

Application Number	Date of Appln	Committee Date	Ward
132708/FO/2022	17 Jan 2022	1 Sept 2022	Chorlton Ward

Proposal Erection of a part three, part four storey development to provide 29 (10 x one and 18 x two bed and 1 x studio) residential units with associated vehicular and cycle parking, refuse store and landscaping

Location Car Park to the Rear of Chorlton Irish Club, Cross Road, Manchester, M21 9DJ

Applicant Mr Jonathan Turner, Southway Housing Trust, 729 Princess Road, Manchester, M20 2LT

Agent Ms Lucy Furber, Icen Projects Limited, This Is The Space, 68 Quay Street, Manchester, M24 EW

Executive Summary

The proposal relates to the erection of a part three, part four storey development to provide 29 (10 x one and 18 x two bed and 1 x studio) residential units with associated vehicular and cycle parking, refuse store and landscaping.

The application site currently forms part of the existing Chorlton Irish Club car parking area to the south located within the Chorlton Ward, the opposite side of Cross Road lies within Chorlton Park Ward.

The proposals were subject to notification by way of 273 letters to nearby addresses, site notice posted at the site and advertisement in the Manchester Evening News. In response to the revised scheme objections were received from 21 residents at 16 separate addresses and three neutral comments were made.

Amongst other matters that are set out within the body of the report it is considered that the principle of apartment led residential development in this part of South Manchester is appropriate as it will add to the stock of affordable housing. The scheme will also bring forward high quality development on a brownfield site in a sustainable location that will not give rise to unacceptable impacts on the highway network or cause undue harm to the amenity of surrounding property.

Other matters raised by objectors are also fully addressed.

Description

The site measuring 0.20 hectares was part of the car park for the Chorlton Irish Club and is located on Cross Road to the north of Beech Road Park. The site is bounded by the Chorlton Irish Club to the north which fronts High Lane and other residential property fronting High Lane. To the east lies residential properties on the other side of Cross Road and to the west residential properties on Thornbridge Avenue. The site is less than 100m as the crow flies from commercial units fronting Barlow Moor

Road to the east which form part of Chorlton District Centre. The site is within Chorlton ward on the boundary with Chorlton Park ward.



The application would see the use of part of the open surface level car park for the provision of a part three, part four storey development to provide 29 (10 x one, 18 x two bed and 1 x studio) residential units with associated vehicular and cycle parking, refuse store and landscaping. The units would provide 100% affordable shared ownership C3 (Use Class) built to meet the Council’s approved space standards.



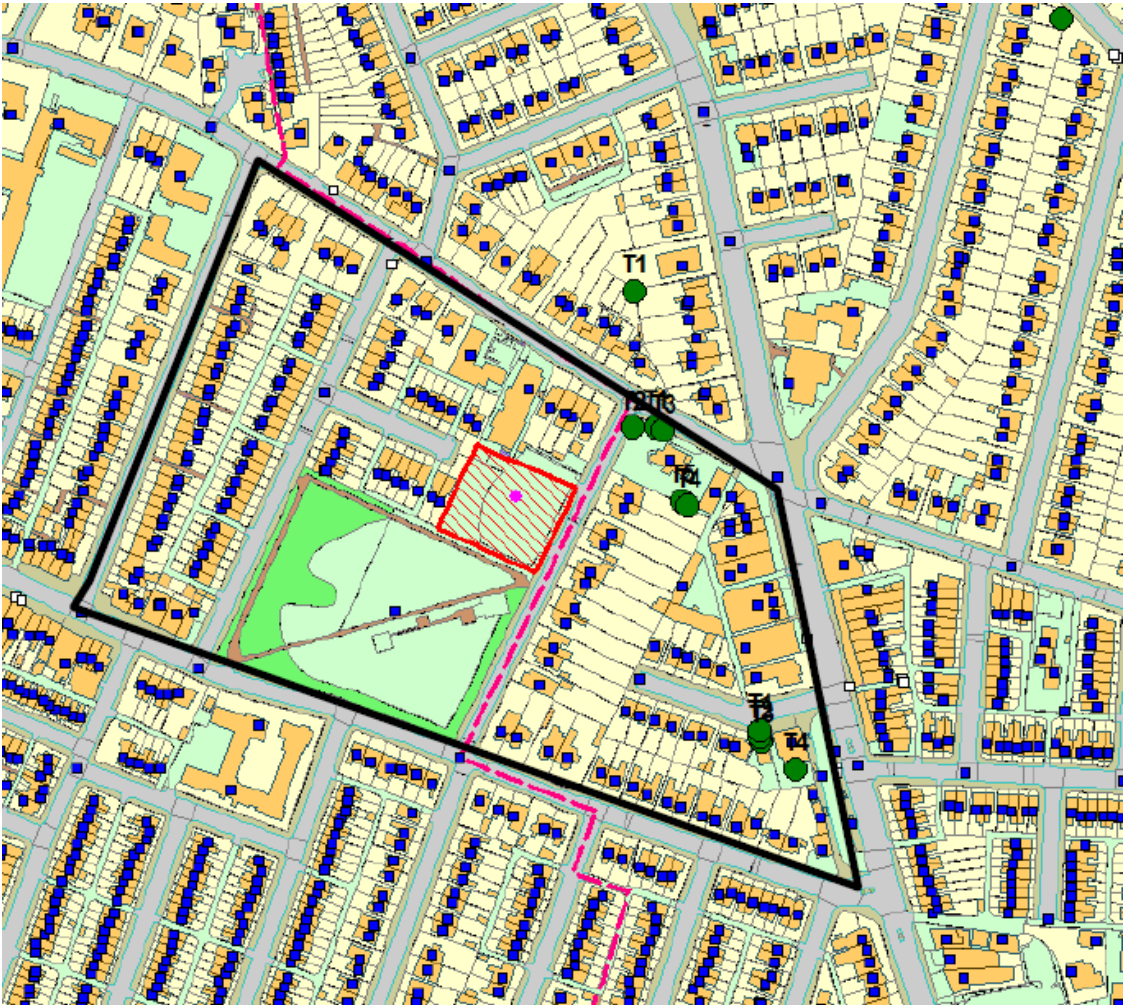
29 car parking spaces would be provided on site for the 29 apartments (including an accessible space and electric vehicle charging points for 7 spaces with ducting provided to the remaining 22 spaces). Bin storage would be provided and cycle storage for 39 bicycles, equivalent to 134% provision.

The site would utilise a widened existing vehicular access to gain vehicular access into the site.

Consultations

Publicity

The development was advertised in the Manchester Evening News as a major development. A site notice was placed next to the site boundary. Neighbouring residents and businesses were notified of the application by letter. Following alterations to the scheme addressing an easement and alterations to the Cross Road elevation a further notification was undertaken. Extent of notification was as below:



Objections to the originally submitted scheme were received from 59 residents at 52 different addresses on the grounds that:

- Parking is already a problem due to the proximity of Cross Road to the district centre, Beech Road and the neighbouring park. People within the development

will have more than one car and they will have visitors. Parking will overflow into surrounding streets (Cross Road, Beech Road and High Lane) and will adversely affect residents and local businesses. May need parking permits and limit number per property. Can the occupants afford Electric Vehicles?

- When Manchester United play drivers use Cross Road as a rat run for cars getting stuck on the commute. Road safety on Cross Road particularly for vulnerable users of the park is an issue as car drivers use the road to avoid traffic lights, an accident will occur.
- Parking restrictions should be introduced on High Lane to the west of Cross Road and traffic regulation orders should be made on Cross Road.
- Residents do not agree with the information contained within submitted traffic impact documents.
- Disruption of construction and construction traffic to the highways network but also possible damage to existing infrastructure and neighbouring property.
- The proposal is too high and not in keeping with the road or the area which is near to a Conservation Area and to Beech Road Park. Housing is mainly 2/3 stories in height and this would set a precedent. Stepping back of the third floor is minimal. The development does not reflect building lines and aspects of surrounding development. This development will harm the Beech Road neighbourhood as a visitor attraction.
- The information provided does not have heights annotated which is misleading.
- The proposal will affect the view from housing and will lead to property being claustrophobic and overlooked. The scheme will be overbearing, oppressive and result in loss of light that is underplayed in the submitted Daylight / Sunlight assessment and loss of privacy, overlooking would be provided from the proposed balconies without appropriate screening.
- Noise disturbance associated with the use of the balconies and the use of the car park. The noise impact assessment assesses the impact of the Irish club but not the breakout of noise from the development proposed.
- The development would be contrary to policy Development Management DM1 which relates to impact on the surrounding areas in terms of the design, scale and appearance of the proposed development.
- Wouldn't object if the scheme was three storey not four.
- Materials of the development look sub standard. The style of the flats, with its' fourth floor which is silver in colour is alien and does not fit in with the old Victorian park and style of other surrounding houses.
- Suggestion of buff / light grey brick as appropriate rather than red brick vernacular and criticism of design to Cross Road, with regards to height, plain design (lack of stone strong courses) and materials and proximity to the back of footpath. Cross Road is narrow and therefore the height of the proposal in this location has a disproportionate impact.
- The orientation of the development siding onto the street detached it from the neighbourhood and hinders integration with existing Cross Road social networks.
- Loss of trees to Cross Road frontage, a request for their protection made. Mature trees should not be removed and replaced with saplings considering the climate change emergency. Biodiversity enhancement is lacking.
- Impact on hedge at the end of Thornbridge Avenue, most of the hedge is to be retained but what are the likely impacts of the building works on roots of this hedge and the retained tree.

- The lack of a gate to the development is commented upon and a point made that the apartments would be isolated behind a locked pedestrian gate.
- Bins will be inadequate and cause vermin, there is already a problem with the nearby takeaways. The increase in properties with bins will lead to bin lorries being on the road for longer providing an obstruction to the operation of the highway.
- Water pressure and drainage. The water pressure is already poor on Cross Road and extra homes will make this worse. Drainage is also a problem due to mature tree roots affecting drains. The mixed sewer also suffers blockages.
- Development should be for houses.
- The development will devalue the surrounding houses which are high value. This isn't the right site for this style of development.
- Apartments with balconies overlooking the park will surely be desirable, who will manage that these units will remain affordable.
- Pollution from another 29 cars and apartments seems to be contrary to the council's efforts to improve Manchester's air quality for its residents.
- The development will negatively affect animals and wildlife and all park users through building disruption. Park users will feel overlooked and be disrupted by noise from use of the proposed balconies.
- The land in this area has issues with subsidence due to the presence of sand.
- Would like to see the planting of more trees close to the park boundary.
- There isn't the infrastructure in Chorlton to support more people.
- The flats seem to be single aspect, which places reliance on artificial electric light with extra costs and is there no natural through ventilation in these times of communicable infections.
- When the Irish club reopens it will need sufficient car parking to function and if not enough is available will spill to surrounding streets and will cause congestion to people in surrounding roads, particularly when large events are accommodated.
- Consultation should have been wider.
- Southway should have amended the design as a result of the feedback from the pre-application consultation.

Support was received from 10 residents at 9 different addresses on the grounds that:

- There is a need for more affordable housing. Southway do great work in the communities of South Manchester.
- This supports the Chorlton Irish Club.
- Great use of this car park for much needed housing.
- Dual aspect apartments are welcomed.
- Density should be maximised in a location like this.
- The height is appropriate for the context and generates appropriate density.
- Positive that the scheme is to nationally described space standards.
- Ask for higher sustainability aspirations and asked for 200% cycle parking, including for cargo bikes and e bikes, with associated charging provision. Ask for details of watering of mesh planted screens, ask for trees to be to the level of maturity shown in visuals supplied and maintenance of the green roof planting. Ask for details of lighting to recesses to be provided.
- Car parking is ridiculous, but correct in terms of planning policy and probably realistic in terms of current demand (and to avoid overspill onto surrounding streets). Apartment and parking space ownership should be de-coupled.

Residents should rent the parking space separately, such that if they decide they no longer need it there is a financial benefit to sacrificing the space. Chorlton has trams, buses, hire bikes, car share schemes (including one within 2 minutes' walk). Over time and with 'encouragement' if residents were to give up their cars and parking spaces, more of the hard surfaced space could be given over to soft landscaping to the benefits of residents. Currently the amount of soft landscape within the site is very small (and it's not enough to just say there's a park next door).

A neutral comment was made by one resident that the height of the proposal should relate to the existing over 100 year old housing stock and nearby conservation area to be sympathetic. A request was also made to traffic calm Cross Road, add a filter at the High Lane end of Cross Road and resurface Cross Road to improve the local environment for local residents. Very supportive of affordable housing provision.

Following the renotification further objections were received from 21 residents at 16 different addresses on the grounds that:

- The amount of housing units should be reduced to avoid the removal of trees, trees would be replaced with saplings, trees to Cross Road should be retained.
- The scheme is within the root protection zone of existing mature trees
- Why hasn't a contribution to the park for new equipment been discussed
- Development is not in keeping with the area
- Creation of traffic and a question about the traffic analysis undertaken, one resident carried out their own traffic count over a 5 day period. Concerns about the operation of the highway and the impact on safety
- Increase in traffic means increased air pollution impacting on the health of those utilising the neighbouring park.
- The building which is of significant scale and density will dominate the park, houses on Cross Road and Thornbridge Avenue and represent overdevelopment contrary to council policy DM1.
- There are no four storey buildings in this location, the building should lose a storey.
- The building will remove daylight and direct sunlight for neighbouring houses and provide overlooking leading to a loss of privacy, particularly in relation to the balconies. There would also be noise from the balconies. Privacy screen and noise baffles should be added to the balconies.
- The scheme will result in overlooking of users of the park.
- The scheme will place more pressure on amenities
- Open space will be lost
- Under provision of car parking for the scheme as most properties will have 2 cars.
- The removal of the car park will mean any future events at the Chorlton Irish club will have under provision of car parking
- Problems with drainage and water pressure on Cross Road.
- Request for a site visit from committee to understand the issues.
- The design of the revised scheme is not architecture that will enhance the area, changes made do not address residents concerns, they came about due to the presence of a sewer. The scheme in fact introduced balconies in this location that cause further overlooking.

- Policy H6 states that development of scale should be located in district centres as part of mixed use schemes, this is not Chorlton district centre.
- Query over the retention of the units as shared ownership affordable units.
- Use of gas water heating is problematic in terms of carbon neutrality and price of energy. PV has been discounted when it is technically feasible.
- South facing flats would suffer from overheating
- The new delivery bay would result in loss of shrubbery next to the childrens play area
- The entrance is more hidden than in the previous design.

Three neutral comments were received stating that:

- The cycle parking was welcomed
- The line of fir trees at the end of Thornbridge Avenue should be retained to continue to provide a screen and that they agreed that the Ash Tree at the end of Thornbridge Avenue should stay.
- The revised scheme had addressed concerns.

Chorlton Voice

Object to this proposal, they consider that the revised plans marginally reduce the impact of the building on Cross Lane, but state that the scale of the building remains inappropriate. They consider that the scale and massing of the proposed building are excessive for the location and that the development would therefore be an obtrusive feature in the area.

They support the principles of any development of this site providing casual surveillance to Beech Road Park, however believe that the number and size of windows and balconies in the south elevation would detract from the amenity of the Park, to the detriment of the enjoyment of Park users.

They are also concerned that only one of the units is described as wheelchair accessible. They consider that all new dwellings should be built to Lifetime Homes standards.

Friends of Beech Road Park

Commented on the originally submitted scheme Are summarised as follows:

Block of Flats height

At four storeys height, this block would be a floor taller than anything else within sight of the park, & closer than almost all of the three & two storey housing currently around it. Worried that this would set a precedent.

People come to the park for a break from brick, tarmac & concrete.

Lighting

Concern regarding lighting adjacent to park. Some light could be useful to people using the park at dusk or after. However, there could be an adverse impact on wildlife - birds, bats, etc. More information is required in relation to any lighting.

Fencing

Concern raised regarding existing fencing and barbed wire and question what fencing is proposed.

Hedging/trees

Welcome the greening up of the car parking area. The Friends & Park Services have planted and maintained a variety of shrubs just inside the Park fence along its boundary with the Irish Club. It's reached the early stages of a varied hedgerow. At present, the park hedging is cheek by jowl with several shrubs on the Irish Club side of the fence: privet, holly, hawthorn, cherry, etc. that still supplement the park hedging to a degree. The Tree Survey states that the hawthorn, privet & cherry along the Park boundary are overgrown, unmanaged & should be removed. Are they going to be removed? If yes, will they be replaced? If yes, by what?

Sunlight

In the summer the sun rises in the north - east. As it rises above the houses on Cross Road, it can directly shine on some of the undergrowth around the Irish Club boundary, which can be shaded by trees when the sun is higher & more southerly. Will the block reduce the direct sunlight the boundary area receives?

Highway Services

TRIP GENERATION AND JUNCTION CAPACITY:

Residential: The proposed 'Residential - Flats Privately Owned' trip rates for the proposed apartments are acceptable to Highways and provides a robust assessment.

The proposed apartments are estimated to generate 7 two-way trips in the AM peak and PM peak hour. Given the proposed trip rates it is accepted that the adjacent highway network can facilitate such additional demands with no highway safety or capacity concerns.

Chorlton Irish Club: The proposed trip rates and car park accumulation methodology is acceptable.

ACCIDENT ANALYSIS:

A total of two incidents have occurred on the local highway network. Based on this assessment Highways have no concerns about highway safety issues within the vicinity of the site.

SITE ACCESSIBILITY:

The site is well accessed by sustainable modes by buses on Barlow Moor Road and Metrolink in Chorlton.

OFF-SITE HIGHWAYS WORKS:

It is understood that the site will remain unadopted.

The access to the residential car park will be upgraded. Should the planning application be approved, the applicant will be required to enter into a Section 278/184 agreements for the alterations to the existing highways.

It is requested that the existing crossing at Cross Road/High Lane is upgraded with dropped kerbs and tactile paving and be resurfaced (as part of the S278 agreement). This will ensure that walking routes to/from the proposed dwellings and the Irish Club are up to standard and safe.

During pre-application discussion Highways requested that the developer should fund suitable mitigation measures. This is likely to include, but is not limited to additional TROs and refreshing the 20mph zone road markings and associated speed cushions on Cross Road. This would ensure that this development does not adversely impact existing highway safety and operation.

PARKING AND ACCESS:

There are currently 50 vehicular parking spaces as part of the Chorlton Irish Club.

Apartments Parking:

100% parking will be provided for the residential dwellings and will be situated on the landscaped car park area to the west of the property. The car parking area will have green gap paving, planting and lighting. 6% (2 parking spaces) will be allocated as disabled parking. These two spaces will be situated nearest the entrance of the car park and therefore closest to the internal footway. This arrangement is acceptable to Highways.

The existing vehicular access points on Cross Road will be utilised. This access will be upgraded to provide a 6m wide access width with 2m kerb radii. This arrangement is acceptable to Highways.

A visibility splay has been prepared for the access. The visibility splay drawing shows that a stopping sight distance of 25m can be achieved from this access. This is acceptable to Highways.

It is recommended that as part of the Travel Plan the car park use is monitored to ensure that parking from non-residents is not occurring.

A traffic-free pedestrian access will be in place off Cross Street. The footpath will be situated within the red-line boundary of the site and provide access to the internal staircase, the rear of the site, the bin store and the southernmost ground floor apartment.

Irish club Parking: The current 50 parking spaces on-site are associated with Chorlton Irish Club. An area to the north of the development will be retained and will provide designated onsite parking for the Chorlton Irish Club. This space will have capacity for 10 parking spaces. Additionally, the existing car park at the front of the Irish Club will be retained and provide three parking spaces. Therefore, a total of 13 parking spaces will be in place for Chorlton Irish Club. This is a reduction of 37 parking spaces.

It is requested that parking during peak times and when hosting events is managed to reduce potential congestion on street. It is appreciated that Chorlton Irish Club sits outside the red-line boundary of the development site, but it is requested that 6% of parking should be allocated as disabled parking.

Highways recommends that the Chorlton Irish Club consider how they will manage the car park during peak times and when hosting events at the car park to reduce potential congestion and impacts on existing on-street parking.

No information has been provided on the drop-off/pick-up activity that will be associated with the Chorlton Irish Club i.e. taxis. It is requested that it is considered as it is anticipated that there will be taxi and mini-bus drop-off/pick-up activity during peak times and when hosting events.

On - Street Parking Demand:

A Car Parking Occupancy Survey was undertaken on Friday 15th October and Saturday 16th October 2021.

The survey concluded that there are 48 on-street parking spaces available along Cross Road. During the Friday PM period Cross Street has a peak occupancy of 73% (18:30 –19:00). On average there was an occupancy rate of 58% and c. 20 on-street parking spaces available. Cross Street has a peak occupancy of 71% on Saturday. On average there was an occupancy rate of 58% with c. 21 on-street parking spaces available.

The survey would suggest that there was on-street parking available for overspill vehicles associated with the Chorlton Irish Club to park. It is requested that the Chorlton Irish Club monitors vehicle parking during peak periods and when hosting events

EV CHARGING: Is acceptable.

CYCLE PARKING: A secure and sheltered bike store will be in place on the north-west corner of the site. The bike store will provide 39 spaces, one cycle space per apartment and 10 communal cycle spaces. This arrangement is acceptable to Highways.

BOUNDARY TREATMENTS: It is recommended that all fencing / railings adjacent to the adopted highway are visually permeable from a distance of 600mm upwards to ensure adequate visual permeability for child pedestrians.

REFUSE AND SERVICING: A bin store will be located on the eastern edge of the site close to the pedestrian access. Servicing will take place on Cross Road, as per the arrangement to the existing residential properties on Cross Road. Bins will be taken to/from the bin store to the collection point on Cross Road on collection day. Highways consider this to be acceptable.

TRAVEL PLAN: Highways welcomes the travel plan measures and initiatives that will be in place at the development.

The development, submission, implementation and monitoring of full Travel Plans should be included in the conditions of any planning consent.

CONSTRUCTION MANAGEMENT: A Construction Management Plan should be provided by the applicant prior to any construction works beginning.

REVISED PLANS - In addition to the 29 car parking bays for residents, a delivery bay has been created onsite to allow for delivery vehicles to park and make deliveries to the future residents. The bay can also be used by maintenance vehicles that may be required to enter the site.

Tracking has been undertaken for a vehicle enter, egressing and manoeuvring to the proposed delivery vehicle bay which demonstrates that a 7ft delivery vehicle can enter, egress and manoeuvre to the delivery bay in forward gear.

Environmental Health

Recommend condition requiring a Construction Management Plan, Refuse in accordance with the details submitted, Air Quality and Contaminated Land.

Neighbourhood Team Leader (Arboriculture)

The main consideration from an arboricultural perspective would be the area fronting Cross Road. The arboricultural section agree with the findings of the Cheshire Woodlands arboricultural report submitted, however they would like to see new trees positioned inside the site, fronting Cross Road to create a screen for the adjacent properties.

The Sycamore trees proposed for removal to the Cross Road frontage are multi-stemmed, self-set specimens growing in close proximity to the boundary wall. Due to the above I would not recommend the trees for TPO status.

The applicant has carefully considered the offsite mature Ash tree.

No objection subject to adequate tree planting fronting Cross Road.

MCC Flood Risk Management

Conditions are recommended relating to surface water and maintenance of a sustainable urban drainage scheme.

Parks & Events

Any comments received will be reported to Committee

Work & Skills Team

Request the imposition of a Local Labour Condition for the Construction Phase.

Greater Manchester Police

Overall, the proposed scheme has been found acceptable in principle, but further consideration of some aspects is required as stated in section 3.3 of this report in order to gain our full support for this development at planning stage. These include:-

- Boundary treatments and control of access around site
- Position and detail of cycle storage, refuse storage
- Security of ground floor French windows / doors

Recommend that a planning condition is added that reflects the physical security specification listed within Section 4 of the Crime Impact Statement.

Greater Manchester Ecology Unit

Potential ecological issues associated with loss of trees can be dealt with via condition.

Bats - The trees proposed for felling are very low risk for roosting bats. Whilst some ivy is present that could provide temporary shelter on occasion, the trees are in good condition and requesting formal surveys would be unreasonable. No further information or measures are required.

Nesting Birds - Trees will be lost, potential bird nesting habitat. All British birds nests and eggs (with certain limited exceptions) are protected by Section 1 of the Wildlife & Countryside Act 1981, as amended. A condition relating to breeding birds is recommended.

Contributing to and Enhancing the Natural Environment - Section 174 of the NPPF 2021 states that the planning policies and decisions should contribute to and enhance the natural and local environment. A number of trees and associated bird nesting habitat will be lost. Adequate numbers of replacement trees are proposed. The mature trees that are to be removed are sycamore and non-native species. I recommend that some of the replacement trees are native to ensure an overall long-term enhancement and that two bird boxes are provided. The retained mature trees would be suitable locations to place the bird boxes. The details can be conditioned.

United Utilities

Recommend conditions in relation to the originally submitted scheme, however the scheme has been redesigned to address their concerns. No further comments were received on the revised scheme.

Policy

Relevant Local Policies

Local Development Framework

The relevant development plan in Manchester is the **Core Strategy Development Plan Document 2012-2027 (the “Core Strategy”)**, adopted in July 2012, and the saved policies from the Manchester Unitary Development Plan (UDP), adopted July 1995. The Core Strategy is the key document and 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. The proposals are considered to be consistent with the following Core Strategy Policies SP1, H1, H6, H8, T1, T2, EN1, EN4, EN6, EN9, EN14, EN15, EN16, EN18, EN19, DM1, PA1 and for the reasons set out below.

Policy SP1 - Spatial Principles. This sets out the key special principles which will guide the strategy. Development in all parts of the City should “make a positive contribution to neighbourhoods of choice including creating well-designed places that enhance or create character, make a positive contribution to the health, safety and wellbeing of residents, consider the needs of all members of the community regardless of disability and protect and enhance the built and natural environment.” The development would reuse previously developed land to improve the built environment and local character.

Policy H1 – Housing Provision. This policy identifies that approximately 60,000 new dwellings will be provided in Manchester between March 2009 and March 2027 equating to an average of 3,333 units per year although this rate will vary across the

identified period. The policy identifies that the emphasis outside of the City Centre and the City's Inner areas is to increase the availability of family housing. It is expected that 90% of residential development will take place on previously developed land and sites in close proximity to centres and high frequency public transport routes. The application proposals would contribute to the overall provision of new residential units in the City on previously developed land in a sustainable location close to services and public transport routes including bus routes and Metrolink. On this basis the proposals are considered to accord with the policy H1 of the Core Strategy subject to consideration of matters set out within the issues section of this report.

Policy H6 - Housing in South Manchester. This policy indicates that 5% of new residential development will take place in South Manchester over the lifetime of the Core Strategy. High density development will generally only be appropriate within district centres. Outside the district centres priorities will be for housing meeting identified shortfalls, including family housing and provision that meets the needs of elderly people with schemes adding to the stock of affordable housing. The application proposals would provide affordable residential accommodation across the site for a need which is identified as being required in South Manchester. On this basis the proposals are considered to be in general accordance with policy H6.

Policy H8 – Affordable Housing. Sets out the Council's approach to assessing applications of greater than 15 residential units and provision of affordable housing or an equivalent financial contribution. Consideration of matters with regards to this policy are set out within the issues section of this report.

Policy T1 – Sustainable transport. This policy embeds the delivery of a high quality integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking. It indicates support for proposals that: improve choice by delivering alternatives to the car; promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services; improve access to transport services and facilities for all; improve pedestrian routes and the pedestrian environment; facilitate modes of transport that reduce carbon emissions; reduce the negative impacts of road traffic

Policy T2 - Accessible Areas of Opportunity and Need. The Transport Assessment submitted in support of the application concludes that the application site is highly accessible. Given the location of the application site, pedestrian accessibility to and from the surrounding area is very good. There is access to bus, Metrolink and rail networks. The quality of cycle links is good, cyclists within the development would benefit from 40 cycle parking spaces.

Policy EN1 – Design Principles and Strategic Character Areas. Developments in Manchester are expected to follow the seven principles of urban design and have regard to the strategic character area in which the development is located. The application site is located in the southern character area where development is expected to retain the identity and focus of activity associated with the historic district centres and along the radial routes should be commensurate in scale with the prominence of its location. The application proposals have been designed to reflect

the context. Consideration of this matter is set out in more detail within the issues section of this report.

Policy EN3 – Heritage. Throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre.

New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains. Proposals which enable the re-use of heritage assets will be encouraged where they are considered consistent with the significance of the heritage asset.

Policy EN 4 - Reducing CO2 Emissions by Enabling Low and Zero Carbon Development. The Council will seek to reduce fuel poverty and decouple growth in the economy, growth in CO2 emissions, and rising fossil fuel prices, through the following actions:

All development must 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 to reduce the need for energy through energy efficient features such as improved insulation and glazing to meet residual energy requirements through the use of low or zero carbon energy generating technologies. Wherever possible new development and retrofit projects, including energy generation plant, must be located and designed in a manner that allows advantage to be taken of opportunities for low and zero carbon energy supplies.

Where possible new development and retrofit projects will be used as a mechanism to help improve energy efficiency and provide low and zero carbon energy supplies to existing buildings. Where appropriate new development and retrofit projects will be required to connect to and/or make contributions to low or zero carbon energy schemes and/or to incorporate provision to enable future connection to any existing / potential decentralised energy schemes.

Policy EN6 – Target Framework for CO2 reductions from low or zero carbon energy supplies. This policy sets out that major developments are expected to meet the targets set out in the policy which are to be demonstrated through an energy statement.

The applicant has prepared an Environmental Standards Statement which sets out the energy strategy for the development.

The development is considered to comply with policies EN4 – EN6 in that clear consideration has been given practicably according to the principles of sustainability. The development is on track to secure a 23% improvement upon building regulations Part L 2013.

Policy EN9 – Green infrastructure. This policy indicates that new development will be expected to improve on existing green infrastructure in terms of quantity, quality and function. Opportunities to encourage developers to enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure.

Policy EN14 – Flood Risk. The policy reflects national planning policy to direct development away from sites at greatest risk of flooding, and towards sites with little or no risk of flooding. Site specific flood risk assessments are required for all development proposals on sites greater than 0.5 hectares. The site in this instance measures 0.20 hectares.

Policy EN15 – Biodiversity and Geological Conservation. This policy indicates that the Council will seek to maintain or enhance sites of biodiversity and geological value throughout the city. Developers are expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on site, contributing to linkages between valuable or potentially valuable habitat areas where appropriate.

Consideration of these matters are set out in more detail within the issues section of the report.

Policy EN16 – Air Quality. This policy indicates that the Council will seek to improve the air quality within Manchester and particularly Air Quality Management Areas, located along Manchester's principal traffic routes and at Manchester Airport. Developers are expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself. When assessing the appropriateness of locations for new development the Council will consider the impacts on air quality this includes cumulative impacts, particularly in AQMAs.

Environmental Health have assessed the submitted Air Quality assessment, and requested further information to be conditioned as part of any scheme approved.

Policy EN18 – Contaminated Land. The policy outlines that the Council gives priority for the remediation of contaminated land to strategic locations. Proposals for development of contaminated land must be accompanied by a health risk assessment.

The application is accompanied by a ground conditions report that has been assessed by Environmental Health and it is recommended that a suitably worded condition be attached to any approval.

Policy EN19 – Waste. The proposed arrangements for management of waste are set out within the Waste Strategy and plan. This confirms that these arrangements are appropriate for this scale of development and that servicing and waste collection can be undertaken in an efficient manner. Measures to control construction and demolition waste will be managed in accordance with a Construction Management Plan produced prior to work starting on site.

Policy DM1 - Development Management. This sets out the requirements for developments in terms of sustainability and outlines a range of general issues that all development should have regard to. Of these, the following issues are or relevance to this proposal:

- Appropriate siting, layout, scale, form, massing, materials and detail;
- Design for health;
- Adequacy of internal accommodation and amenity space;

- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development;
- That development should have regard to the character of the surrounding area;
- Effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation;
- Accessibility to buildings, neighbourhoods and sustainable transport modes;
- Impact on safety, crime prevention and health; adequacy of internal accommodation, external amenity space, refuse storage and collection, vehicular access and car parking; and
- Impact on biodiversity, landscape, archaeological or built heritage, green infrastructure and flood risk and drainage.

These issues are considered full, later in this report.

Policy PA1 – Developer Contributions. Where needs arise as a result of development, the Council will seek to secure planning obligations in line with Circular 5/2005, Community Infrastructure Levy regulations or successor regulations/guidance.

Saved UDP Policies

DC26 Development and Noise - States that the Council intends to use the development control process to reduce the impact of noise on people living and working in the City. In particular, consideration will be given to the effect of new development proposals which are likely to be generators of noise. Conditions will be used to control the impacts of developments. The proposal has been designed to minimise the impact from noise sources.

It is considered that the proposal is consistent with the policies contained within the UDP.

National Planning Policy Framework

The National Planning Policy Framework (July 2021) sets out Government planning policies for England and how these are expected to apply. The NPPF seeks to achieve sustainable development and states that sustainable development has an economic, social and environmental role. The NPPF outlines a “presumption in favour of sustainable development”. This means approving development, without delay, where it accords with the development plan and where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.

The following specific policies are considered to be particularly relevant to the proposed development:

Section 5 (Delivering a sufficient supply of homes) - The proposals would provide 29 new homes within a sustainable location.

Section 6 – (Building a strong and competitive economy) - The proposal would create

jobs during the construction period.

Section 8 (Promoting healthy and safe communities) – The proposals have been designed with safety and security in mind.

Section 9 (Promoting Sustainable Transport) – The proposal is in a sustainable Location.

Section 11 (Making Effective Use of Land) – The proposal would make effective use of land utilising a brownfield site in an urban location.

Section 12 (Achieving Well-Designed Places) – It is considered that the proposals reflect the local character in terms of layout and scale of development and would achieve a well-designed place.

Section 16 (Conserving and enhancing the historic environment) – It is considered that the scheme has regard to the context of the site and causes less than significant harm to a non-designated heritage asset that is outweighed by the public benefit of the proposal.

Other Material Considerations

Guide to Development in Manchester Supplementary Planning Document (SPD) and Planning Guidance (April 2007)

Part 1 of the SPD sets out the design principles and standards that the City Council expects new development to achieve, i.e. high quality developments that are safe, secure and accessible to all. The SPD states that proposals should seek to ensure that the use of the building reflects their purpose and the place in which they are located. Development should enliven and define neighbourhoods and promote a sense of place. Development should have regard for the location of sustainable public transport and its proximity. In relation to crime issues, the SPD requires that prevention measures should be demonstrated, and include the promotion of informal surveillance, CCTV, good lighting and stewardship.

Residential Quality Guide

Sets out the direction for the delivery of sustainable neighbourhoods of choice where people will want to live and also raise the quality of life across Manchester and was approved by the Executive at its meeting on 14 December 2016. The guidance has been produced with the ambition, spirit and delivery of the Manchester Strategy at its heart. The delivery of high-quality, flexible housing will be fundamental to ensuring the sustainable growth of Manchester. To achieve the City's target of carbon neutrality by 2050, residential schemes will also need to be forward thinking in terms of incorporating the most appropriate and up to date technologies to significantly reduce emissions. It is therefore essential for applicants to consider and integrate the design principles contained within the draft guidance into all aspects of emerging residential schemes. In this respect, the guidance is relevant to all stages of the development process, including funding negotiations, the planning process, construction and through to operational management.

The guidance sets standards for securing high quality and sustainable residential development in Manchester. The document includes standards for internal space within new dwellings and is suitable for applications across all tenures. It adopts the

nationally described space standards and this has been applied to an assessment of the size and quality of the proposed houses.

South Manchester Regeneration Framework

South Manchester is identified as an area with a rich and diverse group of neighbourhoods, with a wide range of issues and needs. Some areas are already successful, so the SRF is needed to help continue and build on this success. Other areas, in contrast, have particular issues that the SRF will help to tackle, such as poor housing and high levels of deprivation and worklessness.

The opportunity for the SRF is to build on and improve its assets – the distinctive, successful neighbourhoods and centres, the high quality parks and the strong heritage and character of South Manchester – and use these as a model to drive forward the future of the area. These qualities should be applied across South Manchester to raise the quality of the built environment and expand the number of successful neighbourhoods.

The SRF identifies a key issue for the area as providing a wider choice of housing to attract and retain residents. The SRF states future housing developments need to focus on providing high-quality family accommodation. It identifies that high-quality sustainable new housing developments should meet the housing needs of the existing and future population of South Manchester.

The Manchester Green and Blue Infrastructure Strategy (G&BIS)

The G&BIS sets out objectives for environmental improvements within the City in relation to key objectives for growth and development.

Building on the investment to date in the city's green infrastructure and the understanding of its importance in helping to create a successful city, the vision for green and blue infrastructure in Manchester over the next 10 years is: By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

Four objectives have been established to enable the vision to be achieved:

1. Improve the quality and function of existing green and blue infrastructure, to maximise the benefits it delivers
2. Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth
3. Improve connectivity and accessibility to green and blue infrastructure within the city and beyond

4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.

Issues

Principal

Policy H6 guides development in the South of Manchester. Policy H6 states: South Manchester will accommodate around 5% of new residential development over the lifetime of the Core Strategy. High density development in South Manchester will generally only be appropriate within the district centres of Chorlton, Didsbury, Fallowfield, Levenshulme, and Withington, as part of mixed-use schemes. Outside the district centres priorities will be for housing which meets identified shortfalls, including family housing and provision that meets the needs of elderly people, with schemes adding to the stock of affordable housing

Whilst it is acknowledged that the scheme sits just to the west of the district centre it is considered that the development meets the terms of the housing policy as it will add to the stock of affordable housing. The scheme will also bring forward high quality development on a brownfield site in a sustainable location.

The separation of the land from the Chorlton Irish Club does not require planning permission and the sale of the land could occur with no control. The application for development of the former car parking area for the Chorlton Irish Club must be determined on its own merits.

Affordable Housing

The application has been submitted by Southway Housing Trust and the development would be brought forward by Southway Housing Trust for shared ownership units. The properties would be sold under Southway Plus's (Southway's commercial arm) marketing brand, Gecko Homes. Gecko manage the sales programme of homes delivered for market sale & shared ownership. They are responsible for customer applications and reservations for each development, act as landlord for shared ownership properties and deliver after-care.

Southway have confirmed that before any applicant can be offered a property, they must have their eligibility confirmed by the Homebuy Agent for the North West as required as a condition of grant by Homes England. The eligibility process is to ensure that applicants meet the criteria for shared ownership - primarily first-time buyers - but including people that may have previously owned a property but can no longer afford to buy one outright such as following marital breakdown. Southway have indicated willingness to work with City Council housing officers to consider any applicant they wish to refer and to review sales and marketing strategies with Housing Officers should this be something the Council wish to pursue.

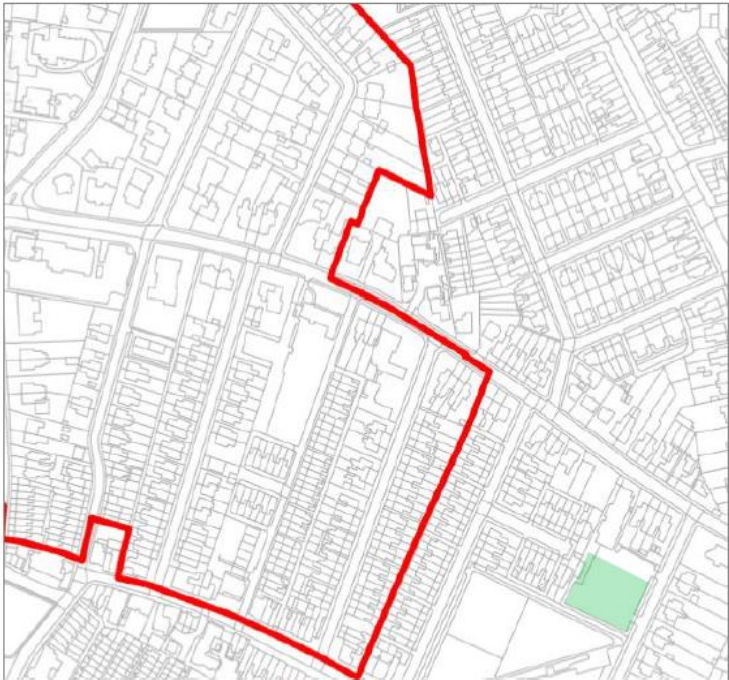
Policy H8 of the adopted core strategy confirms that new development of 15 dwellings or more will contribute to the city-wide target for 20% affordable housing

provision. The proposed development would provide 100% affordable housing (through shared ownership) provision and far exceeds policy requirements.

It is considered that this development would contribute towards addressing the under supply of affordable housing and will support the local authority in meeting their affordable housing targets. The affordable housing provision would be secured via a condition. The scheme is supported by Housing and Residential Growth.

Heritage and Archaeology

The site is located to the east of the Wilbraham Road and Edge Lane Conservation Area, as such it is not considered that either the existing surface level car park or the development proposal would make any contribution to the character and appearance of the Conservation Area.



The Friends of Chorlton Irish Club successfully listed the Irish Association Social Club as an Asset of Community Value in August 2019, this expires on the 29th August 2024.

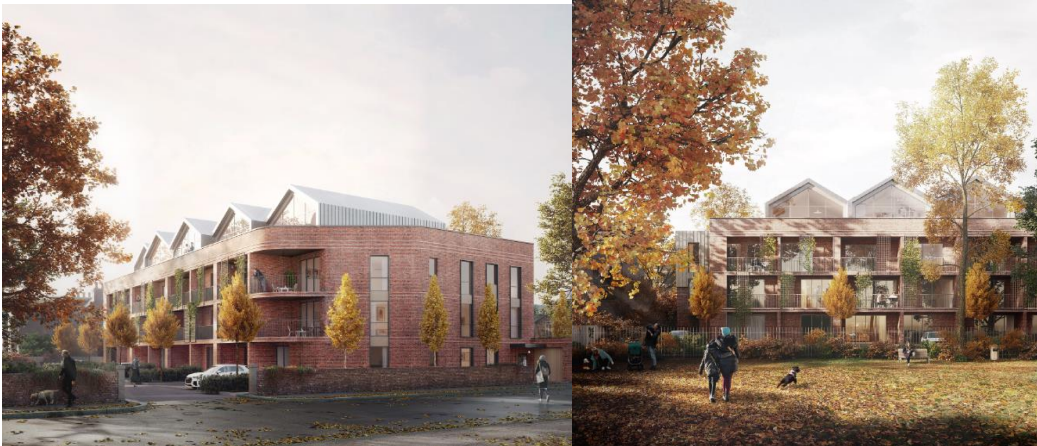
The relative age, aesthetic value and communal historic interest of the building is considered to be sufficient to consider the building as a non-designated heritage asset. However, the elements of the building worthy of note aesthetically front High Lane, the property having been substantially extended over time as referenced in the submitted Heritage Statement. The classification of the building as a non-designated heritage asset relates more to the historic interest of the use of the building. The development proposal will have a negligible adverse impact on the viewpoints of the non-designated heritage asset from Cross Road and from High Lane. The view from Cross Road is towards the rear of the property as extended and the view from High Lane is glimpsed beyond the existing Irish Club building, not denuding the architectural contribution of the building frontage to the High Lane street frontage.

The proposals themselves do not involve any direct works to the Irish Club being outside of the site edged red. The severance of the land to the rear is not considered to impact deleteriously upon the setting of the non designated heritage asset as land would be retained for the provision of parking to the rear of the Irish Club for the parking of 10 vehicles, 3 further vehicles would be accommodated to the site frontage, leading to a provision of 13 spaces in total.

The development proposal would deliver public benefits in the form of affordable housing of high quality design and the negligible adverse impact on two viewpoints as described above for the non designated heritage asset has to be weighed against the public benefit. For the above reasons it is considered that the proposals would cause less than significant harm to designated heritage asset that it outweighed by the public benefits of the development proposals.

Reference has been made to possible archaeological interest in relation to the commitment to ground of a “Miraculous Medal” by Father Murray from St John’s Church. Greater Manchester Archaeological Advisory Service have been consulted and they are satisfied that no further action is required.

Scale and Layout



The area has a range of heights around the site from two storey terraced and semi detached houses residential houses to three storey large Victorian and Edwardian housing above basements.

In the immediate street scene, to the south of the site lies Beech Road Park beyond which lies Beech Road with three storey commercial premises and two storey residential property. To the north lies the Irish Club building and three storey housing fronting High Lane. To the west of the site is two storey terraced and semi detached housing on Thornbridge Avenue. To the east on the opposite side of Cross Road lies large two and three storey semi detached housing with distinctive gabled features to the road frontage.

The application proposals have been designed with a scale and form to reflect the immediate context, the Cross Road elevation would be set back from the back of footpath by c. 2.7m for a width of 8.7m and then angling into the site away from back of footpath.

The scheme was deliberately designed as a linear block from east to west across the site to seem like an offset continuation of the terraced form visible to Thornbridge Avenue to the west (with intervening semis and not continuing the line due to site constraints) with a narrower interface to Cross Road, albeit with activity to this frontage. The applicant sets out in their planning statement that this provides living accommodation and private amenity space for the occupants of the proposed development facing the park, with bedroom accommodation on the quieter, northern elevation. They state that existing residents on Cross Road can still enjoy their long views across the site and towards the park, whilst park users still benefit from a large degree of separation from any built form, with the design providing a backdrop along this frontage.

Design

The new building would reflect the local vernacular with a mixture of red brick, metal glazing, living screening and standing seam cladding. The materials are considered to be high quality.

The applicant sets out that they have considered each elevation and how it relates to neighbouring uses.

Cross Road elevation – Has been designed to be domestic in scale. Its narrow frontage presents at 3 storeys to the road with the third floor stepped back. The scheme retains the two entrances to the car park, with one being left within the Irish Club's ownership. As well as a car park entrance, a small pedestrian entrance has been created to aid pedestrian safety and tie in with the domestic scale of the street scene. The existing wall along the boundary with Cross Road has also been retained to create a semi private relationship with the street.

Thornbridge Avenue elevation - The main massing of the elevation sits adjacent to the side elevation of the existing houses with a curved façade sweeping around a retained Ash tree. At third floor the building is stepped back from the boundary by approximately 10 metres. The windows across the curved facade are proposed to be obscured and would provide a dappled effect on the facade which creates elevational interest when the Ash tree is not in leaf. The view of the leylandii hedge would be largely unchanged when viewed from Thornbridge Avenue, which reflects the desire of residents on this avenue to keep the hedge (referred to by some as a line of fir trees).

High Lane elevation - This elevation would have four entrance cores which would serve up to seven apartments, signposted by curved brickwork walls. The design intention of this elevation was to create an architectural rhythm akin to a row of Victorian terraced houses, of which make up a significant amount of the Chorlton building stock. A 2.1m high timber fence would secure this boundary from the adjoining car park retained for the Irish Club, as recommended by Greater Manchester Police.

Beech Road Park elevation - As a backdrop to Beech Road Park, the southern elevation has been designed with depth, activity and greenery in mind. The full

elevation is populated with the private amenity space of each apartment at every floor, interspersed with living screening to aid with solar shading. The form of the building steps away from the houses on Thornbridge Avenue and emerges at third floor with a row of five glazed gables which sit on top of the building, with the roof line being a contemporary addition to the locality.

The apartments include access to balconies which are an extension of the living space, whilst providing amenity space.

Residential Space Standards

The units meet the internal space standards set out in the residential design guide.

Residential Amenity



Daylight and Sunlight

A Daylight and Sunlight Amenity Impact Assessment has been prepared by Gray Scanlan Hill in support of the application, this measures the impact of the proposed development on No's. 1, 3, 5, 7, 9 & 11 Cross Road, 9, 11, 13 & 15 High Lane and 11, 12, 13 & 14 Thornbridge Avenue.

The report concludes that the proposed development would have non-significant impact on daylight amenity of the neighbouring property. All 37 rooms (100%) appraised would continue to achieve the BRE's Winter and Annual sunlight targets, or experience reductions in sunlight that would not be noticeable to the room

occupants (acceptable to the BRE on the basis that proposed values remain at least 0.8x of baseline values).

The gardens of the above-mentioned neighbouring properties have also been identified and sunlight appraised as external amenity areas using the BRE's "Time in Sun" test. All gardens appraised, except the front garden of 12 Thornbridge Avenue, would comfortably achieve the BRE target for time in sun, and all would therefore continue to appear adequately sunlit throughout the year. The front garden of 12 Thornbridge Avenue would experience a small reduction in the extent to which it receives 2 hours of direct sunlight. This garden does not, however, achieve the BRE target in the Baseline Condition, and as a front garden is not the main / primary external amenity area of this building.

On the basis that only one none private amenity space is impacted for a short period of time it is not considered that the impacts of the proposal would cause such undue harm as to warrant refusal of planning permission.

Overlooking and overbearing impact

In general the balconies to the south elevation would provide surveillance to Beech Road park and would not impact on residential amenity. The nearest balconies to the south elevation overlooking Beech Road Park would have a wall to the side preventing a view towards gardens on Thornbridge Avenue. This is with the exception of the third floor, however, these are set a further 7m away from property to the west on Thornbridge. The combination of the set away from the side of the building and the position of the building would protect the rear amenity spaces on Thornbridge Avenue from overlooking.

To the east facing Thornbridge Elevation the windows across the curved facade are proposed to be obscurely glazed, to be controlled by condition.

To the north to the rear elevation of properties facing High Lane there would be a separation distance proposed of c. 30m which is an acceptable separation standard. To the rear elevation of the retained Chorlton Irish building there would be c. 9.5m to a single storey element and c.18m to the main rear elevation which is considered to be acceptable in the context given the tight knit grain. The widows to this elevation would be bedroom windows and the entrance to the units, at the third level stepping back increasing the separation distance.

To the east there are residential properties on the opposite side of Cross Road that are located c. 17.5m across the road, this is in keeping with the historic pattern of development front to front distances being measured between 13 – 22m away from one another. The third floor setting back away further with no windows included in the east elevation. The balconies being located on the part of the building that is chamfered into the site increasing the separation distance to 22m.

The height of the proposals when coupled with the separation distances provided would not result in any overbearing impact.



Proposed south elevation to Beech Road Park (showing relationship to properties on Thornbridge Avenue)



Proposed north elevation (showing relationship to properties on Thornbridge Avenue)



Proposed east elevation as viewed from Cross Road (showing relationship to rear of existing Chorlton Irish club and property fronting High Lane)



Proposed west elevation as viewed from Thornbridge Avenue.

Noise Disturbance

It is not considered that the comings and goings and use of external areas associated with 29 apartments would cause any undue harm to the amenity of any neighbouring property. An acoustic report was submitted and assessed as being acceptable.

Controls would be put in place with regards to Construction Traffic. These impacts would be time limited.

Beech Road Park - Amenity

Comments have been made about the impacts of the development upon the users of the park, both with regards to loss of light and noise disturbance associated with breakout from the balconies facing southwards towards the park. It is considered that the overlooking offered from the proposed development towards the park would be beneficial in terms of surveillance and it is not an expectation that you would enjoy privacy or quiet in a public park next to a childrens' play area.

Sufficient separation distance would be provided across the car parking associated with the development to the park to maintain the views into and out of and openness of the park.

Parking

The scheme provides 29 car parking spaces for 29 residential units, which equates to a 100% parking provision. This is compliant with the Core Strategy. The site is located in a sustainable location. It is within walking distance of Chorlton and St Werburgh's tram stop and there is a bus station located to Barlow Moor Road with frequent services. There are 39 secure cycle parking spaces to be provided and quick access to the newly upgraded cycle infrastructure. There is also an enterprise car club space on Beech Road.

There is an acknowledged tension between the aspiration to provide sustainable development and the reality of modern living. In this instance Southway chose to provide 100% car parking provision in response to perceptions about issues relating to on street parking in this particular location. A number of objections received request a higher car parking ratio, however the National Planning Policy Framework which is up to date states that it is important to promote Sustainable Transport.

Development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. In this instance there are a range of facilities/amenities within walking distance.

Consideration has been given to comments received about the use of Cross Road in association with neighbouring commercial and leisure facilities and it is understood why the applicants have ensured that the development site caters to its own needs. It is considered that the appropriate level of car parking has been proposed and this is

supported by an enhanced cycle parking offer, enabling the storage of more than just one cycle per unit to encourage residents to make more sustainable transport choices.

The Chorlton Irish Club would retain the ability to park thirteen cars, 3 to the High Lane frontage as existing and 10 within a retained car parking area. A transport assessment has been submitted that indicates that there is also on-street car parking availability.

It is concluded that whilst there may be busy times this is a sustainable location and there is currently no requirement for the club to retain the current car parking in planning terms, the car park could be closed or landscaped at any point. The public benefits associated with the proposed development outweigh any harm caused by the intermittent pressures associated with on street parking, in an area evidenced to have some capacity.

Operation of the Highway and Construction Management

The supporting documentation with regards to Transport have been assessed and the Highways section require works to mitigate the impacts of the development. The works required are:

- Additional TROs installed between the access point to the apartment and the access to the Chorlton Irish Club to ensure that visibility from these access points are not impacted by parked vehicles.
- TRO refreshment along Cross Road and to the 20mph zone road markings.
- Speed cushions installed along Cross Road.
- Dropped kerbs and tactile paving installed at the altered access to the apartment car park.
- Existing crossing at Cross Road/High Lane upgraded with dropped kerbs and tactile paving and to be resurfaced.

The works would be dealt with via a Section 278 agreement, this should be controlled by condition. A condition requiring a detailed construction management plan is recommended to control the impacts of the development during construction. It is therefore considered that the impacts of the development proposals during construction and upon the operation of the Highway post development are acceptable, subject to conditions.

Landscaping and Amenity

The landscaped car park area would be separated from the gardens to the ground floor apartments by a low level hedge, the car park would include green gap paving and ornamental shrub and grass planting. There is 'living screening' on the building's elevations and green roofs indicated.

The boundary treatments proposed are:

- Brick wall along Cross Road -1.4m. There is no gate to this frontage as the car park would benefit from passively surveillance from each apartment and contains lighting.

- 2.1m timber fence to the rear of the Irish Club – in response to GMP's comments
- Steel railing to the park – 1.8m. In keeping with existing boundary treatment to the park.
- The hedge to the end of Thornbridge Avenue would be retained and a gap planted with 4m high hedging, a 1.8m high brick wall would be extended along the boundary with No. 14 Thornbridge Avenue.



The scheme would involve the loss of 12 moderate and low quality existing trees (B and C category trees T2 to T4, G1, G3 and G4, and hedges H2 and H3) and a section of boundary hedge will be removed at the request of the neighbour and replaced with a new boundary wall. The A category trees would be retained. The loss of the trees listed above would be mitigated by the provision of 15 new pear, cypress oak and himalayan birch trees measuring from 2.5m – 6m.

It is considered that the landscaping and replacement planting proposed is appropriate. A condition requiring works to be in accordance with the submitted landscaping details is recommended alongside a condition protecting retained trees.

Ecology

Greater Manchester Ecological Unit have considered the application they have requested a condition with regards to the protection of nesting birds and required

details of bird boxes to be attached to retained mature trees and request that native species are used for replanted trees. Conditions as requested have been attached as part of the recommendation.

Drainage

The site falls within Flood Zone 1 and is at low risk of flooding, the applicant has provided a drainage strategy to accompany the application. Following receipt of these documents the Councils Flood Risk Management Team raise no objections to the proposals and have recommended a number of conditions be attached to any approval. The application proposals are therefore considered to accord with policy EN14 of the Core Strategy.

United Utilities originally made representations with regards to the presence of an on-site sewer, following revisions to the scheme, partially to address the concerns of United Utilities no further comments have been received.

Waste Management

There would be space within each unit for the storage of waste. Residents would then be responsible for transferring the waste from their apartments to the bin stores. There would be a secure bin store behind a secure pedestrian access gate which Environmental Health have confirmed would provide an appropriate amount of storage. A management company would take bins to the kerbside for collection and return the bins to the store for the residents to use. It is proposed that an arrangement would be made with Manchester City Councils waste management company in terms of waste collection arrangements. Servicing will take place on Cross Road, as per the arrangement to the existing residential properties on Cross Road. This has been assessed as being an appropriate level of bin storage provision and waste collection arrangement.

Climate Change

An Environmental Standards Statement has been submitted to accompany the planning application. To maximise the energy efficiency of the dwellings and reduce the energy demand the development will be built using high specification building fabric. The units will minimise heat loss, be effectively ventilated, utilise efficient electric and water heating systems and LED lighting throughout to limit artificial lighting energy consumption achieving a minimum of 23% carbon dioxide emissions reduction over Part L1A:2013 of the Building Regulations. The scheme includes for 7 electric vehicle charging points to be installed with electric vehicle charging infrastructure for the other 22 spaces.

Air Quality

An air quality assessment has been submitted in support of the application. With the implementation of mitigation measures dust impacts from construction of the development are considered to be not significant when assessed in accordance with IAQM guidance. The scheme includes for 7 electric vehicle charging points to be

installed with electric vehicle charging infrastructure for the other 22 spaces, this is considered to be an appropriate level of provision.

Accessibility

All apartments proposed as part of this scheme meet Part M4 standard of Building Regulations or better. The scheme includes 15 x apartments that can be accessed by both a lift and ambulant staircase, and 1 x apartment has the capability to be converted to a fully Wheelchair Adapted property. 2 disabled accessible car parking spaces are proposed.

Infrastructure

Comments received raised concerns in relation to the impact of the proposed development upon infrastructure in the locality. The proposed development is in walking distance of the district centre, as such it is considered that the scheme would be well catered for and that the small increase in population associated with the development proposals would not have a detrimental impact.

Residents Comments

Matters raised by residents have been addressed in the report.

It is considered that the scale, character and appearance of the development proposals are of high quality and would be appropriate contextually.

The Highways impacts of the scheme have been assessed. A balanced view has been taken on the level of car parking provision having regards to parking needs, the sustainability of the location, climate change requirements and levels of amenity for occupants and the Highways section have confirmed that the Highway network would not be adversely impacted upon subject to a condition requiring highways works.

The composition of the development and its design has been assessed having regards to whether or not the development would have any undue impact upon the residential amenity of surrounding property. It is not considered that the scheme would cause any undue impacts through such as overlooking, loss of privacy, overbearing, loss of light or noise disturbance subject to appropriate controls.

The scheme has secured improvements to landscaping and will provide biodiversity and habitat for ecology.

Conclusion

The development proposals would see the provision of 29 affordable residential units in a sustainable location and form. The principle of residential development in this location is acceptable. The scheme for development is of an appropriate scale, mass and design having regards to the site context. It is not considered that the proposals will adversely impact upon the residential amenities of surrounding residential or commercial property. The development proposals will maximise high quality site landscaping as a setting for the development proposals.

The proposals are considered to be consistent with Core Strategy Policies SP1, H1, H6, H8, T1, T2, EN1, EN3, EN4, EN6, EN9, EN14, EN15, EN16, EN18, EN19, DM1, PA1 and Saved Unitary Development Plan Policy DC26.

Human Rights Act 1998 considerations – This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have the right to a fair hearing and to this end the Committee must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the of the application is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation APPROVE

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. The proposal is considered to be acceptable and has been determined in a timely manner.

Conditions to be attached to the decision

1. The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

2. The development hereby approved shall be carried out in accordance with the following drawings and documents:

Air Quality Assessment, prepared by Redmore Environmental
Crime Impact Statement, prepared by Greater Manchester Police
Phase II Ground Investigation Report, prepared by Sutcliffe
Waste Management Proforma

Received 17 January 2022

Phase I Preliminary Risk Assessment, prepared by GroundTech Consulting
Statement of Community Involvement, prepared by UK Networks
Tree Survey Plan, prepared by Cheshire Woodlands

Received 20 January 2022

(PL)001 Rev B Proposed site plan
(PL)002 Rev B Proposed Floorplans 01
(PL)003 Rev B Proposed Floorplans 02
(PL)004 Rev B Proposed Elevations 01
(PL)005 Rev B Proposed Elevations 02
(PL)006 Proposed Section AA
CGI views 01 & 02
227-LYR-XX-ZZ-DWG-L-1001- Rev 2 Landscape GA
227-LYR-XX-ZZ-DWG-L-2001- Rev 2 Softworks
227-LYR-XX-ZZ-DWG-L-3001- Rev 2 Illustrative Sections
227-LYR-XX-ZZ-RPT-L-0003 Landscape Chapter
Design & Access Statement
Environmental Standards Statement, prepared by Icen Projects
Noise Assessment, prepared by Professional Consult
Transport Statement, prepared by Mode
Heritage Statement, prepared by SLHA
Drainage Strategy including Flood Risk Assessment, prepared by Sutcliffe
Arboricultural Assessment (incl. Tree Protection Plan) prepared by Cheshire
Woodlands
Daylight and Sunlight Amenity Impact Assessment Report, prepared by Grey
Scanlan Hill

Received 16 June 2022

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies SP1 and DM1 of the Core Strategy.

3. Above-ground construction works shall not commence until samples and specifications of all materials to be used in the external elevations and hard landscaping around the buildings as detailed on the approved drawings have been submitted to and approved in writing by the City Council as local planning authority.
Thereafter the development shall be carried out in accordance with those details.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Core Strategy.

4. The development hereby approved shall only be carried out in accordance with the recommendations of the Crime Impact Statement prepared by Greater Manchester Police and shall not be occupied or used until the City

Council as local planning authority has acknowledged in writing that it has received written confirmation of a secure by design accreditation.

Reason - To reduce the risk of crime pursuant to Policy DM1 of the Adopted Core Strategy for the City of Manchester.

5. No development shall take place until the full details of a surface water drainage scheme has been submitted to and approved in writing by the City Council as local planning authority.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to Policy DM1 in the Core Strategy Development Plan Document and the policies and guidance within the NPPF and NPPG.

6. No development hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:
 - a. Verification report providing photographic evidence of construction as per design drawings;
 - b. As built construction drawings if different from design construction drawings;
 - c. Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to Policy DM1 in the Core Strategy Development Plan Document and the policies and guidance within the NPPF and NPPG.

7. No development shall take place, including any demolition works, until a construction management plan or construction method statement has been submitted to and approved in writing by the Local Planning Authority. The approved plan/statement shall be adhered to throughout the demolition/construction period. The plan/statement shall provide for:
 - o A construction programme including phasing of works;
 - o 24 hour emergency contact number;
 - o Expected number and type of vehicles accessing the site: o Deliveries, waste, cranes, equipment, plant, works, visitors;
 - o Size of construction vehicles;
 - o The use of a consolidation operation or scheme for the delivery of materials and goods;
 - o Phasing of works;
 - o Means by which a reduction in the number of movements and parking on nearby streets can be achieved (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction): Programming; Waste management; Construction methodology; Shared deliveries; Car sharing; Travel planning;

Local workforce; Parking facilities for staff and visitors; On-site facilities; A scheme to encourage the use of public transport and cycling;

- o Routes for construction traffic, avoiding weight and size restrictions to reduce unsuitable traffic on residential roads;
- o Locations for loading/unloading, waiting/holding areas and means of communication for delivery vehicles if space is unavailable within or near the site;
- o Locations for storage of plant/waste/construction materials;
- o Arrangements for the turning of vehicles, to be within the site unless completely unavoidable;
- o Arrangements to receive abnormal loads or unusually large vehicles;
- o Swept paths showing access for the largest vehicles regularly accessing the site and measures to ensure adequate space is available;
- o Any necessary temporary traffic management measures;
- o Measures to protect vulnerable road users (cyclists and pedestrians);
- o Arrangements for temporary facilities for any bus stops or routes;
- o Method of preventing mud being carried onto the highway;
- o Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

Reason: In the interests of safe operation of the adopted highway in the lead into development both during the demolition and construction phase of the development, pursuant to policies SP1, EN19 and DM1 of the Core Strategy for the City of Manchester.

8. The development is to be undertaken in accordance with the submitted waste management strategy. The strategy shall be implemented in full prior to the first occupation of the authorised development and maintained in situ thereafter.

Reason - In the interests of residential amenity and to secure appropriate arrangements for the storage and collection of segregated waste and recycling, pursuant to policies SP1, EN19 and DM1 of the Core Strategy for the City of Manchester.

9. Prior to the first occupation of the development hereby approved the cycle parking provision as detailed within the approved drawings and documents shall be installed.

Reason – To assist promoting the use of sustainable forms of travel to the development pursuant to policies SP1, T2 and DM1 of the Core Strategy and the Guide to Development in Manchester SPD.

10. The car parking for the units hereby approved indicated on the approved plans shall be surfaced, demarcated and made available for use prior to the first

occupation of the development hereby approved. The car park shall then be available at all times whilst the site is occupied.

Reason - To ensure that there is adequate parking for the development proposed when the building is occupied in order to comply with policy DM1 of the Core strategy.

11. Above-ground construction works shall not commence until details of the measures to be incorporated into the development to allow for the provision of electric vehicle charging points have been submitted to and approved by the City Council as Local Planning Authority.

Reason - To promote sustainable development and in the interests of residential amenity, pursuant to Policies DM1 and EN16 in the Manchester Core Strategy (2012).

12. Prior to the occupation of the development, a scheme of highway works, in order to provide an adequate pedestrian and vehicular environment in the vicinity of the application site, shall be submitted for approval in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt this shall include the following:

- Additional TROs installed between the access point to the apartment and the access to the Chorlton Irish Club to ensure that visibility from these access points are not impacted by parked vehicles.
- TRO refreshment along Cross Road and to the 20mph zone road markings.
- Speed cushions installed along Cross Road.
- Dropped kerbs and tactile paving installed at the altered access to the apartment car park.
- Existing crossing at Cross Road/High Lane upgraded with dropped kerbs and tactile paving and to be resurfaced.

Reason -To ensure safe access to the development site in the interest of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012)

13. Before the development hereby approved is first occupied a Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Plan means a document which includes:

- i) the measures proposed to be taken to reduce dependency on the private car by residents and those [attending or] employed in the development
- ii) a commitment to surveying the travel patterns of residents during the first three months of use of the development and thereafter from time to time
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car
- iv) measures for the delivery of specified travel plan services
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved in writing by the City Council as local planning authority. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel, pursuant to policies SP1, T2 and DM1 of the Core Strategy and the Guide to Development in Manchester SPD (2007).

14. No demolition of the building on site or removal of or works to any hedgerows, trees or shrubs shall take place during the main bird breeding season 1st March and 31st July inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the local planning authority.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended and to comply with policy EN15 of the Core Strategy.

15. Prior to the commencement of above ground works on the development hereby approved, details of the provision of bird boxes shall be submitted for approval in writing by the City Council, as Local Planning Authority.

Reason: With regards to biodiversity enhancement, in accordance with policy EN15 of the Core Strategy and the National Planning Policy Framework.

16. All tree work should be carried out by a competent contractor in accordance with British Standard BS 3998 "Recommendations for Tree Work".

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Core Strategy.

17. The details of the hard and soft landscaping treatment scheme as set out within the approved drawing references:
227-LYR-XX-ZZ-DWG-L-1001- Rev 2 Landscape GA
227-LYR-XX-ZZ-DWG-L-2001- Rev 2 Softworks
227-LYR-XX-ZZ-DWG-L-3001- Rev 2 Illustrative Sections
227-LYR-XX-ZZ-RPT-L-0003 Landscape Chapter; shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority,

seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Core Strategy.

18. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) none of the dwelling houses hereby approved shall be used for any other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2010, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a).

Reason - In the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

19. a) Prior to the commencement of the development, details of a Local Labour Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction of the development, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction of the development.

In this condition a Local Labour Proposal means a document which includes:

- i) the measures proposed to recruit local people including apprenticeships
- ii) mechanisms for the implementation and delivery of the Local Labour Proposal
- iii) measures to monitor and review the effectiveness of the Local labour Proposal in achieving the objective of recruiting and supporting local labour objectives

(b) Within one month prior to construction work being completed, a detailed report which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority.

Reason – The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy (2012).

20. Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk

Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority.

The measures for investigating the site identified in the Site Investigation Proposal shall be carried out, before the development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Core Strategy.

21. When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority. In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Core Strategy.

22. No externally mounted telecommunications equipment shall be mounted on any part of the buildings hereby approved, including the roofs.

Reason - In the interest of visual amenity, pursuant to policy DM1 of the Core Strategy.

23. The development hereby approved shall be implemented in full accordance with the measures as set out within the Environmental Standards Statement, received by the City Council as local planning authority on 17 January 2021.

Within 3 months of the completion of the construction of the authorised development a verification statement shall be submitted to and approved in writing, by the City Council as local planning authority, confirming the incorporation of the specified measures at each phase of the construction of the development, including dated photographic documentary evidence of the implementation and completion of required works.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Core Strategy for the City of Manchester and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

24. Prior to the commencement of the development, a scheme for the provision of affordable housing as part of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The affordable housing shall be provided in accordance with the approved scheme, or any amended scheme in relation to the tenure mix subsequently approved in writing by the City Council as local planning authority, and shall meet the definition of affordable housing in Annex 2 of the NPPF (or any future guidance that replaces it). The scheme shall include:

- i. the numbers, type, tenure and location on the site of the affordable housing provision to be made which shall consist of a minimum 20% of the dwelling houses;
- ii. the timing of the construction of the affordable housing;
- iii. a strategy to ensure that such provision is affordable for both first and subsequent occupiers of the affordable housing; and
- iv. the occupancy criteria to be used for determining the identity of occupiers of the affordable housing and the means by which such occupancy criteria shall be enforced. The affordable housing scheme shall be implemented as part of the development and thereafter retained in perpetuity.

Reason - In order to provide affordable housing at the site in accordance with policy H8 of the Manchester Core Strategy (2012) and the National Planning Policy Framework.

25. Prior to occupation of the development hereby approved the windows to the east elevation facing Thornbridge Elevation across the curved facade shall be obscurely glazed to a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent and shall remain so in perpetuity.

Reason - To protect the amenity and living conditions of adjacent residential property from overlooking or perceived overlooking and in accordance with policies SP1 and DM1 of the Core Strategy.

Local Government (Access to Information) Act 1985

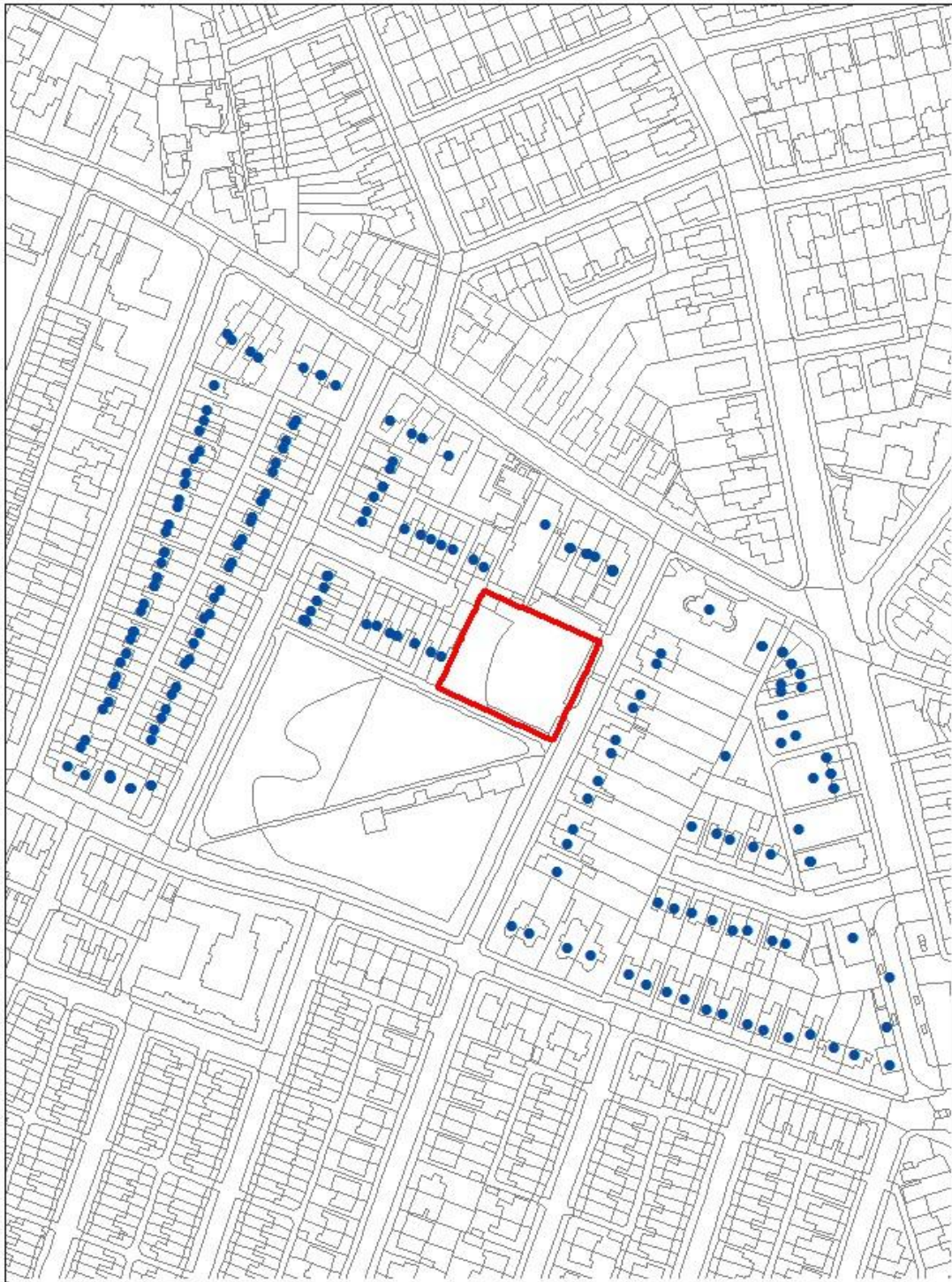
The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 132708/FO/2022 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

The following residents, businesses and other third parties in the area were consulted/notified on the application:

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Parks & Events
Work & Skills Team
Greater Manchester Police
Greater Manchester Ecology Unit
Chorlton Voice

A map showing the neighbours notified of the application is attached at the end of the report.

Relevant Contact Officer :	Jennifer Connor
Telephone number :	0161 234 4545
Email :	jennifer.connor@manchester.gov.uk



Legend

-  Site Location
-  Neighbour notified

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