coordinated approach to unlocking brownfield land for redevelopment and delivering sustainable regeneration in Miles Platting.

03 The Site



The Site

The Application Site is located to the north-east of Manchester City Centre, within the administrative boundary of Manchester City Council. The application site comprises three distinct land parcels within Miles Platting: land located to the north of Oldham Road, land to the south of Oldham Road, and a further parcel to the south of Rosewell Avenue. Collectively, these parcels form the Varley Street masterplan, which are brought forward as a single comprehensive application.

Phase 1, relating to the redevelopment of the former Apollo Public House to the west of Varley Street, has already been granted planning permission on 24 June 2025 (ref 143295/FO/2025).

The area comprises mostly residential uses, however there are some commercial premises present, including Baker House and a strip of light industrial and commercial units which run parallel to the Rochdale Canal Towpath and James Street, as well as to the south of the junction of Varley Street and Rosewell Avenue.

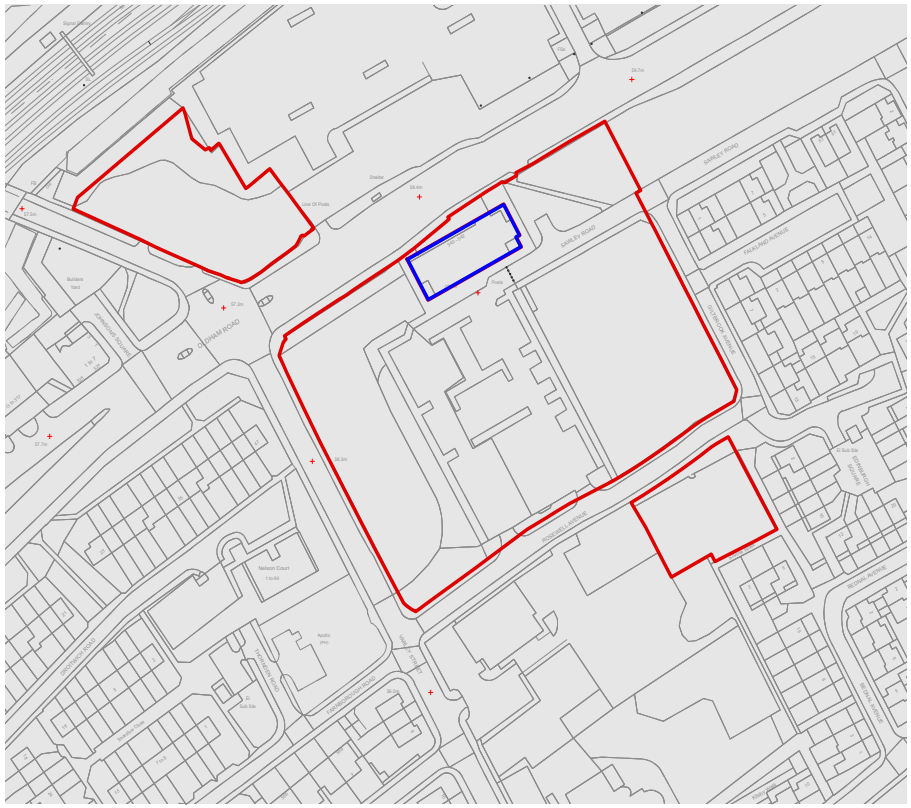
The area also contains a number of established and actively used community facilities, such as Saint Cuthbert's Parish Church and Usmania Banqueting Hall, both of which are located on Varley Street.

Residential development in the vicinity includes 1970s terraced housing along Giltbrook Avenue and Sawley Road, which provides access to the Site from the east. These reflect the wider character of housing in the area, complemented by more modern 2-3 storey semi-detached homes. In contrast, to the west of the site stands Nelson Court, a 14-storey block of flats.

The Application Site comprises vacant development land within the defined red line boundary. The adjoining three-storey brick office building, currently occupied by the Applicant, is retained in situ but falls outside the application site red line boundary. The ground floor of this existing building is presently vacant, although it retains a commercial use class (Use Class E). To the south of this office building lies an area of hardstanding, part of which functions as associated car parking, with the remainder forming a disused car park. This car park is within the application red line boundary and improvements are proposed.

The operational car park is enclosed by a robust and permanent boundary treatment, while the vacant car park is defined by a weaker, damaged fence. Access to the latter, located along the site's southern boundary fronting Rosewell Avenue, has been blocked by timber boarding and several large stones placed across the entrance to prevent unauthorised access by vehicles.

The Site



Site Stats

Flood Zone	One (Low Risk)
Site Area	1.9ha
Ecological or landscape designations	None
Heritage Designations	There are no heritage assets on site. Corpus Christi Basilica is a Grade II listed building which sits c.100m to the south of the Site.
Public Rights of Way	None
Tree Preservation Orders	None

The Site

Accessibility and Sustainability

Access to the Site can currently be taken from two access points, Rosewell Avenue and Sawley Road via Giltbrook Avenue. Sawley Road bisects the Site and ends to the west at the car parking area. The part of the Site to the north of Oldham Road is accessed from Collyhurst Road.

The Site is in a sustainable and accessible location due to its proximity to the arterial route of the A62 Oldham Road which provides frequent (every 3-5 minutes) bus services travelling southwest to Piccadilly Gardens in Manchester City Centre. Frequent services travelling east are also provided towards White Gate, Alkrington, Grotton, Oldham Mumps and Uppermill. The nearest bus stop is c.150m away from the Site.

There are several on-road and traffic free cycle routes in the vicinity, namely the A62 Oldham Road and the Rochdale Canal Tow Path. Both routes provide direct connections to and from central Manchester.

A wide variety of amenities and services, including schools, workplaces, leisure sports and small retail units can be easily reached on foot.

Planning History

Full detail of the Site's planning history is a provided at **Appendix 2**.

As previously noted, the Application Site forms part of a wider regeneration masterplan for Miles Platting and constitutes Phase 2 of the development. The planning history is therefore intrinsically linked to the comprehensive redevelopment of the wider area.

Planning permission was granted in 2010 for the creation of a 114-space car park to serve the future Miles Platting Community Hub development, including the provision of a new link road from Varley Street (Ref. 092657/VO/2010/N1). A subsequent variation of condition was approved in 2012 to allow for interim parking arrangements, together with associated amendments to lighting, landscaping and boundary treatments (Ref. 099142/JO/2012/N1).

It is understood that only part of the approved development was subsequently implemented. Whilst the associated car park and infrastructure works were delivered, one of the approved commercial buildings was not constructed. The reasons for this are unclear; however, as a consequence, the north-western parcel of the wider development site has remained vacant and undeveloped.

The Site also benefited from a temporary planning permission in 2011 for the retention of a site compound until July 2012 (Ref. 097221/FO/2011/N1). Following the expiry of this temporary consent, the land remained undeveloped and currently comprises a vacant parcel within the wider regeneration area.

The planning history demonstrates that the principle of residential development has been established on the Site for a considerable period of time. The current proposal seeks to bring this long-standing vacant parcel back into productive use through the delivery of new sustainable homes, thereby completing this phase of the wider regeneration programme.

04 Engagement



Engagement

Formal pre-application discussions have been undertaken with Planning, Strategic Housing & Partnerships and Development Officers at Manchester City Council, alongside separate informal engagement with officers across those departments to inform the evolution of the proposals.

An initial pre-application discussion was held on 03 September 2025 between Eden Planning, DK Architects and Planning Officers at Manchester City Council. Feedback from this meeting identified a number of key considerations, including the need to ensure residential properties provide active, street-facing frontages, concerns regarding the level and management of car parking provision, and the importance of incorporating high quality communal open space and opportunities for informal social interaction within the scheme.

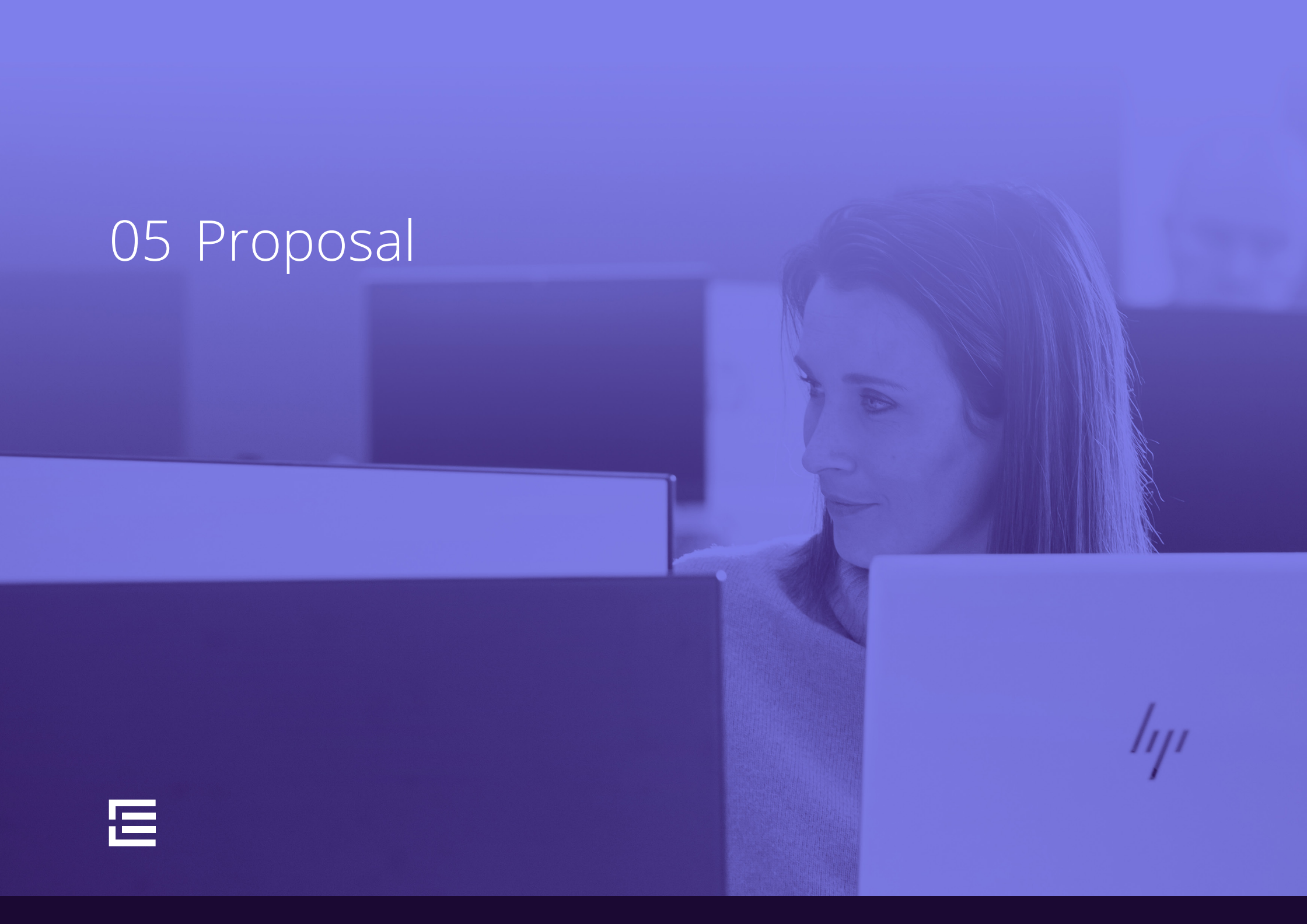
Ongoing engagement has also been carried out with elected members. This has included a meeting with Cllr Gavin White on 04 December 2025, followed by a meeting with Council Officers on 14 January 2026. A further meeting was held on 23 January 2026 with Councillors (Cllr Gavin White, Cllr June Hitchin and Cllr John Flanagan), alongside Manchester City Council Officers and the project team.

These discussions provided an opportunity to present the emerging proposals and obtain detailed feedback on key matters, including the approach to housing delivery, public consultation, amenity provision and community infrastructure. Feedback from Members was generally supportive of the principle of development, subject to ongoing engagement and refinement of the proposals, including the need to ensure that community facilities, amenity space and local priorities are appropriately addressed and clearly articulated as part of the planning submission.

The proposals have evolved through this iterative pre-application process, with input from officers and Members informing the design development and helping to shape the scheme prior to submission.

Full details of the consultation that has undertaken are provided in the Statement of Community Involvement, prepared by PLACED and submitted in support of this planning application.

05 Proposal



Proposal

The planning application seeks permission for:

> *The erection of 154 no. dwellings comprising a mix of houses and apartments (100% affordable housing), together with access arrangements, car and cycle parking, landscaping, public realm, and all associated infrastructure works.*



Layout

The proposed development creates a coherent, legible residential layout that responds to the surrounding street network and site context. It is structured around perimeter blocks and streets, with parcels arranged to provide active frontages onto existing and proposed routes, including Oldham Road, Collyhurst Road and Rosewell Avenue.

A clear movement hierarchy is provided, with primary access from Collyhurst Road and Rosewell Avenue. Internal streets support safe, accessible pedestrian movement, while built form defines streets and spaces, providing natural surveillance and a strong sense of place.

Across the three parcels, a consistent approach to street formation and public realm unifies the layout while responding to each area's character. Public open space and landscaping are integrated throughout, supporting recreation, social interaction and biodiversity enhancement.

Car parking is provided on-plot, where possible, with limited amounts provided on-street. Parking has been integrated to minimise visual impact and maintain active frontages. Overall, the layout creates a connected, permeable and high-quality residential environment that integrates with the existing neighbourhood.

Proposal

Access and Parking

Access to the Application Site is provided from Collyhurst Street and Rosewell Avenue, which connect directly to the surrounding local highway network and the A62 Oldham Road corridor, a key arterial route linking the site to Manchester City Centre and the wider area. These access arrangements provide clear and convenient routes into each of the three development parcels and have informed the overall layout of the scheme.

The proposed development utilises a hierarchy of internal streets designed to prioritise pedestrian and cycle movement, whilst accommodating safe vehicular access throughout. Vehicle access is taken via:

- a new priority-controlled junction on Collyhurst Street serving the northern parcel;
- two new priority-controlled junctions from Rosewell Avenue serving the central parcel; and
- a further access from Rosewell Avenue to the southern parcel.

These access arrangements have been subject to a Stage 1 Road Safety Audit, which confirms that they are acceptable from a highway safety perspective.

Car parking is provided as part of the development in a combination of on-plot and on-street arrangements, integrated within the street network to avoid large areas of surface parking and to maintain active frontages. A total of 97 residential car parking spaces are provided, comprising:

- 30 spaces for houses (100% provision); and
- 67 spaces for apartments (approximately 60% provision).

This level of provision has been agreed with Manchester City Council and reflects local car ownership patterns, where car availability in comparable social rented accommodation is relatively low.

Cycle parking is a key component of the sustainable transport strategy. The scheme provides:

- Secure in-plot cycle storage for all houses; and
- A total of 129 secure cycle parking spaces for apartments, equating to more than one space per dwelling, distributed across a series of dedicated stores.

The Site benefits from excellent accessibility to sustainable transport. It is located adjacent to Oldham Road, which accommodates frequent bus services, and within approximately 800m (c.17 minutes walk) of the Monsall Metrolink stop, providing direct connections to Manchester City Centre and beyond.

The wider highway network operates well within capacity, and the submitted Transport Assessment confirms that the development would result in only minor increases in traffic (circa 1–7%), with no severe residual impacts.

Overall, the access and parking strategy has been designed to support sustainable travel choices, minimise reliance on the private car, and provide a safe, legible and well-connected residential environment in accordance with local and national transport policy.

Proposal

Design, Scale and Massing

The proposed development adopts a contemporary design approach that responds to the established residential character of Miles Platting.

The scale and massing are predominantly low-rise, reflecting surrounding built form and ensuring an appropriate relationship with neighbouring properties. Buildings are arranged to create active frontages and well-defined streets, with heights and form responding to key frontages and site context.

Along Varley Street, the proposed buildings range from 3–4 storeys adjacent to Oldham Road and the wider arterial corridor, stepping down progressively to 2–3 storeys toward the eastern edge of the site where they interface with existing lower-rise residential properties. This approach ensures a sensitive transition in scale, protecting the amenity and character of neighbouring homes whilst responding appropriately to the presence of taller built form in the wider area, including the nearby tower block and the prominence of Oldham Road.

Overall, the scheme delivers a coherent and well-integrated form of development, providing an appropriate balance between density and residential amenity.

Housing Mix

The proposed development delivers a total of 154 homes, comprising a mix of apartments and family housing across the Site. Homes provided are a range of sizes, including 1, 2, 3 and 4-bedroom accommodation, to meet identified local housing needs.

The overall mix includes approximately 32% one-bedroom homes and 68% two to four-bedroom homes.

The proposed development comprises a mix of apartments and houses, with approximately 124 units (approx. 81%) delivered as apartments and 30 units (approx. 19%) as houses, providing a balanced offer that reflects identified local need and supports higher density development in a sustainable urban location.

The majority of homes are provided as apartments within low to mid-rise blocks, complemented by a proportion of houses, including two, three and four-bedroom family dwellings. This approach supports a diverse residential offer and responds to local demand for both smaller homes for newly formed households and right-sizing as well as family-sized accommodation.

The proposed housing mix meets local and identified demand, based on Jigsaw's up-to-date lettings information. The proposed mix is also informed by the Manchester Housing Register which provides an overview of housing demand based on households, their housing band and the size of property needed. Further information on housing mix is provided in the Assessment section of this Planning Statement.

Proposal

Affordable Housing

Jigsaw Homes North is part of a wider Group that is one of the largest affordable housing providers in England. As a registered provider, the scheme will provide 100% affordable housing. The proposed tenure is 117no. Social Rent (75%) / 37no. Rent to Buy (25%) Full information on the need for the proposal, the mix and tenure is set out within the Affordable Housing Statement prepared by Jigsaw Homes North that is also submitted in support of this planning application. In summary, the proposal is a response to an identified need for affordable housing in the area and has been developed following consultation between Jigsaw Homes North and Manchester City Council.

In particular, the provision of 1 and 2 bedroom properties give the opportunity for 'right sizing' by existing residents of Miles Platting.

Energy Sustainability

The proposed development adopts a robust energy hierarchy approach in accordance with Core Strategy Policy EN4 and Places for Everyone Policy JP S2, prioritising a 'fabric first' strategy to minimise energy demand through enhanced insulation, airtightness and high-performance building fabric. This is supported by efficient building systems, including Mechanical Ventilation with Heat Recovery (MVHR) and low-energy lighting, alongside the use of low carbon technologies such as air source heat pumps for domestic hot water and roof-mounted solar PV.

Less suitable technologies, including wind, biomass and Combined Heat Pumps, have been discounted due to site constraints, with the chosen strategy representing the most appropriate and deliverable solution.

The scheme is designed to meet Part L 2021 requirements, achieve a minimum EPC B rating (targeting EPC A where feasible), and deliver reduced carbon emissions and lower energy costs for future residents.

Proposal

Landscaping

The landscape strategy has been designed to provide a high-quality and integrated public realm across the site, with a network of landscaped spaces distributed throughout the development. This includes areas of lawn, ornamental planting, tree planting and informal green spaces, which contribute to amenity, biodiversity and visual quality.

New tree planting is incorporated alongside hedging and wildflower areas to enhance the green character of the site and support ecological value.

The scheme also includes areas of informal play and seating, designed to encourage social interaction and use by residents, together with well-lit pedestrian routes and a coordinated palette of hard landscaping to create a safe and attractive environment.

Overall, the landscaping proposals are integral to the design of the development, creating a coherent and functional public realm that supports a high-quality living environment.

Operational / Management Strategy

As a registered provider, Jigsaw Homes North will retain ownership of the properties and will therefore be responsible for repairs and maintenance throughout the lifetime of the development. Jigsaw Homes North will manage rental income, tenancy matters and letting the properties at first and subsequent lets, ensuring all s106 requirements and local lettings policies are adhered to.

The maintenance of all shared garden areas and communal landscaped areas will be the responsibility of the appointed development contractor during the 12 months defects period and after this period responsibility will transfer to Jigsaw Homes North. The Service Outputs shall be achieved through a maintenance regime of 19 visits per annum. These are to consist of 14 evenly spaced visits between the months of April-October; and a further 5 visits, evenly spaced between November through to March.



Proposal

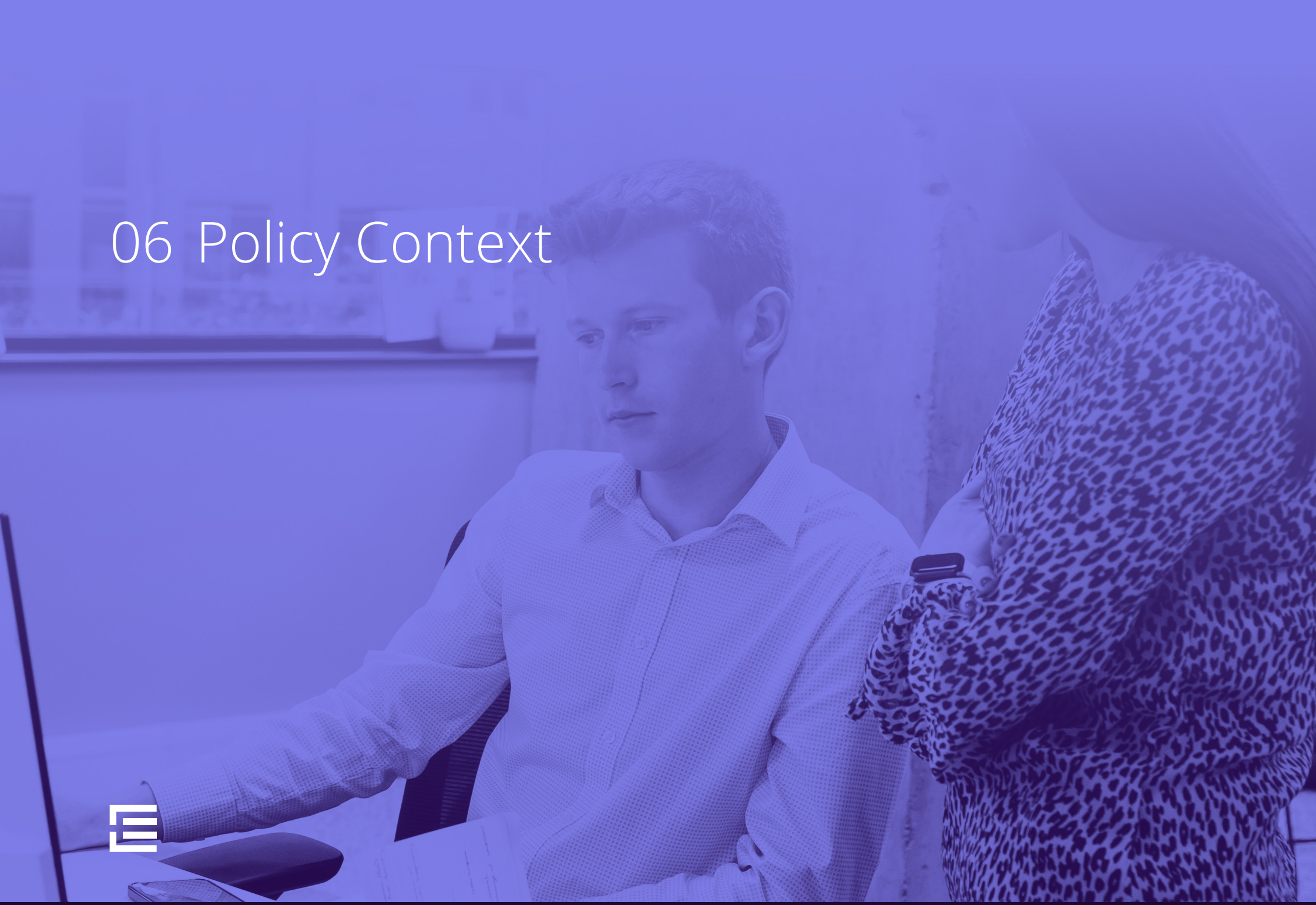
Refuse / Waste Management Strategy

Waste management is integrated into the layout, with all dwellings provided with appropriate refuse and recycling storage. Houses include within-plot storage appropriate for the separation of recyclables with kerbside collection, whilst apartments are served by dedicated and accessible communal bin stores.

The site layout ensures that refuse vehicles can safely access collection points via the internal road network, providing an efficient and policy-compliant approach to waste management. This is demonstrated through the completion of the Waste Management Proforma which is also submitted in support of this application. Information on the Waste Management Strategy is also provided within the Design and Access Statement.



06 Policy Context



Policy Context

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

The Development Plan comprises:

- Saved Policies of the Unitary Development Plan (UDP) (1995).
- Manchester Core Strategy 2012-2027 (adopted July 2012).
- Manchester Core Strategy Addendum 2024.
- Greater Manchester Joint Waste DPD (adopted April 2012).
- Greater Manchester Joint Minerals DPD (adopted April 2013).
- Places for Everyone Joint Development Plan (adopted March 2024).

Key Saved Policies of the UDP are:

- DC 26 Development and Noise.
- DC7.1 New Housing Development.

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

Key Core Strategy policies for the proposal are:

- SP 1 Spatial Principles
- CC 3 Housing
- CC 9 Design and Heritage
- H 1 Overall Housing Provision
- H 2 Strategic Housing Location
- H 4 East Manchester
- H 8 Affordable Housing
- EN 1 Design Principles and Strategic Character Areas
- EN 4 Reducing CO2 Emissions by Enabling Low and Zero Carbon Development
- EN 8 Adaptation to Climate Change
- EN 9 Green Infrastructure
- EN 14 Flood Risk
- EN 15 Biodiversity and Geological Conservation
- EN 16 Air Quality
- EN 18 Contaminated Land and Ground Stability
- EN 19 Waste
- PA 1 Developer Contributions
- DM 1 Development Management

Policy Context

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

- Policy SP 1 Spatial Principles
- Policy H1 Overall Housing Provision
- Policy H8 Affordable Housing
- Policy T1 Sustainable Transport
- Policy EN4 Reducing CO2 Emissions by Enabling Low and Zero Carbon Development

Relevant policies within Places for Everyone are:

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

Material Considerations

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

- Guide to Development in Manchester Supplementary Planning Document 2007
- Providing for Housing Supplementary Planning Document 2008
- Planning Guidance Adopted April 2007
- Planning Practice Guidance (PPG) (2025)
- The National Planning Policy Framework (The Framework) (2024)
- Housing research papers – set out below.

A summary of the above listed relevant policies is included at **Appendix 3**.

Policy Context

Housing Evidence Papers

The Manchester Housing Need Assessment (2023) provides recent evidence on housing need across the City for the period 2022–2039, including recommended dwelling mixes by tenure for Manchester and its sub-areas.

The Manchester Housing Strategy 2022–2024 seeks to increase the supply of appropriate homes for households in Priority Bands 1–3, reducing time spent on the Housing Register. It also confirms that the Council will work with delivery partners to ensure new affordable homes are matched to identified need.

The Strategy also encourages right-sizing across all tenures to release family housing. This includes increasing the supply of homes attractive to older residents who currently under-occupy larger properties, ensuring suitable homes are available when they are ready to move.

The more recent Places for Everyone Joint Development Plan Document (2024) is also silent on a prescribed housing mix. However, Policy JP-H3 requires residential development to provide an appropriate mix of dwelling types and sizes, reflecting local plan policy, masterplans, guidance and relevant local evidence.

The Development Plan does not prescribe a specific housing mix for the Site. However, pre-application feedback from local councillors and Manchester City Council officers indicated a preferred mix of approximately two-thirds 2-bedroom homes and one-third 1-bedroom homes.

During pre-application discussions it was stated that, for social and affordable rented homes in Manchester, the recommended overall dwelling mix is:

- 1 Bedroom 10-15%
- 2 Bedroom 40-45%
- 3 Bedroom 35-40%
- 4 Bedroom 5- 10%

Policy Context

Strategic Housing Demand Data

- Key takeaway points from analysis of housing demand data relating specifically to Miles Platting has been summarised below: The amount of social rented accommodation has decreased, with private rented accommodation increasing. The development therefore provides an opportunity to increase the amount of social rented accommodation in Miles Platting.
- 47% of social rented households in Miles Platting & Newton Heath are underoccupied – illustrating an opportunity for 1 & 2 bedroom accommodation in the area for rightsizing.
- Miles Platting & Newton Heath has the second highest level of underoccupancy in social rented tenures across the whole City with significant numbers of these residents over 65.
- Overcrowding is the main reason for householders being assigned priority bands 1-3 showing need for larger family housing – however the largest need for Band 1 is UOC Downsizing. This demonstrates a need for smaller properties to free up existing family housing whilst meeting existing needs.

It is clear from the data provided by MCC that there is an opportunity to provide 1 bed accommodation to facilitate rightsizing and freeing up existing housing stock.

Policy Context

Manchester Move

Manchester Move advertises ready-to-rent homes including social housing, private renting, home ownership and mutual exchanges. It provides a platform for registering bids and making offers on social housing within Manchester. Manchester Move provides information regarding demand and prospects. It states that there is an extremely high demand for social housing in Manchester with over 20,000 live applications on the Manchester Housing Register.

Table 2 illustrates that as of April 2026, the greatest bedroom need for households on the Manchester Housing Register is for 1 bed properties, accounting for 9230 households or 45% of total households. The greatest need for Band 1 households, with the highest priority, was for 1-bedroom properties.

Bedroom Need	Band 1	Band 2	Band 3	Band 4	Band 5	Total
1	655	2864	303	5221	187	9230
2	184	3276	61	2249	22	5792
3	35	1879	971	1106	16	4007
4	121	850	265	129	6	1371
5	34	178	8	10		230
6	12	11		2	1	26
7	3	2		2		7
Total	**1044**	**9060**	**1608**	**8719**	**232**	**20663**

Table 2. Manchester Move Demand Statistics as of April 2026

Policy Context

Key Considerations

Examination of the Site characteristics, the Development Plan and material considerations has identified that housing mix, taking into account published need; design; parking and highways considerations; and the protection of residential amenity are the key matters to be assessed by this Statement in demonstrating the acceptability of the proposals in planning terms.

07 Assessment



Assessment

Principle of Development

Within the adopted Manchester Core Strategy (2012) the Site is designated as part of East Manchester, which is covered by Policies EC5 and H4 'East Manchester'. Policy EC5 relates to employment land and is not relevant to this application.

Policy H4 states that over the lifetime of the Core Strategy (2012-2027) East Manchester will accommodate 30% of new residential development for the City. Priority will be given to family housing and other high value, quality development where this can be sustained. High density housing will be permitted within the parts of East Manchester that fall within the Regional Centre which are adjacent to the City Centre, which does not include Miles Platting. More detail on the proposed mix of homes is provided later in this chapter.

The Site also falls under Policy SP 1 'Spatial Principles' being in an Inner Area of Manchester. The policy states that the majority of residential development will be in Inner Areas, including East Manchester. 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. It goes on to state that developments in all parts of the City should reuse previously developed land wherever possible.

The Site has no other specific allocation. It is by virtue of its inclusion within the urban area in East Manchester that the principle of new residential development to meet the Council's housing requirements over the lifetime of the Development Plan is deemed acceptable, consistent with Paragraph 125 of the National Planning Policy Framework which supports the efficient use of land, including previously developed land, in sustainable locations.

Housing Mix

The proposed housing mix has been developed in response to feedback from local Councillors and Manchester City Council officers. This has resulted in an increased provision of 2, 3 and 4-bedroom dwellings, to better meet the identified need for family housing, alongside a balanced proportion of 1-bedroom homes to support downsizing and right-sizing within the local community. The inclusion of 1-bedroom accommodation is considered appropriate in this context, responding to evidenced demand and forming a necessary component of delivering a viable and policy-compliant scheme.

Recent local housing demand data is clear that there is a need for 1-bedroom social rented accommodation in Miles Platting. This is largely due to a high proportion of over 55s / 65s under-occupying larger housing stock, which has contributed to pressures on available family housing and instances of overcrowding. This position is further reinforced by Jigsaw Homes North's operational experience in the local market, which indicates that 1-bedroom properties attract a higher number of applications than 2-bedroom units and typically experience longer tenancy durations. This demonstrates sustained and resilient demand for smaller units, particularly from single person households and those seeking to downsize. Whilst this contrasts with Manchester City Council's published preference for a greater proportion of 2-bedroom accommodation, the Applicant's up-to-date lettings evidence provides a robust, locally specific basis for the inclusion of a higher proportion of 1-bedroom homes within the proposed development.

Assessment

The proposed development comprises a total of 154 dwellings and provides a balanced mix of unit sizes, reflecting both identified local need and the Applicant's lettings evidence. The scheme includes a mix of 1, 2, 3 and 4-bedroom homes delivered across a combination of apartments and houses.

The detailed housing mix is as follows:

- 1-bedroom dwellings: 33.8% (52 units)
- 2-bedroom dwellings: 54.5% (84 units)
- 3-bedroom dwellings: 7.8% (12 units)
- 4-bedroom dwellings: 3.9% (6 units)

The proposed development comprises a mix of apartments and houses, with approximately 124 units (approx. 81%) delivered as apartments and 30 units (approx. 19%) as houses, providing a balanced offer that reflects identified local need and supports higher density development in a sustainable urban location.

This distribution demonstrates a clear emphasis on smaller units, with approximately 88% of the development comprising 1 and 2-bedroom homes, directly responding to the significant demand for smaller, more manageable accommodation within Miles Platting.

The proportion of 1-bedroom homes supports the Council's objective to facilitate downsizing and right-sizing, particularly for older households who are currently under-occupying larger homes. This in turn enables the release of existing family housing stock back into the market, in accordance with Core Strategy Policies H1 and H4 and Places for Everyone Policy JP H3.

At the same time, the scheme retains an appropriate provision of 2, 3 and 4-bedroom dwellings to ensure a balanced and sustainable community, in accordance with Core Strategy Policies H1 and H4 and PfE Policy JP-H3, which seek a mix of housing types and sizes to meet a range of needs.

Overall, the proposed housing mix has been carefully designed to:

- Respond to locally evidenced housing demand, including Manchester Housing Register data;
- Support regeneration objectives in East Manchester;
- Provide opportunities for mobility within the housing market; and
- Deliver a policy-compliant and sustainable residential community.

The redevelopment of Miles Platting provides an opportunity to increase the level of social rented housing stock to meet the specific needs of households on the Manchester Housing Register. Through the provision of a larger quantum of 1-bedroom properties, the Council will be able to undertake rightsizing exercises to relocate older households who are occupying existing family housing.

The proposed housing mix reflects local demand, providing a quality range of housing to meet local needs and resolve existing overcrowding and underoccupancy issues. The proposal complies with Policies H1.2, H4 and JP-H3.

Assessment

Affordable Housing Provision

Core Strategy Policy H 8 'Affordable Housing' has been partially replaced by PfE Policy JP-H2 'Affordability of New Housing'. Policy H8 states that on developments where 15 or more units are proposed, affordable housing or an equivalent financial contribution will be sought. The policy states that developers are expected to use a 20% target as a starting point for calculating affordable housing provision.

The Provision for Housing Choice – Supplementary Planning Document and Planning Guidance (2008) suggest a City-wide affordable housing target in the range of 30%, based on the Housing Needs Assessment (2007), however it is considered that this document is superseded by the Core Strategy given the dates of adoption.

Core Strategy Policy H8 previously advised that 5% of new housing should be social or affordable rented, and 15% intermediate housing, delivering affordable home ownership options. This sentence has been replaced by Policy PfE Policy JP-H2 which does not set a prescribed mix of affordable housing tenure. The policy seeks to maximise the delivery of additional affordable homes by supporting provision of affordable housing as part of new developments and ensuring that a diverse mix of values and tenures come forwards to meet the needs and aspirations of households.

The application will provide 154 no. affordable dwellings, equating to a 100% provision. The proposal will exceed the targets set out within Policy H8 and the Housing Choice SPD and this is a benefit of the proposal which should be given significant weight when determining the application.

The affordable housing offer comprises a mix of tenures designed to meet a range of housing needs and support sustainable communities:

- 117 dwellings (75%) – Social Rent
- 37 dwellings (25%) – Rent to Buy

Social rented homes will be let at below-market rents in accordance with Government guidelines and are targeted at households in housing need. Rent to Buy homes will provide an intermediate tenure option, enabling households to access discounted rent whilst saving towards home ownership.

This tenure split has been informed by ongoing engagement with Manchester City Council and reflects both local priorities and the need to provide a range of affordable pathways, supporting both those in greatest housing need and those seeking to progress into home ownership. Full details of the tenure strategy and supporting evidence are set out within the Affordable Housing Statement prepared by Jigsaw Homes North, submitted in support of this application.

The proposal complies with Core Strategy Policy H8, Places for Everyone Policy JP-H2 and the Providing for Housing Choice SPD.

Assessment

Design

Core Strategy Policy DM1 requires development to respond positively to siting, layout, scale, form, massing, materials and detailing. Policy SP1 further requires proposals to create neighbourhoods of choice through high-quality design that enhances local character, supports health and wellbeing, and protects the built and natural environment, while promoting sustainable use of resources and brownfield land.

Policy EN1 expects all development to follow the principles of good urban design. The site lies within the Central Arc Character Area, where large-scale regeneration and innovative design approaches are encouraged.

The DAS confirms the proposals deliver a cohesive residential masterplan integrating urban, architectural and landscape design. Development is arranged across three parcels with a clear street hierarchy, perimeter blocks and active frontages to create legible, well-overlooked streets and spaces. A strong emphasis is placed on natural surveillance, including own-front-door apartments at ground level to maintain activity and animation.

The scheme provides a mix of building types ranging from 2-storey houses to 4-storey apartment blocks, with heights stepping appropriately in response to surrounding context and key frontages. Architectural design draws on the area's industrial heritage, incorporating durable materials such as brick and slate with detailed features (e.g. deep window reveals and bays) to create a coherent identity with variation and visual interest.

The layout and form align with the Guide to Development in Manchester SPD, achieving a unified and well-connected development that responds to its surroundings. Building heights are appropriate to the site's context and ensure a sensitive relationship with neighbouring development.

In accordance with PfE Policy JP-H3, all dwellings are designed to NDSS and accessibility standards, with 100% meeting M4(2) and 5% meeting M4(3).

The scheme delivers a density of approximately 81 dwellings per hectare, representing an efficient and appropriate use of a sustainable brownfield site, consistent with PfE Policy JP-H4.

Overall, the proposals represent a high-quality, design-led development that creates a distinctive, sustainable and well-integrated place in accordance with Development Plan policy.

Residential Amenity

The proposed development has been designed to provide a high standard of residential amenity for both existing and future occupiers, in accordance with Core Strategy Policy DM1.

The layout ensures appropriate separation distances, outlook and access to daylight. Across the scheme, back-to-back separation distances of typically 20–21 metres are achieved between opposing elevations, ensuring acceptable levels of privacy and outlook. Where this distance is reduced in more constrained parts of the site, such as along internal streets and within apartment blocks, this is mitigated through careful orientation of windows, the use of single-aspect units and oblique window relationships to prevent direct overlooking.

In particular, on the eastern parcel, where the development interfaces most closely with existing residential properties, a number of single-aspect homes are incorporated as an innovative design response. This approach allows the scheme to maintain an efficient layout whilst safeguarding privacy and amenity for existing occupiers by avoiding direct rear-to-rear relationships.

Assessment

Building heights and massing have been carefully arranged to avoid unacceptable overshadowing or overbearing impacts, with lower scale development located adjacent to existing housing and taller elements positioned closer to Oldham Road. The scheme has also been designed to maximise natural light to habitable rooms, supported by appropriate spacing, orientation and site layout. Shadow path analysis is provided within the DAS to demonstrate the acceptability of the proposals in this regard

The homes benefit from a combination of private amenity space (including gardens and terraces) and well-designed communal areas, contributing to a high-quality living environment. Landscaping and boundary treatments are also used to reinforce privacy and create defensible space.

The submitted Noise Impact Assessment confirms that acceptable internal and external noise levels can be achieved, subject to mitigation, ensuring a suitable level of comfort for future residents.

Overall, the development will deliver a high standard of residential amenity, while safeguarding the amenity of surrounding occupiers, in accordance with Core Strategy Policy DM1.

08 Technical

Technical

Highway Impact

Core Strategy Policy CC5 'Transport' states that proposals will be supported that improve pedestrian safety, improve air quality and increase the scope for accessible public realm improvements. The Council will seek to ensure that development includes adequate parking provision for cars and bicycles. This should be based on the parking standards described in Appendix B of the Core Strategy.

Policy T1 'Sustainable Transport' states that development proposals which improve choice by developing alternatives to the car will be supported. Proposals that improve the pedestrian environment and pedestrian routes will also be supported.

PfE Policy JP C8 'Transport Requirements of New Development' requires new development to be located and designed to enable and encourage walking, cycling and public transport use, to reduce the negative effects of car dependency, and help deliver high quality, attractive, liveable and sustainable environments. This will be achieved by ensuring that the layout, design and landscaping of development prioritises safe, secure and attractive access to local services and facilities for pedestrians, cyclists and people with disabilities, making adequate car parking provision, incorporating sufficient secure and covered cycle parking, and promoting alternatives to car ownership including the provision of ULEV charging infrastructure.

The Site is served by access points from Collyhurst Street and Rosewell Avenue, which provide direct connections to the local highway network and the A62 Oldham Road corridor, a key arterial route. The proposed access arrangements, including new priority junctions serving each parcel of development, have been subject to detailed assessment within the submitted Transport Assessment, and confirmed to operate safely and effectively.

The internal layout incorporates a clear hierarchy of streets designed to prioritise pedestrian and cycle movement whilst accommodating vehicle access in a safe and efficient manner. A Stage 1 Road Safety Audit has been undertaken and confirms that the proposed highway arrangements are acceptable from a safety perspective.

The Site is located in a highly sustainable and accessible location, with frequent bus services along Oldham Road and convenient access to the Monsall Metrolink stop (approximately 800m from the site), alongside strong walking and cycling connections to Manchester City Centre and surrounding neighbourhoods. This reduces reliance on the private car and supports sustainable travel choices, consistent with Policy T1 and JP C8.

Car parking is provided in a combination of on-plot and on-street arrangements, integrated into the layout to avoid large parking courts and maintain active frontages. The proposed development delivers 97 residential car parking spaces, representing full provision for houses and reduced provision for apartments, in line with local car ownership patterns and agreed with the Council.

Cycle parking is provided in accordance with policy requirements, including secure in-plot storage for houses and over one cycle space per apartment, supporting active travel. Electric Vehicle (EV) charging infrastructure will be incorporated across the development in accordance with Building Regulations, with active and passive provision to ensure future adaptability.

Accessible parking spaces for disabled users will be provided in accordance with policy requirements, located close to entrances and designed to appropriate standards, including within apartment parking areas.

Technical

The submitted Transport Assessment demonstrates that the development would generate modest levels of traffic, with increases of approximately 1–7% at local junctions, and confirms that the surrounding highway network would continue to operate well within capacity. Accordingly, there would be no severe residual cumulative impacts on the road network, consistent with the requirements of the NPPF.

Overall, the proposals comply with Core Strategy Policies CC5 and T1 and PfE Policy JP C8, delivering a safe, accessible and well-connected residential environment without giving rise to unacceptable impacts on the local highway network.

Noise

Core Strategy Policy DM 1 'Development Management' states that all development should have regard noise, both generation and sensitivity to noise.

NPPF Paragraph 198 states that decisions should ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life.

A Noise Impact Assessment (NIA) has been undertaken to assess the effects of road and rail noise on the proposed development and is also submitted in support of this application. The assessment identifies that the dominant noise source across the site is road traffic associated with Oldham Road, Collyhurst Road and Varley Street.

The submitted Noise Impact Assessment confirms that, subject to appropriate mitigation, the proposed development is capable of achieving acceptable internal and external noise levels in accordance with BS 8233. Mitigation measures include the use of enhanced glazing to specific façades exposed to the principal road network, comprising the western elevations of Site 2A; the northern and western elevations of Site 2B; the northern elevations of Site 2C; and the eastern, south-eastern and south-western elevations of Site 2G.

Technical

These façades are those closest to Oldham Road and Varley Street and therefore experience the highest levels of road traffic noise, whereas standard glazing is sufficient across the remainder of the development. Additional mitigation includes appropriate ventilation strategies and, where required, the use of sealed balustrades to balconies on elevations facing the main roads, ensuring acceptable external amenity conditions.

With these measures in place, the assessment concludes that no significant adverse noise impacts are predicted for future residents during either day or night-time periods, and a suitable standard of residential amenity can be achieved.

Crime Impact

Core Strategy Policy DM1 'Development Management' requires all development to have regard to community safety and crime prevention. PfE Policy JP P1 similarly requires development to be safe, including by designing out opportunities for crime and anti-social behaviour.

A Crime Impact Statement (CIS) has been prepared by Dobson Owens in support of the application. This identifies that the Site currently comprises areas of underused and undeveloped land, which can contribute to negative perceptions of safety and provide opportunities for anti-social behaviour.

The proposed development introduces new homes that face public streets and open space to increase natural surveillance and provide a clear and legible environment. The layout has been designed to maximise overlooking of streets, parking areas and open spaces, whilst defining clear public and private boundaries to discourage unauthorised access.

A number of design measures are incorporated to enhance security and reduce opportunities for crime. These include:

- Well distributed and uniform lighting across streets, entrances and pedestrian routes to remove dark or concealed areas;
- Clearly defined access points with controlled entry into apartment buildings, including secure door entry systems and managed communal areas;
- The use of defensible space, including private frontages and, where appropriate, boundary treatments such as gates and landscaping to reinforce ownership;
- The arrangement of homes to provide active frontages and natural surveillance over parking areas, streets and open space;

Technical

- The avoidance of poorly overlooked routes and the management or restriction of secondary pedestrian connections where these may create opportunities for crime.

The scheme has also been designed having regard to Secured by Design and Crime Prevention Through Environmental Design (CPTED) principles, including natural surveillance, access control, territorial reinforcement and ongoing management and maintenance.

Overall, the CIS concludes that the proposals will have a positive impact on community safety, replacing underutilised land with active uses and improving the perception of safety, whilst reducing opportunities for crime and anti-social behaviour.

Ecology and Biodiversity

Core Strategy Policy EN15 states that development should identify and deliver opportunities to enhance, restore or create biodiversity, including strengthening ecological networks where appropriate. PfE Policy JP-G8 further requires development to deliver a net enhancement of biodiversity and geodiversity.

An Ecological Assessment has been undertaken by Amenity Tree to inform the proposals. This confirms that the Site comprises predominantly low ecological value habitat, characterised by modified grassland, hardstanding and other urban features.

The proposed development has been designed alongside a comprehensive landscape strategy to maximise opportunities for on-site biodiversity enhancement. This includes new structural and ornamental tree planting, areas of public open space, and private and communal amenity space, all of which will contribute positively to urban greening and habitat provision. The landscape-led approach has been embedded through ongoing collaboration between the project team.

A Biodiversity Net Gain (BNG) Assessment has been prepared in support of the application in accordance with the statutory framework set out in Schedule 7A of the Town and Country Planning Act 1990 (as inserted by the Environment Act 2021).

The assessment confirms that, whilst the scheme delivers meaningful on-site habitat creation and enhancement, the baseline ecological value of the Site limits the extent of measurable gains achievable within the red line boundary. As a result, the development will secure the required minimum 10% BNG through a combination of on-site enhancement measures and off-site biodiversity unit provision (or other agreed mechanism), in line with legislative requirements.

Technical

Subject to the delivery and maintenance of these measures, secured through an appropriate Biodiversity Gain Plan condition, the proposals will achieve compliance with PfE Policy JP-G8 and the statutory BNG regime.

Overall, the development represents a clear and policy-compliant approach to biodiversity enhancement, transforming a site of limited ecological value into a greener, more biodiverse and ecologically functional urban environment.

Flood Risk and Drainage

Core Strategy Policy EN 14 'Flood Risk' directs development away from sites at the greater risk of flooding, towards sites with little or no risk of flooding.

PfE Policy JP-S4 'Flood Risk and the Water Environment' states that development should be located and designed to minimise the impacts of current and future flood risk, including retrofitting or relocating existing developments, infrastructure and places to increase resilience to flooding.

The Site is located within Flood Zone 1 (Low Risk), indicating a low probability of flooding from fluvial and tidal sources.

Existing drainage information indicates the presence of surface water and combined sewer networks across the Site, together with a culverted watercourse on the land parcel to the north of Oldham Road.

A detailed Flood Risk Assessment and Drainage Strategy accompanies the application to demonstrate that the development can be delivered without increasing risk of flooding.

The proposed scheme will incorporate sustainable drainage measures (SuDS), designed to control surface water runoff and, where feasible, achieve greenfield or betterment runoff rates, in accordance with policy requirements.

Overall, the development is considered appropriate in flood risk terms and compliant with Core Strategy Policy EN14 and PfE Policy JP-S4, subject to detailed design.

Technical

Contaminated Land

Core Strategy Policy EN18 'Ground Contamination and Land Stability' states that any proposal for development on contaminated land must include a health risk assessment. All new development within former mining areas shall undertake an assessment of any associated risk to the proposed development and, if necessary, incorporate appropriate mitigation measures to address them.

PfE Policy JP-S4: Flood Risk and the Water Environment states that the remediation of contaminated land will be secured, and developments shall be carefully designed to minimise the potential for urban diffuse pollution to affect the water environment.

A Phase I Preliminary Risk Assessment and Phase II Ground Investigation have been undertaken to assess potential ground contamination risks associated with the Site.

The Phase I Assessment identifies a moderate potential for contamination, reflecting the Site's historical use and surrounding industrial activities, with made ground expected across much of the Site.

Subsequent intrusive investigations confirm the presence of made ground containing contaminants typically associated with urban redevelopment sites, including metals, hydrocarbons and limited asbestos occurrences.

The Phase II Assessment identifies elevated concentrations of certain contaminants which require remediation to ensure the site is suitable for residential use. A strategy involving targeted removal of impacted soils and the provision of clean cover systems (e.g. garden capping layers and hardstanding) has been recommended.

Risks to controlled waters are not considered significant, and ground gas monitoring indicates a very low gas risk classification, with no specific mitigation measures required in this respect.

Overall, subject to the implementation of a Phase III Remediation Strategy and validation, the Site can be made suitable for its proposed residential use in accordance with the NPPF and relevant policy.

Technical

Coal Mining

EN19 ensures development is safe and suitable, requiring risks from contamination or unstable land (including mining legacy) to be properly assessed and mitigated.

A Coal Mining Risk Assessment (CMRA) and supporting site investigations have been undertaken to assess risks associated with historical mining activity.

The Site is located within a coal mining area, with records indicating historic underground workings, probable shallow workings and mine entries in the vicinity.

Intrusive investigations, including boreholes and targeted mine entry investigations, have been carried out across the site. These confirmed that:

- No previously unmapped mine shafts or voids were encountered during site investigations;
- No evidence of shallow workings or instability was identified; and
- Ground gas monitoring recorded no elevated gas levels, indicating no significant risk to future occupiers.

On this basis, the assessment concludes that no remediation measures are required in relation to coal mining legacy, and the site can be considered suitable for the proposed development from a ground stability perspective.

Overall, the proposals demonstrate compliance with Paragraph 189 of the National Planning Policy Framework and Core Strategy Policy EN19, confirming that the site is suitable for the proposed use and can be safely developed without unacceptable risk from land instability associated with historical coal mining activity.

Lighting

Core Strategy Policy DM 1 'Development Management' requires developments to have regard to effects on amenity, including light. A suitable lighting scheme has been designed that will provide illumination to ensure the public realm is safe whilst not causing harm to existing or proposed residential amenity due to light spill.

Lighting will comprise a mix of street lighting columns, wall-mounted fittings and bollards, with existing lighting retained where appropriate. Controls will include photocells and time clocks, ensuring lighting operates only when required.

The design follows BS 12464-2 and CIBSE guidance, with luminaires positioned to minimise light spill and glare, including no upward light component in line with dark sky principles.

Overall, the proposals are considered to comply with Core Strategy Policy DM1 by ensuring that lighting is carefully designed and controlled to protect residential amenity whilst providing a safe and functional environment.

Technical

Energy Sustainability

Core Strategy Policy EN 4 'Reducing CO2 Emissions by Enabling Low and Zero Carbon Development' requires all development to follow the principle of the Energy Hierarchy, being designed to reduce the need for energy through design features that provide passive heating, natural lighting and cooling, through energy efficient measures such as high performing insulation and glazing and the use of low or zero carbon energy generating technologies. Places for Everyone Policy JP-S2 'Carbon and Energy' requires any development to be net zero (applicable to regulated operational carbon emissions), unless it can be demonstrated to not be practicable or financially viable.

Developments are required to set out how energy statements have been achieved in accordance with the energy hierarchy, consistent with the 2022 Part L Building Regulations, incorporating adequate electric vehicle charging points in line with Part S of the Building Regulations, and achieve energy demand reductions with the delivery of on-site renewable energy regeneration.

The proposed development adopts a robust energy hierarchy approach in accordance with Core Strategy Policy EN4 and Places for Everyone Policy JP S2, prioritising a 'fabric first' strategy to minimise energy demand through enhanced insulation, airtightness and high-performance building fabric. This is supported by efficient building systems, including MVHR and low-energy lighting, alongside the use of low carbon technologies such as air source heat pumps for domestic hot water and roof-mounted solar PV (subject to detailed design).

Less suitable technologies, including wind turbines, biomass boilers and Combined Heat Pumps, have been discounted due to site constraints, with the chosen strategy representing the most appropriate and deliverable solution. The scheme is designed to meet Part L 2021 requirements, achieve a minimum EPC B rating (targeting EPC A where feasible), and deliver reduced carbon emissions and lower energy costs for future residents.

Technical

Air Quality

Core Strategy Policy EN16 'Air Quality' requires that development minimises and mitigates emissions from traffic and from the use of the development itself, with particular regard to cumulative effects and impacts within Air Quality Management Areas (AQMAs). PfE Policy JP S5 similarly requires that development is appropriately assessed, located and designed to minimise impacts on air quality and exposure to pollution, particularly for sensitive users.

An Air Quality Assessment has been undertaken in support of the application. The site is partially located within an identified AQMA, and therefore careful consideration has been given to both the potential generation of emissions and the exposure of future residents.

During the construction phase, there is potential for dust emissions associated with earthworks, construction activities and vehicle movements. However, the assessment identifies that these effects can be effectively mitigated through the implementation of standard best practice measures, including dust suppression, site management and monitoring, with residual impacts assessed as not significant. Such measures are specified within the draft Construction Environmental Management Plan also submitted in support of the application.

During the operational phase, the assessment confirms that traffic generated by the development would result in negligible changes to local air pollutant concentrations. Detailed dispersion modelling demonstrates that predicted concentrations of nitrogen dioxide (NO_2), PM_{10} and $PM_{2.5}$ remain well below the relevant air quality objectives at all sensitive receptors.

The scheme also incorporates measures to support good air quality outcomes and align with policy requirements, including:

- A location within an accessible urban area that promotes sustainable travel choices;
- Provision of electric vehicle charging infrastructure to encourage low-emission transport;
- Provision of cycle storage to support active travel modes;
- Site layout and design which avoids placing sensitive receptors in areas of highest pollution exposure.

Furthermore, modelling demonstrates that future residents will not be exposed to pollutant concentrations exceeding national objectives, confirming the suitability of the site for residential use.

Overall, the assessment concludes that the development will not give rise to significant adverse impacts on air quality, and that the proposals are compliant with local and regional policy requirements. Air quality is therefore not a constraint to the development.

Technical

Heritage

The Application Site lies within the setting of the Grade II listed Corpus Christi Basilica on Varley Street, designated for its special architectural and historic interest as an early 20th century Italian Romanesque church.

Paragraphs 205–209 of the National Planning Policy Framework (NPPF) require that great weight is given to the conservation of designated heritage assets, including their setting, and that harm should be avoided or clearly justified. Core Strategy Policy EN3 (Heritage) similarly seeks to ensure that development preserves or enhances the significance of heritage assets and their settings.

The Site currently comprises vacant, low quality previously developed land characterised by grass and scrub. As such, it makes a neutral contribution to the significance and setting of the listed church, offering limited visual or historic value and detracting from the coherence of the surrounding townscape.

Historically, the church was constructed within a tight-knit urban grain of dense terraced development, reflecting the character of Miles Platting in the early 20th century. The later clearance of surrounding housing, associated with mid-20th century slum clearance programmes, created an artificially open setting that does not reflect the church's historic context. The current openness of the Site is therefore not of heritage value in itself.

The proposed development will introduce a high-quality residential scheme that reinstates a coherent built form and urban grain more reflective of the church's historic setting. This will be achieved through perimeter block development, active frontages and a defined street structure, which better frames views of the Basilica and reinstates its relationship with surrounding development.

Importantly, the scale, massing and layout of the proposals have been carefully designed to ensure that the Corpus Christi Basilica remains the dominant and prominent feature within the local townscape. The church's substantial scale, architectural detailing and landmark presence means that its significance will continue to be clearly visible within the wider setting.

Overall, the proposed development will result in a neutral effect on the significance of the Grade II listed building. It will neither harm nor diminish the asset's setting, and in some respects will better reflect its historic urban context.

The proposals are therefore consistent with the NPPF and Core Strategy Policy EN3, which seek to conserve heritage assets in a manner appropriate to their significance.

Technical

Broadband Connectivity

The Council's Validation Checklist (Revised January 2020) requires all new build residential developments to incorporate measures to facilitate digital connectivity. The Building etc. (Amendment) (England) (No. 2) Regulations 2022 came into force on 26 December 2022. Approved Document R Volume 1: Physical infrastructure and network connection for new dwellings (2022 edition) applies to the erection of new dwellings. These regulations introduce gigabit broadband infrastructure and connectivity requirements for the construction of new homes in England.

A Broadband Connectivity Assessment has been undertaken which confirms that the site is well served by existing telecommunications infrastructure, with fibre networks from providers including BT Openreach and Virgin Media located adjacent to and within the site. The development will be designed to provide full fibre (gigabit-capable) connectivity to all dwellings in accordance with Approved Document R (2022) and relevant planning policy, ensuring high-speed, reliable digital infrastructure that is future-proofed and available to occupiers on first occupation.

Television and Radio Reception Impact

The Council's Validation Checklist (Revised January 2020) requires developments of over four storeys to provide a Television Reception report to understand possible interference created by the proposed development on TV and radio reception within the area.

A Television and Radio Reception Impact Assessment has been carried out in accordance with Manchester City Council requirements. The assessment concludes that, given the strong existing signal coverage and the nature of digital broadcast technologies, the proposed development is unlikely to result in any adverse impacts on terrestrial television (Freeview), satellite television (Freesat/Sky) or radio reception. As no significant effects are predicted, no mitigation measures are required.

09 Planning Balance



Planning Balance

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications are determined in accordance with the Development Plan unless material considerations indicate otherwise.

In this instance, the proposed development accords with the relevant Development Plan policies and there are no material considerations that would justify refusal..

The scheme delivers a range of significant and weighty planning benefits, including:

- The provision of 154 dwellings as 100% affordable housing, significantly exceeding policy requirements;
- A housing mix focused on 1 and 2-bedroom homes, addressing identified local need and enabling rightsizing, alongside the delivery of family housing in a priority area;
- The effective reuse of previously developed land at a sustainable in a sustainable and accessible location;
- A high-quality scheme that accords with policy requirements relating to design, amenity, highways, ecology and flood risk; and
- A positive contribution to the ongoing regeneration of Miles Platting.

In addition, the proposals deliver wider economic, social and environmental benefits, including:

- Efficient use of land and delivery of sustainable development in accordance with national policy;
- An energy-efficient scheme targeting EPC A ratings, supporting reduced energy consumption and lower household bills;
- Increased Council Tax revenues (circa £240,000–£270,000 per annum) and wider economic contributions, including construction-phase investment and ongoing local expenditure;
- Job creation during construction and support for local supply chains; and
- Environmental enhancements, including new landscaping, tree planting and biodiversity improvements.

These benefits are material and attract substantial weight in the planning balance.

Any potential impacts arising from the development have been robustly assessed and can be appropriately mitigated through design measures and planning conditions. The scheme will also deliver a clear net environmental and social gain through regeneration of a vacant site, enhanced public realm and biodiversity improvements.

Overall, the proposals represent sustainable development in accordance with the Development Plan and the National Planning Policy Framework. The substantial benefits of the scheme clearly outweigh any limited adverse effects.

Planning permission should therefore be granted.

10 Conclusion



Conclusion

This Planning Statement has demonstrated that the proposed development represents a policy-compliant and sustainable form of development that will deliver significant social, economic and environmental benefits.

The scheme will provide 154 high-quality, 100% affordable homes, making a meaningful contribution towards addressing acute housing need within Manchester. The proposed housing mix, design, and tenure have been carefully considered to support a balanced and inclusive community, while responding directly to identified local demand.

Technical assessments confirm that the development is acceptable in respect of residential amenity, highways, ecology, flood risk, ground conditions and coal mining legacy, with any identified impacts capable of being appropriately mitigated through design measures and standard planning conditions.

The proposals will also secure the effective reuse of previously developed land, deliver environmental improvements, and support the ongoing regeneration of Miles Platting.

Taken as a whole, the development accords with the Development Plan and national policy, and there are no material considerations that outweigh the clear benefits of the scheme.

In conclusion, the proposal accords with the Development Plan and all material considerations and residential development is entirely appropriate in this location.

Appendix 1 Submission of Documents and Plans

Appendix 1

Application Submission Documents

Application Form

Ownership Certificate

Title	Reference	Revision	Author
Plans / Drawings			
Location Plan	1355-Site-100		DK Architects
Existing Site Plan	1355-Site-101		DK Architects
Proposed Site Plan	1355-Site-102		DK Architects
Boundary Treatments	1355-Site-103		DK Architects
Waste and Servicing Plan	1355-Site-104		DK Architects
Phasing Plan	1355-Site-105		DK Architects
Block Location References	1355-Site-106		DK Architects
General Arrangement Plan	439-LYR-XX-ZZ-DWG-L-1004		Layer Studio
General Arrangement Plan	439-LYR-XX-ZZ-DWG-L-1005		Layer Studio
Proposed Floor Plans - House D1	1355 House Block-D1-101		DK Architects

Appendix 1

Title	Reference	Revision	Author
Proposed Elevations Sheet 1/2 - House D1	1355 House Block-D1-201		DK Architects
Proposed Elevations Sheet 2/2 - House D1	1355 House Block-D1-202		DK Architects
Proposed Floor Plans - House D2	1355 House Block-D2-101		DK Architects
Proposed Elevations Sheet 1/2 - House D2	1355 House Block-D2-201		DK Architects
Proposed Elevations Sheet 2/2 - House D1	1355 House Block-D2-202		DK Architects
Proposed Floor Plans - House D3	1355 House Block-D3-101		DK Architects
Proposed Elevations Sheet 1/2 - House D3	1355 House Block-D3-201		DK Architects
Proposed Elevations Sheet 2/2 - House D3	1355 House Block-D3-202		DK Architects
Proposed GF Plan - Block 2A	1355 Block-2A-101		DK Architects
Proposed FF Plan - Block 2A	1355 Block-2A-102		DK Architects
Proposed SF Plan - Block 2A	1355 Block-2A-103		DK Architects
Proposed TT Plan - Block 2A	1355 Block-2A-104		DK Architects
Proposed Roof Plan - Block 2A	1355 Block-2A-105		DK Architects

Appendix 1

Title	Reference	Revision	Author
Proposed Elevations Sheet 1/2 - Block 2A	1355 Block-2A-201		DK Architects
Proposed Elevations Sheet 2/2 - Block 2A	1355 Block-2A-202		DK Architects
Street Scenes - Sheet 1/3	1355-301		DK Architects
Street Scenes - Sheet 2/3	1355-302		DK Architects
Street Scenes - Sheet 3/3	1355-303		DK Architects
Ventilation Louvre Details	1355 401		DK Architects
Deep Reveal Detail	1355 402		DK Architects
Proposed GF Plan - Block 2B	1355 Block-2B-101		DK Architects
Proposed FF Plan - Block 2B	1355 Block-2B-102		DK Architects
Proposed SF Plan - Block 2B	1355 Block-2B-103		DK Architects
Proposed TF Plan - Block 2B	1355 Block-2B-104		DK Architects
Proposed Roof Plan - Block 2B	1355 Block-2B-105		DK Architects
Proposed Elevations - Sheet 1 Block 2B	1355 Block-2B-201		DK Architects

Appendix 1

Title	Reference	Revision	Author
Proposed Elevations - Sheet 2 Block 2B	1355 Block-2B-202		DK Architects
Proposed GF Plan - Block 2C	1355 Block-2C-101		DK Architects
Proposed FF Plan - Block 2C	1355 Block-2C-102		DK Architects
Proposed SF Plan - Block 2C	1355 Block-2C-103		DK Architects
Proposed Roof Plan - Block 2C	1355 Block-2C-104		DK Architects
Proposed Elevations - Block 2C	1355 Block-2C-201		DK Architects
Proposed GF Plan - Block 2G	Block-2G-101		DK Architects
Proposed FF Plan - Block 2G	Block-2G-102		DK Architects
Proposed SF Plan - Block 2G	Block-2G-103		DK Architects
Proposed TF Plan - Block 2G	Block-2G-104		DK Architects
Proposed Roof Plan - Block 2G	Block-2G-105		DK Architects
Proposed Elevations 1 of 4	Block-2G-201		DK Architects
Proposed Elevations 2 of 4	Block-2G-202		DK Architects

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Title	Reference	Revision	Author
Proposed Elevations 3 of 4	Block-2G-203		DK Architects
Proposed Elevations 4 of 4	Block-2G-204		DK Architects
Proposed Floor Plans Sheet 1/2 - House Block A	1355 House Block-A-101		DK Architects
Proposed Floor Plans Sheet 2/2 House Block A	1355 House Block-A-102		DK Architects
Proposed Elevations Sheet 1/2 House Block A	1355 House Block-A-201		DK Architects
Proposed Elevations Sheet 2/2 House Block A	1355 House Block-A-202		DK Architects
Proposed Ground Floor Plans House Block B1	1355 House Block-B1-101		DK Architects
Proposed FF Plans House Block B1	1355 House Block-B1-102		DK Architects
Proposed Roof Plans House Block B	1355 House Block-B1-103		DK Architects
Proposed Elevations Sheet 1/2 - House Block B1	1355 House Block-B1-201		DK Architects
Proposed Elevations Sheet 2/2 - House Block B1	1355 House Block-B1-202		DK Architects
Proposed Floor Plans - House Block B2	1355 House Block-B2-101		DK Architects
Proposed Elevations Sheet 1/2 - House Block B2	1355 House Block-B2-102		DK Architects

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Title	Reference	Revision	Author
Proposed Elevations Sheet 2/2 - House Block B2	1355 House Block-B2-201		DK Architects
Proposed GF Plans - House Block B3	1355 House Block-B3-101		DK Architects
Proposed First Floor Plans - House Block B3	1355 House Block-B3-102		DK Architects
Proposed Roof Plans House Block B3	1355 House Block-B3-103		DK Architects
Proposed Elevations Sheet 1/2 - House Block B3	1355 House Block-B3-201		DK Architects
Proposed Elevations Sheet 2/2 - House Block B3	1355 House Block-B3-202		DK Architects
Proposed Ground Floor Plans - House Block C1	1355 House Block-C1-101		DK Architects
Proposed First Floor Plans - House Block C1	1355 House Block-C1-102		DK Architects
Proposed Roof Plans - House Block C1	1355 House Block-C1-103		DK Architects
Proposed Elevations 1/2 - House Block C1	1355 House Block-C1-201		DK Architects
Proposed Elevations 2/2 - House Block C1	1355 House Block-C1-202		DK Architects
Proposed Elevations 1/2 - House Block C2	1355 House Block-C2-201		DK Architects
Proposed Elevations 2/2 - House Block C2	1355 House Block-C2-202		DK Architects

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Title	Reference	Revision	Author
Proposed Floor Plans - House Block C2	1355 House Block-C2-101		DK Architects
Elevations Sheet 1/2 - OFD A Block	1355 OFD-A-201		DK Architects
Elevations Sheet 2/2 - OFD A Block	1355 OFD-A-202		DK Architects
Plans Sheet 1/2 - OFD A Block	1355 OFD-A-101		DK Architects
Plans Sheet 2/2 - OFD A Block	1355 OFD-A-102		DK Architects
Plans Sheet 1/4 - OFD B Block	1355 OFD-B-101		DK Architects
Plans Sheet 2/4 - OFD B Block	1355 OFD-B-102		DK Architects
Plans Sheet 3/4 - OFD B Block	1355 OFD-B-103		DK Architects
Plans Sheet 4/4 - OFD B Block	1355 OFD-B-104		DK Architects
Elevations Sheet 1/2 - OFD B Block	1355 OFD-B-201		DK Architects
Elevations Sheet 2/2 - OFD B Block	1355 OFD-B-202		DK Architects
Plans Sheet 1/4 - OFD C Block	1355 OFD-C-101		DK Architects
Plans Sheet 2/4 - OFD C Block	1355 OFD-C-102		DK Architects

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Title	Reference	Revision	Author
Plans Sheet 3/4 - OFD C Block	1355 OFD-C-103		DK Architects
Plans Sheet 4/4 - OFD C Block	1355 OFD-C-104		DK Architects
Elevations Sheet 1/2 - OFD C Block	1355 OFD-C-201		DK Architects
Elevations Sheet 2/2 - OFD C Block	1355 OFD-C-202		DK Architects
Plans - OFD D Block	1355 OFD-D-101		DK Architects
Elevations Sheet 1/2 - OFD D Block	1355 OFD-D-201		DK Architects
Elevations Sheet 2/2 - OFD D Block	1355 OFD-D-202		DK Architects
Proposed S278 Works	34901-SUT-ZZ-XX-DR-C-6600	P01	Sutcliffe
Proposed S278 Works	34922-SUT-ZZ-XX-DR-C-6600	P01	Sutcliffe
Existing Drainage Layout	34922-SUT-ZZ-XX-DR-C-6100	P01	Sutcliffe
Landscape General Arrangement	439-LYR-XX-ZZ-DWG-L-1001	R4	Layer Studio
Illustrative Substation Sections	439-LYR-XX-ZZ-DWG-L-5002	R2	Layer Studio
Softworks	439-LYR-XX-ZZ-DWG-L-3001	4	Layer Studio

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Title	Reference	Revision	Author
General Arrangement CLEAN	439-LYR-XX-ZZ-DWG-L-1003		Layer Studio
Tree Planting Plan	439-LYR-XX-ZZ-DWG-L-3002	4	Layer Studio
Habitat Plan		V1	Amenity Tree
Extended Proposal	E224-Sk026		DK Architects
Proposed External Services Sheet 1 of 2	4624-SHA-XX-00-DR-E-8001-S2	P1	Steven Hunt
Proposed External Services Sheet 2 of 2	4624-SHA-XX-00-DR-E-8002-S2	P1	Steven Hunt
Refuse Storage Plan			
Documents			
Accommodation Schedule			Jigsaw Homes
Affordable Housing Statement			Jigsaw Homes
Air Quality Assessment	9155-2r2	V2	Redmore Environmental
BNG Metric			Amenity Tree
Bomb Search - Oldham Road	34901LG		Alpha Associates

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Title	Reference	Revision	Author
Bomb Search - Varley Street	34922LG		Alpha Associates
Broadband Connectivity Assessment		0.1	GTech Surveys Limited
Coal Mining Risk Assessment (CMRA)	34901-SUT-ZZ-00-RP-G-7602	P01	Sutcliffe
Construction Environmental Management Plan	2482		Eden Planning
Crime Impact Statement			Dobson Owens
Design and Access Statement			DK Architects
Drainage Strategy inc SUDs			Sutcliffes
Energy Statement		Rev A	TWC Consulting
Flood Risk Assessment			Sutcliffes
Framework Travel Plan	A25047		Astute
Ground Level Tree Investigation			Amenity Tree
Management and Maintenance Statement			Jigsaw Homes
Noise Assessment	51-736-R1-3	R1-3	e3p

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Title	Reference	Revision	Author
Parking Assessment			
Phase I Preliminary Risk Assessment	34901-SUT-ZZ-00-RP-G-7101	P02	Sutcliffe
Phase II Interpretative Ground Assessment	34901-SUT-ZZ-00-RP-G-7202	P02	Sutcliffe
Planning Statement	2484		Eden Planning
Preliminary Ecological Appraisal			Amenity Tree
Stage 1 Road Safety Audit			
Statement of Community Involvement			Placed
Sunlight Daylight Assessment			DK Architects
Television and Radio Reception		0.1	GTech Surveys Limited
Topographical Survey			Amenity Tree
Transport Assessment	A25047		Astute
Tree Survey and Constraints Report			Amenity Tree

Appendix 2 Planning History

Appendix 2

LPA Reference	Description of Development	Decision	Date
Phase 2 – Varley Street Site (This Application)			
099142/JO/2012/N1	Variation of condition no. 2 of planning approval reference 092657/VO/2010/N1 to allow for an interim parking arrangement with associated changes to lighting, landscaping and boundary treatments.	Approved	15 June 2012
097221/FO/2011/N1	Retention of the use of land as a site compound until July 2012(previously approved REF: 093260/VO/2010/N1).	Approved	18 October 2011
092657/VO/2010/N1	CITY COUNCIL DEVELOPMENT Creation of 114 space car park to serve future Miles Platting Community Hub Development including a new link road from Varley Street	Approved	20 May 2010
076079/JO/2005/N1	Application to vary condition 3 of 060606/FU/NORTH1/00 to permit hours of operation from 9.00am to 3.00am	Refuse	01 August 2005
062400/XO/NORTH1/01	Outline application for class B1 (business) use	Approved	29 August 2001
062652/OO/NORTH1/01	Erection of office units (Class B1 122,000 sq.ft (11,333 sq.m), each 2no. storeys with associated car parking.	Approved	16 June 2001
057697/FO/NORTH2/99	Erection of two storey offices and warehouse unit with associated storage yard, car park and access	Approved	5 June 2000
046842/OO/NORTH2/94	Erection of a retail foodstore	Approved	11 June 1995
F14609	Use of land as a car park	Approved	01 April 1981
F09863	Toilet extensions rear of licensed premises.	Approved	23 January 1978

Appendix 2

LPA Reference	Description of Development	Decision	Date
Phase 1 – The Former Apollo Pub			
CDN/26/0159	Discharge of Conditions 10 (Contaminated Land), 12 (Coal Activity), 20 (Surface Water Drainage) and 35 (HMMP) attached to Planning Permission 143295/FO/2025.	Spilt – Condition 10a and 35 discharged.	12 May 2026
143295/FO/2025	Erection of a part 3, part 4 storey building to provide 32 one and two bed apartments with associated parking, landscaping and cycle store	Approved	07 November 2025
141599/FO/2024	Demolition of an existing public house, the making good of the site and erection of security Fencing.	Approved	25 February 2025
089146/FO/2009/N1	Erection of a 4 storey building to accommodate a 34 bedroom nursing home (for Elderly Mentally Infirm patients only) with ancillary car parking and landscaping	Approved	02 June 2009
F01464	Details of a part single/part 2-storey building to form a public house with living accommodation over.	Approved	03 March 1975
F00577	Erection of a part single, part 2 storey building to form licensed premises with living accommodation.	Approved	03 July 1974

Appendix 3 Planning Policy Summary

Appendix 3

Policy	Summary
Unitary Development Plan (UDP)	
DC26 Development and Noise	This policy seeks to ensure that noise-sensitive developments are protected from excessive noise and that new developments, such as commercial uses, do not generate unacceptable levels of noise for surrounding uses.
DC7.1 New Housing Development	This policy sets out criteria for new housing developments to ensure they provide a satisfactory residential environment, with regard to layout, design, and amenity considerations.
Manchester City Council Core Strategy	
SP 1 Spatial Principles	Promotes sustainable, high-quality development that supports neighbourhoods, reduces inequalities, and improves the city's economic performance whilst protecting the built and natural environment. This scheme provides 100% affordable housing, supporting inclusive growth and local need. It is sustainably located and contributes to housing supply.
CC 3 Housing	Seeks a mix of housing types and tenures in the City Centre to support a diverse community. The proposal offers a mix of 1-bedroom and 2-bedroom units, helping to diversify the local housing stock and meet demand in an accessible location.
CC 9 Design and Heritage	Requires high-quality design in the City Centre that enhances character and identity.
H 1 Overall Housing Provision	Supports the delivery of a balanced housing offer, including affordable housing and housing for different needs. The developments delivery of 100% affordable housing contributes to identified local housing needs.
H 2 Strategic Housing Location	Identifies key areas across Manchester for significant new housing growth.

Appendix 3

Policy	Summary
H 4 East Manchester	Encourages housing developments that support regeneration objectives and provide a wider range of accommodation.
H 8 Affordable Housing	Requires new residential developments to contribute to affordable housing provision. The scheme exceeds expectations with its 100% affordable housing.
EN 1 Design and Principles and Strategic Character Areas	Promotes high-quality, inclusive, and sustainable design.
EN 4 Reducing CO2 Emissions by Enabling Low and Zero Carbon Development	This policy supports development that reduces carbon emissions through energy efficient design and the incorporation of low or zero carbon technologies.
EN 8 Adaptation to Climate Change	New developments must be adaptable to climate impacts and mitigate against them in terms of design.
EN 9 Green Infrastructure	Supports the incorporation of green spaces and infrastructure in developments.
EN14 Flood Risk	EN14 requires developments to be designed to avoid increasing flood risk, with appropriate surface water management and sustainable drainage solutions where necessary.
EN 15 Biodiversity and Geological Conservation	Development must protect and enhance biodiversity.
EN 16 Air Quality	Requires mitigation of negative impacts on air quality.
EN 18 Contaminated Land and Ground Stability	Development must address any land contamination risk that occur on the development site.
EN 19 Waste	Requires consideration of waste storage and collection in all developments. Waste and recycling facilities are integrated into the site layout and design.

Appendix 3

Policy	Summary
PA 1 Developer Contributions	Policy PA1 sets out the Council's approach to securing developer contributions to mitigate the impacts of development, including infrastructure, environmental improvements, and community benefits, where appropriate.
DM 1 Development Management	Sets out criteria for assessing design, accessibility, safety, and impact.
Places for Everyone	
JP-S1 Sustainable Development	Establishes the plan's commitment to sustainable development that balances economic, social, and environmental needs.
JP-S2 Carbon and Energy	Requires developments to reduce carbon emissions, maximises energy efficiency, and support the transition to net zero.
JP-S4 Flood Risk and the Water Environment	This policy seeks to manage flood risk and protect the water environment by ensuring new development incorporates sustainable drainage systems and does not increase flood risk on or off site.
JP-S6 Clean Air	Aims to improve air quality by promoting sustainable transport, reducing car dependency, and minimising pollutant emissions.
JP-H1 Scale, Distribution and Phasing of New Housing Development	Sets housing growth targets for districts and ensures phased delivery aligned with infrastructure and need.
JP-H2 Affordability of New Housing	Aims to boost affordable housing supply across Greater Manchester.
JP-H3 Type, Size and Design of New Housing	Promotes a balanced mix of housing types and sizes to meet population needs.
JP-H4 Density of New Housing	Encourages appropriate density in sustainable locations to optimise land use. The proposed apartment block makes efficient use of a brownfield site, delivering a higher-density scheme appropriate to its setting.

Appendix 3

Policy	Summary
JP-P1 Sustainable Places	Requires new development to be environmentally resilient, resource-efficient, and climate adaptive.
JP-C6 Walking and Cycling	JP-C6 promotes active travel by encouraging developments to prioritise walking and cycling through safe, accessible, and well-connected routes that support healthier and more sustainable communities.
JP-C8 Transport Requirements of New Developments	Requires developments to prioritise sustainable transport, accessibility, and integrating with existing networks.
Material Considerations	
Guide to Development in Manchester Supplementary Planning Document	A design focused SPD that sets out principles for high-quality, sustainable development across the city.
Providing for Housing Supplementary Planning Document	A Supplementary Planning Document that expands on the Core Strategy housing policies.
Planning Guidance	Supplements Manchester Core Strategy.
Planning Practice Guidance (PPG)	Gives detailed advice and clarification on how to apply policies set out in the NPPF.
The National Planning Policy Framework	Sets out the government's planning policies for England and how they should be applied. It provides a national framework for plan-making and decision-making.

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