



Non-Technical Summary

Chorlton Precinct, Manchester

PJ Livesey Homes (6) Limited

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Basis of Report

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1.0 Introduction

1.1 This Non-Technical Summary (NTS) has been prepared by SLR Consulting Limited (SLR) on behalf of PJ Livesey Homes (6) Limited and Southway Housing Trust ('the applicant') and outlines the content of an Environmental Statement (ES) undertaken for the proposed development at the (vacant) Chorlton Precinct located within the district centre of Chorlton-Cum-Hardy, a suburb to the southwest of Manchester city centre. The site is bound by Nicolas Road to the north, Barlow Moor Road to the east, Wilbraham Road to the south and Manchester Road to the west.

1.2 This ES is to form part of a full planning application submitted to Manchester City Council (MCC) which seeks consent for:

"Full Planning Permission for the erection of 6no. residential buildings to provide up to 262 residential dwellings (Use Class C3) with ground floor commercial uses (Use Class E(a-e)); infrastructure works including electric substation and associated utilities works, service yard, vehicular pedestrian accesses; together with public realm works and hard/soft landscaping following demolition of existing buildings and structures on site."

1.3 This NTS seeks to provide a summary of the proposed development and its likely effects on the environment in non-technical language.

Non-Technical Summary

1.4 Schedule 4 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations) sets out the information to be included within an ES. In summary, the information requirements include, but is not limited to, the following:

- *A description of the development;*
- *A description of the reasonable alternatives studied by the developer which are relevant to the proposed project;*
- *A description of the relevant aspects of the current state of the environment (baseline scenario) and an outline of the likely evolution thereof without implementation of the development (future scenario);*
- *A description of the factors likely to be significantly affected by the development;*
- *A description of the likely significant effects of the development on the environment;*
- *A description of the forecasting methods or evidence used to identify and assess the significant effects on the environment;*
- *A description of the measures envisaged to avoid, prevent, reduce or, if possible, offset any identified significant adverse effects on the environment and, where appropriate, of any proposed monitoring arrangements;*
- *A description of the expected significant adverse effects of the development on the environment deriving from the vulnerability of the development to risks of major accidents and/or disasters which are relevant to the project concerned; and*
- **A non-technical summary of the information listed above.**

1.5 This document therefore comprises a Non-Technical Summary as required in accordance with Schedule 4, Paragraph 9 of the EIA Regulations.



The Applicant & Land Ownership

- 1.6 The planning application to which this ES relates has been submitted jointly by PJ Livesey Homes (6) Limited and Southway Housing Trust (hereafter 'the applicant').

PJ Livesey Homes (6)

- 1.7 PJ Livesey Homes (6) Limited is a subsidiary of PJ Livesey Group (PJLG) set up for the purpose of regenerating the Chorlton Precinct.
- 1.8 PJLG were founded in 1979 and are a local Manchester-based family-run residential property developer, specialising in historic buildings and their grounds and more recently has grown its vision to include new build development. PJLG has been at the forefront of specialist property development for over 40 years and pride themselves in adopting a determined approach to put quality first on all of their projects.
- 1.9 PJLG has vast experience within the residential sector, and are used to working closely with landowners, local authorities and communities to secure planning approval that balances viability and suitability.
- 1.10 PJLG adopt an in-house philosophy to design brief, delivery and sales is a major factor in how they approach projects, which makes them a unique developer that designs homes with real individuality as well as genuine practicality. More information can be found on their corporate website: <https://www.pjlivesey-group.co.uk/>.

Southway Housing Trust

- 1.11 Southway Housing Trust is a committed and forward-thinking not-for-profit local housing company, which is passionate about providing excellent homes and outstanding customer care.
- 1.12 Southway owns and manages almost 6,000 homes. Most of these are located within Manchester (in Burnage, Chorlton, Didsbury and Withington), but it also has properties in Tameside, Trafford and Salford.
- 1.13 Southway provides services for tenants, residents, the environment and wider community of south Manchester and beyond. Southway's vision is to create thriving communities, characterised by:
- Lower levels of child poverty;
 - Lower levels of loneliness and isolation in all age groups;
 - Higher levels of employment and social connectedness;
 - A supply of homes that is closer to meeting needs; and
 - And higher levels of satisfaction with our neighbourhoods as a place to live

The Requirement for an Environmental Impact Assessment

- 1.14 Applications for development that fall to be considered under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 are required to be supported by an Environmental Impact Assessment. The criteria for considering whether the proposals constitute an 'EIA Development' are defined as either 'Schedule 1' or 'Schedule 2' developments within the EIA Regulations.
- 1.15 It should be noted that the development proposals would fall to be considered under Schedule 2 Class 10 (b) – '*Urban Development Projects, including the construction of shopping centres and car parks, sports stadiums, leisure centres and multiplex cinemas*'.



- 1.16 The applicable thresholds for Class 10 (b) under the 2017 EIA Regulations are as follows:
- The development includes more than 1 hectare of urban development which is not dwellinghouse development; or
 - The development includes more than 150 dwellings; or
 - The overall area of the development exceeds 5 hectares.
- 1.17 Further information regarding the Screening and Scoping exercises undertaken are provided below.

Screening and Scoping

Screening Opinion

- 1.18 A formal screening report was submitted to MCC on the 20th December 2024. The content of the request was prepared by SLR Consulting Limited with support from CBRE and the wider technical team on the basis of the following description of development:

“Application for Full Planning Permission for the erection of 6no. residential buildings to provide up to 262 residential dwellings (Use Class C3) with ground floor commercial uses (Use Class E(a-e); infrastructure works including electric substation and associated utilities works, service yard, vehicular pedestrian accesses; together with public realm works and hard/soft landscaping following demolition of existing buildings and structures on site.”

- 1.19 A Screening Opinion subsequently adopted by MCC on 7th January 2025 (reference SOUTH/EIA/ChorltonPrecinct) confirmed that the development proposals constitute EIA development’ in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017. The overall conclusion reached within the Screening Opinion is as follows:

“It is concluded that this proposed development would have impact on the surrounding area and these impacts warrant a formal Environmental Impact Assessment. Therefore, the opinion of the City Council, as Local Planning Authority, is that an Environmental Impact Assessment is required in this instance and that an Environmental Statement be prepared to accompany any planning application for the proposed development.”

Scoping Opinion

- 1.20 Time constraints associated with the project programme meant there was insufficient time to prepare and formally request an ES scoping opinion (given the 5-week response timescale). Nonetheless, an Environmental Impact Assessment Scoping Request was informally submitted (via email) to MCC on the 13th January 2025.
- 1.21 The scoping requested focused on the following areas, which MCCs screening opinion considered to have potential for significant effects as a result of the Proposed Development:
- EIA Methodology and Intra-Development Cumulative Effects;
 - Built Heritage;
 - Townscape and Visual Effects;
 - Traffic and Transport;
 - Air Quality;



- Noise & Vibration; and
- Residual Effects and Next Steps.

1.22 The Scoping Report also identified that the following areas were considered to be non-significant environmental issues associated with the development proposals and, as such, separate technical chapters within the ES were not considered necessary:

- Ecology and Biodiversity
- Archaeology
- Ground Conditions
- Flood Risk and Drainage
- Daylight, Sunlight and Overshadowing
- Wind Microclimate
- Major Accidents and Disasters

1.23 MCC confirmed (via email) on the 15th January 2025 that the authority is content with *“the topics to be scoped in and out of the ES and the overall content and structure proposed.”*

Viewing the ES and Representations

Requesting Copies of ES Documents

1.24 The ES and associated NTS will be available to view (free of charge) either via the planning applications page of the MCC website (<https://www.manchester.gov.uk/info/200074/planning>) or at the MCC Council offices located at Town Hall, Albert Square, Manchester M2 5DB.

1.25 Alternatively, a copy of the ES can be requested from SLR Consulting Limited in either electronic (CD) or hard copy. The cost of duplicating the ES will be charged at cost (i.e. no additional uplift) dependent on the format that the copy is requested. These costs are detailed below:

- Electronic copy via CD - £10; or
- Hard copy via post - £250 + postage.

1.26 Unfortunately, given the electronic file size of the ES, it is not possible to disseminate copies of this document via email.

1.27 A copy of the NTS can also be requested from SLR Consulting Limited in either electronic (email or CD) or hard copy and is available free of charge. If a hard copy is requested, please send an A4 size stamp addressed envelope to the following address: SLR Consulting Limited, 3rd Floor, Brew House, Jacob Street, Bristol BS2 0EQ.

1.28 All other requests for copies of the ES documents can be made via email at ebright@slrconsulting.com.

Representations

1.29 Should you wish to make representations to the application or in direct reference to the ES, these must be made within 30 days of the date that the planning application has been registered by the local planning authority. Any such representations can be submitted to the planning department of MCC either via the planning applications page



of the RBG website (<https://www.manchester.gov.uk/info/200074/planning>) or by writing to the MCC Council offices located at Town Hall, Albert Square, Manchester M2 5DB.

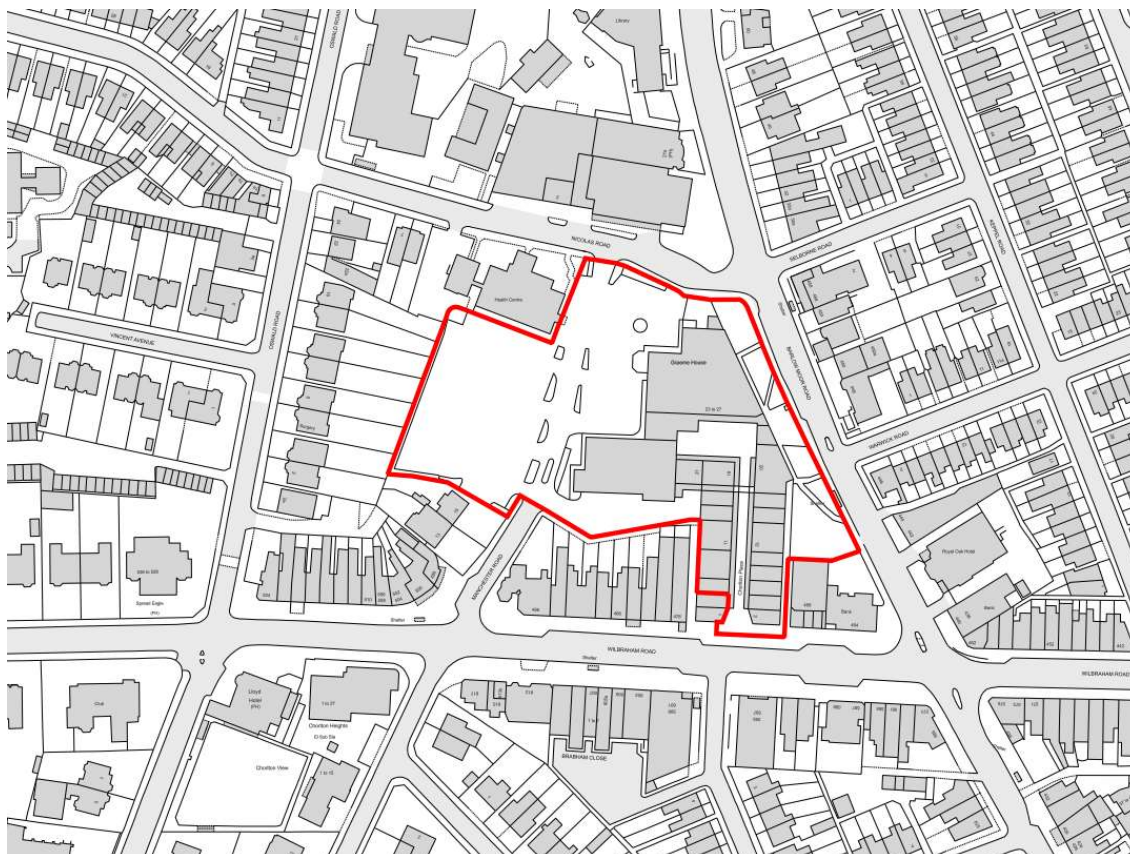


2.0 Description of Site and Surroundings

Site Location

- 2.1 The application site, known as the Chorlton Precinct, extends to approximately 1.27ha and is located within the district centre of Chorlton-Cum-Hardy, a suburb to the southwest of Manchester City Centre. The full extent of the red line application site boundary is as shown Figure 2-1 below.

Figure 2-1: Site Location Plan Extract



- 2.2 The application site is bound by Barlow Moor Road to the east, Wilbraham Road (A6010) to the south, the rear of properties fronting on Oswald Road to the west and Nicolas Road to the north. The site is located entirely within the administrative bounds of Manchester City Council (MCC).

Existing Site

- 2.3 The application site itself currently comprises the Chorlton Cross shopping centre, the 8-storey Chorlton Square (Graeme House) office block and The Square car park (providing 190 surface-level car parking spaces). The office block and all shops, with the exception of the Costa Coffee (which is excluded from the application redline and is to remain in situ) are currently vacant and hoarded off. The existing surface car park in the western part of the site remains in public use.
- 2.4 The shopping centre was built in 1973, and Graeme House was built in 1971, however, the buildings are now dated in appearance and have reached the end of their economic life.



- 2.5 The site is located at the 'four banks' junction within Chorlton District Centre, at the intersection of Wilbraham Road (A6010) and Barlow Moor Road. The sites' main point of vehicular access is from Manchester Road with a service access off Nicolas Road. This is also accessible via foot, with footpaths directly abutting Barlow Moor Road, Manchester Road, Wilbraham Road and Nicolas Road. Moreover, within the sites vicinity there are pedestrian footways which link the site to the wider District Centre.

Demolition

- 2.6 A separate Prior Notice for Demolition application (LPA ref. 141706/DEM/2024) was approved by Manchester City Council, as the Local Planning Authority, in January 2025, confirming that the proposed demolition of the existing shopping precinct and Graeme House office building can be undertaken under permitted development rights. The submission is informed by a Demolition Management Plan, prepared by the proposed demolition contractor, which sets out the proposed mitigation measures to minimise impacts on surrounding residential receptors. The approved demolition works are intended to commence in Q2 2025 (starting with internal soft-strip activity) for a period of circa 20 weeks.

Surroundings

- 2.7 Within the immediate site boundary, the wider area within the Chorlton District Centre predominantly comprises a mix of retail and leisure uses that are common to a town/district centre and overall is characterised by a dense urban context. Beyond the district centre, the surrounding area attains a residential suburban grain, which is well-connected to the heart of the Chorlton Centre.
- 2.8 The site is bounded to the west by gardens associated with residential properties fronting onto Oswald Road, whilst the north and eastern boundaries are predominantly bound by the public highway. The site southern boundary with Wilbraham Road predominantly consists of the rear of existing buildings comprising retail at ground floor with residential above. To the south and east, on the opposite side of the public highway, a mix of late 19th Century terraced commercial properties are found, with larger institutional buildings located to the north.
- 2.9 Manchester Road passes through the middle of the site, connecting Wilbraham Road to Nicolas Road, and also transgresses through the existing surface car park, although this road does not form part of the public highway.

Planning Designations

- 2.10 The extant 'Proposals Map' which details the Core Strategy and Unitary Development Plan (UDP) policies from the MCC Local Development Plan, identifies the site as lying within the defined boundaries of South Manchester (Core Strategy Policy EC9/H6) and the Chorlton District Centre (Core Strategy Policy C6).
- 2.11 There are no designated heritage assets within the site, however, the site borders the Wilbraham Road/Edge Lane Conservation Area to the southwest. Additionally, Wilbraham Road which bounds the site to the west is defined as a major road/rail environmental improvement route, with an allocated major recreational route located approximately 250m to the east.
- 2.12 Policy C6 of the Core Strategy makes direct reference to the redevelopment of the site, stating:

"Redevelopment in Chorlton will provide a substantial increase in retail, alongside improvements to other commercial and community services. New development should



also make a contribution to the character of the centre, including a range of unit sizes and environmental improvements.”

2.13 Policy C2 within the Core Strategy also states:

“Development will support thriving district centres, with distinct local character, providing a good range of accessible key services, including retail, health facilities, public services, leisure activities and financial and legal services. Housing will also be considered an appropriate use within District Centres, providing it supports the vitality and viability of the centre.”

Planning History

2.14 The site has a limited planning history of relevance to the proposed development aside from the Prior Notice for Demolition application (LPA ref. 141706/DEM/2025) detailed in the ‘Demolition’ sub-section above which was approved by Manchester City Coouncil, as the Local Planning Authority, in January 2025.



3.0 Description of Proposed Development

- 3.1 The application submitted to Manchester City Council (MCC) seeks full planning permission for:

“Application for Full Planning Permission for the erection of 6no. residential buildings to provide up to 262 residential dwellings (Use Class C3) with ground floor commercial uses (Use Class E(a-e); infrastructure works including electric substation and associated utilities works, service yard, vehicular pedestrian accesses; together with public realm works and hard/soft landscaping following demolition of existing buildings and structures on site.”

Development Brief

- 3.2 As detailed within Chapter 2: Application Site and Surrounds, the site is located within the defined boundaries of South Manchester (Core Strategy Policy EC9/H6) and the Chorlton District Centre (Core Strategy Policy C6) within the local development plan.
- 3.3 The Applicant’s proposed scheme, as per the initial development brief issued by PJL to its consultant team, seeks to directly respond to development plan and planning policy guidance objectives. The vacant Chorlton Precinct is to be a residential-led mixed use scheme that contributes to revitalising the centre of Chorlton. The overarching vision is to support the housing demand across Manchester through a residential-led mixed-use development that responds to the scale of place, whilst enhancing the local amenity offer from retail spaces to landscaped areas.
- 3.4 The Applicant wants to engender a sense of community through a successful masterplan approach to design with the residents in mind that incorporates:
- A residential-led mixed-use scheme that offers a mix of housing sizes and tenures;
 - Flexible ground floor retail uses to activate the street edges to the outer parts of the site;
 - Buildings set within a landscaped ground plane with active frontage to primary streets;
 - A new and distinctive place for the centre of Chorlton;
 - The creation of high quality flexible public realm spaces at ground level including biodiverse planting, and strengthened pedestrian connections along the surrounding roads, and through the site;
 - A publicly accessible pedestrianised ‘greenway’ route along Manchester Road, including woodland inspired planting, rain gardens and natural ‘play on the way’ features landscaped areas;
 - The restriction of vehicular access, notably through the site, to create an pedestrian and landscaped public realm for all that also maximises retention of existing trees; and
 - Actively responding to the environmental constraints and opportunities of the site to create a sustainable development in an urban setting.

Proposed Land Use, Mix and Areas

- 3.5 The proposed development includes the delivery of a significant number of new homes (262), in a mix of sizes and tenures, as identified in the table below.



Table 3-1: Proposed Housing by Mix and Tenure.

Unit Mix	Market	Affordable Homes	Total
1Bed 2persons	56	16	72 (27.5%)
2Bed 3persons	92*	16	108 (41.2%)
2Bed 4persons	43	17	60 (22.9%)
3Bed	15	0	15 (5.7%)
Penthouse	7	0	7 (2.7%)
Total	213 (81.3%)	49 (18.7%)*	262
*please note 4 no. 2Bed 3person market units being provided at discount value (25%) to bring affordable provision to 53 no. units (20.2%).			

3.6 Whilst the above indicates that the proposed development will provide a total of 49 (18.7%) affordable units for social rent (to be managed by Southway Housing Trust), the applicant has committed to provide 4 no. market sale units at (25%) discounted value to the market; thereby bringing the total provision of affordable provision to 53 no. units (20.2%).

3.7 The proposed non-residential floorspace by gross internal areas (GIA) is identified in Table 3-2. Table 3-2: Proposed Non-Residential Floorspace.

Table 3-2: Proposed Non-Residential Floorspace.

Use	Area
Retail NIA (sqm)	976
Retail NIA (sqft)	10,504

Layout and Building Heights

3.8 The development proposal comprises six buildings (Blocks A-F) set around new landscape streets positioned along Manchester Road (to be predominantly pedestrianised to create a new active travel use), a linear park running parallel to Barlow Road and raised residential gardens (podium with parking below) at the centre of the site. The proposed site layout is shown in Figure 3-1 below:



Figure 3-1: Proposed Site Layout



3.9 The proposed building heights are identified in Table 3-3Error! Reference source not found., whilst Figure 3-2Error! Reference source not found. provides an illustrative explanation of the building heights across the site.

Table 3-3: Proposed Building Heights

Building	Height
Block A	10-Storeys
Block B	8 Storeys
Block C	7 Storeys
Block D	6 Storeys
Block E	6 Storeys
Block F	4 Storeys



Figure 3-2: Proposed Heights and Units by Building



- 3.10 Commercial ground floor space will be provided across all blocks with the exception of blocks C and D. This is to activate the street scene on the site boundaries, with various sized flexible units located on the corner of Nicolas Road / Manchester Road and along Barlow Moor Road. Additionally, the proposals sought to form an 'plug-in' at the ground floor to the street-scene of Wilbraham Road, with retail frontages creating a Makers Yard of micro retail units behind the retained Costa Coffee building.
- 3.11 Overall, the ground floor will operate as a functional base for the Proposed Development, with Blocks A, B and C sharing a podium that conceals services and parking (undercroft) that is wrapped by active frontage via retail space, entrance lobbies and ground floor apartments. This consequently provides a raised residents garden above and a basement below to further conceal services and parking for the development.
- 3.12 Overall, 976 sqm (NIA) of retail floor space is provided at ground floor level as illustrated within **Error! Reference source not found..**



Figure 3-3: Ground Floor Retail Units



Development Programme

- 3.13 A summary of the development programme, as advised by the applicant, intends for demolition works (initially internal soft-strip work) to commence in Q2 2025 (as per approved Prior Notice for Demolition) and taking until Q1 2027, whilst the construction and operational phases will be undertaken on a development block basis. The construction works would commence in Q1 2026 and end in Q4 2027, whilst first occupation would commence in Q3 2027 and with all blocks occupied by Q4 2029.
- 3.14 Notwithstanding, it should be noted that the programme will continue to evolve to meet planning and commercial requirements

Consultation

- 3.15 The development proposals have been through an extensive pre-application consultation with MCC, local councillors and groups as well as public consultation. The consultation process can be summarised as follows:
- Initial MCC engagement to introduce the development team to the proposals- July 2023;
 - Public Consultation 1 (questionnaire) where an initial letter was posted and a website was launched to involve the public- July 2023;
 - Pre-application engagement undertaken with MCC- September 2023;
 - Project introduction to Local Councillors who were informed of the project via a presentation- September 2023;
 - Urban Design Review with MCC whereby the design proposals were presented to the council- October 2023;
 - Community Groups/CCLT were engaged to have input in developing the proposals- October 2023;
 - Dedicated presentations were made to Local Councillors- November 2023;



- Public Consultation 2 (events) which formed part of the second phase of public consultation and involved week-long events and drop-in sessions;
- The project team presented feedback from the public consultation events to Local Councillors- January 2024;
- The project team re-engaged with MCC following several design changes (including retention of the Costa Coffee unit) arising from public feedback- January 2024;
- Local Councillors were updated on the revised proposals- August 2024;
- As the proposals become more detailed, focused meetings were held with MCC from elevational detail to site strategies and layouts- October 2024-March 2025; and
- Prior to the planning application submission, the project website and newsletter were updated to inform the public how consultation had influenced the design evolution.



4.0 Consideration of Alternatives

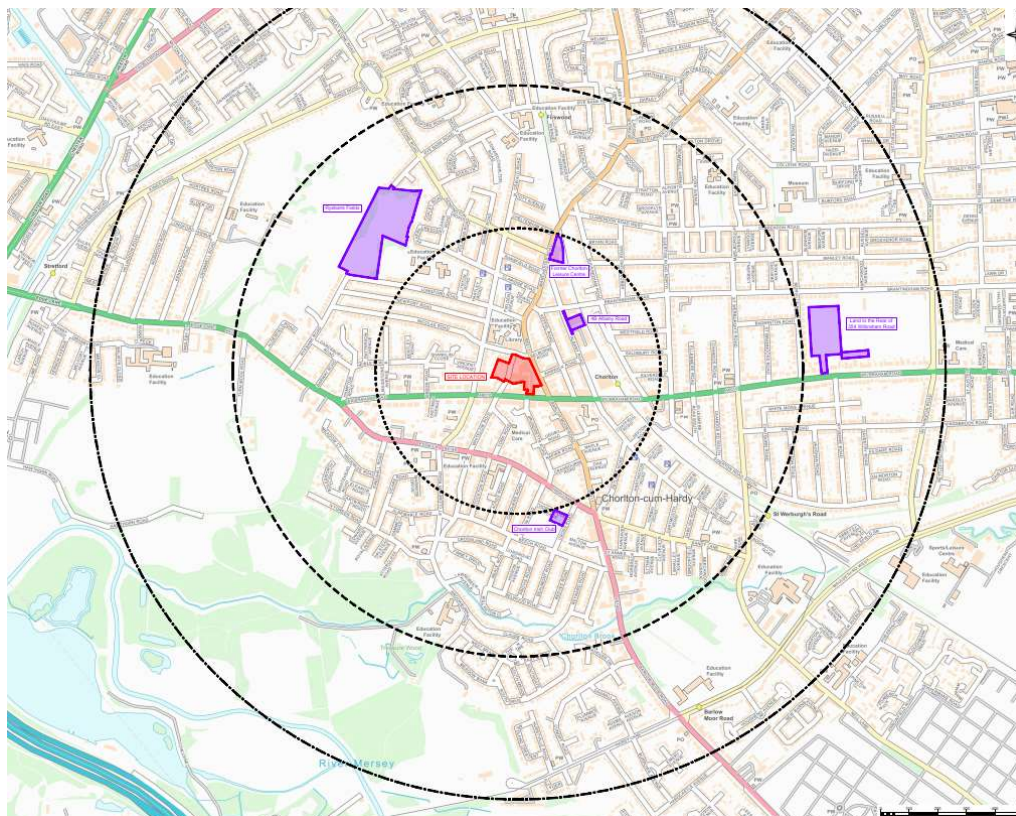
- 4.1 There are three main scenarios for considering alternatives associated with the site and the proposed development. These three scenarios are:
- A 'do nothing' or 'no change' scenario, which considers no development taking place on the application site;
 - An 'alternative sites' scenario, which considers alternative sites for the proposed development (as relevant); and
 - An 'alternative designs' scenario, which considers the alternative designs of the proposed development with respect to issues of location, materials, extent, etc. taking into account the environmental effects which influences the design evolution.
- 4.2 The 'do nothing' scenario would fail to deliver the 262 residential dwellings (Use Class C3) with ground floor commercial uses (Use Class E(a-e); infrastructure works including electric substation and associated utilities works, service yard, vehicular pedestrian accesses; together with public realm works and hard/soft landscaping. This would fail to achieve the objectives of the applicant or the aspirations of the MCC Core Strategy and wider statutory development plan.
- 4.3 No alternative sites to the application site have been considered as part of the development process. The applicant (PJ Livesey Homes (6) Limited) has a development option agreed with the Freehold owner of the site and can bring forward the development in accordance with its development aspirations for a residential led mix use regeneration of the site.
- 4.4 The true consideration of alternatives has generally focussed on the options considered for alternative designs, including the layout, massing, density, uses and general arrangement of the site in the context of the site opportunities and constraints.
- 4.5 Given the above, it is duly contended that the consideration of alternatives associated with the proposed development have been outlined in sufficient detail to ensure accordance with the EIA Regulations 2017.



5.0 Description of Committed Developments

- 5.1 In accordance with the 2017 EIA Regulations, the EIA has included an assessment of any direct and indirect cumulative effects arising from the inter-relationship between different impacts arising from the Development when considered alongside any other developments in the area surrounding the site.
- 5.2 In relation to other development, best practice dictates that cumulative assessments of this nature should have regard to those schemes which are 'reasonably foreseeable' (i.e. usually those under construction or with planning permission). The assessment is only capable of being carried out based on the information available at the time of assessment.
- 5.3 As part of the informal Scoping exercise, it was agreed that the following committed developments would be considered in undertaking the assessment of cumulative effects within the EIA:
- Land To The Rear Of 354 Wilbraham Road Manchester- Application Ref. 135604/FO/2022;
 - 4B Albany Road- Application Ref. 136878/FO/2023';
 - Former Chorlton Leisure Centre- Application Ref. 136791/FO/2023; and
 - Chorlton Irish Club- Application Ref. 132708/FO/2022.
- 5.4 In addition, the application below was identified by MCC during the informal scoping as being relevant to the cumulative assessment. At the time MCC identified this development, the proposals were only subject to an scoping opinion.
- Ryebank Fields- Application Ref. 142223/FO/2025.

Figure 5-1: Committed Developments



6.0 Planning Policy Context

- 6.1 Chapter 2 of the ES has sought to outline the applicable overarching planning policy position associated with the site and the proposed development. Policies applicable to the various technical assessments included within the ES are contained within the relevant chapters. Where appropriate, the individual ES chapters also outline any legislation or guidance of relevance to their assessments.
- 6.2 A more detailed assessment of the relevant national and local planning policy position is contained within the Planning Statement, prepared by CBRE submitted in support of the application. The applicable policy relevant to the ES is listed below:
- National Planning Policy Framework (NPPF);
 - National Planning Practice Guidance;
 - Manchester Core Strategy (July 2012);
 - Saved Policies of the Unitary Development Plan (UDP) (1995);
 - Greater Manchester Places for Everyone Joint Development Plan (March 2024);
 - Greater Manchester Joint Waste Plan (April 2012);
 - Greater Manchester Joint Minerals Plan (April 2013);
 - Guide to Development in Manchester SPD (2007);
 - Providing for Housing Choice SPD and Planning Guidance (2008); and
 - Chorlton Cross Shopping Centre Development Framework.
 - Chorlton Local Infrastructure Framework ('LIF')
- 6.3 In terms of site-specific allocations, the Core Strategy and Unitary Development Plan (UDP) identifies the site as lying within the defined boundaries of South Manchester (Core Strategy Policy EC9/H6) and the Chorlton District Centre (Core Strategy Policy C6).



7.0 Assessment of Effects

Townscape and Visual Effects

- 7.1 Chapter 4 of the ES evaluates the potential townscape and visual effects likely to arise during the construction and operation of the proposed mixed-use development. The assessment has followed best practice guidance produced by the Landscape Institute's 'Guidance for Landscape and Visual Impact Assessment' (GLVIA) (3rd Edition 2013) and the 'Notes and Clarifications on Aspects of Guidelines for Landscape and Visual Impact Assessment Third edition (GLVIA) – Technical Guidance Note LITGN-2024-01' (August 2024).
- 7.2 The assessment has also been steered by other guidance documents, including those specific to photography and visualisation techniques such as 'Visual Representation of Development Proposals' (Landscape Institute Technical Guidance Note 06/19, September 2019).
- 7.3 During the construction period, residual effects would be confined to a local area and would be short term and temporary. There would be direct effects upon the townscape of the Chorlton District Centre which would be Moderate-Major Adverse and significant. In addition, there would be indirect, adverse effects on the perceptual aspects of the surrounding townscape, but effects would not be significant and would be less pronounced with distance from the site. Moreover, Moderate-Major Adverse, significant visual effects would be experienced from some locations on roads and footpaths surrounding the site, including Barlow Moor Road, Manchester Road and Nicolas Road
- 7.4 During the operational period, there would be no significant residual effects upon the townscape or views as a result of the proposed development; townscape and visual effects have been concluded as beneficial, neutral or negligible. It is considered that the proposed development would reflect the local character, create a strong sense of place and provide high-quality public realm. There would also be improved legibility and accessibility through the site with well-designed public open space
- 7.5 There would be no significant cumulative effects as a result of the proposed development when considered in combination with the committed developments identified. Adverse effects would only be experienced during the construction phase with respect to the schemes at 4B Albany Road and the Former Chorlton Leisure Centre, however, effects would be temporary and would be confined to the east and north sections of the site respectively. During the operational phase, cumulative effects have been identified as beneficial, neutral or negligible. This is as a result of the developments upgrading the townscape and provide high-quality public realm, benefitting the local area and resulting in beneficial cumulative townscape effects.
- 7.6 Overall, it is concluded that the proposed development would result in an enhancement of the local townscape character and of the visual amenities of people in the surrounding area. It would comply with planning policy at a national, regional and local level relating to townscape and visual effects.

Built Heritage

- 7.7 Chapter 5 of the ES assesses the likely significant effects of the Proposed Development on the historic environment in respect of designated and non-designated built heritage assets. The assessment has followed best practice guidance including EIA and national planning policy requirements which aim to achieve sustainable development, so that heritage assets are conserved in proportion to their heritage significance.



- 7.8 The baseline contained in the chapter indicates that the site contains no designated or non-designated heritage assets, however, two Conservation Areas (CA) and six Grade II Listed Buildings are within 500m of the Site. This includes the Wilbraham Road/Edge Lane CA that sits immediately adjacent to the site and is considered sensitive to development.
- 7.9 During construction, following embedded mitigation secured in the CEMP, all effects are considered temporary and negligible, which is not significant in EIA terms.
- 7.10 However, during operation, there will be permanent minor adverse (non-significant) effects to the Wilbraham Road/ Edge Lane Conservation Area, Lloyd and Platt Hotel (Grade II listed) Wilbraham Road Conservative Club (key unlisted building), Spread Eagle Hotel (key unlisted building) and the 464 Wilbraham Road (Sunwick Villa) (Building of Historic Interest). This is predominantly as a result of the development introducing a new scale and massing within the grouping's urban environment which will lead to an alteration of the current experience of exiting the Conservation Area onto Wilbraham Road.
- 7.11 Cumulative effects were also assessed, and no significant impacts were identified.

Traffic and Transport

- 7.12 Chapter 6 of the ES has considered the traffic and transport effects associated with the Proposed Development. The assessment has followed best practice guidance including the Environmental Assessment of Traffic and Movement, IEMA, 2023 which sets out two rules of thumb as criteria to assist in delimiting the scale and extent of the environmental assessment:
- *Rule 1: Include highway links where traffic flows will increase by more than 30% (or the number of heavy goods vehicles will increase by more than 30%).*
 - *Rule 2: Include highway links of high sensitivity where traffic flows have increased by 10% or more.*
- 7.13 No links would experience an annual average daily traffic increase (AADT) or Heavy Duty Vehicle (HDV) increase of 30% or more or an AADT increase of 10% or more, which is the threshold for links of high sensitivity, during the Demolition, Construction, and Operational stages. Thus, impacts are not considered to be significant. Cumulative effects were also assessed, and no significant impacts were identified.
- 7.14 As a consequence of no significant effects being identified, no mitigation is considered required, although the below measures will be in place during the construction and/or operational stages of the development to manage its traffic and transport impact:
- Construction Environmental Management Plan (CEMP);
 - Framework Travel Plan;
 - Appropriate Cycle Parking;
 - Substantial portion of the site layout are pedestrianised/made suitable for active travel to benefit non-car users;
 - Servicing Strategy; and
 - Redevelopment of Chorlton Precinct to encourage local trips on foot and by cycle.
- 7.15 Overall, it is concluded that the construction and operation phases of the Chorlton Precinct redevelopment are within acceptable limits of the thresholds recommended for



the assessment and is therefore considered complaint with guidance and policy requirements.

Air Quality

- 7.16 Chapter 7 of the ES has considered considers the impact of the proposed development on Air Quality. The assessment has followed best practice guidance and has had due regard to Air Quality Objectives (AQO) for NO₂ (Nitrogen), PM₁₀ and PM_{2.5} (Particulate Matter).
- 7.17 A baseline assessment has been undertaken to assess the suitability of the site for the Proposed Development. It was found that as per the Recent NO₂ concentrations recorded in the vicinity of the development, as provided in the 'Greater Manchester LAQM and CAP NO₂ Diffusion Tube Results, 2011-2023', annual mean NO₂ concentrations were above the Air Quality Objective (AQO) of 40µg/m³ at the survey site in 2022. However, levels have since dropped below the AQO. Regarding PM₁₀ monitoring results indicated the concentrations were below the AQO of 40µg/m³.
- 7.18 The chapter assessed the potential for fugitive dust emissions to occur as a result of construction phase activities including earthworks and track out activities. Effects ranged from minor and major, which requires mitigation measures in order to control impacts associated with fugitive dust emissions as far as practicable. As such, a Construction Environmental Management Plan (CEMP) will be submitted in advance of a planning application to control potential air quality effects during the construction phase.
- 7.19 Impacts on existing air quality as a result of road traffic exhaust emissions associated with vehicles travelling to and from the site during the construction were also assessed. Based on the predication that the Proposed Development is predicted to generate less than 100 LDV and 24 HDV movements per day (as provided by Civic Engineers, the Transport Consultants for the project), effects were predicted to be negligible
- 7.20 Concerning the operational phase, impacts on existing air quality as a result of road traffic exhaust emissions associated with vehicles travelling to and from the Site were assessed. An assessment was therefore undertaken using dispersion modelling in order to quantify potential changes in pollutant concentrations at sensitive locations in the vicinity of the Site. It was concluded that effects on annual mean NO₂, PM₁₀ and PM_{2.5} concentrations as a result of operational phase road vehicle exhaust emissions were predicted to be negligible (adverse) at all receptors.
- 7.21 Exposure to future occupants was also assessed given the Proposed Development has the potential to cause elevated pollution levels; the dispersion modelling also found that the effects were not significant, with annual mean NO₂, PM₁₀ and PM_{2.5} concentrations all below the relevant AQO and Concentration Target across the Site.
- 7.22 Cumulative effects were also assessed, and no significant impacts were identified.
- 7.23 Overall, the chapter concluded that based on the results of the assessment, residual air quality effects associated with the Proposed Development are not considered to be significant. Nevertheless, there are mitigation measures incorporated into the development proposals in the form of a Framework Travel Plan and EV parking / charging spaces.

Noise and Vibration

- 7.24 Chapter 8 ES sets out the noise and vibration impact of the proposed development. The assessment has followed best practice guidance including the relevant British Standards (BS). The Chapter assesses the following:



- The impact of construction noise and vibration upon existing sensitive receptors close to the development;
- The impact of construction generated road traffic noise upon existing sensitive receptors close to the development;
- Operational phase effects including local road traffic noise levels generated from vehicle movements, external amenity areas and internal habitable rooms; and
- The impact of fixed plant noise associated with the proposed development upon the proposed sensitive receptors at the Site, and upon existing sensitive receptors close to the development.

- 7.25 The construction phase assessments determined the potential for negligible significance of effect, with the implementation of mitigation measures which are considered to be embedded. This includes best practicable means (BPM) will be implemented as per the CEMP which will be secured by a suitably worded planning condition. The CEMP will also include a piling methodology for approval by MCC prior to any works being undertaken on site.
- 7.26 Changes in road traffic noise levels were found to be negligible significance at all receptors in the long term at local level. This is therefore not considered significant
- 7.27 Existing noise impacts upon proposed receptors were only found to be significant within habitable rooms overlooking the roads, without mitigation measures. However, with upgraded glazing specification and consideration of a Part O overheating assessment, the significance of effect is reduced to negligible adverse in the long term at local level for all external and internal amenity areas due to external noise impact
- 7.28 The Chapter also sets recommendations on noise limits, for fixed plant and music which make the residual noise effect as negligible adverse in the long term and at local level. The necessary detail/mitigation is to be secured by way of appropriate planning condition.



8.0 Cumulative Effects

- 8.1 Schedule 4, Paragraph 5 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations) states that an Environmental Statement (ES) should provide a “...*description of the likely significant effects on the factors specified in regulation 4(2) should cover the direct effects and any indirect, secondary, **cumulative**, transboundary, short-term, medium-term and long-term, permanent and temporary, positive and negative effects of the development*” (emphasis added).
- 8.2 In assessing cumulative impacts, it should be highlighted that the Part 5 Regulation 18(4) of the EIA Regulations requires an ES to “*include information **reasonably required** for reaching a reasoned conclusion on the significant effects of the development on the environment, taking into account current knowledge and methods of assessment*” (emphasis added).
- 8.3 This chapter of the ES draws together a summary of the potential cumulative effects of the proposed development together with other committed development identified within the vicinity of the application site. Further detailed information pertaining to the methodology of each technical assessment and the inclusion of likely cumulative impacts is provided within the relevant chapters of the ES and, where appropriate, within the associated technical appendices and supporting statement submitted as part of the planning application.
- 8.4 As detailed within EIA guidance, cumulative effects can be considered as either:
- The combined effect of individual effects arising as a result of the proposed development: i.e. a single receptor experiencing multiple effects as a result of noise, air quality, transport etc.; and
 - The cumulative effect of the proposed development in combination with other development schemes in the locality: i.e. effects which on an individual basis are insignificant but in combination with other development schemes would lead to a significant effect.

Assessment of Combined Effects

- 8.5 The ES has identified that there is potential for combined effects to arise through the interaction of the following:
- Construction Phase
 - Landscape and Visual- direct impacts upon the townscape of the Chorlton District Centre which would be Moderate-Major Adverse and significant, as well as visual effects on some locations on roads and footpaths surrounding the site, including Barlow Moor Road, Manchester Road and Nicolas Road. In addition, adverse impacts as a result of the removal of existing trees, but effects would not be significant. (note trees are already consented to be removed under demolition consent ref. 141706/DEM/2024); and
 - Noise and Vibration- negligible adverse temporary effect in the short term at a local level as a result of construction noise and vibration that is not significant.
 - Operational Phase
 - Landscape and Visual- beneficial effects in creating a strong sense of place and providing a high-quality public realm, as well as improved



legibility and accessibility through the site with well-designed public open space;

- Built Heritage- - Permanent minor adverse (non significant) effects will incur to the Wilbraham Road/ Edge Lane Conservation Area, Lloyd and Platt Hotel Grade II listed) Wilbraham Road Conservative Club (key unlisted building), Spread Eagle Hotel (key unlisted building) and the 464 Wilbraham Road (Sunwick Villa) (Building of Historic Interest); and
- Noise and Vibration- negligible adverse effects in the long term at local level for all external and internal amenity areas due to external noise impact (non-significant).

8.6 However, excluding beneficial effects, it should be noted that the majority of the adverse effects identified are very minor, minor or moderate in nature. The only major adverse effect, from Landscape and Visual during construction which is temporary in nature. In addition, the combined effects would be limited to the following receptor groups:

- Application Site;
- Adjoining Occupiers (inc. Views and Heritage Assets); and
- Local Highway Network.

8.7 Of those which could interact, it should be noted that each of the residual effects identified are 'worst case' assessments. In addition, as outlined above, there are also a number of negligible or beneficial effects which will not interact or even counteract the potential for any combined effects. As such, it is considered that the potential for truly significant levels of adverse impact from combined effect is limited as the interaction of these residual effects are unlikely to culminate in more than a moderate adverse impact

Assessment of Cumulative Effects

8.8 The technical assessments contained within the ES consider the potential for cumulative effects of the proposed development in relation to the committed development listed in Section 5.0 of this NTS.

8.9 Chapters 4-8 have accommodated the committed developments within the assessments undertaken, thereby ensuring that a 'worst case scenario' has been considered during both the construction and operational phases of the proposed development.

8.10 It is the basis of these cumulative effects that both the mitigation measures and associated residual impacts are based. A summary of the associated residual impacts of the development for each technical assessment are briefly outlined below.



9.0 Mitigation and Monitoring

- 9.1 A number of mitigation measures have been incorporated into the design ('in-built mitigation') or are proposed in response to identified effects. Full details of the proposed mitigation measures and monitoring are provided within the various technical chapters of the ES and are brought together within Chapter 10: Residual Effects and Next Steps. For the purpose of this NTS, the mitigation measures include, but are not limited to, the following:

Townscape and Visual

- **Construction** - Townscape and views would be largely achieved through the implementation of Construction Environmental Management Plan (CEMP) which would include inter alia Visual screening of the site activity and Management of working time to minimise visual effects on receptors.
- **Operation** - Embedded mitigation during operation relates to design including inter alia the arrangement of buildings, selected building materials to reflect the local character and proposed linear green space.
- **Operation** - The landscape would be managed in accordance with a Landscape and Ecology Management Plan (LEMP), secured by way of planning condition. The assessment summary and likely residual environmental effects takes into account the planting and enhancement of the open spaces, green corridors, and buffers 15 years after planting when the vegetation has matured.

Built Heritage

- **Construction** - The CEMP lessen the direct impacts during the construction phase to the nearby designated and non-designated built-heritage assets for measures including inter alia 2.4m high hoarding to the perimeter to mitigate any low-level noise from the construction activities and ground Level Vibration Monitoring stations will be fixed at each boundary location to record all ground vibration during high-risk works.
- **Operation** - A Landscape Environment Management Plan (LEMP) will be secured through a planning condition, and will ensure adequate maintenance of embedded mitigation measures so that the existing and proposed planting survives and matures as expected;
- **Operation** - Other embedded mitigation during operation relates to design including inter alia:
 - Ensuring the Proposed Development steps up away from the Wilbraham Road/Edge Lane Conservation Area, with the tallest elements focused on the northeast corner of the site;
 - Appropriate materiality to anchor the Proposed Development firmly within its built context. This also includes a warm colour palette reflective of the Conservation Area;
 - Bay windows and balconies implemented in the design to reference the surrounding built environment and a breakup of scale and massing within the Proposed Development; and
 - The reinstatement of Manchester Road (albeit partially pedestrianised) to reintroduce a level of authenticity into views from the Conservation Area.



Traffic and Transport

- **Construction** - The CEMP will manage the traffic impact of the development during construction including providing details of where staff will park and that this will be limited in order to encourage arrival to site by non-car mode. The CEMP also includes details of routing for delivery vehicles including HGVs, to ensure that suitable routes are used between the site and the motorways. Deliveries will be scheduled to avoid the highway peak hours when the network is less
- **Operation** - A framework travel plan will provide a framework for future operators of the blocks to encourage and enable residents to travel by sustainable modes rather than by private car.
- **Operation** - The redevelopment of the Chorlton Precinct will encourage local trips, and trips on foot and by cycle, including via Manchester Road through the site which will become a route for pedestrians and cycles only, facilitating car-free movement through the scheme.
- **Operation** - Other embedded mitigation during operation relates to design including inter alia:
 - **Site Layout** – provision of a substantial part of Manchester Road within the application site as a pedestrianised/active travel route to the benefit of non-car users.
 - **Appropriate Cycle Parking** – provision of appropriate secure/visitor parking facilities to encourage activity.
 - **Servicing Strategy** – the requirement for a detailed servicing strategy for the proposed ground floor commercial units to be submitted and approved by MCC, as local planning authority, to be subject to an appropriate planning condition.
 - **Redevelopment of Chorlton Precinct to encourage local trips**, and trips on foot and by cycle. Manchester Road through the site will become a route for pedestrians and cycles only, facilitating car-free movement through the scheme. The footways on Nicolas Road will be resurfaced outside of the red line boundary as agreed with MCC officers to coordinate with the Chorlton Local Infrastructure Framework (Public Realm Plan) project.

Air Quality

- **Construction** -The CEMP control potential air quality effects during the construction phase in accordance with advice provided within the IAQM guidance 'Guidance on the Assessment of Dust from Demolition and Construction V2.2'.
- **Operation** - Good design principles will be adopted with the requirements of the IAQM guidance 'Land-Use Planning & Development Control: Planning for Air Quality to encourage the use of sustainable transport modes, as formalised within a Framework Travel Plan.
- **Operation** - Provision of cycle and EV parking within the development design.

Noise and Vibration

- **Construction** - A Construction Environmental Management Plan (CEMP) has been submitted in support of the application which commits to the implementation of a



series of mitigation methods to lessen the direct impacts during the construction phase across all the technical disciplines chapters within the ES;

- **Construction** - The adoption of Best Practicable Means will control noise and vibration during construction;
- **Construction** - Inclusion of a planning condition that requires the preparation and submission of method statement should the development including piling works; and
- **Operation** - Inclusion of a planning condition that requires the preparation and submission of a servicing strategy in advance of occupation of individual ground floor units to limit any potential noise impact.
- **Operation** - design recommendations associated with glazing and plant / machinery specifications.
- **Operation** - A Part F compliant system would be installed within all plots which would inter alia provide minimum fresh air rates to the living spaces.



10.0 Conclusion

- 10.1 This NTS outlines the conclusions reached in the ES that accompanies the planning application submitted by PJ Livesey Homes (6) Limited and Southway Housing Trust to MCC for the proposed development at the (vacant) Chorlton Precinct located within the district centre of Chorlton-Cum-Hardy, a suburb to the southwest of Manchester city centre. To reiterate, the full planning application seeks consent for:
- “Application for Full Planning Permission for the erection of 6no. residential buildings to provide up to 262 residential dwellings (Use Class C3) with ground floor commercial uses (Use Class E(a-e); infrastructure works including electric substation and associated utilities works, service yard, vehicular pedestrian accesses; together with public realm works and hard/soft landscaping following demolition of existing buildings and structures on site.”*
- 10.2 The proposed development has been assessed for potential environmental effects through the undertaking of an Environmental Impact Assessment, the results of which are presented within this ES and the technical assessments contained herein. In accordance with the EIA Regulations, the proposed development has been assessed for potential effects during both the construction and operational phases of the development, whilst effects have been analysed in terms of residual and cumulative; temporary and permanent (short and long term); and beneficial, negligible and adverse.
- 10.3 It is acknowledged that there are a range of adverse residual effects during the construction phase. These include moderate to major adverse Townscape and Visual effects. However, these are all temporary in nature and would be limited to the construction phase alone. The development will, however, result in beneficial Townscape and Visual effects during the operational phase including the proposed planting, which would further enhance the open spaces benefiting the townscape within the immediate context of the site.
- 10.4 The conclusion reached by the ES is that there are adequate mitigation measures available to ensure that the proposed development could proceed without giving rise to unacceptable environmental effects, even in combination with other committed developments in the immediate vicinity.
- 10.5 The mitigation measures proposed would ensure to minimise any adverse residual effects on the existing environment or local amenity, whilst any significant adverse effects are either temporary in nature (i.e. Noise effects during the construction phase) or can be actively managed through ongoing monitoring ongoing monitoring (i.e. Framework Travel Plan, Construction Environmental Management Plan or Landscape Environment Management Plan).





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