



JANUARY 2022

Planning Statement

Car park of the Irish Association Social Club
17 High Lane
Chorlton

Iceni Projects Limited on behalf of



ICENI PROJECTS LIMITED
ON BEHALF OF SOUTHWAY
HOUSING TRUST

January 2022

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Planning Statement
CAR PARK OF THE IRISH ASSOCIATION SOCIAL CLUB

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1. INTRODUCTION

1.1 This planning statement has been prepared on behalf of Southway Housing Trust ('SWHT') ('the Applicant'), in support of a full planning application for the redevelopment of part of the car park at the Irish Association Social Club ('Chorlton Irish Club'), Cross Road, Chorlton, for the erection of a 29-dwelling apartment scheme, comprising a mix of 1- and 2-bedroom properties, all to be sold under the shared ownership model.

1.2 The description of development is as follows:

"Erection of a residential development with associated vehicular and cycle parking, refuse stores and landscaping"

Background to the proposal

1.3 Southway Housing Trust ('Southway'/'The applicant') have chosen to deliver a scheme at the Chorlton Irish Club as part of their ongoing strategy to deliver new homes in South Manchester. Southway Housing Trust specialise in the delivery of affordable housing schemes and aim to provide high quality affordable homes in desirable neighbourhoods where people are happy to live and have the opportunity to achieve their potential. At present they manage around 6,000 homes in South Manchester including in Chorlton, Withington and Burnage. The Trust's ambitions are to grow and diversify, with new housing development and further acquisitions forming a key part of their Futures Strategy. Southway aim to build and acquire properties to:

- Increase the supply of housing in areas that are in or close to South Manchester, improving the range and choice of housing available for those who currently have limited or no access to a decent, safe and secure home; and
- Generate financial surplus that can be used to help fund their core business and social objectives.

Gecko Homes

1.4 As it is intended that the properties delivered at this site will be for shared ownership, they will 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 a trusted landlord for shared ownership properties and deliver after-care.

Asset of Community Value

- 1.5 An Asset of Community Value ('ACV') is a site or building which is considered to be of importance to a local community, and through its designation as an ACV, becomes subject to additional protection from development (the protection expires after 5 years but an asset can be re-nominated). Voluntary and community organisations can nominate an asset to be included on their local authority's register of assets of community value. Once an asset has been listed nothing further will happen unless and until the owner decides to dispose of it, either through a freehold sale, or the grant or assignment of a qualifying lease (i.e. originally granted for at least twenty-five years). The Friends of Chorlton Irish Club successfully listed the Irish Association Social Club as an ACV in August 2019. This expires on the 29th August 2024.
- 1.6 If an owner wishes to sell a property which is designated as an ACV, a moratorium period comes into effect, and a 6-week period is given from the point the owner notifies the local authority. This will allow community interest groups to make a written request to be treated as a potential bidder. The Community Right to Bid is one of the community rights introduced by the 2011 Localism Act and the Assets of Community Value Regulations which came into force in 2012. The right of a community interest group to bid is not a preferential right and any bids are considered in competition with other interested parties.
- 1.7 If no community interest groups come forward in the 6-week period, the owner is free to sell their asset at the end of the 6 weeks. If a community interest group does make a request during this interim period, then a full 6-month moratorium will operate. During this period the owner may continue to market and negotiate sales but may not exchange contracts with anyone (other than a community interest group).
- 1.8 As the Chorlton Irish Club and its car park is designated as an Asset of Community Value, the process above was required to be followed when the property was advertised for sale. In this case, following the formal bidding period, Southway Housing Trust were the successful bidders for the site.
- 1.9 The primary purpose of designating a property as an ACV is to allow the community a right to bid on it if it is put up for sale. Its purpose is not to make buildings immune from redevelopment and in terms of its bearings on the planning process, it will simply act as a material planning consideration. In this case, as Southway have only purchased part of the car park and not the entire site, the Irish Club itself is free to continue to operate and remains listed as an Asset of Community Value. As such, the ACV designation has not been discussed as a key planning consideration within this planning statement.

The purpose of this statement

1.10 The purpose of this statement is to identify and address the main planning issues associated with the proposed development, demonstrating how the proposal is acceptable in the context of Manchester City Council's ("the Council") Development Plan and other material planning considerations.

1.11 The statement is structured as follows:

- Section 2 describes the application site and its surroundings and sets out the planning history of the site;
- Section 3 outlines the policy and legislative framework to be applied;
- Section 4 summarises the pre-application process conducted to date;
- Section 5 describes the proposed development;
- Section 6 assesses the proposal against the key planning considerations; and
- Section 7 concludes that planning permission should be granted.

1.12 This application has been submitted with the following supporting documents:

- Air Quality Assessment, prepared by Redmore Environmental
- Arboricultural Assessment (incl. Tree Protection Plan) prepared by Cheshire Woodlands
- Crime Impact Statement, prepared by Greater Manchester Police
- CGI views 01 & 02
- Daylight and Sunlight Amenity Impact Assessment Report, prepared by Grey Scanlan Hill
- Drainage Strategy including Flood Risk Assessment, prepared by Sutcliffe
- Environmental Standards Statement, prepared by Icen Projects
- Heritage Statement, prepared by SLHA
- Noise Assessment, prepared by Professional Consult
- Tree Survey Plan, prepared by Cheshire Woodlands
- Transport Statement, prepared by Mode

- Phase I Preliminary Risk Assessment, prepared by GroundTech Consulting
- Phase II Ground Investigation Report, prepared by Sutcliffe
- Statement of Community Involvement, prepared by UK Networks
- Waste Management Proforma
- Plan package, prepared by View Associates and Layer Landscape Architects:
 - Design & Access Statement
 - (PL)001 Proposed site plan
 - (PL)002 Proposed Floorplans 01
 - (PL)003 Proposed Floorplans 02
 - (PL)004 Proposed Elevations 01
 - (PL)005 Proposed Elevations 02
 - (PL)005 Proposed Section A,A
 - (PL)007 Rev A Site location plan
 - 227-LYR-XX-ZZ-DWG-L-1001-Landscape GA
 - 227-LYR-XX-ZZ-DWG-L-2001-Softworks
 - 227-LYR-XX-ZZ-DWG-L-3001-Illustrative Sections
 - 227-LYR-XX-ZZ-RPT-L-0003 Landscape Chapter

2. SITE & SURROUNDINGS

- 2.1 The site is circa 0.2 ha and is comprised of part of the large car park (approx. 50+ bays) to the rear of the Chorlton Irish Club. The site is bounded by Cross Road, Beech Road Park, the rear of the Irish Club, and the rear of Thornbridge Avenue. Traditional two to three storey dwellings dominate the surroundings, although there is a modern two storey building neighbouring the site known as the Manchester Centre for Buddhist Meditation which is a timber and glass structure set back from High Lane by a landscaped frontage.
- 2.2 The site sits favourably within Southway's 'core neighbourhood', close by to a number of local amenities and within walking distance of the local tram stop. Chorlton is ever growing in popularity with young professionals seeking the vibrant lifestyle this area has to offer.

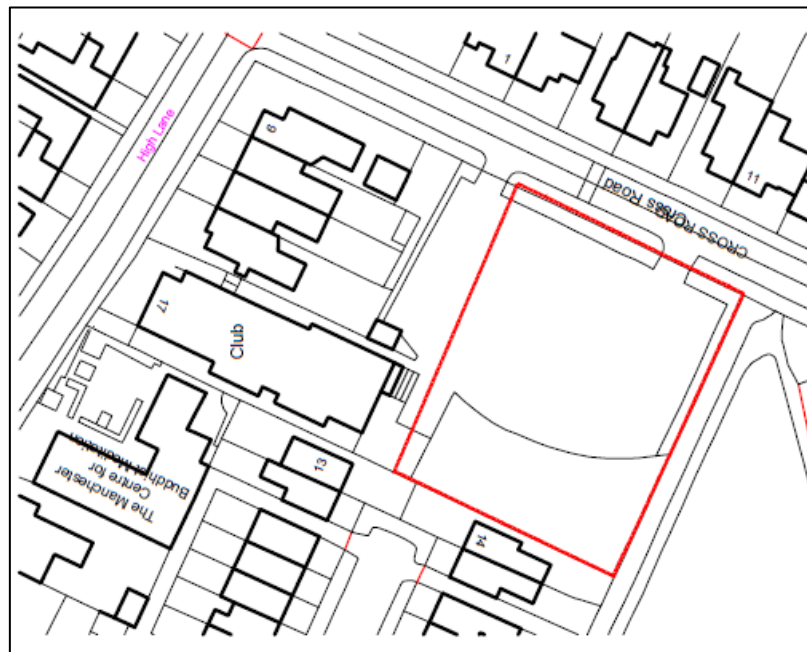


Figure 1 Red line plan of the site.

Planning History

- 2.3 Whilst there have been several planning applications associated with alterations to the Irish Club building, there are no historic planning applications associated with the application site itself.

3. POLICY & LEGISLATIVE FRAMEWORK

3.1 This section provides an overview of Manchester City Council's Development Plan and other material considerations relevant to the consideration of these proposals, as required by Section 38(6) of the Planning and Compulsory Purchase Act 2004 (as amended).

3.2 In the context of this application, planning policy operates at two levels:

- **National** | The Government produce the National Planning Policy Framework (2021) ('NPPF') and supporting guidance, in the form of Planning Practice Guidance ('PPG').
- **Local** | Manchester City Council have an Adopted Local Plan Core Strategy (2012), a Policy Map (2012), and the Saved Policies of the Unitary Development Plan. These documents comprise the Council's Development Plan.

National policy

3.3 The revised National Planning Policy Framework ('NPPF'), published in 2021, sets out the Government's planning policies for England and how these are expected to be applied by Local Authorities and Applicants. Relevant extracts from the NPPF are summarised below.

Achieving sustainable development

3.4 Plans and decisions should apply a presumption in favour of sustainable development. For decision taking, this means approving development proposals that accord with an up-to-date development plan without delay (paragraph 11).

Pre-application engagement and front loading

3.5 Paragraph 39 notes that early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality preapplication discussion enables better coordination between public and private resources and improved outcomes for the community. In accordance with this, the project team have endeavoured to engage with as many stakeholders as possible over a significant period of time.

Decision-making

3.6 As outlined in paragraph 47, planning law dictates that planning applications should be determined in line with the Development Plan and within the statutory timescales, unless otherwise agreed. As such, a maximum 13-week determination period is expected to be applied to this planning application.

Delivering a sufficient supply of homes

- 3.7 Paragraph 65 notes that where major development involving the provision of housing is proposed, planning policies and decisions should expect at least 10% of the homes to be available for affordable home ownership.

Promoting Sustainable Transport

- 3.8 Paragraph 111 states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Making effective use of land

- 3.9 Chapter 11 supports and gives substantial weight to the reuse of brownfield land within new developments whilst meeting local needs, particularly when they are situated in accessible locations. Paragraph 124 notes that planning policies and decisions should support development that makes efficient use of land, taking into account: a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it; b) local market conditions and viability; c) the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use; d) the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and e) the importance of securing well-designed, attractive and healthy places.

Achieving well-designed places

- 3.10 Good design forms a key aspect of sustainable development, ensuring the creation of better and safer places that will stand the test of time. Applicants should ensure that their schemes are designed to function well and be visually attractive, paying consideration to their proposed setting. As such, great weight should be given when determining applications showcasing a high standard of design quality (Chapter 12).

Meeting the challenge of climate change, flooding and coastal change

- 3.11 Section 14 'Meeting the challenge of climate change, flooding and coastal change' states that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and supporting renewable and low carbon energy and associated infrastructure.

Conserving and Enhancing the natural environment

- 3.12 Section 15 'Conserving and Enhancing the natural environment' states that planning decisions should contribute and enhance the natural and local environment by protecting valued landscapes, minimising impacts on and providing net gains for biodiversity, preventing new and existing development from contributing to unacceptable levels of soil, air, water or noise pollution or land instability and remediating contaminated land.

Conserving and enhancing the historic environment

- 3.13 Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise (Chapter 16).

Local Planning Policy

- 3.14 The Manchester City Council ('MCC') Local Plan comprises of the Core Strategy (2012), the interactive proposals map and the saved policies of the Unitary Development Plan. The following policies will be of relevance when considering the proposals:

- Core Strategy Policy DM1 – Development Management
- Core Strategy Policy H1 – Overall Housing Provision
- Core Strategy Policy H6 – South Manchester
- Core Strategy Policy H8 – Affordable Housing
- Core Strategy Policy EN1 – Design Principles and Strategic Character Areas
- Core Strategy Policy EN3 – Heritage
- Core Strategy Policy EN4 – Reducing CO₂ Emissions by Enabling Low and Zero Carbon Development
- Core Strategy Policy EN 6 – Target Framework for CO₂ reductions from low or zero carbon energy supplies
- Core Strategy Policy EN8 – Adaptation to climate change
- Core Strategy Policy EN9 – Green infrastructure
- Core Strategy Policy EN14 – Flood Risk
- Core Strategy Policy EN16 – Air Quality
- Core Strategy Policy EN18 – Contaminated Land
- Core Strategy Policy EN19 – Waste
- Core Strategy Policy T1 – Sustainable Transport
- Core Strategy Policy T2 - Accessible Areas of Opportunity and Need

- Core Strategy Policy PA1 – Developer Contributions
- Saved UDP Policy DC18.1 – Conservation Areas
- Saved UDP Policy DC26 – Development and Noise

3.15 Core Strategy Policy H6 is most relevant to the application as it relates to the principle of the development. This policy states that:

“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.”

Site’s planning policy allocations and designations

3.17 Regarding the site’s planning policy designations and allocations, we can confirm that the site is unallocated and undesignated and sits just outside of the District Centre of Chorlton. The site does not contain, and is not near to, any listed buildings. The site is located near to the eastern boundary of the extended Wilbraham Road and Edge Lane Conservation Area.

Other material considerations

3.18 In addition to the Core Strategy and UDP, the Council have several Supplementary Planning Documents (‘SPDs’) to provide additional, detailed advice and guidance relating to specific types of development. Those relevant to this proposal are as follows:

- Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (April 2007).
- Manchester Residential Quality Guidance (March 2017).

4. PRE-APPLICATION DISCUSSIONS

Pre-application Consultation with MCC

- 4.1 The applicant has worked alongside the project team and Manchester City Council constructively since the project inception in September 2020. The applicant has held four pre-application meetings with planning officers at the Council to date. Whilst the original scheme tabled at the first discussion included the Chorlton Irish Club building itself, this has since been removed from the red line application boundary, as the vendor revised the quantum of the site to be sold, leaving the building remaining as it stands.
- 4.2 Since then, the applicant has always focussed on the delivery of an apartment scheme, in order to maximise the quantum of affordable housing to be delivered at this site. The overarching approach to the redevelopment of the site is driven by the commitment to provide accommodation for key workers and local people, allowing them to settle in an area well known for its affordability issues. Whilst other underbidders on the site intended to provide low density, luxury dwellings which results in higher sales values, Southway's approach is to provide for the middle market by finding a compromise between an appropriate site density and achieving viability.
- 4.3 Whilst the need to provide a viable scheme means that parameters such as the quantity of apartments and internal layout have been tightly controlled, the project team has worked constructively with the Council to refine the scheme's design in terms of scale, massing, height and materiality. The most pertinent feedback gained during the pre-application period concerned the following matters:
- **Car parking demand for Chorlton Irish Club** -can this be accommodated within the reduced car park if the club re-opens in the future?
 - **The relationship of the scheme to Thornbridge Avenue** - the relationship between the building and Thornbridge Avenue when viewed from within Beech Road Park needs to be considered (in terms of height and massing).
 - **The relationship to Cross Road** - the proposed elevation facing Cross Road requires activity, animation and appropriate elevational detailing having regard to the relationship of existing dwellings on Cross Road.
 - **The relationship to the houses fronting High Lane** –the relationship between the site and the boundary of the properties along High Lane should not feel oppressive.

- **Providing areas of amenity and a sense of spaciousness** -does the height, scale and massing proposed together with the extent of car parking result in a spacious site?
- **Limiting opportunities for crime through the design** -how has crime reduction been considered, taking into account the communal entrances to the scheme, passive surveillance, CCTV, lighting and boundary treatments?
- **Tree retention** - Trees should be retained as much as is possible, particularly large-scale street trees. Where they must be removed to enable development, replacement should be accommodated on site as part of a comprehensive landscaping scheme. If trees cannot be retained replacement trees can be offered for planting in local parks / street tree planting.
- **Car parking** – one parking space should be provided per apartment, equating to 100% parking.
- **Mix of apartments** – no more than approximately 30% of the dwellings should be one-bedroom, to ensure an appropriate mix of one- and two-bedroom properties is provided.
- **Sustainability** - Recently, the City Council have declared a Climate Emergency. The City Council wish to see a building being delivered which is demonstrably sustainable and meets the principles of the Council's Energy Hierarchy.

4.4 The final scheme presented in this application submission has sought to respond to the feedback provided throughout the pre-application process (by both the Council and local stakeholders), and these elements will be discussed further in Section 6 of this report.

4.5 The project team have also utilised the meetings with the council as an opportunity to discuss other important matters relating to the project, including the validation requirements and requirements to consult with ward members, local stakeholders and residents. Further, the Transport Consultant, Noise Consultant and Air Quality Consultant instructed on this project have all engaged with the relevant statutory consultee at MCC to scope out the requirements of their assessments prior to commencing their work.

Meetings with Stakeholders

4.6 The applicant has taken the matter of public consultation and stakeholder liaison very seriously from the outset of this project, having instructed specialists, UK Networks, to lead on this element of the project. Through UK Networks, the project team have:

- Met with 8 Ward Members from Chorlton and Chorlton Park via Zoom, presenting the proposals to them, providing an opportunity to ask questions, and following up with further correspondence where necessary.

- Met with two project managers and a neighbourhood manager in the Council's Growth & Development Directorate.
 - Issued consultation flyers to 229 residents, four local stakeholder groups and the local MP.
 - Created a project telephone line and Freepost address.
 - Hosted a public consultation event, generating 14 attendees.
 - Launched a public consultation website, generating 825 website visits, and created social media posts on Facebook generating 1,440 post engagements.
 - Held virtual and face to face meetings with residents of Thornbridge Avenue to discuss particular areas of concern about the proposals, particularly the future of the leylandii hedge situated along the shared boundary of the site.
- 4.7 UK Network have prepared a Statement of Community Involvement document which provides further details of the engagement strategy and feedback received, as well as the applicant's response to the questions and comments raised during the consultation period.
- 4.8 In preparing the consultation strategy, both the relevant provisions of the Localism Act 2011 and Manchester City Council's Statement of Community Involvement (SCI) 2018 were fully considered. The distribution area for the consultation flyers were also agreed with the officers at MCC, and the agreed area can be seen on the plan below.

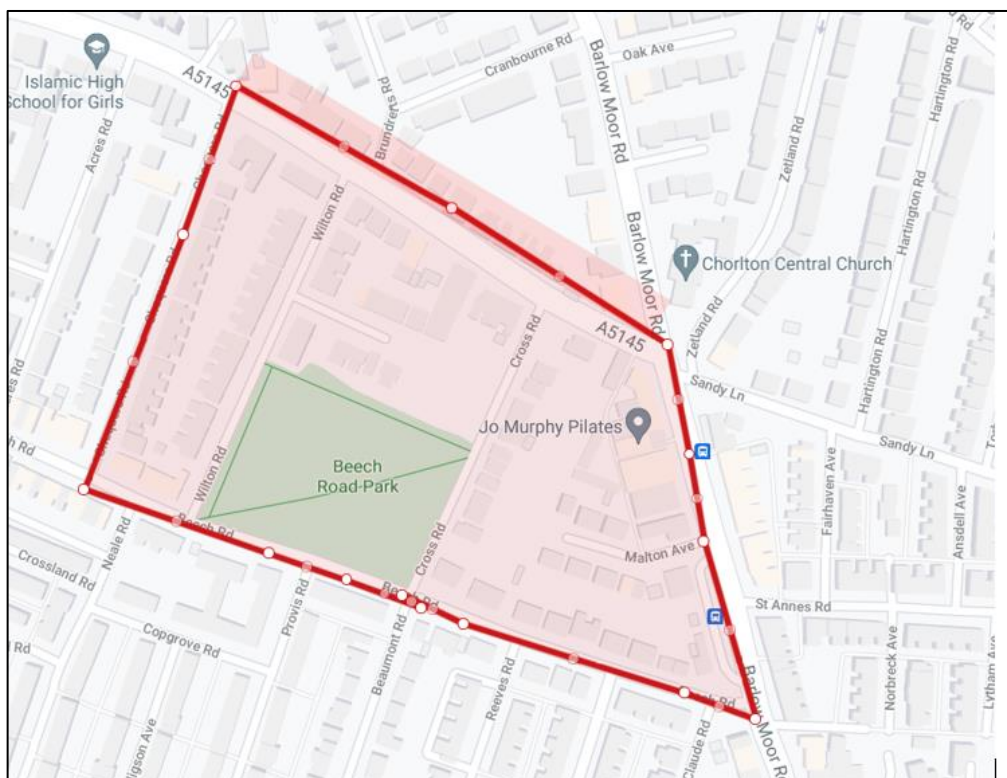


Figure 2 Flyer distribution area as agreed with MCC

5. THE PROPOSED DEVELOPMENT

5.1 The planning application seeks consent for the:

“Erection of a residential development with associated vehicular and cycle parking, refuse stores and landscaping”

5.2 Specifically, the proposals will include the following:

- 29 apartments set over four storeys (ground plus three storeys) which all meet NDSS, and the space standards contained within the Manchester Residential Design Quality Guidance Document.
- 10 x 1 Bedroom and 19 x 2 Bedroom properties, to include 1 x M4(3) Wheelchair accessible unit.
- 29 x car parking spaces with 7 EV chargers (25%), and the rest of the parking bays future proofed for EV charging.
- 40 x secure cycle parking spaces, located behind a secure pedestrian gate accessible to residents only.
- Dedicated refuse store area located behind a secure pedestrian gate accessible to residents only.
- A landscaped car park area which includes green gap paving and a significant amount of planting and lighting to ensure safety and surveillance.
- Provision of greening elements such as ‘living screening’ on the building’s elevations, and the potential for provision of a green roof (subject to further technical feasibility studies).

The Benefits

There are several benefits to the proposed scheme, including:

- Provision of 29 x affordable homes to be sold through the shared ownership model, suitable for key workers and young professionals.
- Provision of a wheelchair accessible dwelling.

- The retention of Chorlton Irish Club with its own parking area.
- Creation of local jobs during the construction phase.
- Re-use of a large redundant car park, applying a brownfield first approach to development.
- A highly accessible development in a location close to the town centre; well-connected by safe and appropriate public footpaths; in close proximity to public transport, including extensive bus services; and well-connected to public open space.
- The provision of a residential development contributing significantly to the Council's targets for affordable housing stock in the borough.

Conclusion

- 5.4 Utilising an unallocated, undesignated site, the proposed scheme will enhance the existing suburb of Chorlton and the immediate locality. The proposed scheme has been designed to accord with the in-depth pre-application feedback from Manchester City Council, resulting in a scheme which addresses local and national planning policy requirements.

6. KEY PLANNING CONSIDERATIONS

- 6.1 This section assesses the proposals, highlighting the key planning considerations relevant to the determination of the application, by taking each element of the scheme in turn.

Principle of the Development

- 6.2 The principle of the redevelopment of this site has been agreed with the Council during the pre-application stage. The proposal complies with Core Strategy Policy H6 which confirms that schemes which add to the stock of affordable housing will be permitted outside of District Centres. This site sits just outside of the District Centre of Chorlton, and therefore the provision of a 100% affordable housing scheme meets the aspirations of Policy H6 – “*Outside the district centres priorities will be for housing which meets identified shortfalls, including [...] schemes adding to the stock of affordable housing*”.
- 6.3 The ability to deliver a 100% affordable housing scheme in this location is the unrivalled benefit of this scheme. Through Low Cost Home Ownership (LCHO) including shared ownership, Southway are able to unlock the expensive South Manchester housing market for a large bracket of aspiring home owners, including the 20-39 year old age group who currently rent in the area and cannot afford to buy outright.
- 6.4 When factoring in viability, it is evident that if large semi-detached or detached homes marketed as ‘family housing’ were to be provided in this location, their specification would need to be tailored to the luxury end of the market, which would push the area further into an exclusive community, rather than balancing the needs of the majority of economically active middle income earners in South Manchester. LCHO schemes seek to attract and retain hard working middle-income earners such as key workers and those in the service industries, allowing them to live and work in their local neighbourhoods as opposed to being priced out of the area.
- 6.5 Ultimately, Southway’s mission is to ‘provide high quality affordable homes in desirable neighbourhoods’ such as Chorlton, and with this comes a need to provide a viable housing product, which in this case is apartments constructed at the appropriate density and quality.

Homes England Affordable Homes Programme 2021-2026

- 6.6 The proposal will deliver a 100% affordable scheme meaning the application complies with Core Strategy Policy H8 (Affordable Housing) and NPPF paragraph 65.
- 6.7 The properties will be delivered under the recently announced Homes England Affordable Homes Programme under which Southway intend to deliver 750 homes over the next 5 years with a strong

focus on affordable home ownership. This is in accordance with the City's 'Providing for Housing Choice - Planning Guidance', where the City identifies, that alongside a need for good quality, private housing, for owner occupation, many more people now need affordable housing options due to the sharply increasing house prices.

6.8 Help to Buy: Shared Ownership allows a home buyer to purchase a share in a new home, the home buyer paying rent on the remaining, unsold share. This unsold share is owned by the provider of Help to Buy: Shared Ownership (Gecko Homes), who receives the rent, with the relationship between provider and buyer determined by a lease. Key features of Help to Buy: Shared Ownership provided under the Homes England programme are set out below:

- The initial share sold to the buyer should not be less than 10% and not more than 75%.
- Providers should not fix the share of a given property to be sold in advance but offer specific buyers a size of share appropriate to their individual circumstances.
- Rent should generally be lower than 2.75% of the value of the unsold share and must not be more than 3%; it should rise at a maximum of RPI plus 0.5% per annum.
- Buyers are able to purchase additional shares of their home, in tranches of not less than 10% of its full market value, up to full (100%) ownership. This is known as staircasing.

6.9 Southway can confirm 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. Furthermore, Southway are also willing to work with City Council housing officers and will be able 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.

6.10 It is considered that this development will 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 should be secured via a planning condition.

Design

6.11 The design of the scheme has been carefully considered by the architects, View Associates. Their Design & Access Statement and full plan package accompanies this planning application however the key points about the design have been noted below.

Site layout

- 6.12 The careful choice to position the building as a linear block stretching from east to west across the site, set back away from the Beech Road Park boundary benefits both future and existing residents. For example, every apartment is able to have living accommodation and private amenity space facing the park, with bedroom accommodation on the quieter, northern elevation. For existing residents on Cross Road, they 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 respectful backdrop along this frontage.

Designing each elevation to respond to its surroundings

- 6.13 The design of the scheme has evolved during the pre-application stage and each elevation has been considered in detail, separate to the others, designed in a way which ensures it responds to its own immediate context. For example:

- **Cross Road elevation** – this has been designed to be domestic in scale and similar to the semi-detached houses opposite. 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 its curved façade sweeping around the existing Ash tree. At third floor the building is stepped back from the boundary by approximately 10 metres. The windows across the curved facade are obscured and will 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 will be largely unchanged when stood on Thornbridge Avenue, reflecting the desire of residents on this avenue to keep the hedge, highlighted during the public consultation period.
- **High Lane elevation** - Across this elevation there are four entrance cores which each 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 will secure this boundary from the adjoining car park retained for the Irish Club, as recommended by Greater Manchester Police ('GMP') within their Crime Impact Report.
- **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 lightly on top of the building, with the roof line being a contemporary addition to the locality, helping to break up the linear nature of the elevation. This design responds to the planning officer's comments, ensuring that when viewed from Beech Road Park, the relationship of the building to Thornbridge Avenue is separated and not overbearing.

Materials

- 6.14 The material selection for the scheme reflects the local vernacular with a mixture of red brick, metal glazing, living screening and standing seam cladding addressing each elevation. The materials are durable and are of a high quality, and the modern components such as glazing and green walls will be attractive to the future occupiers seeking an alternative to the traditional brick terraced and semi-detached housing stock in Chorlton.

Landscaping

- 6.15 The landscaping of the scheme has been designed in tandem with the architectural design of the building, to ensure that it is inherent to the proposals rather than an afterthought. Layer Studio have produced a set of landscape drawings which show that the adjacent Beech Road Park, to the west of the site has largely provided the principal design driver of the landscape, by suggesting a 'green' connection to the building's geometry. The introduction of 'planting threads' extrude hedges through the car park to assist in filtering views of the cars from the Street (Cross Road). The parking areas are proposed as a green gap paving providing a permeability for surface water to assist in the SUDs strategy.
- 6.16 The landscape proposals demonstrate the efforts the project team have gone to in order to respect existing local residents as well as future residents. For example, from the perspective of Thornbridge Avenue, the view of the shared leylandii hedge will remain largely unchanged, as per the local resident's request, with only a section of hedge neighbouring the boundary with No.14 proposed to be removed. Within the garden of No.14, the hedge will be replaced with a brick wall, providing an extension to the existing brick wall that already runs along that boundary. This will improve the experience of the garden for No.14 as the existing hedge has been difficult to maintain and has become overgrown. The request to retain the view as it stands on Thornbridge Avenue was largely due to the sense of community that residents felt the hedge provided, as they consider that it makes the road feel more like a cul-de-sac.
- 6.17 The community cohesion of future residents of the proposed building has also been considered through the landscaping scheme. For example, the proposed multi-stem tree planting and bench seating to be located by each entrance, behind the secure pedestrian gate will provide a series of spaces for residents to sit and chat with neighbours as they come and go.

- 6.18 The planting palette has been selected to respond to its environs, whilst providing seasonal character interest, with different forms and heights, to add visual diversity and interest throughout the year. More information can be found within Layer Studio's plan package, however the final planting schedule will be determined via a planning condition.

Heritage Impact

- 6.19 A Heritage Statement has been prepared by SLHA which has considered the relative heritage merits of the existing site and the impact of the proposed scheme.
- 6.20 The assessment has found that whilst the site has a clear relationship with the Chorlton Irish Club building (which has been identified by the LPA as a 'non-designated heritage asset'), the space is merely functional and yields no heritage interest in its own right. At present, the surface car park is not viewed in conjunction with the Wilbraham Road/Edge Lane Conservation Area and makes no contribution to its character and appearance. In addition, whilst the square footprint of the site is discernible, the ability to understand and appreciate the space as a bowling green, as it once stood, has been inherently lost. It has been recognised there is some potential for below-ground archaeology at the site (a 'Miraculous medal' may have been buried in the car park between 1959 and 1960), however the significance of this is considered to be negligible.
- 6.21 In assessing the proposals, using the CGI views prepared by Nau Studio, SLHA have concluded that the proposal would have a negligible adverse impact upon the setting of the Irish Club, the non-designated heritage asset. In addition, in regenerating the area and bringing the Site into active use, the proposals introduce a sense of cohesion and complement the existing character of this part of Chorlton, which has been defined by large, semi-detached Victorian villas since the late 19th century. The proposal therefore complies with Policy EN3 (Heritage), which notes that the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts.

Highways

- 6.22 A Transport Statement has been prepared by Mode Transport which provides information on the existing highway conditions of the site, the proposed site access arrangement, servicing arrangements, parking provision, trip generation and traffic impact, and site's accessibility by sustainable modes of transport. The most pertinent points from the Transport Statement have been summarised below.

Site parking

- 6.23 There will be provision for one vehicle parking space per apartment, as well as one bicycle storage space, plus 11 additional communal cycle storage spaces to be used as required by residents.

- 6.24 Seven car parking bays will have EV chargers and will be provided to residents who have an electric vehicle. The remaining 22 car parking bays will be future proofed and converted to charging spaces as required. Given that the apartments will be offered on a shared ownership basis, it is likely that not all residents will necessarily own a car. In addition, the site's location within walking distance to the District Centre makes short journeys by walking and cycling attractive, and longer journeys via bus or tram are also easily undertaken due to the site's accessibility.

Parking for the Chorlton Irish Club

- 6.25 The Chorlton Irish Club will retain 13 on-site parking spaces, in compliance with MCC's Core Strategy (Policy T2) and maximum parking standards for 'leisure facilities'. To consider the demand for the parking associated with the use of the Irish Club (should it re-open as a community facility in the future), Mode completed a TRICS based car parking analysis. This has demonstrated that there will be adequate parking provision available, both on-site and on the local highway network, to accommodate the expected parking demand generated by the Club. Parking surveys of Cross Road were completed in October last year to inform this assessment, in accordance with scoping requirements discussed with the Highways Department.

Trips generated

- 6.26 Based on agreed trip rates, the proposed residential development is expected to generate 7 two-way trips during the AM and 7 two-way trips during the PM peak hours, equivalent to 1 trip every 8 to 9 minutes. Considering the low number of trips generated, the proposed development will have a negligible traffic impact on the local highway network.

Refuse collection

- 6.27 Refuse collection vehicles will service the site from Cross Road and will be able to manoeuvre to within approximately 10m of the bin store. Bins will be stored in a dedicated, secure communal store where the containers will be collected by refuse workers on bin day, taken to kerbside, and returned to the store for 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.

Summary

- 6.28 The site is highly accessible by a range of sustainable modes of transport, including walking, cycling, bus services and tram services -providing a realistic alternative to car travel, particularly for commuting and amenity trips. Overall, it can be concluded that the proposed development will not have a severe impact on the local highway network, which is the threshold stated by the NPPF (Paragraph 111) under which development should not be refused on highways grounds. The proposal therefore complies with both the NPPF and core strategy plan policy T1 – Sustainable Transport.

Sustainability

- 6.29 In accordance with the validation requirements, an Environmental Standards Statement has been prepared by Icení Projects to assess the proposed energy strategy for the building.
- 6.30 The proposed strategy has been based around the objectives of Local Plan policies EN 4 (Reducing CO₂ Emissions by Enabling Low and Zero Carbon Development) and EN 6 (Target Framework for CO₂ Reductions from Low or Zero Carbon Energy Supplies). In summary, based on this strategy, the proposed development will achieve a minimum 23% carbon dioxide emissions reduction over Part L1A:2013 of the Building Regulations through the following measures:
- Specification of a high level of building fabric energy performance, a high level of air tightness and the minimisation of thermal bridging to minimise heat loss;
 - Mechanical ventilation with heat recovery to provide fresh air, with heat recovered from extracted air;
 - Specification of highly efficient electric space and water heating systems compliant with the requirements of the Domestic Building Services Compliance Guide; and
 - Employment of highly efficient LED lighting throughout to limit artificial lighting energy consumption.
- 6.31 The Environmental Standards Statement also demonstrates that the proposed development will seek to:
- Minimise the risk of flooding on-site and within the immediate surroundings;
 - Minimise internal water consumption, targeting a rate no higher than 105 litres per person per day;
 - Ensure waste is managed sustainably both during the construction and operation of the scheme;
 - Incorporate low-impact materials, according to the BRE Green Guide to Specification;
 - Incorporate measures to improve site biodiversity, including the provision of new tree, hedge and ornamental shrub planting; and
 - Ensure potential adverse impacts on the City's main waterways are mitigated.
- 6.32 By designing to rigorous energy standards, the application will respond directly to the Climate Emergency declared by the Council in July 2019. These measures will provide a minimum carbon

dioxide emissions saving of 23%, compared to the Part L:2013 baseline, meeting the requirements of Manchester City Council through on-site means alone.

Ecology & Arboriculture

Ecology

- 6.33 In September 2020 Dunelm Ecology were instructed to complete an ecological appraisal of the site, including a bat survey of the existing building on site (this was when the original proposal may have included the redevelopment of the Irish Club). No bats were recorded in this survey. When the red line boundary of the application site was reduced to exclude the Irish Club building, the project team contacted the ecologist and requested their opinion as to whether any further survey work was required concerning the car park area. It was confirmed in March 2021 that no further work was required due to the low ecological value of the site, as an existing surface car park. The ecologist simply recommended that ecological enhancements of the site could be made through a landscaping scheme. As a result of this recommendation, an ecological report has not been provided within the application pack, however a robust landscaping strategy has been prepared.

Arboriculture

- 6.34 A tree survey and arboricultural statement has been prepared by Cheshire Woodlands and has been used to inform the landscaping strategy for the site. The statement confirms that three trees, three group of trees and two hedges will be removed from the site for the purposes of redevelopment (12 trees in total). The trees are category B and C trees, and the statement confirms that the loss of the trees will not materially harm the amenity of the site or the surrounding area, and some are unlikely to be sustainable in the long-term in the current context given the high likelihood of significant future direct damage to the existing brick boundary wall.
- 6.35 The landscape plan shows that to mitigate against the tree loss, 15 replacement trees will be planted. It is also worth noting that a conscious design effort has been made to ensure the retention of the mature Ash Tree which sits along the boundary with Thornbridge Avenue; the building has actually been carefully sculpted around this tree, respecting its existing root protection area, and providing a key design feature.

Drainage

- 6.36 A flood risk assessment and drainage strategy has been prepared in support of the application by Sutcliffe. The report confirms that the site is located in flood risk zone 1, representing the lowest flood risk level.

Surface Water

- 6.37 The surface water drainage strategy for the site has been determined in accordance with the drainage hierarchy as detailed in the PPG. The hierarchy of managing surface water at source is:

- Option 1: Infiltration to ground (most preferred)
- Option 2: Discharge to a suitable water course
- Option 3: Discharge to a suitable surface water sewer network
- Option 4: Discharge to a combined sewer network (least preferred).

6.38 When assessing these options, following infiltration tests completed on site by Sutcliffe, they are able to confirm that a suitable infiltration rate was able to be calculated and there are no limiting factors that would preclude the use of soakaways on site. Therefore, in accordance with the drainage hierarchy, the use of soakaways and permeable paving in the car park will be utilised in the development.

Foul Water

6.39 In accordance with the pre-development advice provided by United Utilities, foul flow from this site will be allowed to drain into the public foul water/combined sewer system at an unrestricted rate.

Air Quality Impact

6.40 An air quality assessment has been prepared by Redmore Environmental, assessing the impact of the proposed scheme on air quality during both the construction and operational phases.

6.41 Potential construction phase air quality impacts from fugitive dust emissions were assessed as a result of earthworks, construction and trackout activities. The report did not identify any concerns and considered that the use of good practice control measures would provide suitable mitigation for a development of this size and nature and reduce potential impacts to an acceptable level.

6.42 During the operational phase of the development the report considered that there is the potential for air quality impacts as a result of traffic exhaust emissions associated with vehicles travelling to and from the site, however due to the size of the proposals, air quality impacts were not predicted to be significant.

6.43 The potential for the exposure of future residents to elevated pollution levels was assessed based on the results of a desk-top study which indicated that pollutant concentrations are likely to be below the relevant criteria at the development location. As such, the site is considered suitable for the proposed end use from an air quality perspective.

Noise Impact

6.44 In accordance with the scoping requirements discussed with the Environmental Health Department, a noise assessment was conducted at the site by acoustic consultant, Professional Consult in

December 2021. The assessment was specifically undertaken to identify the potential level of noise breakout from any future amplified music events which may take place in the Club, acknowledging the fact that the Irish Club could re-open in the future as a community facility capable of hosting live music and events.

- 6.45 This assessment relied upon noise measurements being taken both inside and outside of the Club whilst amplified music was generated inside to replicate the Club's future operation, albeit in a worst-case situation in which excessively high music noise levels were generated.
- 6.46 Upon completion of the noise test, the assessment has shown compliance with the low-frequency noise criteria for the 63Hz and 125Hz octave bands within any habitable room of the site, allowing for an open window at both the Club and the closest proposed apartment.
- 6.47 In summary, the predicted level of amplified music from within the Club at the closest proposed apartment will be sufficiently low enough to accord with the 'No Observed Adverse Effect Level' as detailed in the Planning Practice Guidance.

Daylight & Sunlight Amenity Impact

- 6.48 A Daylight and Sunlight Amenity Impact Assessment has been prepared by Gray Scanlan Hill in support of the application. The report documents the measured impact that the proposed development will have on the daylight and sunlight amenity of the Site facing habitable rooms of the following neighbouring buildings, located in the vicinity of the Site and of known residential use:
- Nos. 1, 3, 5, 7, 9 & 11 Cross Road;
 - Nos. 9, 11, 13 & 15 High Lane; and
 - Nos. 11, 12, 13 & 14 Thornbridge Avenue.
- 6.49 The report concludes that overall, the proposed development will have non-significant impact on daylight amenity of the neighbouring receptors. In terms of sunlight amenity impact, in the proposed condition, 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 proposed development is therefore considered to have a non-significant impact on sunlight amenity of all neighbouring receptors.
- 6.50 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, bar 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.

- 6.51 The report has therefore demonstrated that the proposed scheme will have an acceptable impact on current daylight and sunlight levels for surrounding properties in the vicinity of the site.

Crime Impact

- 6.52 In accordance with the validation requirements, a Crime Impact Statement ('CIS') has been conducted by Greater Manchester Police, which assesses the current crime levels within the vicinity of the site, and determines whether the site has been successfully designed to reduce opportunities for crime. In this regard, the CIS has identified three elements of the scheme which they have expressed concern about. The project team have since responded to GMP regarding these points, however at the time of submission they remain unresolved. We have noted down GMP's concerns and the applicant's response below. As GMP will be a statutory consultee during the determination period, it is envisaged that these queries can be addressed in due course.

Recessed entrances

- 6.53 GMP have noted that the proposed recessed entrances could allow intruders to conceal themselves from view, and they have recommended that the entrances are not recessed by more than 600mm.
- 6.54 In response, we are able to clarify that the entrances to the apartments are behind a secure boundary -there is a gated entrance to the apartments which will most likely be accessed via a key code or fob. There are also LED bollards along the pathway to each entrance which will illuminate the entrances, as will lights in the entrance halls themselves. The recessed entrances are therefore not a safety concern as they are inaccessible by non-residents.

Boundary Treatments

- 6.55 GMP recommend that when adjacent to public or communal spaces, boundaries should be a minimum height of 2.1m.
- 6.56 In response, we have issued GMP with the proposed landscape plan which shows the proposed boundary treatments. In summary, the following boundary treatments are proposed:
- Brick wall along Cross Road -1.4m. This does not need to be secure or gated as the car park is passively surveyed from each apartment and contains lighting. When consulted, the Ward Members also raised the fact that they don't want the scheme to feel like a gated community.

The wall is also more visually appropriate and beneficial for the street scene. In addition, the pedestrian entrance to the apartments is gated, so this wall won't compromise the security of the apartments.

- Timber fence to the rear of the Irish Club – in response to GMP's comments we have increased this to 2.1m in height.
- Steel railing to the park – 1.8m. We would note that it would be significantly out of character with the area if we fenced off the park from the site, as the rest of the boundaries to the park are steel railings. We want to avoid creating a defensive presentation. Again, the car park is open, bearing in mind there is natural surveillance from each apartment across the car park. Because of the car park, there will also be significantly more surveillance and lighting to be proposed along this frontage which will undoubtedly provide better security along the park boundary. Ultimately the park and the car park provide complimentary passive surveillance to each other and LED bollards help illuminate the park boundary.

Bin and bike stores

- 6.57 It was highlighted by GMP that bin and bike stores should be accessible to residents only. In response, we've been able to confirm that entry to the bin and bike stores is behind a controlled pedestrian gate so can only be accessed by residents, and the bins are secured in a centralised secure bin store.

Ground floor French doors

- 6.58 GMP have suggested that French doors (proposed on the ground floor apartments overlooking the car park) are only acceptable if they are within a secure private or communal garden boundary.
- 6.59 In response, we would note that the French doors at ground floor level are going to open out onto a small area of private space bordered by 1.2m high hedge on the side of the car park, shown on the landscape plan. The concept is that each apartment benefits from a view of the park and is able to feel connected to the park. We do not consider that the French doors overlooking the car park will be a security risk in light of the passive surveillance provided from each apartment, as well as people entering the car park, and people using Beech Road Park. In addition, the doors, as a minimum, will comply with the PAS 24:2016 British Standard.

7. SUMMARY & CONCLUSIONS

7.1 This planning statement has been prepared on behalf of Southway Housing Trust ('SWHT') (the Applicant'), in support of a planning application for the redevelopment of part of the car park at the Chorlton Irish Club, Cross Road, Chorlton, for the erection of a 29-dwelling apartment scheme, comprising a mix of 1- and 2-bedroom properties, all to be sold under the shared ownership model.

7.2 The description of development is as follows:

"Erection of a residential development with associated vehicular and cycle parking, refuse stores and landscaping"

7.3 The planning objectives and benefits of the proposed scheme are:

There are several benefits to the proposed scheme, including:

- Provision of 29 x affordable homes to be sold through the shared ownership model, suitable for key workers and young professionals.
- Provision of a wheelchair accessible dwelling.
- The retention of Chorlton Irish Club with its own parking area.
- Creation of local jobs during the construction phase.
- Re-use of a large redundant car park, applying a brownfield first approach to development.
- A highly accessible development in a location close to the town centre; well-connected by safe and appropriate public footpaths; in close proximity to public transport, including extensive bus services; and well-connected to public open space.
- The provision of a residential development contributing significantly to the Council's targets for affordable housing stock in the borough.

7.5 The proposed development is undoubtedly a positive intervention at the site and one which brings with it a sustainable, long-term solution for ensuring the efficient use of brownfield land in line with the core planning principles of the NPPF and the Local Development Plan. Most importantly, the proposed development provides a significant amount of much needed affordable housing in this locality, in accordance with Core Strategy Policy H6.