



Environmental Statement Chapter 1: Introduction

Chorlton Precinct, Manchester

PJ Livesey Homes (6) Limited

Prepared by:

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SLR Project No.: 425.VT3409.00001

26 February 2025

Revision: FINAL

Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
V1	28 February 2025	AG	EB	
V2	13 March 2025	AG	EB	
FINAL	26 March 2025	AG	EB	CA
	Click to enter a date.			
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Basis of Report

This document has been prepared by SLR Consulting Limited (SLR) with reasonable skill, care and diligence, and taking account of the timescales and resources devoted to it by agreement with PJ Livesey Homes (6) Limited (the Client) as part or all of the services it has been appointed by the Client to carry out. It is subject to the terms and conditions of that appointment.

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1.1.0 Introduction

- 1.1.1 This Environmental Statement (ES) has been prepared by SLR Consulting Limited (SLR) on behalf of PJ Livesey Homes (6) Limited and Southway Housing Trust ('the applicant') and sets out the results of an Environmental Impact Assessment (EIA) 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.
- 1.1.2 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."*
- 1.1.3 The masterplan and associated architectural drawings of the proposed development have been prepared by Feilden Clegg Bradley Studios (architects) and Randall Thorp (landscape architects) who have been guided through an iterative design process by the various technical consultants that are instructed on this project. The scheme as proposed has been subject to formal pre-application consultation with Manchester City Council (as statutory local planning authority), design review (Conservation and Heritage Advisory Panel) and consultation with members of the community (public consultation).
- 1.1.4 A description of the application site and surroundings is provided within Chapter 2, whilst a detailed description of the development proposals is provided within Chapter 3. Chapters 4-9 comprise the technical discipline topics (townscape and visual effects, built heritage, traffic and transport, air quality, and noise and vibration) scoped into the EIA. Chapter 9 provides an assessment of intra-development cumulative effects, whilst Chapter 10 outlines residual effects and next steps.



1.2.0 The Applicant

Applicant

- 1.2.1 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) Limited

- 1.2.2 PJ Livesey Homes (6) Limited is a subsidiary of PJ Livesey Group (PJLG) set up for the purpose of regenerating the Chorlton Precinct.
- 1.2.3 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.
- 1.2.4 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.
- 1.2.5 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

- 1.2.6 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.
- 1.2.7 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.
- 1.2.8 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



1.3.0 The Planning Application and Environmental Statement

1.3.1 In accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 ('the Regulations'), this ES accompanies the formal planning application submission. As a whole, the planning application submission consists of the following:

- Application Form, Certificates and Notices CBRE
- Planning Obligations and Head of Terms CBRE
- Planning Statement CBRE
- Statement of Community Involvement Font Comms
- Design and Access Statement FCB
- Plans and Drawings pack (incl. Floor Plans, Location Plan, Sections, Elevations and illustrative CGIs etc.) FCB
- Landscape Plans Randall Thorp
- Affordable Housing Statement Southway Housing Trust
- Air Quality Assessment* Redmore
- Archaeological Assessment Lanpro
- Bat Survey Tyler Grange
- Biodiversity Net Gain Assessment Tyler Grange
- Blue and Green Infrastructure Statement CBRE
- BREEAM Assessment BWB
- Construction Management Plan PJL
- Crime Impact Assessment GMP
- Daylight/Sunlight Assessment BWB
- Embodied Carbon Assessment BWB
- Environmental Standards Statement/Energy Statement BWB
- Fire Statement Artec Fire
- Flood Risk Assessment and Drainage Strategy Civic
- Health Impact Assessment CBRE
- Heritage Assessment* Lanpro
- Life Cycle Assessment Stroma
- Lighting Proposals BWB
- Noise Impact Assessment* E3P
- Preliminary Ecological Assessment Tyler Grange
- Retail and Leisure Agency Report LTL
- Socio-Economics Assessment CBRE



- Site Investigation Phase 1 and Phase 2 Civic
- Television Reception Survey Gtech
- Townscape and Visual Impact Assessment* Randall Thorp
- Transport Assessment and Framework Travel Plan* Civic
- Tree Survey and Arboricultural Impact Assessment Tyler Grange
- Utilities/broadband BWB
- Ventilation Statement Futureserv
- Wind Statement GIA

1.3.2 Please note that the elements of the planning application submission denoted with an asterisk (“*”) are to be provided as technical appendices to various Environmental Statement Chapters. In addition, other elements of information relevant to the determination of the application, such as the health impact assessment, are provided as part of the wider application submission but do not form part of the EIA. Please see the Planning Statement, prepared by CBRE, for a full list of key information contained within each document.

The Environmental Statement

1.3.3 With regard to the Environmental Statement (ES), this document reports the findings of the Environmental Impact Assessment (EIA) and comprises of three volumes as follows:

- **Volume 1** – Main Report;
- **Volume 2** – Drawings and Technical Appendices; and
- **Volume 3** – Non-Technical Summary

1.3.4 Within Volume 1, the main report is presented as follows:

- Chapters 1 to 3 are predominantly descriptive in nature, setting out the background to the site, the development proposals, the surrounding area, consultation undertaken and applicable planning policy:
 - **Chapter 1** – Introduction SLR
 - **Chapter 2** – Application Site and Surroundings SLR
 - **Chapter 3** – The Proposed Development SLR
- Chapters 4 to 10 form the findings of the EIA, with each technical discipline detailing the applicable background information (legislation, policy, guidance etc.), the applicable scope of work, assessing the potential impacts and effects of the development proposals, considering cumulative impacts and effects, recommending mitigation where appropriate and detailing any residual effects. Figures and Tables are included within the body of the Chapters where appropriate.
 - **Chapter 4** – Townscape and Visual Effects Randall Thorp
 - **Chapter 5** – Built Heritage Lanpro
 - **Chapter 6** – Traffic and Transport Civic Engineers
 - **Chapter 7** – Air Quality Redmore
 - **Chapter 8** – Noise and Vibration E3P



- **Chapter 9** – Intra-Development Cumulative Effects SLR
- **Chapter 10** – Residual Effects and Next Steps SLR

- 1.3.5 Each Chapter has also duly considered a number of new topics which were introduced under the EIA Regulations 2017, inter alia: human health, climate, and infrastructure. These considerations are contained within each Chapter in a Section entitled 'Other Environmental Issues', whilst a summary of these considerations is contained within Chapter 10.
- 1.3.6 The Technical Appendices to the above chapters will be provided within Volume 2 of the ES and will include a range of selected technical reports, supplementary information and supporting drawings where appropriate. These technical appendices should be read in conjunction with the ES main report provided within Volume 1.
- 1.3.7 The Non-Technical Summary (NTS) will be provided within Volume 3 of the ES. The NTS provides a brief summary of the proposed development, the technical assessments and the likely effects on the environment in non-technical language.

Compliance with 2017 EIA Regulations

- 1.3.8 Part 5, Regulation 18 (5) of the 2017 EIA Regulations requires that the '*Environmental Statement is prepared by competent experts*'. It is duly confirmed that the technical team identified above (Section 1.34) are all accredited professionals within their fields of expertise, with the relevant experience and competency to carry out the Technical Assessment work in support of an EIA.
- 1.3.9 The Technical Assessments contained herein have been prepared in accordance with best practice guidance and following extensive consultation regarding the scope of each assessment. Further information regarding the methodology and appropriate technical guidance is contained within each individual ES Chapter.
- 1.3.10 Finally, in terms of EIA collation and co-ordination, SLR Consulting Limited is an IEMA accredited organisation and is a member of the EIA Quality Mark. A copy of SLR's EIA Quality Mark Certificate is provided within Appendix 1-A.



1.4.0 The Requirements for an Environmental Impact Assessment

- 1.4.1 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 Regulations.
- 1.4.2 Schedule 1 developments consist of those which are likely to have significant environmental effects, including significant infrastructure, waste, transport, power and other chemical or petrochemical projects. For all other projects which fall to be considered under Schedule 2, the requirement for an EIA is determined on the basis of the following criteria:
- The development is within a class contained within Column 1 of Schedule 2 (i.e. Class 10: 'Infrastructure Projects');
 - The development either meets or exceeds the thresholds contained within Column 2 of Schedule 2 (i.e. Class 10 (a) 'Industrial estate development projects' – 'The area of the development exceeds 0.5 hectare'); and
 - The development proposals are likely to have significant effects on the environment by virtue of factors such as the characteristics of the development, the location of the development and the types and characteristics of the potential impact (as defined by Schedule 3).
- 1.4.3 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'.
- 1.4.4 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.
- 1.4.5 Further information regarding the Screening and Scoping exercises undertaken are contained within Section 1.5.0 below.



1.5.0 EIA Screening and Scoping

Screening Opinion

- 1.5.1 In accordance with Regulation 6 of the of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017, a person who is minded to carry out development may request the relevant planning authority to adopt a screening opinion which confirms whether the proposals are an 'EIA Development' and must, therefore, be assessed by way of an EIA.
- 1.5.2 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."*
- 1.5.3 The screening request considered that the Proposed Development would not meet the indicative thresholds or criteria from those relevant from the Schedule 2 category or Planning Practice Guidance (PPG) (see Section 1.4.0).
- 1.5.4 However, the 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 adopted scoping opinion makes reference to the PPG which states:
- "it should not be presumed that developments above the indicative thresholds should always be subject to assessment, or those falling below these thresholds could never give rise to significant effects, especially where the development is in an environmentally sensitive location. Each development will need to be considered on its merits".*
- 1.5.5 MCC acknowledges that there are other committed developments in the wider area and future proposals not yet subject to planning applications. Whilst the scale of such proposals were not considered EIA development, the potential for cumulative impacts to arise was considered to necessitate consideration of the proposed development through an EIA.
- 1.5.6 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."*
- 1.5.7 A copy of the Screening Request is provided within Appendix 1-B, whilst a copy of the Screening Opinion is provided within Appendix 1-C.



Scoping Opinion

- 1.5.8 Time constraints associated with the projects programme meant there was insufficient time to prepare and formally request an ES scoping opinion (given the 5-week response timescale).
- 1.5.9 Nonetheless, in accordance with Regulation 15 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017, an Environmental Impact Assessment Scoping Request was informally submitted (via email) to MCC on the 13th January 2025.
- 1.5.10 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.
- 1.5.11 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
- 1.5.12 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.”*
- 1.5.13 However, beyond the committed developments identified within the informal scoping request, MCC identified that due consideration should be given to an additional development at Ryebank Fields, Chorlton. Further information regarding this committed development is provided within Chapter 2, Section 2.4.0: Committed Developments.
- 1.5.14 This additional committed development has been incorporated within this EIA and duly considered as part the cumulative assessments undertaken.
- 1.5.15 A copy of the Informal Scoping Exercise, including the Scoping Request and the subsequent Scoping Opinion, is provided within Appendix 1-D.



1.6.0 EIA Scope and Methodology

Applicable Regulations

- 1.6.1 The proposed development is subject to the formal EIA process in accordance with Directive 2011/92/EU and the Town and Country Planning (Environmental Impact Assessment) Regulations 2017.

Scope of the EIA

- 1.6.2 The ES for the proposed development has been prepared in line with Part 1 of the 2017 EIA Regulations which, in accordance with Regulation 18 (3), states that “*An environmental statement is a statement which includes at least –*
- (a) *a description of the proposed development comprising information on the site, design, size and other relevant features of the development;*
 - (b) *a description of the likely significant effects of the proposed development on the environment;*
 - (c) *a description of any features of the proposed development, or measures envisaged in order to avoid, prevent or reduce and, if possible, offset likely significant adverse effects on the environment;*
 - (d) *a description of the reasonable alternatives studied by the developer, which are relevant to the proposed development and its specific characteristics, and an indication of the main reasons for the option chosen, taking into account the effects of the development on the environment;*
 - (e) *a non-technical summary of the information referred to in sub-paragraphs (a) to (d); and*
 - (f) *any additional information specified in Schedule 4 relevant to the specific characteristics of the particular development or type of development and to the environmental features likely to be significantly affected.”*
- 1.6.3 Regulation 18 (4) continues by stating that “*An environmental statement must –*
- (a) *where a scoping opinion or direction has been issued in accordance with regulation 15 or 16, be based on the most recent scoping opinion or direction issued (so far as the proposed development remains materially the same as the proposed development which was subject of that opinion or direction);*
 - (b) *include the 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; and*
 - (c) *be prepared, taking into account the results of any relevant UK environmental assessment, which are reasonably available to the person preparing the environmental statement, with a view to avoiding duplication of assessment.”*

EIA Methodology

- 1.6.4 The EIA has been prepared in accordance with the statutory guidance and requirements, and the contents of the ES have been prepared in line with the 2017 EIA Regulations. The technical chapters of the ES address the potentially significant environmental impacts and effects, including cumulative effects with other nearby developments as detailed within Chapter 2: Application Site and Surroundings. .



- 1.6.5 The EIA has addressed the potential environmental impact and effects of the proposed development and, where appropriate, the following categories of effects have been analysed:
- Residual and Cumulative;
 - Temporary, Intermittent and Permanent (short, occasional and long term); and
 - Beneficial, Neutral/Negligible and Adverse.
- 1.6.6 The ES provides a description of the baseline environment(s) against which the environmental impacts have been assessed and a description of the proposed development, whilst the detailed methodology utilised is outlined within each of the technical chapters contained herein.
- 1.6.7 The significance criteria used in undertaking the EIA have been described within each technical chapter and are based on relevant standards, criteria, guidance and statutory requirements, where applicable. Where possible, quantitative analysis has been utilised, with qualitative analysis undertaken where this is not possible, in line with professional opinion and judgement. For consistency and where possible within the technical chapters of the ES, the significance level of quantitative and qualitative impacts will reference impact criteria as follows:
- Substantial / Major;
 - Moderate;
 - Minor; and
 - Neutral / Negligible.
- 1.6.8 An example significance matrix is provided in Table 1-1 below. However, as outlined above, each technical chapter will define the applicable significance matrix within their methodology in accordance with the applicable relevant standards, criteria, guidance and statutory requirements.

Table 1-1 : Example Significance Matrix

Magnitude of Effect	Sensitivity of Receptor				
		High	Medium	Low	Negligible
	High	Substantial / Major	Substantial / Major	Moderate	Neutral / Negligible
	Medium	Substantial / Major	Moderate	Minor	Neutral / Negligible
	Low	Moderate	Minor	Minor	Neutral / Negligible
	Negligible	Neutral / Negligible	Neutral / Negligible	Neutral / Negligible	Neutral / Negligible

- 1.6.9 Each of the technical chapters contained within the ES has outlined the appropriate mitigation measures which are recommended or required to address, reduce or avoid significant adverse impacts on the environment. These mitigation measures are also summarised within Chapter 10: Residual Effects and Next Steps

Cumulative Effects



- 1.6.10 The EIA has considered the cumulative effects associated with the proposed development. As detailed within EIA guidance, cumulative effects can be considered as:
- 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 and daylight and sunlight; and
 - The combined effects 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 scheme would lead to a significant effect.
- 1.6.11 The 'other development schemes' to be considered for the assessment of cumulative effects are listed below, whilst a more detailed description of each development is provided within Chapter 2, Section 2.4.0: Committed Developments.
- 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;
 - Chorlton Irish Club - Application Ref. 132708/FO/2022; and
 - Ryebank Fields – MCC Application Ref. 142223/FO/2025 (MCC) and Trafford MBC Application Ref. 115688/FUL/25 (Trafford MBC).
- 1.6.12 The consideration of cumulative effects arising from the Proposed Development alongside other committed developments is set out within each technical ES chapter, whilst Chapter 9 provides consideration of Intra-Development Cumulative Effects (and in-combination effects).



1.7.0 Viewing the ES and Representations

Requesting Copies of ES Documents

- 1.7.1 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.
- 1.7.2 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.
- 1.7.3 Unfortunately, given the electronic file size of the ES, it is not possible to disseminate copies of this document via email.
- 1.7.4 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.
- 1.7.5 All other requests for copies of the ES documents can be made via email at ebright@slrconsulting.com.

Representations

- 1.7.6 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 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.





Making Sustainability Happen



Environmental Statement Chapter 2: Application Site and Surrounds

Chorlton Precinct, Manchester

PJ Livesey Homes (6) Limited

Prepared by:

SLR Consulting Limited

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Bristol, BS2 0EQ

SLR Project No.: 425.VT3409.00001

9 June 2025

Revision: FINAL V2

Revision Record

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2.1.0 Site Location and Setting

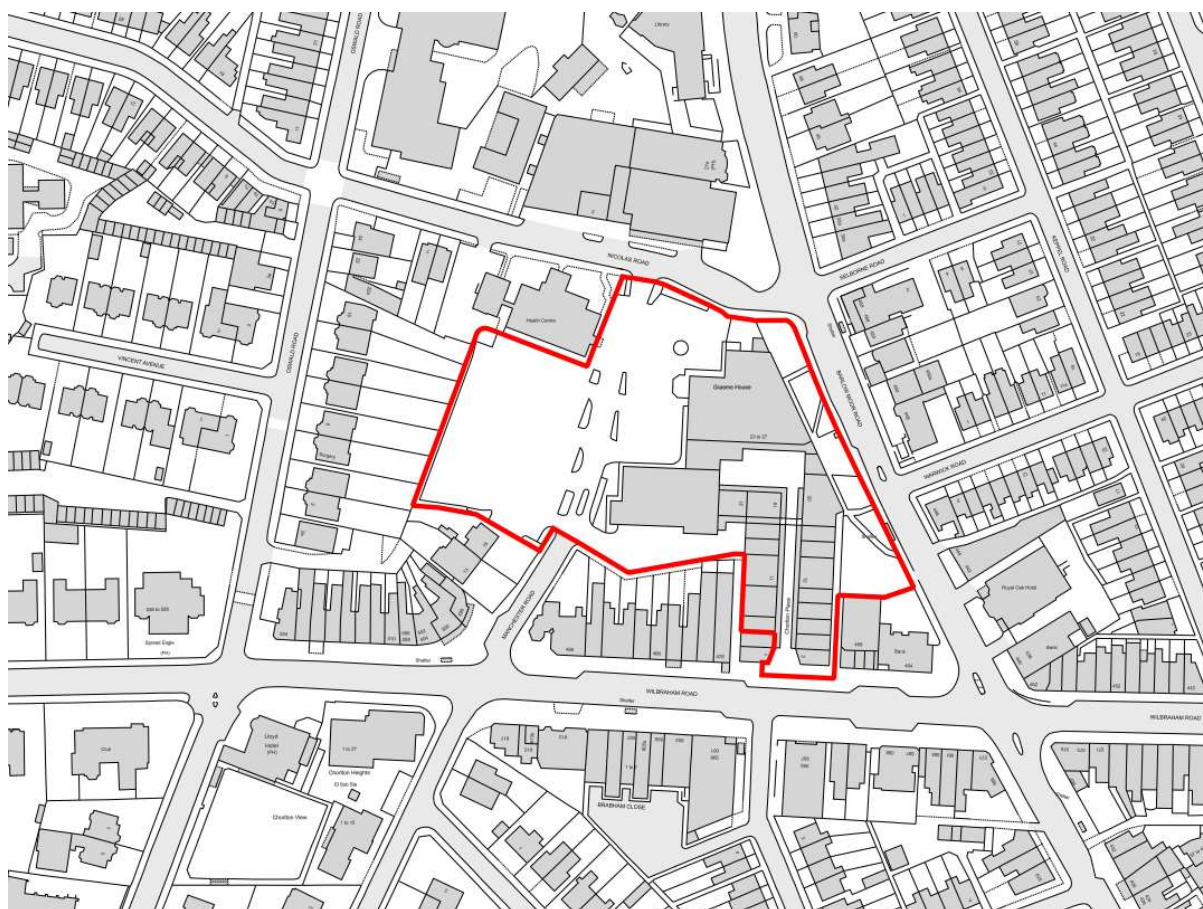
2.1.1 This chapter of the Environmental Statement (ES) provides a description of the application site and its setting within the local geographic area. This includes details of the planning designations and history of the site within Section 2.2.0 and the site conditions within Section 2.3.0.

2.1.2 In addition, Section 2.4.0 provides a brief description of the committed developments in proximity to the proposed development that have been considered for the purposes of undertaking the cumulative assessment(s).

Site Location

2.1.3 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 within the accompanying Site Location Plan provided within Appendix 2-A (and as shown within Figure 2-1 below).

Figure 2-1: Site Location Plan Extract (Feilden Clegg Bradley Studios LLP Drawing No. 2104-FCBS-ZZ-PL-A-0001-P01)



2.1.4 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



Nicholas Road to the north. The site is located entirely within the administrative bounds of Manchester City Council (MCC).

Existing Site

- 2.1.5 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.
- 2.1.6 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.
- 2.1.7 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

- 2.1.8 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.
- 2.1.9 The approved demolition works commenced in Q2 2025 with internal soft-strip activity, whilst demolition of the structures will be undertaken across two phases which will be completed by no later than Q1 2027.

Surroundings

- 2.1.10 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 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.
- 2.1.11 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's 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



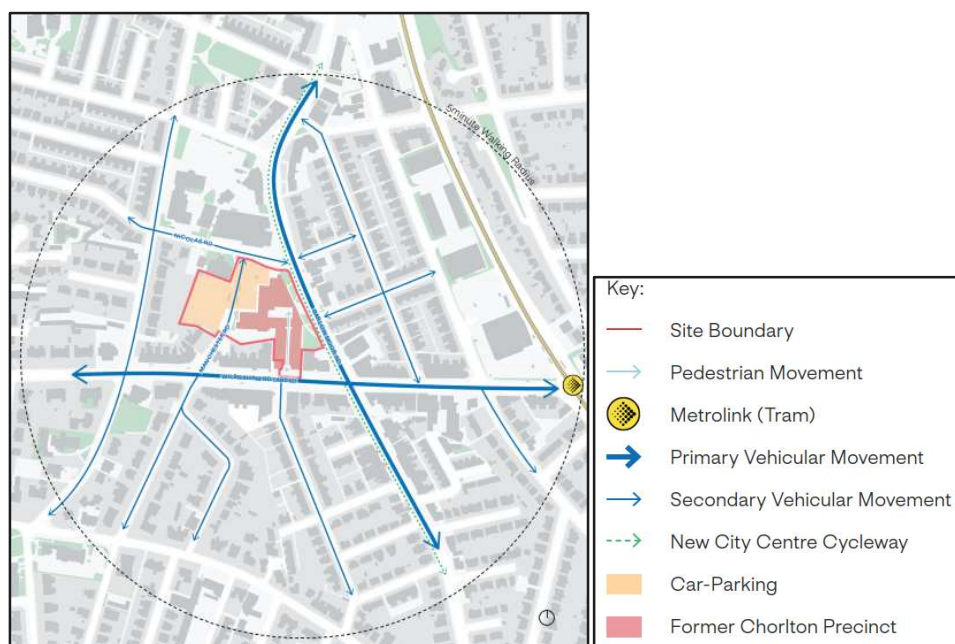
highway, a mix of late 19th Century terraced commercial properties are found, with larger institutional buildings located to the north.

- 2.1.12 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.

Accessibility

- 2.1.13 The site is within a short walking distance (under 5 minutes) of a Metrolink station (Chorlton tram stop) on Wilbraham Road. This site is also easily accessible to bus stops, with the nearest located along Manchester Road (Stop A) and Warwick Road (Stop C) and is a 9-minute car journey from the Trafford Park Train station that provides connectivity to destinations across Greater Manchester and Liverpool.
- 2.1.14 Furthermore, the site is also within an approximate 20–30-minute walk of neighbouring areas including Chorlton Green, Stretford and Didsbury, whilst acting itself as a central location for access to local amenities within Chorlton.
- 2.1.15 Additionally, Barlow Moor Road which is located on the sites eastern boundary has been re-purposed to include a Manchester to Chorlton cycleway. This comprises Manchester’s flagship cycle route and provides fully segregated cycle tracks in both directions.
- 2.1.16 Served by frequent bus and tram services, the site is in an area with a ‘Greater Manchester Accessibility Level’ (GMAL) score of 6, which is the third-highest level achievable. GMALs (rated 1-8, with 1 the lowest and 8 the highest) are a detailed and accurate measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester Local Link (flexible transport service), taking into account walk access time and service availability.

Figure 2-2: Network Connectivity (Extract from Feilden Clegg Bradley Studios LLP Design and Access Statement)



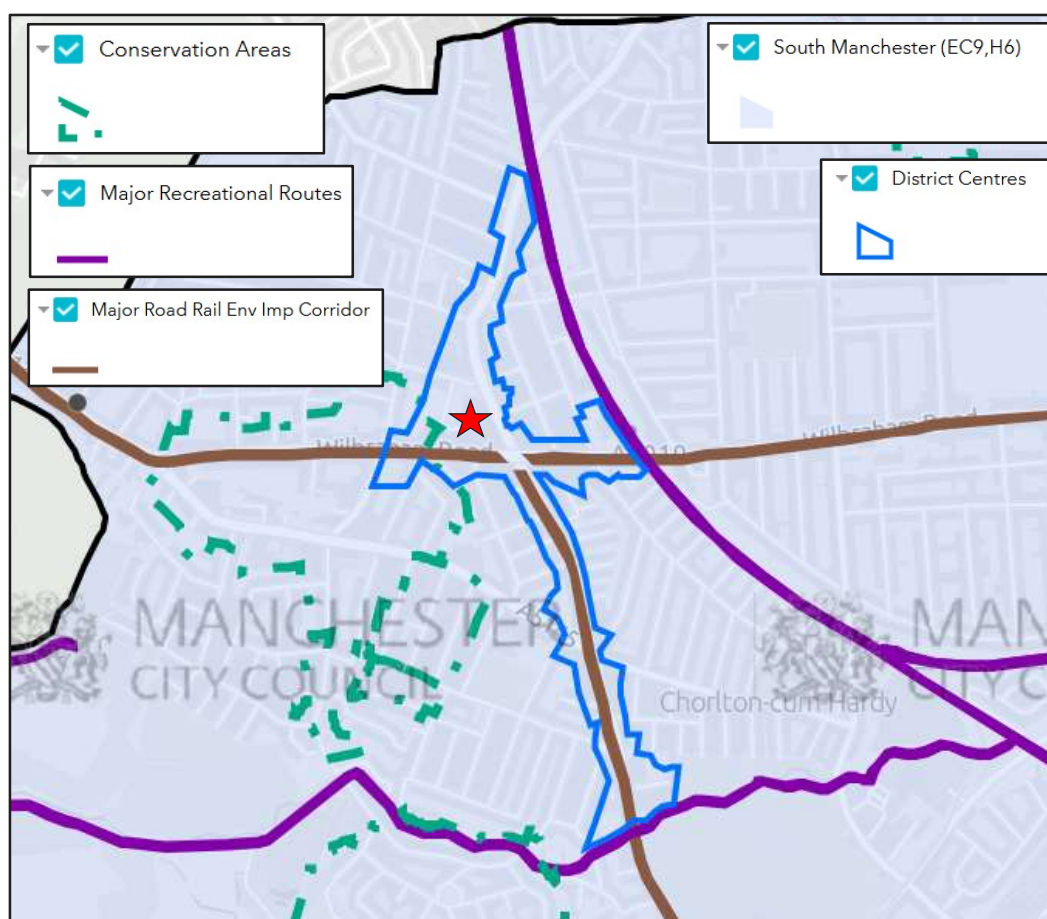
2.2.0 Planning Designations and History

2.2.1 This Section of the Chapter seeks to provide a brief overview of the current planning designations, planning policy and planning history for the site. This should be read in conjunction with the content of the Planning Statement submitted in support of the application which takes priority when considering planning related matters for the site.

Planning Designations

2.2.2 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). Such allocations are shown on Figure 2-3 below.

Figure 2-3: Extract from MCCs proposals map (red star shows site location)



Planning Policy

2.2.3 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.”

2.2.4 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.”

2.2.5 Further information regarding the extant planning policy position of the site is provided within the Planning Statement prepared by CBRE that forms part of the wider planning application submission.

2.2.6 In addition to the above Local Development Plan Policies, further consideration should be given to the content of the following Framework documents:

- Chorlton Development Framework (2020)
- Chorlton Local Infrastructure Framework (2025)

2.2.7 Further information regarding these Framework documents is provided within the Planning Statement submitted in support of the application. However, where appropriate, the content of these Framework documents is appropriately referenced by the individual technical chapters contained within this Environmental Statement.

Planning History

2.2.8 The site has a limited planning history of relevance to the proposed development.

2.2.9 A 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.

2.2.10 MCCs decision, dated the 6th January 2025, concluded that prior approval to undertake the demolition of the Chorlton Square Shopping Centre was not required. Thus, demolition of the site can commence under permitted development rights.

2.2.11 A subsequent Section 82 Notice of Demolition was granted on 13th February 2025 (LPA ref. DM/25/00610). This was issued with a total of 29 conditions relating to the undertaking of the demolition works.

2.2.12 The approved demolition works commenced in Q2 2025 with internal soft-strip activity, whilst demolition of the structures will be undertaken across two phases which will be completed by no later than Q1 2027.



2.3.0 Site Conditions

- 2.3.1 This section provides a brief overview of the site conditions as confirmed by the Technical Assessments undertaken in support of the EIA and wider planning application submission.

Topography

- 2.3.2 The existing ground level on the site varies approximately between 27.9 – 29.3 m AOD. The topography of the site is relatively flat, however, there is a gradual increase subsists from the east along Barrow Moor Road to the west of the site towards the boundary with the Oswald Road residential properties.

Geology and Ground Conditions

- 2.3.3 According to the British Geological Survey Geology Viewer¹, the bedrock geology of the site comprises of Wilmslow Sandstone Formation. This refers to a sedimentary bedrock formed between 252.2 and 247.1 million years ago during the Triassic period.
- 2.3.4 The preliminary qualitative risk assessment undertaken by Civic Earth indicates a low to moderate risk exists with respect the harm for potential contaminants associated with the current and former uses of the site and surrounding area to impact identified receptors.
- 2.3.5 The assessment also identified geotechnical constraints associated with the potential for below ground obstructions. This includes infilled marl pit(s) in the north (and potentially east) of the site, variable thickness of Made Ground associated with the development history of the site and potential variability of the underlying superficial deposits.

Historical and Existing Land Use

- 2.3.6 Historical mapping reveals that prior to the development of the site (stating in the mid-late 19th century), extractive works were likely undertaken at the site. The southern part of the Site is also understood to have been utilised as an orchard and nursery throughout the 19th century.
- 2.3.7 Following the turn of the 20th century, a denser grain of development became apparent within Chorlton, with the area becoming an increasingly popular public centre. This was realised through the development of a new library, schools and billiard hall north of the site.
- 2.3.8 However, it was not until the early 1970s when the Chorlton Precinct and Graeme House were constructed. Such development significantly altered how the site interacted with the street scene, with the development resulting in Manchester Road no longer being a true through route.

¹ https://geologyviewer.bgs.ac.uk/?_ga=2.51336233.1094661125.1739898189-1395618808.1739898189.



- 2.3.9 Today, the site sits vacant, with the existing post-war commercial buildings no longer considered fit for purpose (hoarded off in advance of demolition). As previously detailed, the Costa Coffee unit fronting on to Wilbraham Road remains outside of the redline application boundary and is to remain in situ.

Hydrology, Hydrogeology and Flood Risk

- 2.3.10 There is no record of flooding within the Historic Flood Map published by the Environment Agency which has recorded major flood data since records began in 1946. Furthermore, no historic flood risk is highlighted within the local SFRA.

Surface Hydrology and Water Features

- 2.3.11 There are no watercourses located within the site boundary. The closest waterbody to the site is the River Mersey, which is approximately 700m to the south.

Tidal / Fluvial Flooding

- 2.3.12 The site is located within Flood Zone 1, which is defined as an area of land subject to a 1 in 1,000 annual probability of flooding (less than 0.1% chance of flooding in a year). The site is therefore at low risk of both tidal and fluvial flooding.

Surface Water / Overland Flow Routes

- 2.3.13 As per the EA's Flood Zone Mapping, a large proportion of the site is at 'very low' risk of flooding from surface water. This land is assessed as having less than 1 in 1000 (0.1%) annual probability of surface water flooding.
- 2.3.14 However, as shown in Figure 2-4, there are distinct areas of the site which are at low-to-medium risk of surface water flooding. The areas with medium risk are assessed as having between 1% (1 in 100) and 3.3% (1 in 30) chance of a flood each year but could be adequately managed through the implementation of an appropriate surface water drainage strategy as part of any proposed development.

Figure 2-4: Environment Agency Surface Water Flood Map for Planning



Groundwater Flooding

- 2.3.15 The Environment Agency Groundwater mapping (accessed January 2025) indicates that flooding from groundwater is unlikely at the site.

Artificial Sources

- 2.3.16 The Environment Agency's Risk of Flooding from Reservoirs Mapping indicates that there is a risk of flooding from reservoirs at the site. However, flooding is considered an extremely unlikely event and therefore the risk from flooding from reservoirs is considered to be low.

Transport

Highway Network

- 2.3.17 The site is bounded on three sides by public highway; Nicolas Road to the north, Barlow Moor Road to the east, Wilbraham Road to the south. Furthermore, Manchester Road runs through the centre of the site in a north-south direction.
- 2.3.18 The southern section of Manchester Road is public highway until the entry to the existing car park. There is a thin section of public highway on the cobbles which run east-to west to the rear of the commercial/residential properties fronting on to Wilbraham Road, east of Manchester Road. The carriageway along this route is not public highway. The northern section of Manchester Road through the site and leading to its junction with Nicolas Road is not public highway.
- 2.3.19 Directly south of the site is Wilbraham Road (A6010), which transects southern Manchester from east to west, connecting to the A5145 in Stretford to the west and Moseley Road in Fallowfield to the east.
- 2.3.20 In closer proximity to the site, Wilbraham Road and Barlow Moor Road intersect immediately southeast of the site which links to the residential roads surrounding the site. Wilbraham Road is an A-road that features a 9m wide carriageway and a speed limit of 30mph. There are nine parking bays that abut the site boundaries on the northern side of Wilbraham Road. There is a toucan crossing close to the junction of Brundretts Road and Wilbraham Road that allows access to shops on the northern side of Wilbraham Road. Moreover, there are intermittent on-carriageway cycle lanes along this road as well as a bus lane on approach to the Barlow Moor Road/ Wilbraham Road junction.
- 2.3.21 Barlow Moor Road is a B-road that is also subject to 30mph speeds and is approximately 9.5m in width. It is subject to parking restrictions in its length adjacent to the site. It features a signalised crossing close to the junction with Warwick Road as well as the CYCLOPs junction with Wilbraham Road to the south east of the site; this junction prioritises cyclist and pedestrian movements. Barlow Moor Road becomes Manchester Road following the junction with Nicolas Road north of the site. Immediately to the north of this junction, there is a signalised pedestrian crossing.
- 2.3.22 Nicolas Road is a 30mph minor access road that abuts the site to the north. It is a single-carriageway road of approximately 7.2m in width. There are few parking

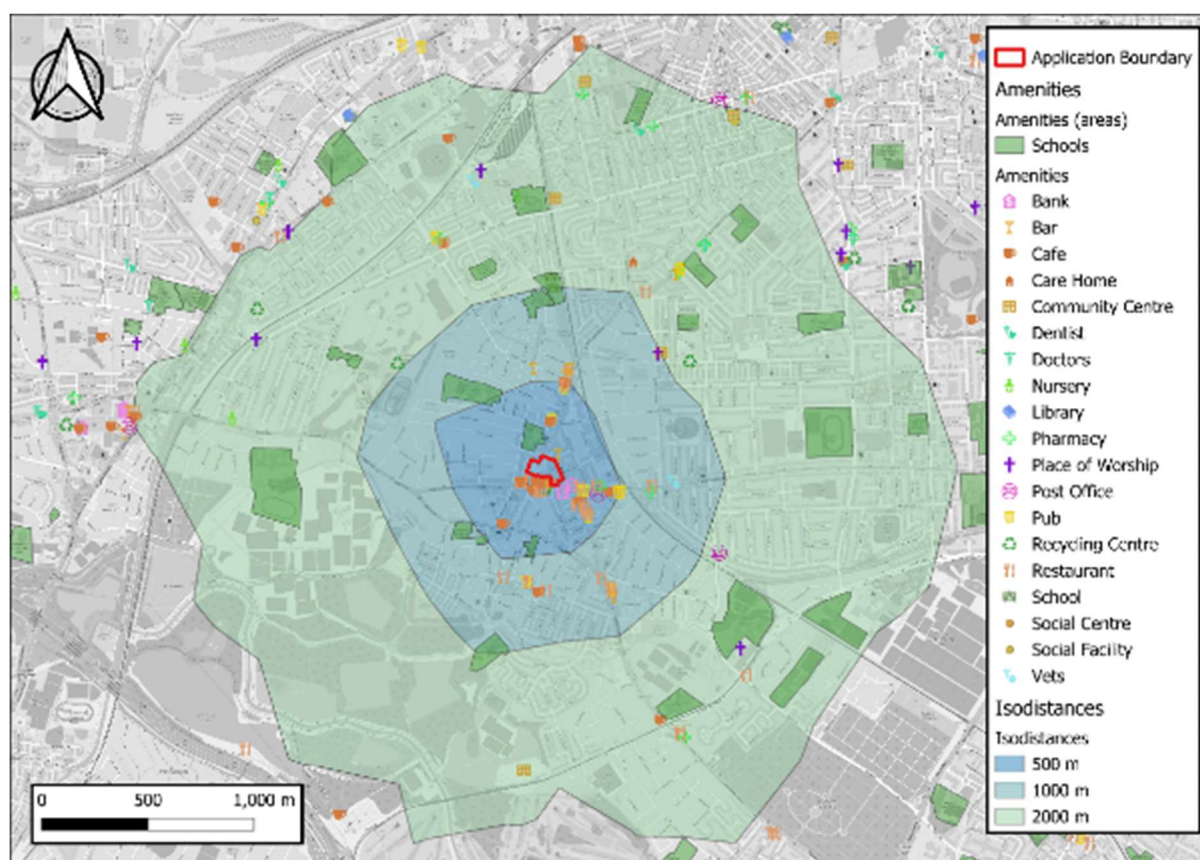


restrictions on the part of the road that abuts the site, other than parking bays that are designated for car club usage, accessible spaces and a loading bay area. There is an uncontrolled crossing with tactiles at the junction of Nicolas Road with Barlow Moor Road.

Pedestrian Infrastructure

- 2.3.23 Chorlton Precinct is located within Chorlton district centre and sits at the heart of a walkable neighbourhood. Over 50% of Chorlton residents travel to work by modes other than the private car. There are a wide range of facilities available within a kilometre of the site, as shown in Figure 2-5 below.

Figure 2-5: Walking Isodistance



- 2.3.24 Regarding the provision of appropriate kerbs around the site, the recently upgraded Wilbraham Road/ Barlow Moor Road junction features correct tactile paving, signal heads and dropped kerbs at each arm of the crossing point. Similarly, tactile paving at the crossing point over Nicolas Road to the north of the site are of a high quality.
- 2.3.25 The other junctions in the immediate vicinity of the site feature dropped kerbs and appropriate tactile paving.

Cyle Infrastructure

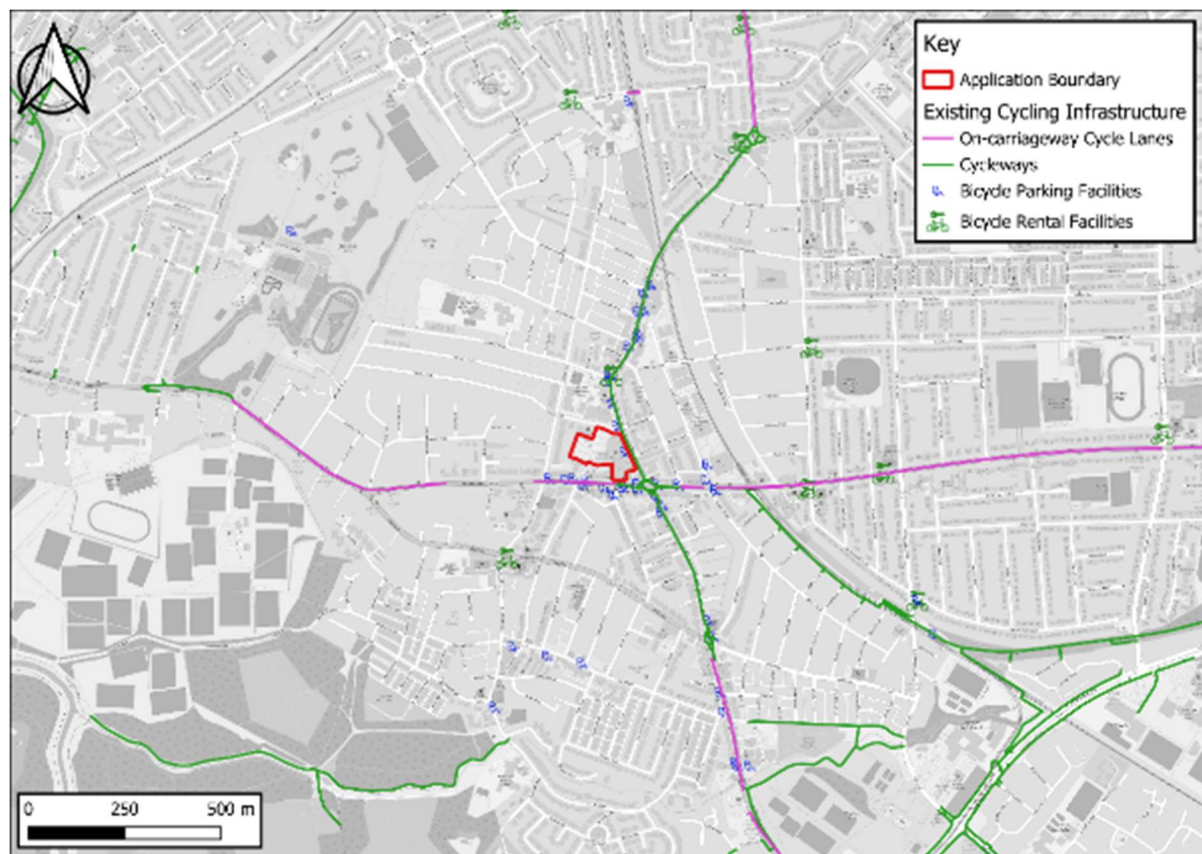
- 2.3.26 On the east side of the application site, new segregated cycleways have been recently introduced (approx. February 2024) on both sides of Barlow Moor Road. These lead to a new CYCLOPS signalised junction at the intersection of Barlow Moor Road and



Wilbraham Road. To the west of this junction there are short lengths of segregated cycleway along Wilbraham Road to link with the CYCLOPS facility. Further west the cycle provision comprises on-road painted cycle lanes that are occasionally interrupted by loading bays and/or bus stops.

- 2.3.27 There are several bicycle hire facilities surrounding the site also. Closest to the site are the Beryl bike docking stations on High Lane, approximately 325m south of the site and at the junction of Longford Road and Barlow Moor Road, 175m north of the site
- 2.3.28 Figure 2-6 below shows the cycling infrastructure available around the site. As shown, there is a high density of cycle parking facilities as well as cycle lanes that facilitate travel in a north-south or east-west direction. The cycle lanes along Wilbraham Road connect into the wider Manchester cycle network and link to both on-carriageway lanes and shared routes.

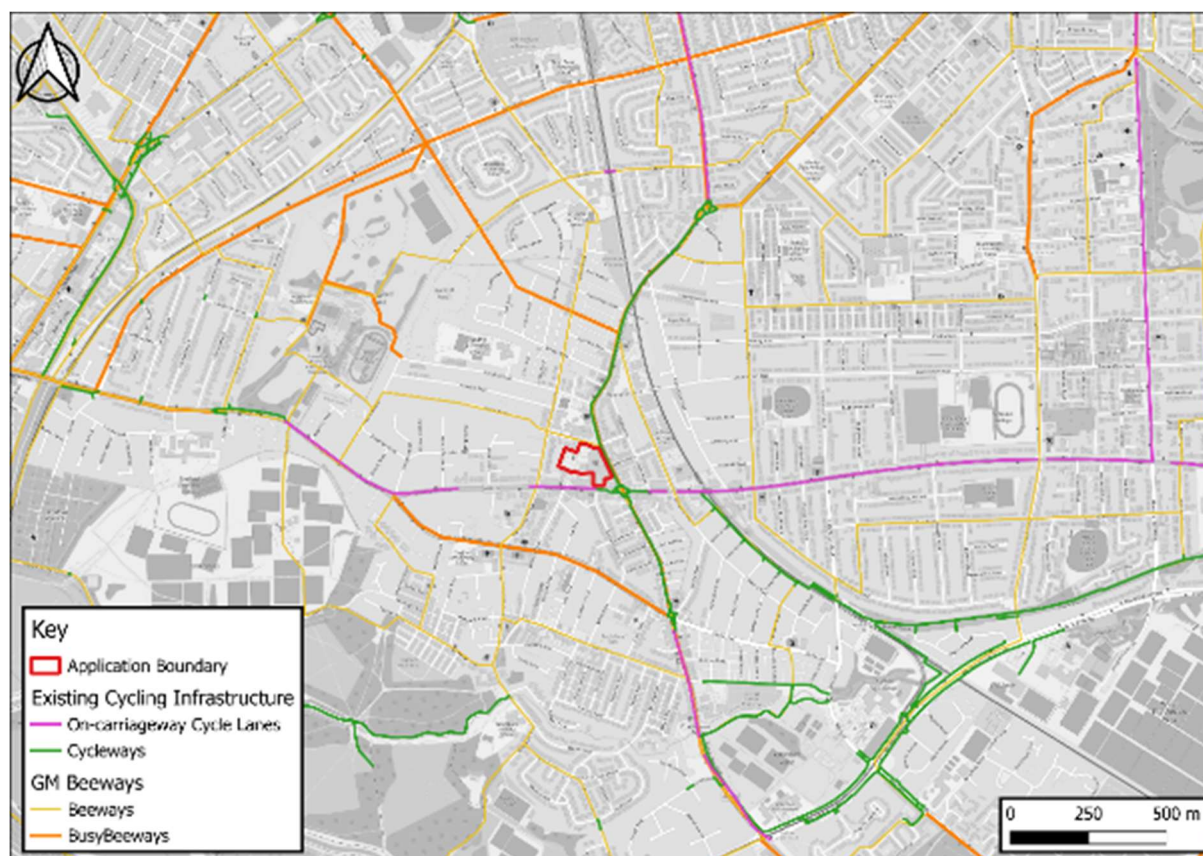
Figure 2-6: Existing Cycle Infrastructure



- 2.3.29 The Beeways are a network of existing and proposed cycle routes to connect Greater Manchester by cycle. Figure 2-7 below shows the proposed network in the vicinity of the site, noting that the route on Barlow Moor Road is now delivered, as above.
- 2.3.30 A distance of 8km takes around 30-35 minutes for the average cyclist and is a distance that is considered reasonable for commuting. Within this distance is all of Manchester city centre, central Salford, Salford Quays, Stretford, Chorlton, Droylsden, Didsbury, and Broughton Park.



Figure 2-7: Proposed Cycle Network

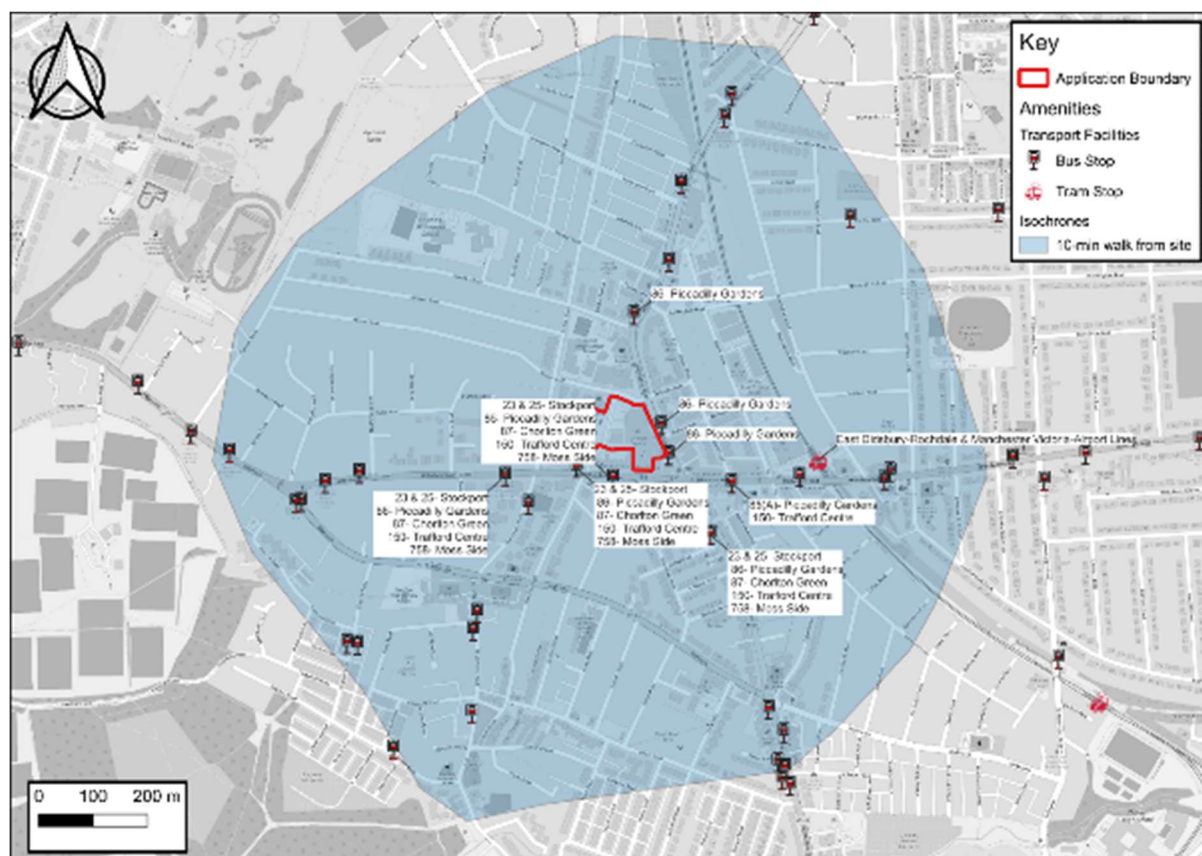


Public Transport

- 2.3.31 Served by frequent bus and tram services, the site is in an area with a 'Greater Manchester Accessibility Level' (GMAL) score of 6, which is the third-highest level achievable. GMALs (rated 1-8, with 1 the lowest and 8 the highest) are a detailed and accurate measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester Local Link (flexible transport service), taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.
- 2.3.32 Figure 2-8 below provides a map showing the bus stops within a 10-minute walk time from the site.



Figure 2-8: Bus Stops within 10-minute walk of site



- 2.3.33 Buses shown in the above Figure route towards the city centre and Chorlton Green along Barlow Moor Road, and towards Trafford Centre and Moss Side along Wilbraham Road. The tram stop (Chorlton) 320m east of the site is part of the East Didsbury-Rochdale and Manchester Airport-Victoria lines which pass through Old Trafford, the city centre and Rochdale to the north and Wythenshawe to the south.

Car Club

- 2.3.34 There are 4 Enterprise Car Club locations with a total of 9 vehicles within 500m of the site. The nearest are on Nicolas Road immediately adjacent to the site, where there are two vehicles parked on the road.

Utilities and Services

Electricity

- 2.3.35 Electricity connection to the site and nearby streetlights is currently taken from the adjoining road/street network. As set out in the planning statement, the existing infrastructure can be utilised, subject to modification (diversions and disconnections required prior to substantive demolition of the buildings) for the Proposed Development. However, new substation provision is required as part of the scheme.



Gas

- 2.3.36 The Proposed Development will not use nature gas as an energy source. Rather, electric heating/hot water system will be utilised such that gas supply will not be required.
- 2.3.37 Details on the local gas network can be found in the Utilities Statement which accompanies the application.

Tv Reception

- 2.3.38 A Television and Radio Reception Impact Assessment accompanies the application and assesses the effects of local reception of television and radio broadcast services from the Proposed Development.
- 2.3.39 Although there is potential for disruption to the reception of Digital Terrestrial Television (DTT) Freeview services in areas to the immediate southwest of the site, antenna betterment would restore the optimal reception of all DTT services. Overall, it was concluded that the Proposed Development would not interfere with local digital satellite television reception or the reception of VHF(FM) radio services.

Water and Drainage

- 2.3.40 A PAS128 utility survey undertaken by JLP Surveying in May 2023 included partial information on the existing drainage network. The survey indicated that there is an existing drainage network of private foul and surface water sewer pipes which manage the existing development.
- 2.3.41 The survey also revealed that an existing 1400mm diameter combined sewer runs through the middle of the site from north to south.

Ecology and Trees

Ecology

Designated Sites

- 2.3.42 There are no statutory sites located within the site's boundaries. However, the below designations are within an 1000m radius of the site:
- The Chorlton Ees & Ivy Green Local Nature Reserve (LNR)/Site of Biological Interest (SBI), located 770m to the southwest; and
 - Hardy Farm SBI, located 950m to the southwest
- 2.3.43 The Chorlton Ees & Ivy Green Local Nature Reserve LNR/SBI covers 34.51ha of land alongside the River Mersey. The site is designated for its meadows, wildflowers and woodland.
- 2.3.44 The Hardy Farm SBI comprises previously arable land that has developed into sports pitches, with woodland and grassland on its fringes.



Habitat and Value

- 2.3.45 An extended' Phase 1/UK Habitat Classification (UK Habs) survey, Preliminary Roost Assessment (PRA), and Ground Level Tree Assessment (GLTA) has been undertaken by Tyler Grange.
- 2.3.46 The UKs Habs survey revealed that whilst the site is dominated by its built form/hardstanding, the site hosts area of modified grassland (shrub) which is negligible of ecological importance and scattered trees of local ecological importance. Three trees have also been determined to have potential for roosting bats, although are not anticipated to be impacted by the Proposed Development.
- 2.3.47 All other on-site habitats are considered to be negligible of ecological importance, including the existing buildings which have low potential for roosting bat species

Trees

- 2.3.48 A total of five mature 'Category A' trees are located within the application site boundaries, however, none of these trees are subjected to tree preservation orders (TPOs).
- 2.3.49 The proposed development (including the demolition works as consented via a separate Prior Notice for Demolition approval) requires the removal of 20no. trees (comprising 14no. individuals trees (only 1no. being identified as a Category A tree) and 6no. situated in groups), which are considered unavoidable.
- 2.3.50 The removals are expected to cause a minor, temporary loss in the site's tree population and canopy cover, however this is expected to be fully reinstated with a net gain in the treescape achieve owing a large quantity of new replacement tree planting which compensates at a ratio greater than 2:1 (thereby according with the statutory development plan requirements).
- 2.3.51 An Arboricultural Impact Assessment also identified the pruning of 12 trees is necessary and works are required within required within Root Protection Areas (RPAs).

Heritage

Heritage Designations

- 2.3.52 There are no statutory sites or heritage assets located within the site's boundaries. However, the site borders the Wilbraham Road/Edge Lane Conservation Area to the southwest. This Conservation Area is predominantly characterised by the local built form, which relates to Chorlton's historic development in the 19th century, centred around Wilbraham Road that was developed c. 1850-1860.
- 2.3.53 There are also six listed buildings within a 200m radius of the sites centre, which are listed below:
- Chorlton Library (Grade II), located approximately 185m to the north;
 - Chorlton War Memorial (Grade II), located approximately 200m to the southwest;



- Church of St Clement (Grade II), located approximately 380m to the southwest;
- Former Temperance Billiard Hall (Grade II), located approximately 125m to the north;
- Lloyd and Platts Hotel (Grade II), located approximately 140m to the southwest; and
- Roman Catholic Church of Our Lady and St John (Grade II) located approximately 300m to the southwest.

Archaeology

- 2.3.54 Lanpro undertook an Historic Environment Desk-based Assessment of the site and found two boreholes (excavated 1969) that identified the presence of a former villa garden as well as neighbouring villas.
- 2.3.55 Historic mapping outlines that the site was likely used for extractive works prior to its development in the mid-late 19th century. The southern part of the site is also understood to have been used as an orchard and nursery throughout the 19th century, and cumulatively these works would likely have impacted earlier archaeological remains within the site. Moreover, the construction works associated with the development of the Chorlton Precinct and Graeme House would likely have caused extensive ground disturbance in the site's eastern half. Therefore, archaeological remains in these sections of the site is negligible-low.
- 2.3.56 From the mid-20th century onwards, the site's western half has been used as a car park; therefore, potential for archaeological remains associated with the 19th century villas may subsist below ground within this section of the site.

Air Quality

- 2.3.57 The site is located partly within the Greater Manchester Combined Authority Air Quality Management Area (AQMA). As such, there is the potential for vehicles travelling to and from the site to increase pollution levels in this sensitive area, as well as exposure of future occupants to elevated pollutant concentrations.
- 2.3.58 MCC has concluded that concentrations of all other pollutants considered within the AQS are currently below the relevant AQOs. As such, no further AQMA's have been designated.



2.4.0 Committed Developments

- 2.4.1 In accordance with the 2017 EIA Regulations, the EIA must include an assessment of any direct and indirect cumulative effects arising from the inter-relationships between different impacts resulting from the Development when considered alongside any other developments in the area surrounding the site. The objective is to identify any combined impact from the Development or impacts from several developments; and if, whilst individually the impacts may be insignificant, could when considered together cause a further significant direct or indirect impact requiring mitigation.
- 2.4.2 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 an extant planning permission). However, it should be duly recognised that the assessment is only capable of being carried out based on the information available at the time of assessment.
- 2.4.3 The assessment should focus only where there is the potential for significant cumulative impacts and, for this development, an initial review of potential developments requiring review has therefore focused on those developments which due to their proximity or scale are most likely to give rise to cumulative impacts. Consideration has also been given to the areas within which cumulative impacts are most likely.
- 2.4.4 The cumulative assessment will therefore include a review of the potential for impacts when the scheme is considered alongside the Committed Developments outlined within this Chapter of the ES.

Informal Scoping

- 2.4.5 Following the undertaking of a Scoping exercise, whereby Manchester City Council confirmed that the proposals were deemed to be EIA development, an informal Scoping exercise has been undertaken with the Local Planning Authority.
- 2.4.6 A copy of the Screening Request is provided within Appendix 1-B, the Screening Opinion is provided within Appendix 1-C, and the informal Scoping exercise (undertaken via email) is provided within Appendix 1-D.
- 2.4.7 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.

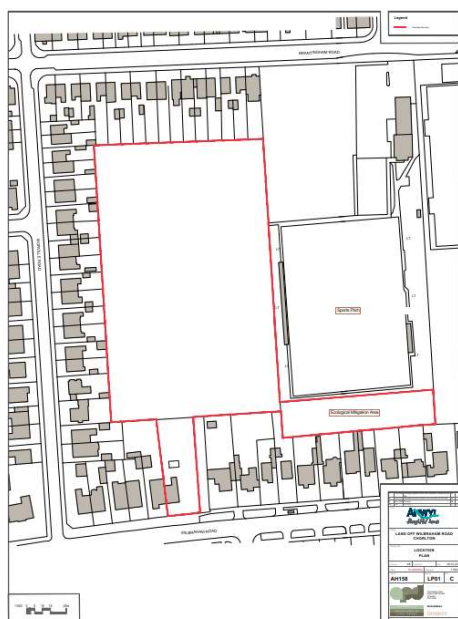


- 2.4.8 In addition, the application below was identified by MCC during the informal scoping as being relevant to the cumulative assessment
- Ryebank Fields- Application Ref. 142223/FO/2025.
- 2.4.9 For completeness, consideration has also been given to the Prior Notice for Demolition application (LPA ref. 141706/DEM/2024) which was approved by MCC in January 2025. However, given that this forms an extant consent for the application site itself which supports the current development proposals, it is not a true committed development for the purposes of undertaking the assessment of intra-development effects.
- 2.4.10 A brief description of each of the above committed developments is provided below, whilst a drawing indicating their location in relation to the application site is provided within Appendix 2-B.
- 2.4.11 The above list of committed developments has been considered by each of the technical assessments undertaken and included in the cumulative assessment where appropriate. However, in some instances, the developments listed above may be located outside of the zone of influence for the technical assessment being undertaken and are, therefore, not considered further. This matter is clarified further within each of the technical chapters contained within the ES.

Land to the Rear of 354 Wilbraham Road, Manchester

- 2.4.12 Land to the Rear Of 354 Wilbraham Road Manchester is located approximately 950m east of the site and consists of residential development across an irregular shaped parcel of land. Figure 2-9 provides an extract of the Site Location Plan for application ref. 135604/FO/2022.

Figure 2-9: Site Location Plan - Land to the Rear Of 354 Wilbraham Road Manchester (Application Ref. 135604/FO/2022)²



² Astlepd - Approved Location Plan (Drawing No. LP01 REV C)



The Application

- 2.4.13 On the 13th October 2023, full planning permission was granted for the '*Erection of a 65 dwellings (Use Class C3(a)), with associated infrastructure, including landscaping, ecological mitigation, drainage and car parking, access from Wilbraham Road, and demolition of garage to the rear of 354 Wilbraham Road*' (Application Ref. 135604/FO/2022).

Detailed Description

- 2.4.14 The application site measures 2.22ha, accessed from Wilbraham Road, which is the main east-west vehicular route across south Manchester, providing a connection between Stretford to the west and Fallowfield to the east. The site is considered an excellent location for residential units, located between Chorlton and Whalley Range and is less than 3 miles from the centre of Manchester.
- 2.4.15 That site is bounded by existing residential development to the north, beyond which is Brantingham Road and further housing. The site is also bounded by Maine Road Football Club to the east which is the St Margaret's Centre and Playing Field.
- 2.4.16 Overall, the Proposed Development comprises of:
- Construction of 65 no. dwellings (Use Class C3a);
 - Provision of 13 no. affordable housing dwellings, compliant with local policy;
 - Upgraded access, including 5.5m internal access road carriageway width and 2.0m footway connections provided to both sides of the site access junction;
 - The provision of driveway parking allowing off-road/in-curtilage storage for a minimum of two vehicles per home; and
 - Provision of an ecological enhancement area southeast of the proposed dwellings, which deliver an grassland habitat.
- 2.4.17 Extracts of the approved layout and visual street scenes is provided in Figure 2-10 and Figure 2-11.



Figure 2-10: Approved Layout (Application Ref. 135604/FO/2022)³



Figure 2-11: Illustrative Street Scenes (Application Ref. 135604/FO/2022)⁴



³ Astlepd - Approved Planning Layout (Drawing No. AH158 PL01 REV F)

⁴ Astlepd - Illustrative Street Scenes (Drawing No. APD/AH158/SS01 REV B)



4B Albany Road

- 2.4.18 Land at 4B Albany Road is located approximately 250m northeast of the site and consists of residential development which replaces existing industrial units. Figure 2-12 provides an extract of the Site Location Plan for application ref. 136878/FO/2023.

Figure 2-12: Site Location Plan- 4B Albany Road (Application Ref. 136878/FO/2023)⁵.



The Application

- 2.4.19 On the 23rd October 2023, full planning permission was granted for the '*Erection of a 4 storey building to form 40 no. residential apartments, together with cycle and car parking, bin store, landscaping and boundary treatments following demolition of existing buildings*' (application ref. 136878/FO/2023).

Detailed Description

- 2.4.20 The application site measures 0.2ha and comprises of previously developed land that is currently accessed from Albany Road. The Site currently consists of a tall single storey, commercial building which extends almost along the full width of the site along the northern boundary, sitting perpendicular to Albany Road and is occupied by Autometers Systems Ltd. The remainder of the site comprises of hardstanding that includes 15 no. car parking spaces.
- 2.4.21 The site was approved at committee and was considered a sustainable location for residential development, being in close proximity to the District Centre of Chorlton. The

⁵ WDW Architecture - Location Plan (Drawing no. 2210-P-09 REV A)



site itself is bounded by residential dwellings to the north and west of the site and the track of the Metrolink tram that sits at a lower ground level to the east.

2.4.22 Overall, the Proposed Development comprises of:

- Demolition of the existing industrial which will be replaced by a 4-storey building;
- Construction of 40 no. 100% affordable apartments (shared ownership);
- Car parking spaces for 20 vehicles accessed via a ramp leading down from Albany Road;
- Vehicular access of from a single internal access road into a car parking area taken off Albany Road (in a position where previous accesses were located) and a separate pedestrian access comprising of steps and an alternative ramp access to the entrance lobby of the building; and
- Landscaping provision including areas of amenity grassland that would be provided around the building, along the east, south and western boundaries.

2.4.23 Extracts of the approved layout and cross section is provided in Figure 2-13 and Figure 2-14 below.

Figure 2-13: Approved Layout (Application Ref. 136878/FO/2023)⁶



⁶ WDW Architecture - Approved Site Layout (Drawing No. 2210- P- 01 REV I)



Figure 2-14: Cross Section Extract (Application Ref. 136878/FO/2023)⁷.



Former Chorlton Leisure Centre

- 2.4.24 Land at the Former Chorlton Leisure Centre is located approximately 300m north of the site and consists of residential development with ancillary community facilities which replaces a vacant leisure building. Figure 2-15 provides an extract of the Site Location Plan for application ref. 136781/FO/2023.

Figure 2-15: Site Location Plan- Former Chorlton Leisure Centre (Application Ref. 136791/FO/2023)⁸



3

⁷ WDW Architecture - Design and Access Statement- Page 10.

⁸ Buttress - Location Plan (Drawing No. CHOBABUTZZ00DR01100 REV P01)



The Application

- 2.4.25 On the 31st August 2023, full planning permission was granted for the '*Erection of 2 no. 5 storey residential buildings comprising 50 no. dwellings (Class C3) with ancillary communal facilities; and, associated access, car parking, bin store, amenity space and landscaping, following the demolition of the existing building*' (application ref. 136781/FO/2023).

Detailed Description

- 2.4.26 The application site comprises the former Chorlton Leisure Centre building and associated car park and therefore is considered previously developed land. The existing building was constructed in the 1920s and includes single and two storey elements with a red brick and ashlar detailed façade that have fallen into a state of disrepair. The car park that serves the former use is located on the northern part of the site and accessed off Manchester Road.
- 2.4.27 The site was approved at committee and was considered a highly sustainable location within Chorlton District Centre, located approximately 4.5km to the south-west of Manchester City Centre. The surrounding area to the north, south and west of the site and beyond the tram line to the east includes a mix of suburban residential development and town centre uses.
- 2.4.28 Overall, the Proposed Development comprises of:
- Demolition of the existing vacant leisure centre which will be replaced by a 4-storey building';
 - Construction of 50 no. affordable apartments for the over 55s;
 - Provision of 19 no. car parking spaces (including 2 accessible bays) in a new car park to the south of the site;
 - A new 5.5m width access road that will be provided towards the southern part of the Site into the new car park via Manchester Road; and
 - Landscaping proposals including a communal garden located north of the Site and a central courtyard that will provide secluded spaces for sitting and meeting.
- 2.4.29 Extracts of the approved layout and cross section is provided in Figure 2-16 and Figure 2-17 below.



The site plan illustrates the proposed development at 263P, bounded by Thirlmere Aqueduct to the north, Manchester Road to the south, and the Unicom Supermarket to the east. The plan includes the following features:

- Buildings:**
 - 263P M43/Apart:** A long, narrow building with a central corridor and multiple apartment units.
 - 263P M43/Apart:** A smaller building adjacent to the main M43/Apart building.
 - 263P N Hood/Apart:** A building with multiple units, including a '263P N Hood/Apart' and a '263P N Hood/Apart'.
 - 263P N Hood/Apart:** A building with multiple units, including a '263P N Hood/Apart' and a '263P N Hood/Apart'.
 - 263P N Hood/Apart:** A building with multiple units, including a '263P N Hood/Apart' and a '263P N Hood/Apart'.
- Other Buildings:**
 - Residents Lounge:** A building with a lounge area.
 - Community Space:** A building with a community space.
 - Plant / Material / Potting Services:** A building with a plant, material, and potting services area.
 - Combined Blackwater / Bio-digester:** A building with a combined blackwater and bio-digester.
 - Entrance Lobby:** A building with an entrance lobby.
 - Refuse & Recycling Store:** A building with a refuse and recycling store.
- Landscaping:**
 - Communal Garden:** A garden area adjacent to the residents lounge.
 - Landscaped Courtyard:** A courtyard area adjacent to the 263P M43/Apart building.
 - Turning Head:** A turning head area adjacent to the 263P M43/Apart building.
- Parking:**
 - 19 Residents Parking Bays:** 17 parking bays, 2 accessible bays, EV charging infrastructure, and 5 no EV chargers (25%).
- Other Features:**
 - EV Charging:** Multiple EV charging stations are indicated.
 - Unicom Supermarket:** A supermarket located to the east of the development.
 - Manchester Road:** The main road running along the bottom of the site.
 - Thirlmere Aqueduct:** The aqueduct running along the top of the site.

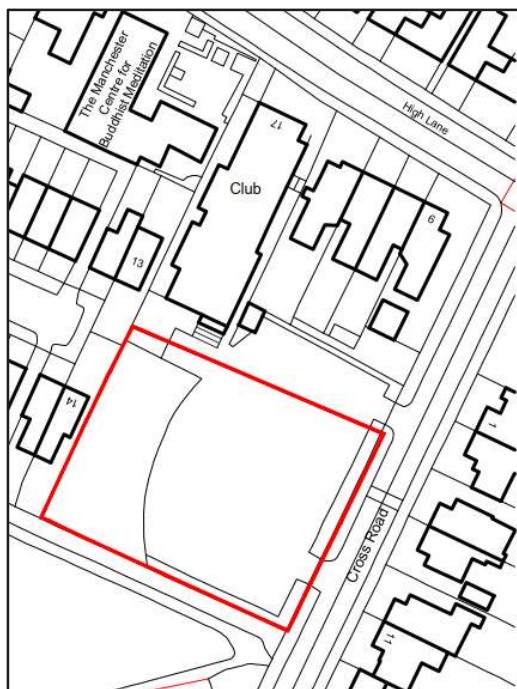
An architectural rendering of a modern, multi-story residential building. The building features a light-colored, textured facade and several balconies with glass railings. It is situated on a street with a wide sidewalk, trees, and pedestrians. A dark car is visible in the foreground on the left, and a green-painted bicycle lane runs along the street. The scene is set in a sunny, urban environment.

¹⁰ Buttress- Proposed Visual North

Chorlton Irish Club

- 2.4.30 Land at the Chorlton Irish Club is located approximately 400m south of the site and consists of residential development on an existing car park.

Figure 2-18: Site Location Plan- Chorlton Irish Club (application ref. 132708/FO/2022)¹¹



The Application

- 2.4.31 On the 4th October 2022, full planning permission was granted for the '*Erection of a part three, part four storey development to provide 29 (10 x one and 18 x two bed and 1 x studio) residential units with associated vehicular and cycle parking, refuse store and landscaping*' (application ref. 132708/FO/2022).

Detailed Description

- 2.4.32 The application site measures 0.2ha and comprises part of the large car park (approx. 50+ bays) to the rear of the Chorlton Irish Club, bounded by Cross Road, Beech Road Park, the rear of the Irish Club, and the rear of Thornbridge Avenue. The Chorlton Irish club (and its car park) is designated as an asset of community value, and following the formal bidding period, Southway Housing Trust were the successful bidders for the site
- 2.4.33 The site is located within the Southway's 'core neighbourhood', near a number of local amenities and within walking distance of the local tram stop, sitting just outside the District Centre of Chorlton.
- 2.4.34 Overall, the Proposed Development comprises of:
- Construction of 29 no. 100% affordable dwellings within a new four storey building.

¹¹ View Associates- Location Plan (Drawing No. (PL)007 REV A)



- A landscaped car park area which includes green gap paving and a significant amount of planting;
- 29 x car parking spaces with 7 EV chargers (25%), and the rest of the parking bays future proofed for EV charging; and
- The retention of Chorlton Irish Club with its own parking area.

2.4.35 Extracts of the approved layout and CGI visuals are provided in Figure 2-19 and Figure 2-20 below.

Figure 2-19: Approved Layout (Application Ref. 132708/FO/2022)¹²



Figure 2-20: Proposed Visual (Application Ref. 132708/FO/2022)¹³



¹² View Associates - Site Plan (Drawing No. (PL)007 REV A)

¹³ Unauthored- Drawings/Visuals (CGI VIEW 01)



Ryebank Fields

- 2.4.36 Land at the Ryebank Fields is located approximately 520m northwest of the site and comprises residential development with associated open space, landscaping and car parking provision. This site was highlighted by MCC during the informal scoping exercise undertaken in support of the proposed Chorlton Precinct development.
- 2.4.37 Figure 2-21 provides outlines the site location for application ref. 142223/FO/2025.

Figure 2-21: Site Location Extract from MCC application portal (Application Ref. 142223/FO/2025)¹⁴



The Application

- 2.4.38 The Ryebank Fields site recently had a scoping opinion adopted on the 5th December 2024, whilst a full planning application was submitted in February 2025 (application ref. 142223/FO/2025).
- 2.4.39 The description of development for the full application is as follows:

“Erection of a residential development comprising 120 dwellings (including a mix of housing types and tenures) together with open spaces, landscaping, sustainable drainage features, cycleways and pedestrian footways, vehicular accesses and highways, parking provision and other associated works.”

¹⁴ MCC Application Portal (Ref. 142223/FO/2025). Available at: <https://pa.manchester.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=SS1JALBCK2W00>



Detailed Description

- 2.4.40 The site was previously playing fields associated with Manchester Metropolitan University until it became surplus to requirements in 1996. Whilst an application to register the Site as a village green was refused in 2008, its informal use as a recreational site by members of the public continued until 2020 when the site was found to contain hazardous materials.
- 2.4.41 The site is identified for development within the MCC development plan, whilst a Development Framework for its redevelopment was approved by MCC in 2019. The site's redevelopment is therefore entirely in accordance with the adopted policy framework.
- 2.4.42 Overall, the proposed development seeks to:
- Deliver 120 homes, comprising a mix of housing types and tenures;
 - Provide a range of age and ability friendly apartments, co-housing homes and communal facilities, including supporting living accommodation for autistic adults;
 - High quality open space and landscaping, including a cycle 'greenway' and informal pathway network, children's play spaces, and wildlife habitats;
 - Provision of two areas for community uses, such as growing areas or community gardens; and
 - The site would be managed and maintained by a management company, whilst remaining accessible to the wider public in perpetuity.
- 2.4.43 The application is validated and currently within the statutory consultation period; the application will have a 16 week target timescale for determination, which is anticipated to be around the end of June 2025.
- 2.4.44 Extracts of the proposed masterplan layout and CGI aerial visual are provided in Figure 2-22 and Figure 2-23 below.

Figure 2-22: Masterplan Extract from MCC application portal (Application Ref. 142223/FO/2025)¹⁵



¹⁵ MCC Application Portal (Ref. 142223/FO/2025). Available at: [142223 FO 2025-DESIGN ACCESS STATEMENT-2656720.pdf](#)



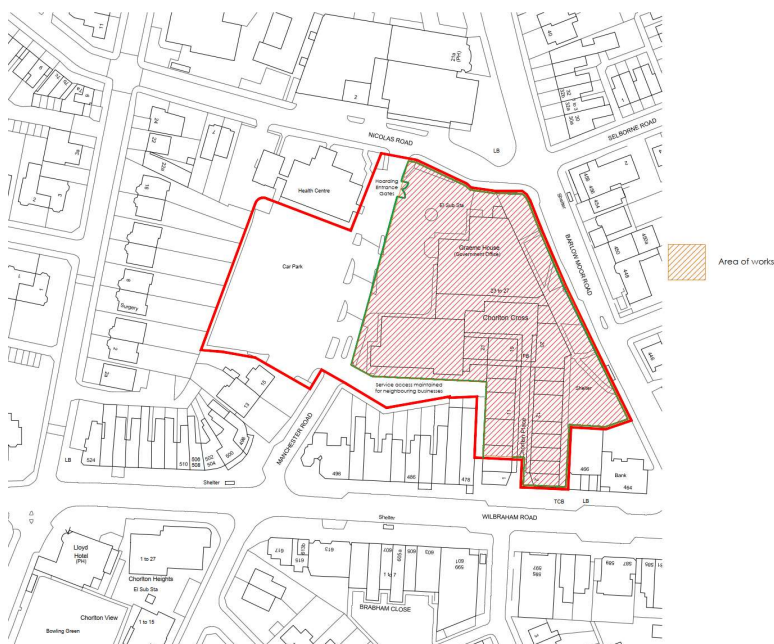
Figure 2-23: Aerial Visual Extract from MCC application portal (Application Ref. 142223/FO/2025)¹⁶



Chorlton Precinct – Demolition Consent

- 2.4.45 The demolition of the application site (Chorlton Precinct) has been consented and will be carried out under Prior Approval ref. 141706/DEM/2024 which was granted by MCC on 6th January 2025.
- 2.4.46 Figure 2-24 provides the site location plan for Prior Approval ref. 141706/DEM/2024.

Figure 2-24: Site Location Plan for Prior Approval of Demolition (Application Ref. 141706/DEM/2024)



¹⁶ MCC Application Portal (Ref. 142223/FO/2025). Available at: [142223_FO_2025-DESIGN_ACCESS_STATEMENT-2656720.pdf](#)



The Application

2.4.47 On 9th December 2024, the Prior Approval submission was made by CBRE, on behalf of PJ Livesey Homes (6) Limited and Tameside Metropolitan Borough Council as Administering Authority for Greater Manchester Pension Fund, to determine if prior approval is required for the proposed demolition of buildings under the terms of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) – Schedule 2, Part 11, Class B ('the demolition consent').

2.4.48 The demolition consent allowed for:

- Asbestos removal;
- Soft strip of all structures;
- Demolition of superstructures;
- Removal of all substructures;
- Processing of site waste arisings; and
- Removal of all other waste from site.

2.4.49 The description of development for the Prior Approval, as contained on the decision notice, is as follows:

"Prior approval for demolition of buildings on site."

Detailed Description

2.4.50 As outlined above, demolition has been consented and will be carried out under Prior Approval ref. 141706/DEM/2024 which was granted by MCC on 6th January 2025.

2.4.51 The approved demolition works commenced in Q2 2025 with internal soft-strip activity, whilst demolition of the structures will be undertaken across two phases which will be completed by no later than Q1 2027.

2.4.52 Additional information on the demolition associated with the Proposed Development can be found within the Construction Environmental Management Plan (CEMP) prepared by a contractor on behalf of PJL. It goes on to state (paragraph 3.1.37) that the anticipated programme for demolition works is:

- Q2 2025: Demolition Pre-Commencement
- Q3 2025: Phase 1 Demolition Commences
- Q1 2026: Phase 1 Demolition Complete
- Q4 2026: Phase 2 Demolition Commences
- Q1 2027: Phase 2 Demolition Complete

2.4.53 The CEMP has not been submitted as part of this ES but as a standalone document that accompanies the broader planning application submission for the redevelopment of the Chorlton Precinct site.

2.4.54 As confirmed within the decision notice for the Prior Approval:



“The City Council is satisfied that the demolition works in this case will not have a significant impact upon the environment.”

- 2.4.55 Only a singular condition was attached to the Prior Approval decision notice which related to tree protection during the undertaking of the demolition works.
- 2.4.56 It should be noted that this extant demolition consent has formed the basis for undertaking the assessments contained within this ES; namely that demolition works will not have a likely significant effect. On this basis, each technical discipline has appropriately identified their baseline scenario and undertaken their assessments on this basis (i.e. construction phase effects) that the demolition works at the site are already consented and being undertaken at the time of the application.





Making Sustainability Happen



Environmental Statement Chapter 3: The Proposed Development

Chorlton Precinct, Manchester

PJ Livesey Homes (6) Limited

Prepared by:

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SLR Project No.: 425.VT3409.00001

26 March 2025

Revision: FINAL

Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
V1	28 February 2025	AG	EB	
V2	19 March 2025	AG	EB	
FINAL	26 March 2025	AG	EB	CA
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Basis of Report

This document has been prepared by SLR Consulting Limited (SLR) with reasonable skill, care and diligence, and taking account of the timescales and resources devoted to it by agreement with PJ Livesey Homes (6) Limited (the Client) as part or all of the services it has been appointed by the Client to carry out. It is subject to the terms and conditions of that appointment.

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3.1.0 Introduction

3.1.1 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.”

3.1.2 The architectural drawings for the Proposed Development have been prepared by Feilden Clegg Bradley Studios (FCB Studios). These have been prepared following an iterative design process which has been influenced by significant pre-application consultation with key stakeholders.

3.1.3 In addition, the design has also been guided by the various technical assessments that have been undertaken to support the application submission and in collating the EIA. Further information regarding the iterative design process is provided in this chapter.

Development Brief

3.1.4 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.

3.1.5 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.

3.1.6 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.

Site Preparation

- 3.1.7 The site will be subject to a full demolition of all structures within the redline boundary which has been previously gained prior approval consent under application ref. 141706/DEM/2024. Additional information on the demolition associated with the Proposed Development can be found within the Construction Environmental Management Plan (CEMP) prepared by a contractor on behalf of PJL.
- 3.1.8 Notwithstanding, the Costa Coffee retail unit to south of the site, fronting Wilbraham Road, will be retained and will require treatment to the exterior of the building following the demolition of the Chorlton precinct. This includes a new party wall to the rear of Costa (north elevation) which will be re-clad in brickwork to match the existing structure.
- 3.1.9 The removal habitats are also required to facilitate the development, namely shrubs and low-lying vegetation as well as approximately 20 trees comprising of 1 category A, 6 category B and 13 category C trees. Further information regarding the retention and protection of these trees is provided within the Arboricultural Development Statement prepared by Tyler Grange.

Proposed Land Use, Mix and Areas

- 3.1.10 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 Sale (Blocks A, B, C and D)	Affordable Homes (Blocks E and F)	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

- 3.1.11 Further details can be found with the Affordable Housing Statement that supports the planning application submission.



- 3.1.12 To support the residential provision on site, a diversity of residential amenity space is provided on site. This is provided in the form of communal gardens at podium level, a linear park, open public realm, shared resident rooms, external space, super-lobby with co-working space, and secondary entrance points with mailboxes.
- 3.1.13 The proposals also accommodates provision of new commercial units at varying scales which will support the ongoing retail use of the site, including spaces along Wilbraham Road to complete the high street. A Retailer Occupier Strategy, prepared by LTL, details the potential commercial occupiers for the units (which can be amalgamated into larger units depending on market interest).
- 3.1.14 The proposed non-residential floorspace by gross internal areas (GIA) is identified in 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

- 3.1.15 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 at the centre of the site. The proposed site layout is shown in **Error! Reference source not found.** below:



Figure 3-1: Proposed Site Layout (FCB Studios LLP Drawing No. 2104-FCBS-ZZ-XX-DR-A-0501-P01)



- 3.1.16 The proposed building heights are identified in **Error! Reference source not found.**, whilst **Error! Reference source not found.** provides an illustrative explanation of both the building heights and unit numbers contained therein.

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 (FCB Studios LLP Design and Access Statement Extract)



- 3.1.17 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.
- 3.1.18 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.



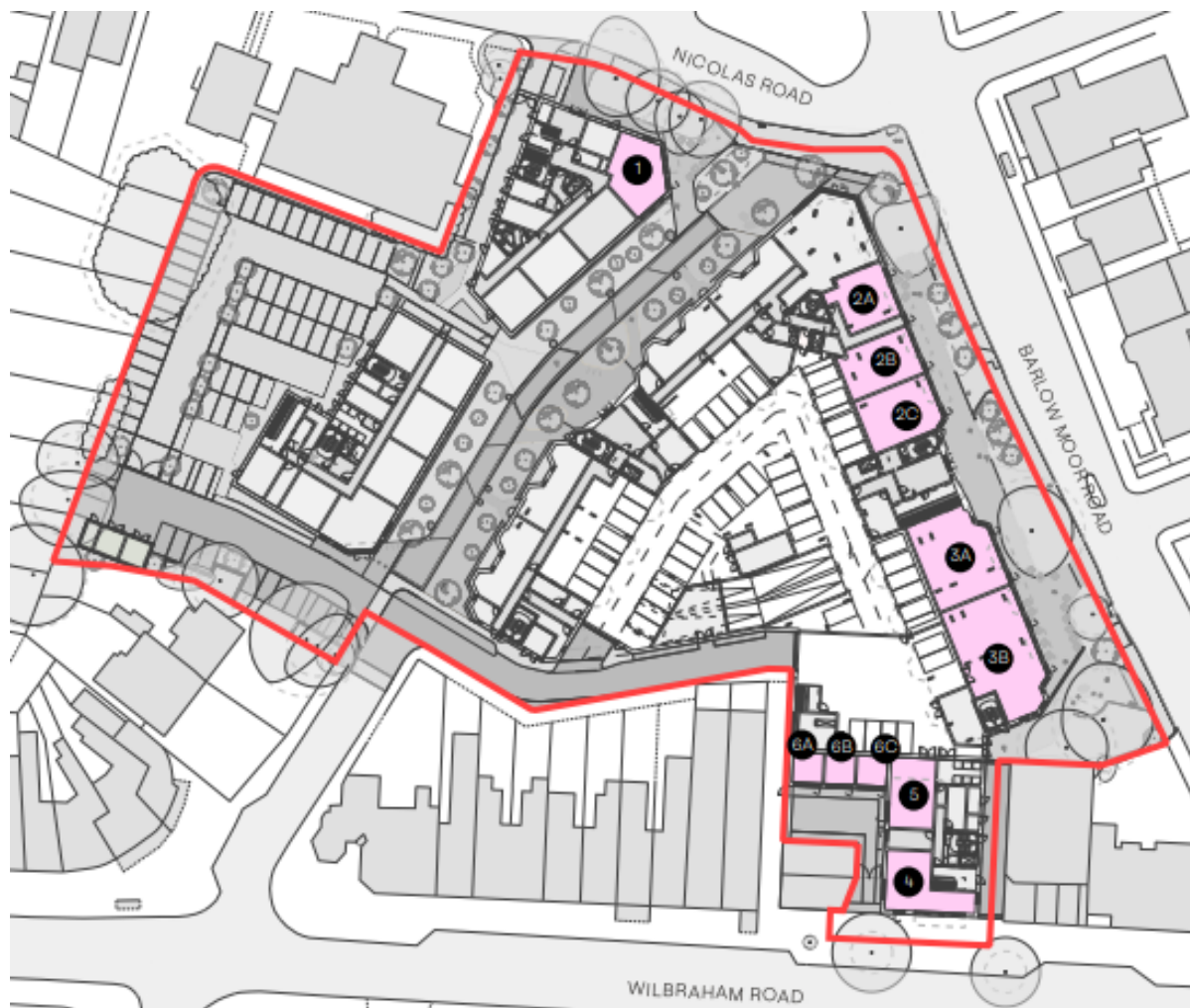
- 3.1.19 Overall, 976 sqm (NIA) of retail floor space is provided as identified in **Error! Reference source not found.**, whilst **Error! Reference source not found.** illustrates the location of such offering.

Table 3-4: Retail Unit Floorspace by Building

Building	Area (sqm)	Area (sqft)
Unit 1	87.2	939
Unit 2A	79.1	851
Unit 2B	93.6	1,008
Unit 2C	105	1,130
Unit 3A	162.1	1,745
Unit 3B	210.4	2,265
Unit 4	91.5	985
Unit 5	78.7	847
Unit 6A	22.7	244
Unit 6B	22.7	244
Unit 6C	22.7	244
Total	975.7	10,504



Figure 3-3: Ground Floor Retail Units (FCB Studios LLP Design and Access Statement Extract)



Access and Parking

- 3.1.20 The proposed development seeks to improve legibility, accessibility and permeability of the site through the introduction of a number of pedestrian routes through the site and through overall making the site more permeable via the proposed layout. Nonetheless, given the scale of the development and retail offering, the proposal generates a need for parking provision. Further information regarding access and parking is outlined below

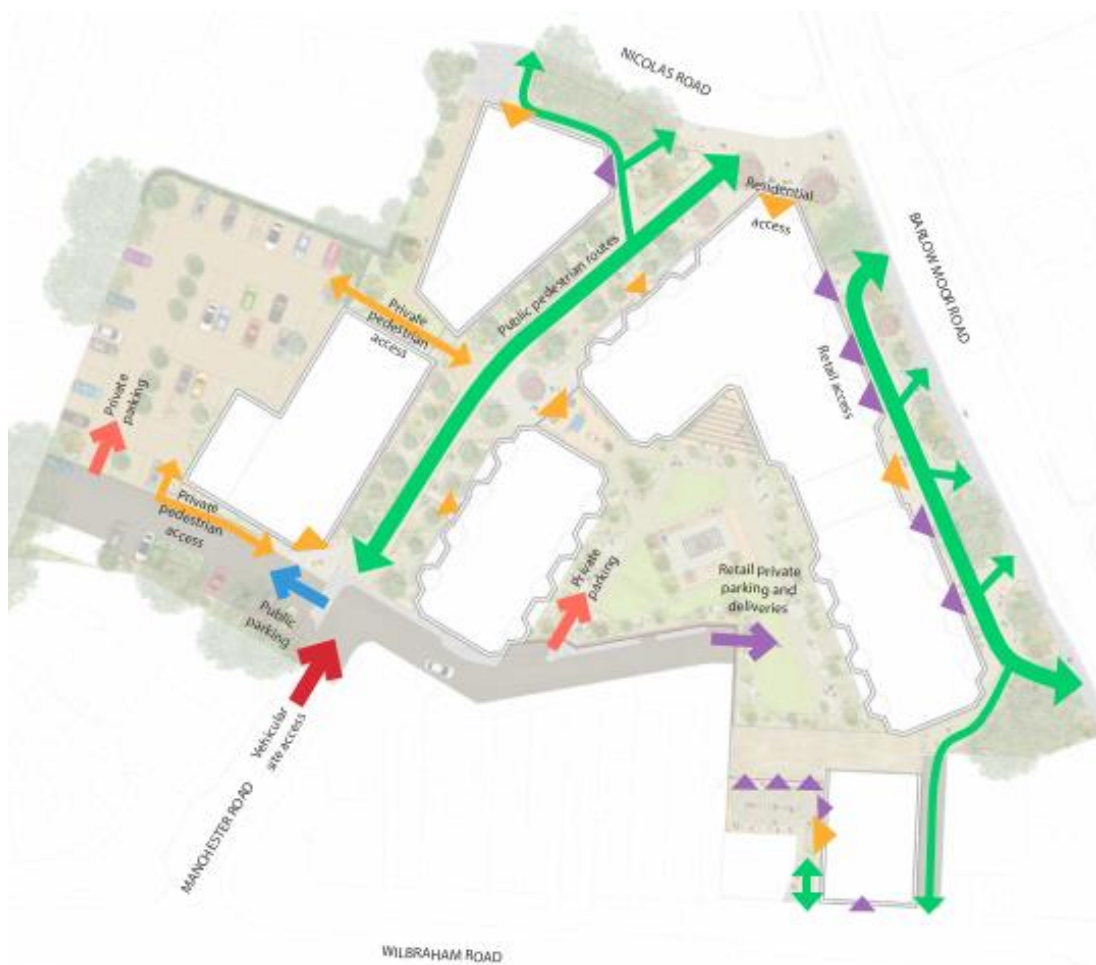
Pedestrian and Cycle Access

- 3.1.21 The scheme aims to increase the pedestrian infrastructure within and adjacent to the site. This includes the provision of a publicly accessible pedestrianised 'greenway' route through the site is proposed along Manchester Road, including woodland inspired planting, rain gardens and a natural 'play on the way' feature.
- 3.1.22 Concerning cycling, secure internal level-access cycle store spaces will be provided in each block. Such spaces include a variety of storage space types including Sheffield stands (with additional width) and double stack stores.



- 3.1.23 **Error! Reference source not found.** below provides an overview of the proposed points of access for vehicles, cycle and pedestrians.

Figure 3-4: Access Arrangements Diagram (FCB Studios LLP Design and Access Statement Extract)



Vehicular Access

- 3.1.24 The sites' main point of vehicular access from Manchester Road (off Wilbraham road) will remain. However, the northern service access off Nicolas Road will be closed to traffic and no longer act as a vehicle through route.
- 3.1.25 The vehicle access has been limited to that off Manchester Road in order to prioritise pedestrian-first movement and active travel, such that the wider site is safely navigable for users.
- 3.1.26 As already discussed, the section of Manchester Road which passes through the centre of the site will be non-accessible for vehicles. Rather, this route will operate as an accessible pedestrianised 'greenway' route.

Car Parking



- 3.1.27 A total of 164 private residential parking spaces are proposed which equates to an 63% ratio provision. A further 12 public car parking spaces and 6 private spaces for retail tenants are also provided on site.
- 3.1.28 The public car parking spaces are to be located within the south-western confines of the site and would be accessible from Manchester Road. Of the 12 spaces provided, 8 would be standard spaces, 2 would be accessible and 2 would provide EV charging.
- 3.1.29 Concerning the residential spaces for residents, 50 are at surface level west of the West Block D, 1 space is north of the North Block E, and the remainder are in the podium car park.
- 3.1.30 A total of 10 accessible spaces are included within the residential parking provision and are distributed around the scheme to ensure distances to the nearest residential entrance is limited.

Open Space and Amenity

- 3.1.31 The Proposed Development has been designed to incorporate significant areas of public, shared and private amenity space, as an integral part of the design.
- 3.1.32 The amenity space within the Proposed Development which includes inter alia:
- Barlow Moor Road Linear Park- the building line along the site's northeastern boundary has been pulled back to facilitate public open space adjacent to the road;
 - Barlow Moor Road Pocket Park- this forms part of the linear park described above, however, provides a focused community space for informal pedestrian interaction;
 - Manchester Road Greenway- the historic Manchester Road Route that intersects through the centre of the site will become a pedestrianised greenway;
 - Manchester Pocket Square- at the northern end of the site, a new square gateway destination will be delivered which provides communal space for the public to meet, dwell and socialise;
 - Courtyard Garden- this area will provide green space residents of Block A, B and C and includes a range of space from outdoor entertain areas to more private seating nooks;
 - Makers Market Courtyard- this area is located adjacent to the existing Costa Coffee unit and will provide a public space with spill out from small independent shops and food/drink outlets; and
 - Landscaped Car Park- the overground car park will be softened with landscaping proposals which include biodiverse planting to make the area more welcoming.
- 3.1.33 **Error! Reference source not found.** below illustrates the above landscape proposals on a plan.



Figure 3-5: Landscape Proposals (FCB Studios LLP Design and Access Statement Extract)



Employment

- 3.1.34 The Proposed Development would provide construction jobs over the development programme. Additionally, there will be a nominal number of additional jobs created to support either the flexible commercial units and/or the residential development itself; such as those manning the concierge desks, gardeners and maintenance personnel.
- 3.1.35 As confirmed within the submitted Socio-Economic Assessment, given that the site is currently vacant, there would be a net gain in jobs associated with the development during both the construction and operations phases.

Development Programme

- 3.1.36 The current development programme, as advised by the applicant, is outlined below. The programme will continue to evolve to meet planning and commercial requirements.



- DEMOLITION WORKS**
- ALREADY CONSENTED
UNDER 141706/DEM/2024
(NOT PART OF CURRENT
APPLICATION / EIA)
- **Q2 2025:** DEMOLITION PRE-COMMENCEMENT
 - **Q3 2025:** PHASE 1 DEMOLITION COMMENCES
 - **Q1 2026:** PHASE 1 DEMOLITION COMPLETE
 - **Q4 2026:** PHASE 2 DEMOLITION COMMENCES
 - **Q1 2027:** PHASE 2 DEMOLITION COMPLETE

- CONSTRUCTION PHASE**
- **Q1-Q2 2026: BLOCK E** COMMENCEMENT OF CONSTRUCTION BLOCK E
 - **Q3-Q4 2026: BLOCK D** COMMENCEMENT OF CONSTRUCTION
 - **Q4 2026 – Q1 2027: BLOCKS A, B, C & F** PILING AND EXCAVATION WORKS
 - **Q1-Q3 2027: BLOCKS A, C & F** COMMENCEMENT OF CONSTRUCTION
 - **Q4 2027: BLOCK B** COMMENCEMENT OF CONSTRUCTION

- OPERATIONAL PHASE**
- **Q3 2027 – BLOCK E** COMPLETE / OCCUPATION
 - **Q1 2028 – BLOCK D** COMPLETE / OCCUPATION
 - **Q2 2028 – BLOCK F** COMPLETE / OCCUPATION
 - **Q4 2028 – BLOCK C** COMPLETE / OCCUPATION
 - **Q2 2029 – BLOCK A** COMPLETE / OCCUPATION
 - **Q4 2029 – BLOCK B** COMPLETE / OCCUPATION

Summary

- 3.1.37 The proposed development seeks to maximise the potential of this highly accessible vacant brownfield site in Chorlton district centre by delivering a high quality sustainable residential-led mixed-use development. The proposals will create a new vibrant space and place that opens up the development potential within site, whilst actively enhancing and engaging with the wider Chorlton experience for the local community.
- 3.1.38 The application proposal will support existing provision within the district centre by significantly increasing the resident population (and associated spending power).



3.2.0 Consideration of Alternatives

3.1.39 Paragraph 2 of Schedule 4 to the The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations) requires that an Environmental Statement should include:

"A description of the reasonable alternatives (for example in terms of development design, technology, location, size and scale) studied by the developer, which are relevant to the proposed project and its specific characteristics, and an indication of the main reasons for selecting the chosen option, including a comparison of the environmental effects."

3.1.40 This section therefore details the main alternatives studied by the applicant and project team during the iterative design process up to the submission of the application itself. If actual or hypothetical alternatives have not been studied by either the applicant or the development team, then there is no necessity to address such issues within an ES.

3.1.41 In considering reasonable alternatives, the 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.

Do Nothing Scenario

3.1.42 It is recognised that, as an alternative, there is a 'do nothing' or 'no change' scenario which would mean that the development is not promoted or brought forward at this stage. However, as outlined below, this is not considered to be a suitable alternative for this site given that it is presently vacant and hoarded off.

3.1.43 The 'do nothing' scenario would fail to achieve the objectives of the applicant or the aspirations of the statutory development plan and associated supplementary guidance (such as the Chorlton Development Framework). The key thrust of the local/national planning policy is to regenerate vacant brownfield sites for the provision of additional housing and non-residential uses. Further information regarding the policy compliance of the proposed scheme is provided within the Planning Statement (prepared by CBRE) submitted in support of the planning application.

3.1.44 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.

3.1.45 Whilst the 'do nothing' scenario would result in no corresponding adverse or beneficial effects, it is considered to be entirely inappropriate given the benefits the site could



deliver through redevelopment. As such, the 'do something' scenario and its associated benefits are considered to clearly outweigh the 'do nothing' scenario.

Alternative Sites

- 3.1.46 No alternative sites to the application site have been considered as part of the development process.
- 3.1.47 The applicant has a development option agreed with the Freehold owner of the site (Greater Manchester Pension Fund) and can bring forward the development of this site in accordance with its development aspirations for a residential led mix use regeneration of the site. Southway Housing Trust are joint applicants for the planning application in recognition that they will ultimately manage/operate the social rented accommodation within the scheme.
- 3.1.48 The comprehensive redevelopment of the site will ensure accordance with the extant planning policy position for the site and the surrounding area. As such, it is considered entirely unrealistic for the applicant to have considered alternative sites when the application site is suitable, available, and viable.
- 3.1.49 Given that no other sites have been considered, it is not possible to consider whether this site would have any additional adverse or beneficial effects in comparison to a hypothetical alternative site. As such, this has not been considered further within the EIA and the associated technical reports contained herein.

Alternative Designs

- 3.1.50 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.
- 3.1.51 The description of 'alternative designs' outlined below has concentrated on providing an overview of key design aspects such as layout, massing and appearance, where relevant to the consideration of the EIA. More detailed design process information is provided within the Design and Access Statement prepared by Feilden Clegg Bradley Studios LLP Design.

Consultation

- 3.1.52 The development proposals have been through an extensive pre-application consultation with MCC, local councillors and groups as well as public consultation.
- 3.1.53 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.

3.1.54 Further information regarding the above is provided within the Statement of Community Involvement submitted in support of the planning application.

Development Concept

3.1.55 FCB Studios LLP Design were instructed to undertake the development design work on behalf of the applicant. The design process began by establishing objectives for the development proposal. The projects key objectives sought to provide:

- A residential-led, mixed-use scheme.
- A true spectrum of homes for the area across a range of apartment typologies.
- A variety of commercial space opportunities at ground floor.
- High-quality architectural design that complements the context which is layered to mitigate scale.
- Buildings set within a landscaped ground plane with active frontage to primary streets; and
- A new and distinctive place for the centre of Chorlton.

3.1.56 The first stage of responding to the vision was to understand the context of the site and site strategies, considering the site opportunities, constraints and surrounding urban context, including existing buildings and relevant requirements of the planning policy. Early design appraisals were first undertaken in 2023 and were built upon across a year and half of initial desk top research and review. The context analysis allowed for the understanding of the likely quantum of development that could be accommodated on the



site and allow analysis against the existing layout and massing of the adjoining buildings and townscape.

3.1.57 On forming this design context and concepts for the scheme, the architects were able to begin preparing the first formal 'Design Iteration' for the scheme which would allow the team to undertake further technical assessments and consultation reliant on the proposed layout.

3.1.58 The key design iterations of the scheme are provided below.

Initial feasibility and initial engagement with MCC

3.1.59 Initial engagement with MCC took place in July 2023 before the formal pre-application. The scheme was introduced as a way to:

- Re-frame the project against the Development Framework;
- Introduce analysis of the site and key outcomes
- Summarise initial design options and 'target scheme'
- Identify potential enhancements to 'target scheme'

3.1.60 Feedback from MCC was positive, with the authority encouraging to explore a range of design parameters to maximise the development opportunity and achieve an appropriate design for the site's urban context.

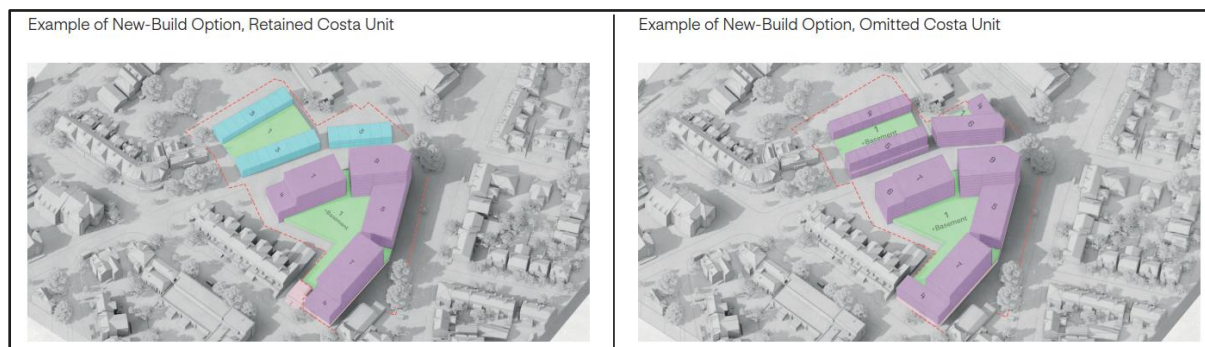
Early pre-application with MCC

3.1.61 Early pre-application was undertaken with MCC, with initial proposals developed based on the engagement. Two options were originally devised and are as follows (see **Error! Reference source not found.**

- Option 1: New build with retained Costa Coffee unit
 - Maximising the east plot geometry between the existing public realm and sewer easement;
 - Retaining simple townhouse 'product' as terraces to the west and north plots; and
 - Working around the existing Costa unit to the south on Wilbraham Road
- Option 2: New build with omitted costa unit
 - West plot as single-banked apartment only blocks;
 - Different roofscape articulation and additional storeys of efficient floor-plates; and
 - Omitting or building over Costa unit to add floor space.



Figure 3-6: Early Pre-Application Options (FCB Studios LLP Design and Access Statement Extract)



3.1.62 The early options shown above sought to:

- Relate to the quantum alluded to by the notional proposal of the Development Framework;
- Progress the principles and approach set-out by the Applicant's brief;
- Explore different height and density massing options, based around the retention of Graeme House and no-build zone of the sewer easement; and
- Explore different locations for different housing typologies and a varied ground floor offer of retail and/or workplace.

Urban Design Review with MCC

3.1.63 Following the early pre-application, the options described above evolved at an urban design review undertaken with MCC in October 2023.

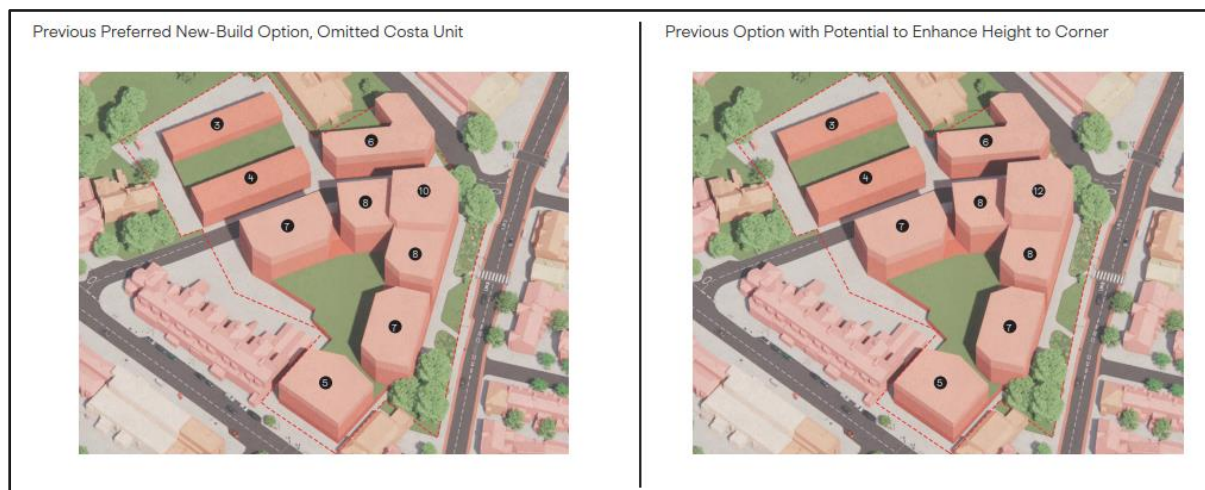
3.1.64 The evolving options were building on the previously referenced storey heights, but starting to express specific volumes to:

- Create affordable blocks to north and/or south plots
- Create efficiency through symmetry and repetition
- 'Gateway corner' reaching 10-storeys or more

3.1.65 MCC continued to provide a positive response to the scheme and emphasised the height was located in appropriate parts of the site. The options tabled at the urban design review are illustrated below:



Figure 3-7: Urban Design Review Options (FCB Studios LLP Design and Access Statement Extract)



Public Consultation and Further Pre-application

3.1.66 Following further pre-application discussions and market reviews, additional options were explored which were informed by public consultation. Critically, the options responded to consultation feedback, alongside the need to create the viable scheme, which:

- Retains the Costa Coffee unit given the contractual position (no ability to bring the unit into the scheme redline);
- Reviewed block types from nationally described space standard (NDSS) to premium layouts;
- Re-distributed height from previous pre-applications to better place scale away from the conservation boundary; and
- Responds to viability and market trends.

3.1.67 The public consultation itself went beyond the statutory requirements, involving early engagement with the below stakeholders:

- Local Councillors of Chorlton and Chorlton Park;
- Chorlton Traders Association;
- Chorlton Community Land Trust (CCLT);
- Chorlton Civic Society (Chorlton Voice); and
- Manchester Heritage Panel



Figure 3-8: Feasibility options (FCB Studios LLP Design and Access Statement Extract)



3.1.68 The purpose of engaging with such stakeholders was to provide an insight, ahead of public consultation, of developing proposals and to couch opinion to help steer proposals. Subsequently, a public questionnaire (July 2023) and week-long in-person drop in events (December 2023) were undertaken, with the below design changes made following feedback:

- **Scale & Layout:** The Applicant has re-distributed scale, notably away from the western boundary and adjacent houses, whilst still balancing viability and the Development Framework brief requirements.
- **Design:** The viability of the scheme has ensured a protection of quality, manifested in elevational design that has distinctive detailing and character, such as the bay windows.
- **Public Realm:** The restriction of vehicular access, notably through the Site, to create a pedestrian and landscaped public realm for all that also maximises retention of existing trees.
- **Transport & Parking:** Working with the Local Councillors and LIF, proposals now include a provision for public car-parking that range from pay and display to accessible and EV spaces.
- **Retail Mix:** The scheme has developed ground floor commercial space to be flexible to support a range of retail opportunity from medium format units to smaller independent start-up.
- **Affordable Offer:** Working with the Local Councillors and Manchester Housing Providers' Partnership (MHPP), the scheme can support a range of tenure and achieve the required affordable provision target for a scheme of this type.

Final design

3.1.69 The final design evolution balanced feedback from the below considerations which was set against the material consideration of the approved Development Framework for the site. This included giving due consideration to the pre-application consultation feedback, community consultation feedback, meeting the affordable housing provision and viability reviews.



Figure 3-9: Viability Enhancements (FCB Studios LLP Design and Access Statement Extract)



Alternatives Conclusion

- 3.1.70 As outlined above, the consideration of alternatives has principally related to the design of the scheme and how this interacts with the site, its surrounds, adjoining committed developments and as a result of the technical assessments undertaken as part of the EIA.
- 3.1.71 Whilst these considerations have been outlined above, further information regarding the iterative design process is contained within the supporting Design and Access Statement prepared by Feilden Clegg Bradley Studios LLP.
- 3.1.72 Furthermore, where appropriate, consideration of this iterative design process has been accounted for within the various technical chapters contained within this ES.
- 3.1.73 In summary, 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.





Making Sustainability Happen



Environmental Statement Chapter 4: Townscape and Visual

Chorlton Precinct, Manchester

PJ Livesey Homes (6) Limited

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SLR Project No.: 425.VT3409.00001

26 March 2025

Revision: FINAL

Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
V1	14 March 2025	JF	DL	EB
V2	20 March 2025	JF	DL	EB
FINAL	26 March 2025	JF	DL	EB
	Click to enter a date.			

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4.1.0 Introduction

- 4.1.1 The TVIA chapter identifies and assesses the anticipated effects of change resulting from the proposed development on the character and features of the townscape/landscape, and on people's views and visual amenity within the study area. The term 'townscape' refers to "*The character and composition of the built environment including the buildings and the relationships between them, the different types of urban open space, including green spaces, and the relationship between buildings and open spaces*" (GLVIA Glossary). Townscape therefore applies to the landscape within built up areas.
- 4.1.2 The TVIA describes the methods used to assess the likely significant effects, the baseline conditions currently existing at the site and surroundings, the potential direct and indirect effects of the development; the mitigation measures required to prevent, reduce, or offset the identified significant effects and the residual effects.
- 4.1.3 The site location and study area for the TVIA is shown on Figure 4-1.
- 4.1.4 The TVIA is supported by the following Appendices:
- Appendix 4-A: Figures
 - Appendix 4-B: Methodology
 - Appendix 4-C: Landscape Masterplan
 - Appendix 4-D: Photomontage Report – Rob Lockhart Studios
- 4.1.5 The following figures are included as part of this Chapter:
- Figure 4-1: Study Area and Townscape Context
 - Figure 4-2: Site Context
 - Figure 4.3 and 4-4: Site Photographs
 - Figure 4-5: Viewpoint Locations
 - Figure 4-6 – 4-18: Viewpoint Photographs
- 4.1.6 This Chapter, and its associated figures and appendices, is intended to be read as part of the wider ES with particular reference to the introductory Chapters of this ES (Chapters 1-3).

Chapter Author

- 4.1.7 The Chapter is written by Joanne Folland (Landscape Assessor), BA(Hons), Chartered Member of the Landscape Institute CMLI.
- 4.1.8 Joanne specialises in the planning stages of schemes and in Townscape/Landscape and Visual Impact Assessment (TVIA/LVIA). Her experience over the past 30 years has encompassed the preparation of many standalone TVIA/LVIA and input to Environmental Statements for a wide range of schemes. As well as being involved in EIA, Joanne has also prepared and presented expert landscape evidence to Planning Appeals.



4.2.0 Methodology

Legislation, Guidance and Planning Policy

Legislation

- 4.2.1 The European Landscape Convention (ELC) is an international treaty dedicated to the protection, management and planning of all landscapes in Europe.

Guidance

- 4.2.2 The following guidance is relevant to the TVIA:
- Guidelines for Landscape and Visual Impact Assessment Third Edition (GLVIA 3) – Landscape Institute (LI) and the Institute of Environmental Management and Assessment (IEMA) (2013).
 - Notes and Clarifications on Aspects of Guidelines for Landscape and Visual Impact Assessment Third edition (GLVIA) – Technical Guidance Note LITGN-2024-01 (August 2024)
 - Townscape Character Assessment Technical Information Note 05/2017 - Landscape Institute (Revised April 2018).
 - Visual Representation of Development Proposals Technical Guidance Note 06/19 - Landscape Institute (2019).
 - Guidance on Tall Buildings CABE (2007) and
 - Advice Note 4: Tall Buildings, Historic England (2022).

National Planning Policy

National Planning Policy Framework

- 4.2.3 The National Planning Policy Framework (NPPF 2025) promotes a presumption in favour of sustainable development for both plan-making and decision-taking (Paragraph 11).
- 4.2.4 Of most relevance is Section 12, Achieving Well-Designed Places (paragraphs 131 and 135-137).

National Design Guide

- 4.2.5 The National Design Guide identifies “*how well-designed places that are beautiful, healthy, greener, enduring and successful can be achieved in practice*”. It encompasses all current best practice thinking in urban design.
- 4.2.6 Well-designed places are achieved through making the right choices at all levels of the design process, including in relation to the layout (or masterplan), the form and scale of buildings, their appearance, landscape, materials and their detailing. These design choices contribute towards achieving the ten characteristics of well-designed places and



shape the character of a place. The National Design Guide summarises this process in the following paragraph:

“Well-designed places have individual characteristics which work together to create its physical Character. The ten characteristics help to nurture and sustain a sense of Community. They work to positively address environmental issues affecting Climate. They all contribute towards the cross-cutting themes for good design set out in the National Planning Policy Framework.”

- 4.2.7 With regard to tall buildings the National Design Guide states: *“Well-designed tall buildings play a positive urban design role in the built form. They act as landmarks, emphasising important places and making a positive contribution to views and the skyline”.*

Local Planning Policy

- 4.2.8 The adopted statutory development plan for the area, excluding waste and minerals plans, comprises the Manchester Core Strategy (2012), Saved Policies of the Unitary Development Plan (1995) and Places for Everyone (PFE) Plan (2024). The Addendum to the Manchester Core Strategy (2024) outlines which policies of the Core Strategy have been partially replaced by PFE. This supported by guidance, advice notes and Supplementary Planning Documents (SPDs). Relevant local plan documents and policy are described below.

Manchester Core Strategy (2012)

- 4.2.9 The Core Strategy *“describes Manchester today and outlines the Council's vision for Manchester in 2027 along with the planning policies which will be used to deliver that vision”*. Planning policies most relevant to the TVIA are:
- 4.2.10 **Policy EN9 – Green Infrastructure** requires that new development maintains existing green infrastructure in terms of quantity, quality and multiple function and developers are encouraged to *“enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure”*. This includes the continued development of a network of green spaces, the *“encouragement of green roofs, green walls, tree planting and other forms of green infrastructure to allow for the adaption to climate change in heavily urbanised areas”*.
- 4.2.11 **Policy DM1 – Development Management** requires development to have regard to the following issues: *“Appropriate siting, layout, scale, form, massing, materials and detail; Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area”* and *“Effects relating to biodiversity, landscape, archaeological or built heritage; Green Infrastructure including open space, both public and private”*.
- 4.2.12 Other policies of relevance include:
- Policy EN11 - Quantity of Open Space, Sport and Recreation
 - Policy EN15 – Biodiversity and Geological Conservation



The Places for Everyone (PFE) Plan (2024)

- 4.2.13 The PFE is a Joint Development Plan for the Greater Manchester local authorities (with the exception of Stockport).
- 4.2.14 Policies most relevant to the TVIA are:
- 4.2.15 **Policy JP-G6: Urban Green Space** concerns the protection and enhancement of existing urban green space and the delivery of new urban green spaces.
- 4.2.16 **Policy JP-G7: Trees and Woodland** includes the need to “*deliver the aims and objectives of the Greater Manchester Tree and Woodland Strategy, aiming to significantly increase tree cover, protect and enhance woodland, and connect people to the trees and woodland around them*”. Through development this will be done by: “*Where development would result in the loss of existing trees, requiring replacement on the basis of two new trees for each tree lost, or other measures that would also result in a net enhancement in the character and quality of the treescape and biodiversity value in the local area, with a preference for on-site provision*” and by “*Protecting trees and woodland during the construction phase of development*”.
- 4.2.17 **Policy JP-P1: Sustainable Places** states that all development, wherever appropriate, should be: distinctive, conserving and enhancing the natural environment and landscape features; visually stimulating; socially inclusive; resilient; adaptable; durable; resource efficient; safe; functional and convenient; inclusive; legible. Development should include “*high quality and well managed green infrastructure and quality public realm*”.
- 4.2.18 Also of relevance are policies:
- Policy JP-G8: A Net Enhancement of Biodiversity and Geodiversity
 - Policy JP-P7: Sport and Recreation
 - Policy JP-C5: Streets for All
 - Policy JP-C6: Walking and Cycling

Other Relevant Standards and Guidance

Manchester Guide to Development SPD

- 4.2.19 The Guide to Development in Manchester is a hybrid document acting as both a Supplementary Planning Document and planning guidance. Manchester City Council has produced the document as a means of guiding those involved in the development process in their preparation of design and access statements. Developers will be expected to have regard to both the SPD and planning guidance in their preparation of these statements.
- 4.2.20 Part one includes guidance on ‘Creating a Sense of Place’ and ‘Design’ such as considering the character and context, continuity and enclosure, legibility, ease of movement, quality of the public realm, diversity and adaptability.
- 4.2.21 Part two includes descriptions of the city’s character areas. Of particular relevance to this TVIA is the section regarding ‘District and Local Centres’ which states



“Development proposals will need to help enhance the character and quality of the centres by well-designed shop fronts, signage and security, by providing up to date refuse and waste minimisation facilities, and by contributing to the upgrading of the public realm” (para 11.27).

Chorlton Local Infrastructure Framework (2025)

- 4.2.22 The Local Infrastructure Framework focuses on how the streets and public spaces across Chorlton District Centre could be improved. It establishes the design principles and priorities for improving the centre of Chorlton, predominantly covering spaces that are highly visible and in Council ownership. It is intended to inform future development schemes that are providing publicly accessible and street-fronting public realm.
- 4.2.23 The document includes useful baseline analysis of the Chorlton District Centre core and design principles and the overarching strategies to inform its future enhancement.

Chorlton Precinct Development Framework (2017)

- 4.2.24 In 2017, Manchester City Council conducted a consultation regarding the redevelopment in Chorlton. The Development Framework was developed to guide future development of the site and to form the basis of more detailed design and the planning application. The summary document provides information on site context, character and design principles. It states: *“Any proposal should respect the existing scale of buildings in Chorlton to determine a sympathetic and appropriate streetscape.*

Scale and massing should also be arranged and modulated in response to orientation and promote views from and into the development. There is the opportunity to use scale to define the site as a pivotal destination within in the District Centre. Graeme House establishes the height parameter at 27M which is unique to the typically low rise streetscape throughout Chorlton”.

Summary of Consultation

Screening and Scoping

- 4.2.25 A TVIA Scoping Report which set out the study area, methodology and proposed townscape and visual receptors was sent to MCC in October 2024.
- 4.2.26 MCC responded on the 5th November 2024 requesting additional viewpoints and selecting which views should be developed as photomontages.

Table 4-1: Scoping Opinion

Ref	Scoping Opinion	Comments	Outcome	Ref. within ES
Scoping Report setting out study area, methodology and townscape and visual receptors	MCC requested additional viewpoints: • Junction Manchester Road	Agreed	Further site work was undertaken, and additional viewpoint photographs	Additional photographs were added to Figures 4-6 to 4-18. The photomontages were incorporated



Ref	Scoping Opinion	Comments	Outcome	Ref. within ES
sent to MCC October 2024	<p>and Listed Lloyd Hotel.</p> <ul style="list-style-type: none"> • Barlow Moor Road adjacent listed Chorlton Library and to include Temperance Hall in viewpoint. <p>MCC agreed that the following viewpoints would be developed as photomontages: 1.5, 2.3 and 3.2.</p> <p>MCC requested the following additional photomontages: 1.2, 1.4 and 2.1</p>		were incorporated.	within Appendix 4-D.

Assessment Methodology

- 4.2.27 The full methodology, including the criteria for evaluating, value, susceptibility, magnitude and significance of townscape and visual effects is included within Appendix 4-B.

Overall Approach

- 4.2.28 In line with GLVIA 3, the methodology used for this assessment has five key stages as follows:
- Establishing and agreeing the scope of the townscape and visual assessment.
 - Establishment of the baseline conditions of the study area relating to townscape character and views and the quality, value and sensitivity to change of these resources.
 - Contributions to the iterative process of design to understand the nature, form and features of the Proposed Development and inform inherent mitigation.
 - An assessment of the magnitude of effect likely to result from the Proposed Development; and
 - An assessment of the significance of townscape and visual effects considering the sensitivity of resources and the magnitude of effect.

Desk-based Data

- 4.2.29 In addition to professional published guidance listed above and the policy standards and guidance, Natural England National Character Area – 55 The Manchester Conurbation has been reviewed.



- 4.2.30 Desk studies have also included analysis of landform, settlement patterns and townscape using Ordnance Survey mapping and public rights of way mapping, and review of townscape characteristics using aerial photographs.

Site Survey

- 4.2.31 Field work was undertaken in October and November 2024. The field work established an understanding of the townscape within and around the site, its component parts, and subdivisions, as well as the contribution currently made by different areas in terms of townscape quality and character, value, green infrastructure functions and accessibility. It also verified the visual baseline to identify the range of views of the site, and whether there are any public viewpoints which are important in terms of appreciating the character of the site. Due to the project programme, site survey was undertaken when there was still some leaf on the trees, but seasonal changes to views are considered.

Study Area

- 4.2.32 The study area is shown on Figure 4-1. The extent of the proposed study area is a 500m radius from the centre of the site and is based on the townscape within the locality of the site which could be influenced by the proposed development and the location of viewpoints where there would be potential views of the proposals. The extent of the study area and associated viewpoints were agreed via pre-application scoping with MCC.

Townscape and Visual Receptors and Sensitivity

- 4.2.33 Receptors are described within GLVIA3 (para 5.34) as “*components of the landscape (Townscape in this case) that are likely to be affected by the scheme*”. Receptors include townscape character areas, individual site features and people who experience views of the proposed development.
- 4.2.34 The assessment of townscape effects is structured around the identification of Townscape Character Areas (TCA) within the study area, based on a combination of desktop study and analysis, field survey and professional judgement. Different TCAs are defined through the identification of consistencies across areas of townscape in elements such as scale, materials, land use, heritage, street pattern or open space. An assessment of townscape value and susceptibility of townscape to change enables the overall sensitivity of townscape receptors to be determined. Similarly, an assessment of the sensitivity of the site’s landscape features takes into account their value and susceptibility.
- 4.2.35 Visual effects relate to the effects on specific views experienced by visual receptors and on visual amenity. An assessment of the value of views and the susceptibility of visual receptors to change enables the overall sensitivity of visual receptors to be determined.
- 4.2.36 The sensitivity rating forms the baseline upon which the effects of the Proposed Development can be judged and has been rated within the range of High, Medium and Low.



Magnitude of Effects

- 4.2.37 The magnitude of townscape and visual effects is assessed in terms of:
- Size or scale of effect.
 - Geographical extent of the area influenced by that effect, and
 - Duration and degree of reversibility.
- 4.2.38 The final assessment of magnitude of effect is a professional judgement which considers the degree to which the proposal fits with existing character, and the contribution to the townscape/views that the development may make by virtue of good design. The balance between the size and scale of changes to individual components, the overall change to townscape character/views, the extent of the area affected, and the duration of the effects are all considered.
- 4.2.39 The resulting magnitude of effect upon each receptor is graded on a scale of High, Medium, Low or Negligible. Effects may be adverse, beneficial or neutral. Neutral effects recognise that there will be a change to the receptors, however this change would be in keeping with the existing characteristics of the receptor and would not cause degradation or enhancement of the character/views.
- 4.2.40 Effects may be permanent or reversible over time. For example, visual effects arising from construction activities may be limited solely to the construction period and would be reversible.

Significance of Effect

- 4.2.41 The effects are determined using the combination of the assessment of receptor sensitivity and the magnitude of effects. They are judged to be major, moderate-major, moderate, minor-moderate, minor or negligible and can be beneficial, adverse or neutral. Effects that are deemed to be significant for the purposes of this assessment are those that are described as being of a Major or Moderate-major adverse effect.

Mitigation Hierarchy

- 4.2.42 Primary measures or embedded mitigation form an integral part of the site layout/landscape GA and design, developed through an iterative process in order to avoid, reduce or offset any adverse effects on the townscape and views. Avoidance of impact through site planning and design is the preferred and primary mitigation strategy for the avoidance of adverse townscape and visual effects.
- 4.2.43 Standard construction and operational management practices, such as a Construction Management Plan (CEMP), for avoiding and reducing townscape and visual effects are also considered to be an integral part of the scheme. The requirement for a detailed CEMP to be submitted to and approved by MCC as local planning authority will ensure appropriate measures will be implemented.
- 4.2.44 The assessment of townscape and visual effects (section 4.5) takes into account the embedded mitigation and standard construction and operational management practices.



- 4.2.45 Secondary measures, designed to address any residual adverse effects remaining after primary measures and standard construction and operational management practices have been incorporated into the scheme, are referred to as 'additional mitigation' measures and these follow the assessment of likely significant effects.

Assumptions/Limitations

- 4.2.46 The assessment is based on the Proposed Site Plan and Massing Model prepared by FCB Architects, as well as the Landscape Masterplan which is provided within Appendix 4-C.
- 4.2.47 Viewpoints considered representative of potentially sensitive receptors were defined on the basis of professional experience and were subject to sign-off by MCC via initial pre-app engagement. Views from public viewpoints, such as highway footpaths and roads in the vicinity have been considered. Views from private residences have not been considered, any consideration of residential amenity would need to be carried out as a separate assessment in accordance with GLVIA guidance.
- 4.2.48 Baseline photography was undertaken in October and November 2024, when trees were beginning to lose their leaves. Seasonal variations have been taken into account in the visual assessment.
- 4.2.49 The assessment focuses on daytime effects upon completion of the development but also considers effects during construction and 15 years post completion (residual effects).
- 4.2.50 The Prior Notice for Demolition application (LPA ref. 141706/DEM/2024) was approved in January 2025 by Manchester City Council (MCC) and demolition works (initially internal soft strip of the buildings) are scheduled to commence in Q2 2025.



4.3.0 Baseline Conditions

Townscape Baseline and Sensitivity Assessment

Description of the Site and its Boundaries

- 4.3.1 The site comprises approximately 1.27 ha of developed land within the district centre of Chorlton. It is presently vacant and hoarded off with the exception of the surface car park to the west which is still publicly accessible and used. The shopping precinct and Graeme House offices building is proposed for demolition (as per the separate approved Prior Notice for Demolition). Figure 4-2 shows the Site Context and Figures 4-3 and 4-4 include Site Photographs.
- 4.3.2 The site is not covered by any statutory landscape or townscape planning designations, is not designated for its landscape value and would not meet the criteria of 'Valued Landscape' in terms of NPPF. It is located outside, although adjoining, the Wilbraham Road/Edge Lane Conservation Area on its western edge.
- 4.3.3 To the north, the site adjoins Nicolas Road with sections of brick walling and a border of tree and shrub planting forming the boundary with the highway footpaths. Chorlton Health Centre, a two-storey modern brick building, adjoins the site at its north-western corner. There are large scale buildings located on the northern side of Nicolas Road including the Grade II listed Former Temperance Billiard Hall, which is now Wetherspoons pub, and several disused buildings including the former Gaumont cinema.
- 4.3.4 A landscape strip around 8-10m wide runs along the eastern site boundary with Barlow Moor Road. This is crossed by numerous pathways and includes areas of grassland, shrub planting and some large mature trees.
- 4.3.5 To the south, the former precinct buildings front onto Wilbraham Road. The remainder of the boundary abuts the rear of the retail units (with residential above) located along Wilbraham Road.
- 4.3.6 The gardens of Edwardian, semi-detached, three storey houses located on Oswald Road back on to the western site boundary.
- 4.3.7 The eastern part of the site comprises the former precinct, a two storey, 1970s, brick building. Its linear form includes retail units fronting onto an open central corridor and Chorlton Square. The building runs broadly on a north south axis, spanning from Wilbraham Road in the south to Nicolas Road in the north. There are pedestrian connections into the central parts of the precinct from Barlow Moor Road to the east. Graeme House, a 1970s office block which is 8-9 storeys tall, adjoins the former precinct buildings and is located centrally within the site. These buildings are now disused with approval (via prior notice submission) for demolition.
- 4.3.8 Manchester Road runs through the site, connecting Wilbraham Road in the south with Nicolas Road in the north and providing access to the car parking located within the western parts of the site. There are a number of young horse chestnut trees positioned



on either side of Manchester Road, as it runs through the car park within the site. The trees are growing within linear, paved beds adjacent to the parking areas.

- 4.3.9 The topography of the site is relatively flat and is generally well enclosed by surrounding buildings.
- 4.3.10 As described above, there is limited public open space and generally poor quality public realm. The precinct buildings, which are hoarded off, are inward facing which reduces street activity and creates blank frontages. Its closure has limited public access across the area, restricting pedestrian movement. The lack of human activity results in unappealing spaces, which do not benefit from natural surveillance.
- 4.3.11 A Tree Survey has been carried out by Tyler Grange and this is relied upon with regard to the condition/quality of the existing vegetation within the site. It identifies that some of the mature trees on the eastern boundary are of high quality, whilst others are of moderate or low quality. The value of the existing features within the site are considered further below.

Description of the Townscape Context

- 4.3.12 Chorlton expanded from a rural settlement to a suburban area of Manchester in the late 19th century and early part of 20th century, following the construction of the railway at Stretford and the building of a railway line from Manchester Central through Chorlton station, which opened in 1880. Land close to the station was developed for residential and commercial purposes centred on the Barlow Moor Road/Wilbraham Road crossroads.
- 4.3.13 The crossroads traditionally included four banks, although only one of these buildings is still occupied by a bank. The junction remains at the core of the district centre which spreads in a north/south direction along Barlow Moor Road and Manchester Road, and east/west along Wilbraham Road. The district centre includes retail and leisure uses, including many independent shops and takeaways, as well as pubs and community buildings such as schools and the library. Many of the buildings date from the late 19th/early 20th century and are a mix of commercial premises on the ground floor and residential above. The precinct buildings and several others within the district centre are of modern 1970s construction.
- 4.3.14 To the west of the former railway line (now used by the Metrolink Tram) and east of Albany Road there are some large, modern, commercial units (Morrison's foodstore etc). The buildings are surrounded by car parking areas and, whilst large in footprint, generally do not exceed 2/3 storeys in height. Within the northern parts of this area are recently constructed apartment blocks up to 4 storeys tall, BT offices and the Unicorn Grocery. The leisure centre has been demolished and the site is in the process of being redeveloped for residential use.
- 4.3.15 The areas surrounding the district centre, within the northern and central parts of the study area, include terraced and semi-detached housing laid out on a grid pattern of streets. The houses generally date from 1900-1915, although there are some later 1930s and infill modern houses. Generally parking is on street, with minimal front gardens and small back gardens, creating densely spaced development.



- 4.3.16 Houses located within the southern parts of the study area and further away from the district core, include a wider mix of age of buildings and architectural styles and the street pattern is less grid like. Along the main roads there are some larger houses built in the 1880s, when more affluent residents who worked in Manchester city centre were attracted to high quality homes in a more rural area. There are Edwardian and 1930's semi-detached homes, mixed with some modern apartment blocks. The urban grain is looser, with larger gaps between dwellings and more garden spaces and trees.
- 4.3.17 Wilbraham Road/Edge Lane Conservation Area includes the residential areas within the south-western parts of the study area which reflect this lower density, more mixed style of housing. The area includes many historic properties and several churches. St Clements Church and Lloyd's Hotel are listed buildings.

Published Landscape/Townscape Character Assessments

- 4.3.18 The site and study area are situated within the National Character Area (NCA) 55 Manchester Conurbation which includes the land focused on the principal commercial, financial, retail and cultural centres of Manchester, Salford and Stockport. The NCA description states: "The Manchester Conurbation is characterised by dense urban and industrial development, with 82 per cent of the area being classed as urban". Relevant key characteristics are described as:

"Large settlements have come together to form the conurbation, characterised by dense urban and industrial development, commercial, financial, retail and administrative centres, commuter suburbs and housing.

The area is centred on low hills, enclosed by the Pennine hills to the north and east, and crossed by several meandering river valleys.

Public parks and recreation facilities provide valuable open spaces for people within this urban environment; community gardens and allotments are places for local food growing.

River valleys form important corridors of semi-natural habitats and natural green spaces – with open grassland, woodland and wetland – linking urban centres with open countryside. Many post-industrial sites and canals provide wildlife habitats.

Drainage is through a series of river valleys that weave through the urban fabric, flowing broadly from the Pennine moors to the east and north, towards the lower-lying areas of the south and west.

The area's legacy of industrial archaeology – particularly relating to the textile industry – is increasingly recognised. Red brick and sandstone buildings are prominent in the city and town centres, alongside buildings using a mix of modern materials, high-rise buildings, and landmark 19th-, 20th- and 21st-century buildings.

The Manchester Conurbation forms a busy transport hub, interlinked with surrounding areas by an extensive web of roads, tramways and railways – major communications corridors. Access is also provided by the canal network".



- 4.3.19 National Character Area 55 covers a wide area which is generally urban in nature. The proposed development would not be at odds with the land use and townscape characteristics within the area, and there would be no perceptible effect upon the wider character as a result of changes within the site. As set out in the Scoping Report, the effects of the proposed development on NCA 55 are scoped out of the TVIA.
- 4.3.20 The Greater Manchester Landscape Character and Sensitivity Assessment, classifies the site and study area as lying within an urban area.

Value of Townscape Character Areas (TCAs) and Landscape Features

- 4.3.21 Figure 4-1 shows the Townscape Character Areas which have been identified within the study area.
- 4.3.22 The proposed development lies within the Chorlton District Centre TCA and adjacent to the Wilbraham Road/Edge Lane Conservation Area TCA. There are potential views towards the proposed development from the terraced and higher density residential TCA although neither this area, nor the conservation area, would be directly affected by the proposals. As the TVIA considers perceptual changes to the area, which may have implications for the character of adjacent TCAs, the townscape receptors which potentially could be affected and are considered in the assessment are the effects on:
- The Chorlton District Centre TCA
 - The Wilbraham Road/ Edge Lane Conservation Area TCA
 - Terraced and Higher Density Housing TCA
- 4.3.23 Other Townscape Character Areas would not be directly affected by the proposed development and are too distant from the proposals for perceptual aspects to be an issue. As such effects upon the character of the Mixed Age and Lower Density Housing TCA and Commercial TCA have been scoped out of the TVIA as set out in this Scoping Report.
- 4.3.24 The assessment includes a consideration of the effects upon the landscape features of the site.
- 4.3.25 The following provides a description of the TCAs and landscape features and values them in accordance with the methodology outlined within Appendix 4-B.

Chorlton District Centre TCA

- 4.3.26 Chorlton District Centre is not a designated townscape and has a mixed character. Buildings are 2/3 storey terraced blocks, semi-detached or newer apartments, with residential above commercial premises. Streets include shops, restaurants, takeaways, coffee shops and bars. The frontages of the commercial units are of varied quality with some in good condition but others creating a fragmented character, due to their poor condition or the presence of vacant premises. There are many independent businesses, and the area has a vibrant community spirit. The public realm in the district is generally of poor quality, prone to surface flooding and lacking in planting although there are occasional mature street trees.



- 4.3.27 There is some consistency in Chorlton's materiality and local vernacular with buildings largely dating from the late 19th and early 20th century, although there are some of newer construction such as the 1970s precinct. There is a dominance of red brick, slate roofs, buff coloured stone buildings or detailing, and black and white timber detailing. Historic buildings include the Grade II listed buildings of Chorlton Library and the Former Temperance Billiard Hall.
- 4.3.28 The Chorlton District Centre TCA is valued as **Low-Medium** given that the townscape is of moderate aesthetic quality, with some intactness but some poor quality and disparate elements. Features are common but there are some historic buildings of note. There is a moderate sense of place, with some memorable and distinctive elements and a sense of vibrancy. There is minimal public open space and poor quality public realm.

Wilbraham Road/Edge Lane Conservation Area TCA

- 4.3.29 The conservation area includes spaces of character and quality, possessing buildings dating back to the late 19th century, set within a framework of mature tree coverage. The council's appraisal of the conservation area states that the area comprises *"substantial individual houses, semi-detached villas, terraces and apartments within either converted older properties or purpose-designed contemporary buildings"*.
- 4.3.30 Lloyd's Hotel on Wilbraham Road and St Clements Church on Edge Lane are Grade II listed buildings. Whilst there are only two listed buildings the appraisal recognises that *"Many of the buildings that line the streets within the area are architecturally impressive and most of them can be regarded as making a positive contribution to the conservation area"* and *"It is the relationship of these various buildings to each other, to their sites and to the streets that mostly determine the character of the area, rather than individual buildings of high architectural or historic quality"*. There are also four churches that also contribute to the character of the conservation area.
- 4.3.31 Prevalent materials are described as *"Most of the buildings in the area are constructed in Manchester red/orange brick, sometimes in conjunction with buff coloured sandstone dressings. Occasionally blue brick is used to provide detail within the mainly red/orange brick facades. Timber details are also commonly used for windows, eaves and barge boards, whilst render is employed to create contrasting surfaces, e.g. Hastings Avenue. All the 19th century buildings have pitched roofs covered in blue/black Welsh slate"*.
- 4.3.32 In relation to the contribution of green spaces the appraisal notes that *"The trees and garden hedges to the front of properties make a significant contribution to the character of the street 'corridor'"*.
- 4.3.33 The Wilbraham Road/Edge Lane Conservation Area TCA is valued as **High** in accordance with the methodology included with Appendix 4-B due to its conservation area status, high quality townscape, rarity, sense of place and verdant character.

Terraced And Higher Density Housing TCA

- 4.3.34 The housing areas which lie to the north of Wilbraham Road and to the immediate north and east of the district centre are denser than those within the conservation area and there is less tree coverage. It is not a designated townscape.



- 4.3.35 The streets are arranged in a grid pattern and terraced and semi-detached houses are dominant. Generally, the houses date from the early 1900s and are two to three storey, red brick with slate roofs. They have small rear gardens and minimal front garden spaces, with mainly on street parking. The townscape demonstrates some intactness, with the building style and vernacular providing identity. There is a lack of public open space, and the streetscape is dominated by cars, although the small front gardens, occasional street tree and boundary walling are positive elements.
- 4.3.36 The Terraced and Higher Density Housing TCA is valued as **Medium** in accordance with the methodology included with Appendix 4-B due to the distinct layout and consistent palette of materials, which provide identity, and the moderately attractive streetscape.

Landscape Features of The Site

- 4.3.37 Landscape features are confined to the soft landscape areas along the eastern boundary which include some areas of grass, shrubs and some mature and semi-mature trees; trees and shrubs within the planter along the northern boundary and the trees running alongside the road within the car park.
- 4.3.38 The Tree Survey carried out by Tyler Grange is relied upon in relation to the condition/quality of the existing vegetation.
- 4.3.39 The trees along the eastern boundary include mature horse chestnut, copper beech and beech of high quality and value, some moderate value sycamore, lime and rowan, in addition to lower quality trees.
- 4.3.40 The trees along the northern boundary with Nicolas Road are early mature sycamore and horse chestnut and are considered to be of moderate quality and value.
- 4.3.41 The Norway maple and horse chestnut trees located within the car park are considered to be of low quality and value.
- 4.3.42 In terms of natural heritage, the features are commonplace but the mature trees on the eastern boundary are distinctive and offer a strong sense of time depth. Apart from this, the landscape has poor functionality in terms of open space and recreation.
- 4.3.43 The landscape features within the site are valued as **medium** in accordance with the methodology included with Appendix 4-B.



Susceptibility and Sensitivity of Townscape Character Areas

Table 4-2: Susceptibility and Sensitivity of Townscape Character Areas

Receptor	Value of the Landscape	Susceptibility to Change	Resulting Sensitivity
Chorlton District Centre TCA	Low-Medium (as described above)	Low –As an urban townscape with existing varying scale of built form, including taller blocks which are compatible with the scale of the proposed development, the TCA has substantial ability to accommodate the proposed development without undue negative consequences for the maintenance of the baseline townscape character and/or the achievement of townscape planning policies and strategies.	Low-Medium
Wilbraham Road/Edge Lane Conservation Area TCA	High (as described above)	Low – The proposed development would not cause a physical change to the TCA but would influence the perceptual and aesthetic aspects of the TCA. The TCA has some relationship with the type of development proposed due to the residential uses, presence of purpose-designed contemporary buildings and the larger scale of some existing buildings. It therefore has some ability to accommodate the proposed development without undue negative consequences for the maintenance of the baseline townscape character and/or the achievement of townscape planning policies and strategies.	Medium
Terraced and Higher Density Housing TCA	Medium (as described above)	Low - The proposed development would not cause a physical change to the TCA and would have a limited influence on the perceptual and aesthetic aspects of the TCA. The existing context includes residential uses and the existing tall buildings within the site are visible from some areas. The TCA has substantial ability to accommodate the proposed development without undue negative consequences for the maintenance of the baseline townscape character and/or the achievement of townscape planning policies and strategies.	Low-Medium
Landscape features of the site	Medium (as described above)	Medium – The valued features are located along the site boundaries and have the potential to be retained. There is some potential to accommodate the proposed development without undue negative consequences for the maintenance of the baseline townscape character and/or the achievement of townscape planning policies and strategies.	Medium

Visual Baseline and Sensitivity Assessment

Visual Context

- 4.3.44 Figure 4-2 shows the viewpoint locations of site photographs. Figures 4-3 and 4-4 include site photographs A-D which show the existing features and visual character of the site.
- 4.3.45 Views are generally well enclosed by built form, comprising channelled views down roads which are framed by buildings. In some cases, the substantial tree cover also



encloses views. There are some slightly longer views down straight sections of road, but generally the views are curtailed by intervening buildings. The urban context, together with the flat topography, mean that there are no long-distance views and visibility of the site is confined to a relatively small area.

4.3.46 Whilst the existing views are generally commonplace, there are a number of buildings in the local area that provide visual interest and create focal points in views. This includes Chorlton Library, the Former Temperance Billiard Hall, Lloyd's Hotel, St Clements Church and other churches, the former banks and the numerous early 19th century houses. Mature Street trees also enhance existing views.

4.3.47 Elements which have a negative effect upon the views include vacant and poorly maintained shop fronts, disused buildings and some buildings of modern construction which are not in keeping with the surrounding character. The buildings within the site generally make a negative contribution to local visual amenity as they are uncharacteristic, and their vacant status means that they provide limited activity at street level.

Visual Receptors and Views of the Site

4.3.48 The buildings within the site are clearly visible from the surrounding roads within the immediate vicinity. Due to its height, the existing 8-9 storey vacant office block (Graeme House) is partially visible from some roads up to 500m away from the site.

4.3.49 Visual receptors (those with potential views of the proposals) using footpaths, open spaces and roads have been identified. Representative photographs from these locations are included.

4.3.50 The visual assessment considers views from public locations, which in all cases are highway footpaths. Views from houses are not considered within the TVIA as views from private properties are not a material planning consideration, unless the impact of the proposals is likely to be so great that it would harm residential visual amenity. This is not considered likely for any of the surrounding residential properties due to the urban context of the site, the proposed built form reflecting the existing building line and the separation distances between residential properties.

4.3.51 Figure 4-5 identifies the representative viewpoints for pedestrians, cyclists and motorists using the following transport corridors within a 500m radius of the site. Figures 4-6 – 4-18 include photographs from each viewpoint location.

1. A6010 Wilbraham Road (Viewpoints 1.1 - 1.7)
2. Barlow Moor Road/Manchester Road (Viewpoints 2.1 - 2.5)
3. Nicolas Road (Viewpoints 3.1 - 3.4)
4. Manchester Road (Viewpoint 4)
5. Longford Road (Viewpoint 5)
6. Selborne Road/ Keppel Road (Viewpoints 6.1 - 6.2)



7. Warwick Road/ Albany Road (Viewpoints 7.1 - 7.2)
8. Brundretts Road (Viewpoints 8.1 - 8.2)
9. Whitelow Road/ High Lane (Viewpoints 9.1 - 9.2)

Views of the Site and Value of the Views

1. A6010 Wilbraham Road (VP 1.1 - 1.7)

- 4.3.52 Wilbraham Road is a main road running on an east west axis, abutting part of the site's southern boundary.
- 4.3.53 To the east, the route rises slightly to cross the tram lines (former railway) around 300m away from the site. Viewpoint 1.1 is the view from the footpath near to the bridge crossing. The road and Morrison's petrol station dominate the views and intervening built form and vegetation largely screens views of the buildings within the site, although the top of the office block is just discernible as a very minor and distant element in the view.
- 4.3.54 In views from the intersection with Barlow Moor Road (VP 1.2) the buildings around the junction and street trees almost entirely screen views of the existing buildings within the site. The office block (Graeme House) is partially visible and is expected to be more visible in the winter, when there are no leaves on the trees.
- 4.3.55 As the route passes the site, the views include the southern part of the existing precinct buildings in the context of the surrounding shop fronts and businesses. The taller office block is partially visible beyond the smaller scale buildings which front onto the route (VPs 1.3 and 1.4).
- 4.3.56 Viewpoint 1.5 is the view from the intersection with Whitelow Road and is just within the Wilbraham Road/Edge Lane Conservation Area. The Graeme House office block within the site is partially visible behind the buildings fronting onto Wilbraham Road. Street trees filter views of the site and it is expected that the views would be clearer when the trees are not in leaf.
- 4.3.57 To the west, the views of the site become increasingly filtered by intervening buildings and vegetation. Viewpoints 1.6 and 1.7 are views from the footpath near to the Spread Eagle pub, around 200m away from the site. None of the existing buildings within the site can be clearly seen.
- 4.3.58 As a main route for motorists and pedestrians, views are considered to be of regional/district importance and moderately popular, where the view forms part of the experience and with local cultural associations. The views are considered to be medium value in accordance with the methodology included with Appendix 4-B.

2. Barlow Moor Road/Manchester Road (VP 2.1 - 2.5)

- 4.3.59 Barlow Moor Road runs perpendicular to Wilbraham Road and is a main thoroughfare running broadly north south through Chorlton. It passes the eastern site boundary, and to the north of Nicolas Road it becomes Manchester Road.



- 4.3.60 To the south of Wilbraham Road, there are limited views of the site due to the intervening buildings. Viewpoint 2.1 is the view from around 60m to the south of the site and the top of the office block is partially visible behind the buildings and trees located on the junction. From locations further south, the site is entirely screened by the urban context.
- 4.3.61 From the sections of the route to the immediate east and north, there are clear views of the eastern and northern elevations of the site's buildings within their urban context (VP 2.2 and 2.3). Trees provide partial filtering, particularly when in leaf.
- 4.3.62 In views from further north, the buildings within the site become increasingly screened by the trees and buildings which line the route including Chorlton Library, and the former Temperance Billiard Hall and Gaumont cinema (VP 2.4).
- 4.3.63 Around 450m to the north the ground levels rise to cross the tram lines (former railway) and from this slightly elevated position there are longer channelled views down the road. The street trees are dominant but, when not in leaf, there is a potential for the top of the office block to be glimpsed in the distance, although this is barely perceptible (VP 2.5).
- 4.3.64 As a main route for motorists and pedestrians, views are considered to be of regional/district importance and moderately popular, where the view forms part of the experience and with local cultural associations. The views are considered to be medium value in accordance with the methodology included with Appendix 4-B.

3. Nicolas Road (VP 3.1-3.4)

- 4.3.65 Nicolas Road runs along the northern site boundary and continues westwards, into the residential areas. Beyond distance of around 200m to the west there are no views of the buildings within the site, due to the alignment of the road and the enclosure provided by the terraced and semi-detached housing. Viewpoint 3.1 is the view from the residential parts of the street, just before the road bends, and shows that the office block is partially visible above intervening buildings.
- 4.3.66 At the corner of Nicolas Road and Oswald Road, the office block within the site is partially visible behind the health centre, in the context of the other buildings including Oswald Road Primary School (VP 3.2).
- 4.3.67 There are clear views of the office block within the site, from the sections of Nicolas Road which lie to the immediate north of the site (VP 3.3 and 3.4).
- 4.3.68 The route is not a main thoroughfare, and views are not from designated or popular viewpoints. The views are considered to be low value in accordance with the methodology included with Appendix 4-B.

4. Manchester Road (VP 4)

- 4.3.69 The section of Manchester Road which links from Wilbraham Road to Nicolas Road is a service road which provides access to the car park within the site but is nevertheless a route open to pedestrians. The buildings within the site, including the western elevation of the office block, and car park are clearly visible (VP 4).



- 4.3.70 The route is not a main thoroughfare, and views are not from designated or popular viewpoints. The views are considered to be low value in accordance with the methodology included with Appendix 4-B.

5. Longford Road (VP 5)

- 4.3.71 Longford Road links westwards from Manchester Road to the north of the site. As it passes the primary school there are some longer views across the playground, in which the top of office block within the site is partially visible in the distance, above intervening buildings (VP 5).
- 4.3.72 The route is not a main thoroughfare, and views are not from designated or popular viewpoints. The views are considered to be low value in accordance with the methodology included with Appendix 4-B.

6. Selborne Road/ Keppel Road (VP 6.1 - 6.2)

- 4.3.73 Selbourne Road and Keppel Road are side streets, located to the east of the site, which provide access to residential properties. There are channelled views down Selbourne Street, with surrounding properties framing views of the buildings within the site. The office block within the site becomes increasingly prominent within the views, when travelling westwards (VP 6.1). From the junction of Selbourne and Keppel Road, intervening trees and buildings filter views of the buildings within the site (VP 6.2).
- 4.3.74 The route is not a main thoroughfare, and views are not from designated or popular viewpoints. The views are considered to be low value in accordance with the methodology included with Appendix 4-B.

7. Warwick Road/ Albany Road (VP 7.1-7.2)

- 4.3.75 Warwick Road and Albany Road are located to the east of the site and are side streets providing access to houses and business premises. Views are enclosed by terraced and semi-detached houses and on street parking dominates the views. Small street trees and intervening buildings filter views of the site, although the office block is partially visible forming a minor element in the urban views (VP 7.1 and 7.2).
- 4.3.76 The route is not a main thoroughfare, and views are not from designated or popular viewpoints. The views are considered to be low value in accordance with the methodology included with Appendix 4-B.

8. Brundretts Road (VP 8.1 – 8.2).

- 4.3.77 Brundretts Road connects southwards from Wilbraham Road and is a residential street. In views from the intersection of the two roads, the southern elevation of the precinct building is dominant in the street scene and the top of the taller office block is partially visible above the intervening lower buildings (VP 8.1). In views from further south, the surrounding terraced housing encloses the views and there is a channelled view in which the office block is partially visible at the end of the road. The building forms a very minor element in a view which is dominated by built form and cars (VP 8.2).



- 4.3.78 The route is not a main thoroughfare, and views are not from designated or popular viewpoints. The views are considered to be low value in accordance with the methodology included with Appendix 4-B.

9. Whitelow Road/ High Lane (VP 9.1-9.2)

- 4.3.79 Whitelow Road is a residential street to the south of Wilbraham Road which falls within Wilbraham Road/Edge Lane Conservation Area. From the northern parts of the route, near to Wilbraham Road, the office block within the site is partially visible in the context of the surrounding built form which includes a modern four storey apartment block (VP 9.1). From further south, near to the intersection with High Lane, views of the office block are almost entirely screened by intervening buildings and vegetation, although it is expected to be marginally more visible when the trees are not in leaf (VP 9.2).
- 4.3.80 The route is not a main thoroughfare but, by virtue of the designation, the views are considered to be of district importance, with local cultural associations. The views are considered to be medium value in accordance with the methodology included with Appendix 4-B.

Susceptibility and Sensitivity of Visual Receptors

- 4.3.81 The susceptibility of different types of visual receptor to changes in views is mainly a result of:
- The occupation or activity of the viewer at a given location; and
 - The extent to which a person's attention or interest may therefore be focused on a view and the visual amenity experienced at a given view.

Table 4-3: Susceptibility and Sensitivity of Visual Receptors

Receptor	Value of the View	Susceptibility to Change	Resulting Sensitivity
1. A6010 Wilbraham Road (Viewpoints 1.1- 1.7)	Medium (as described above)	Medium Travellers on roads/highway footpaths where the view is moderately important to the quality of the journey.	Medium
2. Barlow Moor Road/Manchester Road (Viewpoints 2.1 - 2.5)	Medium (as described above)	Medium Travellers on roads/highway footpaths where the view is moderately important to the quality of the journey.	Medium
3. Nicolas Road (Viewpoints 3.1 - 3.4)	Low (as described above)	Medium Travellers on roads/highway footpaths where the view is moderately important to the quality of the journey.	Low-Medium



Receptor	Value of the View	Susceptibility to Change	Resulting Sensitivity
4. Manchester Road (Viewpoint 4)	Low (as described above)	Medium Travellers on roads/highway footpaths where the view is moderately important to the quality of the journey.	Low-Medium
5. Longford Road (Viewpoint 5)	Low (as described above)	Medium Travellers on roads/highway footpaths where the view is moderately important to the quality of the journey.	Low-Medium
6. Selborne Road/ Keppel Road (Viewpoints 6.1 - 6.2)	Low (as described above)	Medium Travellers on roads/highway footpaths where the view is moderately important to the quality of the journey.	Low-Medium
7. Warwick Road/ Albany Road (Viewpoints 7.1 - 7.2)	Low (as described above)	Medium Travellers on roads/highway footpaths where the view is moderately important to the quality of the journey.	Low-Medium
8. Brundretts Road (Viewpoints 8.1 - 8.2)	Low (as described above)	Medium Travellers on roads/highway footpaths where the view is moderately important to the quality of the journey.	Low-Medium
9. Whitelow Road/ High Lane (Viewpoints 9.1 - 9.2)	Medium (as described above)	Medium Travellers on roads/highway footpaths where the view is moderately important to the quality of the journey.	Medium



4.4.0 Embedded Mitigation

- 4.4.1 This section describes those mitigation measures which have been ‘embedded’ into the development through an iterative process of assessment and redesign to avoid effects.
- 4.4.2 Actions that require further activity in order to achieve the anticipated outcome are referred to as ‘additional mitigation’ measures or secondary mitigation measures and these follow the assessment of likely significant effects in section 4.6.

Construction

- 4.4.3 Mitigation of the likely construction effects on townscape and views would be largely achieved through the implementation of CEMP which would include the following:
- Protection of trees to be retained to BS 5837 (2012), for the duration of clearance, grading and construction works;
 - Handling of materials to prevent pollution;
 - Visual screening of the site activity with hoardings where practical;
 - Siting of construction compounds to minimise visual effects on receptors; and,
 - Management of working time to minimise visual effects on receptors.

The Completed and Operational Development

- 4.4.4 The Landscape Masterplan (1062-01) (Appendix 4-C), together with the detailed architectural drawings (including the Proposed Site Plan and Massing Model) and the Design and Access Statement, has underpinned the assessment.
- 4.4.5 The following is a summary of the key elements of the proposed development which are of particular relevance to this assessment:
- Buildings are arranged to front onto Wilbraham Road to the south, Barlow Moor Road to the east, Nicolas Road to the north and to overlook the pedestrianised greenway running along Manchester Road.
 - The adjoining blocks A, B and C are triangular in form, fronting onto Barlow Moor Road, Nicolas Road and Manchester Road. The northern most block is 10 storeys, stepping down southwards to 7/8 storeys. The ground floor includes commercial uses fronting onto Barlow Moor Road, with residential above. Parking is within the central core in the basement and lower ground floor, with a large communal podium garden located at level 1 and variety of other smaller roof terraces and balconies provided for the residents of blocks A, B and C.
 - Blocks D and E are located within the western part of the site and overlook the pedestrianised greenway running along Manchester Road. The buildings are 6 storeys tall. Parking is located at ground floor level, to the west of block D. Rain gardens, tree and shrub planting is proposed within the car parks and around the buildings.
 - Block F is located within the southern part of the site to front onto Wilbraham Road. The building is 4 storeys with commercial uses fronting onto the road and



residential above. A more intimate Makers Market courtyard space is proposed to the side and rear of the existing Costa Coffee unit off Wilbraham Road to provide space for smaller independent businesses. A biodiverse wildflower green roof is located above the Makers Market Courtyard on the main site podium/deck.

- Building materials are chosen to reflect the local character, with the use of red brick, slate and accent details. The building façades include bays to reflect the local vernacular.
- Existing trees located along Nicolas Road and Barlow Moor Road would be partially retained in accordance with the Arboricultural Impact Assessment and would be appropriately protected throughout the construction process. The AIA states in the summary *“The proposed development (consisting of both the demolition and construction phases) requires the removal of 20no. trees (consisting of 1no. Category A, 6no. Category B, and 13no. Category C trees (comprising 14no. individual trees and 6no. situated in groups). These losses are considered unavoidable and an adequate number of replacement specimens are demonstrated to be accommodatable directly on site. It clarifies that “Most of the site’s higher quality and value trees are retained and are incorporated into the development”.*
- A linear green space is proposed along Barlow Moor Road to include informal spill out spaces for tables and chairs, naturalistic planting beds to screen the road and new tree planting to add to the existing retained mature trees.
- To the southern end of the Barlow Moor Road linear green space, a quieter more contemplative ‘Pocket Park’ space for local residents and workers is proposed.
- A linear green space is proposed along Nicolas Road to include shrub planting below the existing retained trees.
- A publicly accessible pedestrianised ‘greenway’ route through the site would be created along Manchester Road, including woodland inspired planting, rain gardens and informal natural ‘play on the way’ features. To the northern end of Manchester Road, a pocket square would be created to encourage people to dwell and provide a focal space for Chorlton residents.



4.5.0 Assessment of Effects

Construction Phase Effects

- 4.5.1 As set out in the methodology (Appendix 4-B), the significance of effect is a combined judgment of the sensitivity (Table 4-2 Susceptibility and Sensitivity of Townscape Character Areas and Table 4-3 Susceptibility and Sensitivity of Visual Receptors) and the magnitude of effect.
- 4.5.2 Aspects of the construction phase which have potential to affect the townscape and views are: demolition works associated with the removal of the existing buildings on site (subject to a Prior Notice for Demolition approved by MCC in January 2025); vehicle movements, construction machinery including tower cranes, material stockpiles, scaffolding, contractor site offices and compounds, temporary fencing and the incremental appearance of the buildings during the construction process.
- 4.5.3 The construction works would give rise to short term / temporary effects.

Construction Phase Townscape Effects

Table 4-4: Assessment of Townscape Effects – Construction Phase

Townscape Character Area	Sensitivity (Table 4-2)	Size and Scale of effect	Magnitude/ Type of effect	Significance/ Nature of Effect
Chorlton District Centre TCA	Low-Medium	The site lies within this TCA and the demolition and construction works would directly affect a proportion of it. Construction activities and the unfinished nature of built form during construction would be prominent in close-range views and would be uncharacteristic. The proposals would result in a total change in the key characteristics of the townscape character and would introduce elements which are totally uncharacteristic to the attributes of the receiving townscape.	High / Adverse	Moderate-Major Adverse Local Level/ Short Term Temporary Significant
Wilbraham Road/Edge Lane Conservation Area TCA	Medium	The site lies adjacent to this TCA and there would be no direct effects upon it or changes to individual elements or features. Views from within this TCA towards the proposed development are largely restricted by intervening built form, resulting in limited awareness of the construction activity. However, from areas closest to the site, including from sections of Wilbraham Road and Whitelow Road, there would be views of construction activity. The introduction of these elements would have a negative effect upon the perceptual aspects of the TCA from some locations. The proposals would result in partial changes in the key characteristics of townscape character as a result of changes to the aesthetic qualities.	Medium / Adverse	Moderate Adverse Local Level/ Short Term Temporary Not significant



Townscape Character Area	Sensitivity (Table 4-2)	Size and Scale of effect	Magnitude/ Type of effect	Significance/ Nature of Effect
Terraced and Higher Density Housing TCA	Low-Medium	The site lies adjacent to this TCA and there would be no direct effects upon it or changes to individual elements or features. There would be limited perception of the changes within the adjacent TCA as a result of the construction, due to the dense urban grain. The introduction of construction elements would have a minor negative effect upon the perceptual aspects of the TCA from a short section of Nicolas Road, but otherwise the aesthetic qualities of the TCA would be unaffected.	Low / Adverse	Minor Adverse Local Level/ Short Term Temporary Not significant
Landscape features of the site	Medium	The proposed development requires the removal of 20 trees, the majority of which the AIA classifies as being category C, trees of low quality. The AIA confirms that <i>"Most of the site's higher quality and value trees are retained and are incorporated into the development"</i> .	Low / Adverse	Minor-Moderate Adverse Local Level/ Short Term Temporary Not significant

- 4.5.4 There would be direct effects upon Chorlton District Centre TCA as a result of the construction of the proposed development and these would be significant.
- 4.5.5 With distance from the site, the effects would become less pronounced and effects in adjacent TCA would be indirect. Where taller structures and tower cranes form a noticeable skyline feature in views from the surrounding townscape there would be adverse effects on the perceptual aspects of the townscape, but effects would not be significant.
- 4.5.6 Effects on the landscape features of the site would be adverse as a result of the removal of existing trees, but effects would not be significant.

Construction Phase Visual Effects

Table 4-5: Assessment of Visual Effects – Construction Phase

Receptor	Sensitivity (Table 4-3)	Size and Scale of effect	Magnitude/ Type of effect	Significance/ Nature of Effect
1. A6010 Wilbraham Road (Viewpoints 1.1- 1.7)	Medium	VP 1.1 – In views from the bridge over the tram lines, the construction would largely be obscured by intervening built form. There would be glimpsed views of taller elements and cranes, partially seen in the distance, and these would be out of character.	Low-Negligible/ Adverse	Minor Adverse-Negligible Local Level/ Short Term Temporary Not significant



Receptor	Sensitivity (Table 4-3)	Size and Scale of effect	Magnitude/ Type of effect	Significance/ Nature of Effect
		VP 1.2 – In views looking north-west from the intersection with Barlow Moor Road, the construction work would be substantially screened by intervening buildings, but glimpses of the construction activity would be out of character.	Low/ Adverse	Minor Adverse Local Level/ Short Term Temporary Not significant
		VP 1.3 – There would be a perceptible change to the streetscape as a result of the construction of the building fronting onto Wilbraham Road. Tall elements would be partially visible above existing buildings. The unfinished nature of the built form would contrast with the more settled appearance of the existing townscape	Medium/ Adverse	Moderate Adverse Local Level/ Short Term Temporary Not significant
		VP 1.4 – There would be a perceptible change to the streetscape as a result of the construction of the building fronting onto Wilbraham Road. Tall elements would be partially visible above existing buildings. The unfinished nature of the built form would contrast with the more settled appearance of the existing townscape.	Medium/ Adverse	Moderate Adverse Local Level/ Short Term Temporary Not significant
		VP 1.5 – There would be a deterioration to the views from the intersection with Whitelow Road as a result of the demolition of the office block and the construction of the proposed buildings. Intervening buildings and vegetation would filter views.	Medium/ Adverse	Moderate Adverse Local Level/ Short Term Temporary Not significant
		VP 1.6 – In views from the intersection with Manchester Road, near to the Lloyds, the construction activity would largely be screened by the intervening buildings located along Wilbraham Road. Glimpsed and distant views of taller elements would be at odds with the existing scene.	Low- Negligible/ Adverse	Minor Adverse- Negligible Local Level/ Short Term Temporary Not significant
		VP 1.7 – Looking in a north-easterly direction from the route near to the Spread Eagle pub, views of the construction would be substantially filtered by existing buildings and mature trees, with barely perceptible changes to the view.	Negligible	Negligible Local Level/ Short Term Temporary Not significant



Receptor	Sensitivity (Table 4-3)	Size and Scale of effect	Magnitude/ Type of effect	Significance/ Nature of Effect
2. Barlow Moor Road/Manchester Road (Viewpoints 2.1 - 2.5)	Medium	VP 2.1 – The views are partially enclosed by existing buildings. Construction would be partially visible in the context of the existing buildings located on the intersection of Wilbraham Road and Barlow Moor Road. Views would be filtered by intervening mature trees and would vary seasonally. The unfinished nature of the built form would contrast with the more settled appearance of the existing townscape.	Low-Medium/ Adverse	Minor-Moderate Adverse Local Level/ Short Term Temporary Not significant
		VP 2.2 – There would be close range views of the construction activity and hoardings, which would be at odds with the existing character of the views.	High/ Adverse	Moderate-Major Adverse Local Level/ Short Term Temporary Significant
		VP 2.3 – There would be close range views of the construction activity and hoardings, which would be at odds with the existing character of the views.	High/ Adverse	Moderate-Major Adverse Local Level/ Short Term Temporary Significant
		VP 2.4 – The construction would largely be screened by the intervening existing buildings including Chorlton Library, and the former Temperance Billiard Hall and Gaumont cinema. When the mature street trees are in leaf, the views would also be filtered. There would be glimpsed views of the taller elements associated with the construction, seen in the distance.	Low/ Adverse	Minor Adverse Local Level/ Short Term Temporary Not significant
		VP 2.5 – The mature street trees would remain dominant in the views and would largely screen the construction, with barely perceptible changes to the views. Views would vary seasonally, but even in the winter the construction would be substantially screened.	Negligible	Negligible Local Level/ Short Term Temporary Not significant
3. Nicolas Road (Viewpoints 3.1 - 3.4)	Low - Medium	VP 3.1 – The terraced and semi-detached housing lining the route provides enclosure, channelling the view towards the proposals. Ground floor activity would be screened by intervening buildings, but tall elements associated with the construction would be partially visible in the distance and would be at odds with the existing scene.	Low-Medium/ Adverse	Minor-Moderate Adverse Local Level/ Short Term Temporary Not significant



Receptor	Sensitivity (Table 4-3)	Size and Scale of effect	Magnitude/ Type of effect	Significance/ Nature of Effect
		VP 3.2 – Existing intervening buildings would partially obscure views of the lower-level construction activity. The construction works within the northern parts of the site would form a moderate part of the view and would be out of character with the surrounding townscape.	Medium/ Adverse	Moderate Adverse Local Level/ Short Term Temporary Not significant
		VP 3.3 – The construction would be partially obscured by Chorlton Heath Centre, but tall elements would protrude above the intervening building and the unfinished nature of the built form would contrast with the more settled appearance of the existing townscape.	Medium- High/ Adverse	Moderate Adverse Local Level/ Short Term Temporary Not significant
		VP 3.4 – There would be close range views of the construction activity and hoardings, which would be at odds with the existing character of the views.	High/ Adverse	Moderate- Major Adverse Local Level/ Short Term Temporary Significant
4. Manchester Road (Viewpoint 4)	Low - Medium	VP 4 - There would be close range views of the construction activity and hoardings, which would be at odds with the existing character of the views. The construction would be partially obscured by intervening buildings and vegetation. Views would vary seasonally with greater screening when the trees are in leaf.	Medium- High/ Adverse	Moderate Adverse Local Level/ Short Term Temporary Not significant
5. Longford Road (Viewpoint 5)	Low - Medium	VP 5 - There would be partial views of the tallest elements of the construction works, seen beyond existing car parking areas and school buildings. The construction would be at odds with the existing view and would be noticeable but not prominent.	Low- Medium/ Adverse	Minor- Moderate Adverse Local Level/ Short Term Temporary Not significant
6. Selborne Road/ Keppel Road (Viewpoints 6.1 - 6.2)	Low-Medium	VP 6.1 – There is a channelled view down Selborne Road, and the construction works would be clearly visible at the end of the road. The unfinished nature of the built form and construction activity would be at odds with the more settled appearance of the existing townscape.	Medium- High/ Adverse	Moderate Adverse Local Level/ Short Term Temporary Not significant



Receptor	Sensitivity (Table 4-3)	Size and Scale of effect	Magnitude/ Type of effect	Significance/ Nature of Effect
		VP 6.2 – The construction would be partially obscured by intervening housing which lines the street. Tall elements would be noticeable at the end of the street and would be out of character.	Low-Medium/ Adverse	Minor-Moderate Adverse Local Level/ Short Term Temporary Not significant
7. Warwick Road/ Albany Road (Viewpoints 7.1 - 7.2)	Low - Medium	VP 7.1 – Taller elements associated with the construction would be partially visible at the end of the street, although intervening built form and street trees provide substantial screening and car parking dominates the streetscape. Views would vary seasonally, with clearer views of the construction when trees are not in leaf. The construction would be noticeable and contrast with the existing character of the view.	Low-Medium/ Adverse	Minor-Moderate Adverse Local Level/ Short Term Temporary Not significant
		VP 7.2 – In views from further east, the construction works would form a minor element in the view. Intervening buildings and vegetation would provide substantial screening of the construction, particularly when the trees are in leaf. Taller elements would be partially visible on the skyline and would be at odds with the existing character of the view.	Low/ Adverse	Minor Adverse Local Level/ Short Term Temporary Not significant
8. Brundretts Road (Viewpoints 8.1 - 8.2)	Low - Medium	VP 8.1 – Existing buildings on Wilbraham Road would provide screening of the majority of the construction site, although there would be close range views of the construction activity and hoardings on Wilbraham Road. Taller elements may be visible above the existing buildings. The construction would cause a noticeable change to the view and would be at odds with the existing character of the views.	High-Moderate/ Adverse	Moderate Adverse Local Level/ Short Term Temporary Not significant
		VP 8.2 - The construction works would be largely screened by existing buildings, with only taller elements partially seen in the distance. The works would cause a barely perceptible change to the view, although any visible taller elements would contrast with the existing character.	Low/ Adverse	Minor Adverse Local Level/ Short Term Temporary Not significant
9. Whitelow Road/ High Lane (Viewpoints 9.1 - 9.2)	Medium	VP 9.1 – There would be partial and distant views of the construction, with intervening buildings providing substantial screening. Taller elements would be partially visible between existing buildings. Trees would filter the views, particularly when in leaf. There would be a perceptible change to the view and the construction activity would be out of character.	Low-Medium/ Adverse	Minor-Moderate Adverse Local Level/ Short Term Temporary Not significant



Receptor	Sensitivity (Table 4-3)	Size and Scale of effect	Magnitude/ Type of effect	Significance/ Nature of Effect
		VP 9.2 – The construction works would be barely discernible due to the distance and amount of intervening vegetation.	Negligible	Negligible Local Level/ Short Term Temporary Not significant

4.5.7 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. The construction works would be prominent in close range views and the unfinished nature of the built form would contrast with the more settled appearance of the existing townscape.

4.5.8 With distance from the site, the construction work would become less prominent in the views, with intervening built form partially obscuring the views. Taller structures and tower cranes may form a noticeable feature on the skyline from more distant locations, with some adverse but minor changes to the overall view.

Operational Phase Effects

4.5.9 The assessment of likely significant effects on the townscape and views takes into account the proposed planting specified on the Landscape Masterplan (Appendix 4-C) submitted with the planning application. However, for the purposes of the assessment, it is assumed that upon completion proposed planting would be immature.

Operational Phase Townscape Effects

Table 4-6: Assessment of Townscape Effects - Completion

Townscape Character Area	Sensitivity (Table 4-2)	Size and Scale of effect	Magnitude/ Type of effect	Significance/ Nature of Effect
Chorlton District Centre TCA	Low-Medium	The site lies within this TCA and the proposed development would directly affect a proportion of it. The type of development proposed, (residential with ground floor commercial use) would be appropriate to the area. There are a range of building heights within the character area, and the height of the proposed buildings (max 10 storeys) would be slightly taller, but not dissimilar to the existing Graeme House (8-9 storeys). There would be a greater mass of buildings, but the proposed buildings would form landmark structures which have a positive relationship with the surrounding main roads. The proposals would relate well to the existing townscape character in terms of appearance and would meet aspirations	Medium / Beneficial	Moderate Beneficial Local Level/ Long Term Permanent Not significant



Townscape Character Area	Sensitivity (Table 4-2)	Size and Scale of effect	Magnitude/ Type of effect	Significance/ Nature of Effect
		for development within the local area. The high quality buildings and new public realm would have beneficial effects in term of provision of green infrastructure, improved access arrangements, enhanced character and sense of place. There would be a noticeable improvement and strengthening of the townscape with greater vibrancy, recreational benefits and enhanced biodiversity.		
Wilbraham Road/Edge Lane Conservation Area TCA	Medium	The site lies adjacent to this TCA and there would be no direct effects upon it or changes to individual elements or features. Views from within this TCA towards the proposed development are largely restricted by intervening built form, resulting in limited awareness of development. Partial changes to the townscape would be experienced from the northern boundary of the TCA with Wilbraham Road and from Whitelow Road. Proposed buildings (max 10 storeys) would be slightly taller, but not dissimilar in height to the existing Graeme House (8-9 storeys) and in terms of appearance and materiality the proposals would reflect the existing townscape character. Minor indirect effects would be associated with the proposed active uses, increased vibrancy and general improved setting to the area, as a result of the repurposing of a disused site.	Low - Negligible / Beneficial	Minor Beneficial - Negligible Local Level/ Long Term/ Permanent Not significant
Terraced and Higher Density Housing TCA	Low-Medium	The site lies adjacent to this TCA and there would be no direct effects upon it or changes to individual elements or features. There would be limited perception of the changes within the adjacent TCA as a result of the proposed development, due to the dense urban grain. From a short section of Nicolas Road, there would be partial views of proposed buildings (max 10 storeys) which would be slightly taller, but not dissimilar in height to the existing Graeme House (8-9 storeys), and would be of higher quality. Changes would be in keeping with, and complement, the existing townscape character. Minor indirect effects would be associated with the proposed active uses, increased vibrancy and general improved setting to the area, as a result of the repurposing of a disused site.	Low - Negligible/ Beneficial	Minor Beneficial - Negligible Local Level/ Long Term/ Permanent Not significant
Landscape features of the site	Medium	The proposed development requires the removal of 20 trees, the majority of which the AIA classifies as being category C, trees of low quality. The AIA confirms that <i>"Most of the site's higher quality and value trees are retained and are incorporated into the development"</i> .	Medium/ Beneficial	Moderate Beneficial Local Level/ Long Term/ Permanent Not significant



Townscape Character Area	Sensitivity (Table 4-2)	Size and Scale of effect	Magnitude/ Type of effect	Significance/ Nature of Effect
		<p>The proposals include the planting of street trees, areas of shrub planting, grassland and rain gardens. There would be a net-gain in the tree population being attained which achieves compensation at a ratio greater than 2:1.</p> <p>The proposed areas of public realm would enhance the recreational value of the site. The proposals would achieve a degree of fit with the townscape features and balanced with the vegetation losses, would improve the quantity, quality and diversity of the townscape features.</p>		

- 4.5.10 Upon completion there would be moderate beneficial effects upon the Chorlton District TCA and upon the landscape features of the site due to the introduction of high quality buildings and public realm.
- 4.5.11 Effects on the townscape character of other areas would be minor beneficial or negligible.

Operational Phase Visual Effects

Table 4-7: Assessment of Visual Effects - Completion

Receptor	Sensitivity (Table 4-3)	Size and Scale of effect	Magnitude/ Type of effect	Significance/ Nature of Effect
1. A6010 Wilbraham Road (Viewpoints 1.1- 1.7)	Medium	<p>VP 1.1 – In views from the bridge over the tram lines, the proposed development would largely be obscured by intervening built form. The top of the roofs of proposed buildings fronting onto Barlow Moor Road would form a minor element in an urban view, in the same way that the existing buildings within the site are visible. The proposed buildings would appear marginally taller than the existing office block, but the change in the composition of the view would be barely discernible and the quality of the existing view would not be enhanced or degraded as a result of the proposals.</p>	Low/ Neutral	<p>Neutral</p> <p>Local Level/ Long Term/ Permanent</p> <p>Not significant</p>



Receptor	Sensitivity (Table 4-3)	Size and Scale of effect	Magnitude/ Type of effect	Significance/ Nature of Effect
		<p>VP 1.2 – In views looking north-west from the intersection with Barlow Moor Road, the replacement buildings fronting onto Barlow Moor Road would be partially visible behind the retained street trees and buildings on the junction. The views would vary seasonally, with greater visibility of the proposed buildings when the trees are not in leaf. There would be more visible built form resulting in a change to the composition of the view, but the change would be in keeping with the existing elements of the view and maintain the quality of the existing baseline view.</p> <p>See photomontage VP 1.2 (Appendix 4-D).</p>	Low/ Neutral	<p>Neutral</p> <p>Local Level/ Long Term/ Permanent</p> <p>Not significant</p>
		<p>VP 1.3 – There would be a perceptible change to the streetscape as a result of the replacement of the existing building fronting onto Wilbraham Road. The proposed building would be taller than the existing precinct building, but not markedly taller than other buildings in the vicinity. The replacement of disused and unremarkable buildings with high quality buildings which reflect the local character would improve the views.</p>	Low/ Beneficial	<p>Minor Beneficial</p> <p>Local Level/ Long Term/ Permanent</p> <p>Not significant</p>
		<p>VP 1.4 – There would be a perceptible change to the streetscape as a result of the replacement of the existing building fronting onto Wilbraham Road. The proposed building would be taller than the existing precinct building, but not markedly taller than other buildings in the vicinity. The replacement of disused and unremarkable buildings with high quality buildings which reflect the local character would improve the views.</p> <p>See photomontage VP 1.4 (Appendix 4-D).</p>	Low/ Beneficial	<p>Minor Beneficial</p> <p>Local Level/ Long Term/ Permanent</p> <p>Not significant</p>
		<p>VP 1.5 – There would be improvement to the views from the intersection with Whitelow Road as a result of the removal of the existing office block and replacement with a high quality building, which relates well to the surrounding buildings and reflects the local character. The public realm proposed along Manchester Road which includes street trees would be partially visible, further enhancing the views.</p> <p>See photomontage VP 1.5 (Appendix 4-D).</p>	Low/ Beneficial	<p>Minor Beneficial</p> <p>Local Level/ Long Term/ Permanent</p> <p>Not significant</p>



Receptor	Sensitivity (Table 4-3)	Size and Scale of effect	Magnitude/ Type of effect	Significance/ Nature of Effect
		VP 1.6 – In views from the intersection with Manchester Road, near to the Lloyds, the proposed buildings within the site would largely be screened by the intervening buildings located along Wilbraham Road. The proposed building fronting onto Wilbraham Road would be barely visible due to the distance and the buildings internal to the site sit behind existing buildings. Any glimpsed views of rooflines would form a barely perceptible change to the existing views, maintaining the composition and quality of the existing baseline view.	Negligible	Negligible Local Level/ Long Term/ Permanent Not significant
		VP 1.7 – Looking in a north-easterly direction from the route near to the Spread Eagle pub, views of the proposed buildings would be substantially filtered by existing buildings and mature trees. The proposed building fronting onto Wilbraham Road would not be visible. Any glimpsed views of the roofs of proposed buildings located internally within the site would be seen in the context of the existing roofscape with barely perceptible changes to the view.	Negligible	Negligible Local Level/ Long Term/ Permanent Not significant
2. Barlow Moor Road/Manchester Road (Viewpoints 2.1 - 2.5)	Medium	VP 2.1 – The views are partially enclosed by existing buildings. Proposed buildings would be partially visible in the context of the existing buildings located on the intersection of Wilbraham Road and Barlow Moor Road, and views would be filtered by intervening mature trees. There would be more visible built form and a change to the composition of the view, but the change would be in keeping with the existing elements of the view and maintain the quality of the existing baseline view. See photomontage VP 2.1 (Appendix 4-D)	Low/ Neutral	Neutral Local Level/ Long Term/ Permanent Not significant
		VP 2.2 – There would be close range views of the shop fronts and apartments fronting onto Barlow Moor Road. The retained mature trees would be incorporated into planting beds and the public open space and seating areas would provide enhancement. There would be a noticeable improvement to the views as a result of the removal of the existing disused buildings and provision of buildings which reflect the local character, as well as the high quality public realm.	Medium/ Beneficial	Moderate Beneficial Local Level/ Long Term/ Permanent Not significant



Receptor	Sensitivity (Table 4-3)	Size and Scale of effect	Magnitude/ Type of effect	Significance/ Nature of Effect
		<p>VP 2.3 – Proposed buildings within the eastern part of the site, fronting onto Barlow Moor Road and on the corner with Nicolas Road, would replace the existing buildings resulting in more visible built form. Existing retained trees and proposed planting would help assimilate the proposed built form into its context, and the appearance and materiality of the proposed buildings would fit with their surroundings. The higher quality buildings and enhanced public realm would improve the existing views.</p> <p>See photomontage VP 2.3 (Appendix 4-D)</p>	Medium/ Beneficial	<p>Moderate Beneficial Local Level/ Long Term/ Permanent</p> <p>Not significant</p>
		<p>VP 2.4 – The proposed buildings would largely be screened by the intervening existing buildings including Chorlton Library, and the former Temperance Billiard Hall and Gaumont cinema. When the mature street trees are in leaf, the views would also be filtered. Glimpsed views of the proposed buildings would be seen in the context of existing buildings, and the composition and quality of the existing baseline view would be maintained.</p>	Low/ Neutral	<p>Neutral</p> <p>Local Level/ Long Term/ Permanent</p> <p>Not significant</p>
		<p>VP 2.5 – The mature street trees would remain dominant in the views and, when in leaf, would largely screen the proposals. Any glimpsed views of rooflines of proposed buildings would form a barely perceptible change to the existing views, maintaining the composition and quality of the existing baseline view.</p>	Negligible	<p>Negligible</p> <p>Local Level/ Long Term/ Permanent</p> <p>Not significant</p>
3. Nicolas Road (Viewpoints 3.1 - 3.4)	Low - Medium	<p>VP 3.1 – The terraced and semi-detached housing lining the route provides enclosure, channelling the view towards the proposals. The replacement of the existing Graeme House (8-9 storeys) with buildings (max 10 storeys) which sit behind intervening built form would marginally change the composition of the view, but this would neither enhance nor degrade the baseline view.</p>	Low/ Neutral	<p>Neutral/ Local Level/ Long Term/ Permanent</p> <p>Not significant</p>
		<p>VP 3.2 – Existing intervening buildings would partially obscure views of the proposed buildings (10 storeys) which replace the existing Graeme House (8-9 storeys). The proposed buildings are not dissimilar in height and in terms of appearance and materiality they would reflect local character. The proposals would change the composition of the views, but this would neither enhance nor degrade the baseline view.</p> <p>See photomontage VP 3.2 (Appendix 4-D)</p>	Low/ Neutral	<p>Neutral</p> <p>Local Level/ Long Term/ Permanent</p> <p>Not significant</p>



Receptor	Sensitivity (Table 4-3)	Size and Scale of effect	Magnitude/ Type of effect	Significance/ Nature of Effect
		VP 3.3 – The proposed buildings would sit behind Chorlton Heath Centre, but the upper floors and roofs would be seen above the existing building. There would be more visible built form, but it would be not dissimilar in height to the existing Graeme House which is being removed. In addition, the proposed buildings would be in keeping with the local character and would be of a higher quality than the existing buildings within the site. There would be a minor change to the composition of the view, but the change would be in keeping with the existing elements of the view and maintain the composition and quality of the existing baseline view.	Low/ Neutral	Neutral Local Level/ Long Term/ Permanent Not significant
		VP 3.4 – The apartments with retail below would provide attractive and active frontages onto Nicolas Road. Existing trees would be retained and proposed planting within the pocket square at the northern end of Manchester Road would provide enhancement. There would be a linear view along the proposed greenway with views of the proposed woodland inspired planting. There would be a noticeable improvement to the existing views as a result of the more positive relationship between the building frontage and Nicolas Road, and due to the enhanced public realm.	Medium/ Beneficial	Moderate Beneficial Local Level/ Long Term/ Permanent Not significant
4. Manchester Road (Viewpoint 4)	Low - Medium	VP 4 - Partial and filtered views of built form would be seen in the context of existing development. There would be improvements as a result of the removal of the existing office block and replacement with a high quality building, which relates well to the surrounding buildings and reflects the local character. The public realm proposed along Manchester Road which includes street trees would be partially visible, further enhancing the views.	Low/ Beneficial	Minor Beneficial Local Level/ Long Term/ Permanent Not significant
5. Longford Road (Viewpoint 5)	Low - Medium	VP 5 - There would be views of the tops of the tallest buildings, seen in the context of the school buildings and playground, in the same way that the existing building is visible. The proposals would form a minor element in a wider view which includes similar elements. There would be more visible built form and a change to the composition of the view, but the change would be entirely in keeping with the existing elements of the view and would not enhance or degrade the baseline view.	Low/ Neutral	Neutral Local Level/ Long Term/ Permanent Not significant



Receptor	Sensitivity (Table 4-3)	Size and Scale of effect	Magnitude/ Type of effect	Significance/ Nature of Effect
6. Selborne Road/ Keppel Road (Viewpoints 6.1 - 6.2)	Low-Medium	VP 6.1 – The proposed apartment blocks located along the eastern boundary with Barlow Moor Road would replace the existing office block and disused precinct buildings in the views. There would be more visible built form, but the proposed buildings (max 10 storeys) would not be dissimilar in height to Graeme House (8-9 storeys) which is to be removed. The buildings would be higher quality, better relating to and reflecting the surrounding townscape. Retained mature trees and proposed public realm along the frontage would enhance views.	Low/ Beneficial	Minor Beneficial Local Level/ Long Term/ Permanent Not significant
		VP 6.2 – The proposed buildings would be partially obscured by intervening housing which lines the street, in the same way that the existing buildings are partially screened. The proposals would form a noticeable but minor element in a view which is dominated by buildings. The retained trees along Barlow Moor Road and mature trees along Selbourne Road provide seasonal filtering of the views. The change to the views would be entirely in keeping with the existing elements of the view and would not enhance or degrade the baseline view.	Low/ Neutral	Neutral Local Level/ Long Term/ Permanent Not significant
7. Warwick Road/ Albany Road (Viewpoints 7.1 - 7.2)	Low - Medium	VP 7.1 - The roofs of proposed buildings within the south-eastern parts of the site would be partially visible at the end of the street, although intervening built form and street trees provide substantial screening and car parking dominates the streetscape. Views would vary seasonally, with clearer views of the proposed buildings when trees are not in leaf. Given that the existing office block is partially visible, the change in view would be entirely in keeping with the existing elements of the view and the composition and quality of the existing baseline view would not be affected.	Low/ Neutral	Neutral Local Level/ Long Term/ Permanent Not significant
		VP 7.2 – In views from further east, the proposals would form a minor element in the view, replacing the existing Graeme House with higher quality buildings which are not dissimilar in height. There would be a barely discernible change to the view, which would be entirely in keeping with the existing elements of the view and would not enhance or degrade the baseline view.	Low/ Neutral	Neutral Local Level/ Long Term/ Permanent Not significant



Receptor	Sensitivity (Table 4-3)	Size and Scale of effect	Magnitude/ Type of effect	Significance/ Nature of Effect
8. Brundretts Road (Viewpoints 8.1 - 8.2)	Low - Medium	VP 8.1 - There would be a perceptible change to the streetscape as a result of the replacement of the existing building fronting onto Wilbraham Road. The proposed building would be taller than the existing precinct building, but not markedly taller than other buildings in the vicinity. The replacement of disused and unremarkable buildings with high quality buildings which reflect the local character would improve the views.	Low /Beneficial	Minor Beneficial Local Level/ Long Term/ Permanent Not significant
		VP 8.2 - The existing housing lining the route provides enclosure, channelling the view towards the proposals in the distance. The replacement of the existing office block with buildings of a similar scale, which sit behind intervening built form would marginally change the composition of the view, but this would neither enhance nor degrade the baseline view.	Low/ Neutral	Neutral Local Level/ Long Term/ Permanent Not significant
9. Whitelow Road/ High Lane (Viewpoints 9.1 - 9.2)	Medium	VP 9.1 – There would be partial and distant views of the proposed buildings located to the east of the pedestrian greenway which runs through the site. The buildings would step up in height northwards to a maximum of 10 storeys, replacing Graeme House (8-9 storeys) in the views. The replacement of the existing office block with buildings which are not dissimilar in height and which sit behind intervening built form would marginally change the composition of the view, but this would neither enhance nor degrade the baseline view.	Low/ Neutral	Neutral Local Level/ Long Term/ Permanent Not significant
		VP 9.2 – The proposals would be barely discernible due to the distance and amount of intervening vegetation. The views would vary seasonally with the proposals more visible when the trees are not in leaf. However, any glimpsed views of rooflines of proposed buildings would form a barely perceptible change to the existing views, maintaining the composition and quality of the existing baseline view.	Negligible	Negligible Local Level/ Long Term/ Permanent Not significant

- 4.5.12 Upon completion there would be no significant adverse effects. There would be moderate beneficial effects on the closer range views from roads and highway footpaths around the site, as the focus of the views would be on the vibrant open spaces and public realm, with an appreciation of the high quality buildings.
- 4.5.13 In middle distance views, the quality of the design and the benefits brought about by the landscape proposals would be evident resulting in some minor beneficial effects.
- 4.5.14 There would be neutral effects where the proposals would be seen in the context of existing development, where existing built form and trees would partially obscure or filter



the proposals and where the quality of the existing view would not be enhanced or degraded.

- 4.5.15 Effects on the distant views would be negligible given that the proposed buildings would be barely discernible and form minor elements in a view which includes similar built form.



4.6.0 Secondary/Additional Mitigation

Construction

- 4.6.1 There are no additional mitigation measures proposed.

The Completed and Operational Development

- 4.6.2 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.



4.7.0 Residual Effects

Construction Phase Effects

- 4.7.1 There are no additional mitigation measures proposed and the assessment of effects on townscape and views would therefore remain as set in Table 4-4 and Table 4-5 above, resulting in the following significant residual effects:
- Moderate-Major Adverse effects on the townscape of Chorlton District Centre TCA
 - Moderate-Major Adverse effects on the views from VP 2.2 Barlow Moor Road
 - Moderate-Major Adverse effects on the views from VP 2.3 Manchester Road
 - Moderate-Major Adverse effects on the views from VP 3.4 Nicolas Road
- 4.7.2 These effects were already mitigated through 'built in' mitigation measures and cannot be further mitigated but would be temporary for the duration of the construction period.

Operational Phase Effects

- 4.7.3 Residual townscape and visual effects take into account that planting within areas of public realm and landscape buffers, as shown on the Landscape Masterplan (Appendix 4-C), would have matured by 15 years. The landscape would be managed in accordance with a Landscape and Ecology Management Plan (LEMP), secured by way of planning condition.

Residual Effects on the Townscape

- 4.7.4 The maturity of proposed planting, particularly the trees, would further enhance the open spaces benefiting the townscape within the immediate context of the site, complimenting the built form and improving the biodiversity of the site.
- 4.7.5 Residual effects would be beneficial and would be the same as those assessed for completion within Table 4-6. These townscape effects considered the embedded mitigation developed through the iterative design process, and no additional mitigation was deemed necessary, other than LEMP.
- 4.7.6 There would be no significant residual effects upon the townscape as a result of the proposed development.

Residual Effects on the Views

- 4.7.7 The maturity of proposed planting, particularly the trees, would further enhance the open spaces benefiting the views within the immediate context of the site.
- 4.7.8 Residual visual effects would be beneficial, although the benefits would not be substantial enough to elevate the effects to a level above those assessed at completion as set out in Table 4-7.
- 4.7.9 There would be no significant residual effects upon the views as a result of the proposed development.



4.8.0 Inter-Development Cumulative Effects

Approach

- 4.8.1 Paragraph 7.3 of GLVIA3 considers the definition of cumulative effects as addressed by Scottish Natural Heritage (SNH). Although the SNH definitions are primarily associated with windfarm development, the guidance is now widely used. It defines:
- Cumulative effects as *“the additional changes caused by a proposed development in conjunction with other similar developments or as the combined effect of a set of developments, taken together”* (SNH, 2012:4).
 - Cumulative landscape effects, as effects that *“can impact on either the physical fabric or character of the landscape, or any special values attached to it”* (SNH, 2012:10).
 - Cumulative Visual effects, as effects that can be caused by combined visibility, which *“occurs where the observer is able to see two or more developments from one viewpoint and/or sequential effects which occur when the observer has to move to another viewpoint to see different developments”* (SNH, 2012:10).
- 4.8.2 When establishing an appropriate study area for the cumulative assessment, GLVIA3 paragraph 7.21 recommends the use of recognised character areas that the proposals are within. The study area for the cumulative assessment is the shown on Figure 4-1.
- 4.8.3 The focus of the cumulative landscape assessment is on the effects of the development in question in conjunction with the developments identified in Table 4-8 below.
- 4.8.4 In accordance with GLVIA3 paragraph 7.5, the task will be kept reasonable and *“the emphasis in EIA is on likely significant effects, rather on comprehensive cataloguing of every conceivable effect that might occur”*.
- 4.8.5 In accordance with GLVIA3 paragraph 7.25/7.27, the approach to assessing the significance of cumulative effects is guided by the same principles as the main project assessment.



Table 4-8: Cumulative Schemes

Ref / Application No / Proposal	Location / Distance / Direction	Scoped in / Scoped out	Justification
Land to the Rear Of 354 Wilbraham Road 135604/FO/2022 <i>Erection of 65 dwellings (Use Class C3(a)), with associated infrastructure, including landscaping, ecological mitigation, drainage and car parking, access from Wilbraham Road, and demolition of garage to the rear of 354 Wilbraham Road.</i>	Circa 950m to the east of the site. Outside the TVIA study area.	Scoped out	The cumulative site is distant from the application site, lies outside the study area and within a different townscape character area. Intervening buildings mean that there is no intervisibility between the sites or viewpoints from which both sites would be visible simultaneously. The cumulative site is well screened in views from Wilbraham Road, limiting any sequential views. There would be no cumulative townscape or visual effects.
4B Albany Road 136878/FO/2023 <i>Erection of a 4 storey building to form 40 no. residential apartments, together with cycle and car parking, bin store, landscaping and boundary treatments following demolition of existing buildings.</i>	Circa 180m to the north-east of the site. Within the TVIA study area.	Scoped in	The cumulative and application sites are located relatively close to one another, although within different townscape character areas. There is potential for cumulative effects upon the townscape. Intervening buildings prevent intervisibility between the sites but there is potential for both schemes to be partially visible, sequentially or simultaneously, from certain locations.
Former Chorlton Leisure Centre 136791/FO/2023 <i>Erection of 2 no. 5 storey residential buildings comprising 50 no. dwellings (Class C3) with ancillary communal facilities; and, associated access, car parking, bin store, amenity space and landscaping, following the demolition of the existing building.</i>	Circa 350m to the north of the site, Within the TVIA study area.	Scoped in	The cumulative and application sites are located relatively close to one another and within the same townscape character area. There is potential for cumulative effects upon the townscape. Intervening buildings prevent intervisibility between the sites but there is potential for both schemes to be partially visible, sequentially from Barlow Moor / Manchester Road.



Ref / Application No / Proposal	Location / Distance / Direction	Scoped in / Scoped out	Justification
Chorlton Irish Club 132708/FO/2022 <i>Erection of a part three, part four storey development to provide 29 (10 x one and 18 x two bed and 1 x studio) residential units with associated vehicular and cycle parking, refuse store and landscaping.</i>	Circa 430m to the south of the site. Outside the TVIA study area.	Scoped out	The cumulative site is distant from the application site, lies outside the study area and within a different townscape character area. Intervening buildings mean that there is no intervisibility between the sites or viewpoints from which both sites would be visible simultaneously and there would be no sequential views. There would be no cumulative townscape or visual effects.
Proposed Residential Development Ryebank, Chorlton 142223/FO/2025 <i>Erection of a residential development comprising 120 dwellings (including a mix of housing types and tenures) together with open spaces, landscaping, sustainable drainage features, cycleways and pedestrian footways, vehicular accesses and highways, parking provision and other associated works.</i>	Circa 500m to the north-west of the site. Outside the TVIA study area.	Scoped out	The cumulative site is distant from the application site, lies outside the study area and within a different townscape character area. Intervening buildings mean that there is no intervisibility between the sites or viewpoints from which both sites would be visible simultaneously and there would be no sequential views. There would be no cumulative townscape or visual effects.

Construction Phase Cumulative Effects

4B Albany Road

- 4.8.6 Construction works would be uncharacteristic and should the construction work at both the Albany Road site and the application site be undertaken at the same time, there would be significant adverse effects on the character of the townscape within the local vicinity. These would be similar (Moderate-Major Adverse) to those established for this application. The effects would be confined to the local areas to the east of the site, and effects would be short term and temporary.
- 4.8.7 There would be no cumulative effect upon the townscape of the wider area and areas to the west of the site (Wilbraham Road/Edge Lane Conservation Area TCA and Terraced and Higher Density Housing TCA) over and above those assessed for the application site. Construction within the application site and at the Albany Road site would result in adverse, but not significant effects upon the townscape of the wider area.



- 4.8.8 There would be minimal loss of existing trees within the application site, and it appears that there would be very little vegetation loss within the Albany Road site, resulting in no significant cumulative effects upon the existing features of the local area.
- 4.8.9 Intervening buildings prevent intervisibility between the sites, so there would be no appreciation of the construction works at Albany Road in views from the immediate vicinity of the application site.
- 4.8.10 There is potential for the taller elements associated with the construction of both sites, such as cranes, to be partially visible simultaneously from locations to the east of the site. This includes views from the corner of Wilbraham Road and Albany Road, and from the junction of Albany Road and Warwick Road. Views would be distant and fleeting, and whilst there would be more visible construction work, the levels of effect would be no more than minor-moderate adverse. There is also potential for sequential views of construction from roads located to the east of the application site, although the effects would similarly be no more than minor-moderate adverse.
- 4.8.11 Cumulative visual effects would be short term, temporary and would not be significant.

Former Chorlton Leisure Centre

- 4.8.12 Should the construction work at both the former Chorlton Leisure Centre site and the application site be undertaken at the same time, there would be significant adverse effects on the character of the townscape within the local vicinity. These would be similar (Moderate-Major Adverse) to those established for this application. The effects would be confined to the local areas to the north of the site, and effects would be short term and temporary.
- 4.8.13 There would be no cumulative effects upon the townscape of the wider area and areas to the west of the site (Wilbraham Road/Edge Lane Conservation Area TCA and Terraced and Higher Density Housing TCA) over and above those assessed for the application site. Construction within the application site and at the former Chorlton Leisure Centre site would result in adverse, but not significant effects upon the townscape of the wider area.
- 4.8.14 There would be minimal loss of existing trees within the application site and as the former Chorlton Leisure Centre site has been cleared, there would be no further loss. As such, there would be no significant cumulative effects upon the existing features of the local area.
- 4.8.15 Intervening buildings prevent intervisibility between the sites, so there would be no appreciation of the construction works at the former Chorlton Leisure Centre site in views from the immediate vicinity of the application site.
- 4.8.16 There would be sequential views of the construction within the former Chorlton Leisure Centre site and the application site when travelling along Manchester Road and Barlow Moor Road. The construction would be visible within close proximity, but the sites would be seen around 350m apart. The increase in visible construction work would give rise to moderate-major adverse effects which are similar to the levels of visual effect established for the application site.



- 4.8.17 Cumulative visual effects would be short term and temporary but would be significant.

Operational Phase Cumulative Effects

4B Albany Road

- 4.8.18 There would be no significant cumulative effects upon the townscape or views as a result of the proposed development and development at Albany Road.
- 4.8.19 Both developments would upgrade the townscape and provide high-quality public realm, benefitting the local area and resulting in beneficial cumulative townscape effects.
- 4.8.20 Retention of the valued mature trees and provision of high quality landscape schemes would have beneficial effects upon the landscape features of the local area.
- 4.8.21 The sequential views experienced within the immediate setting of both sites would benefit from the high-quality public realm and improved buildings with beneficial cumulative visual effects, as assessed for the application site.
- 4.8.22 There is potential for the proposals at both sites to be partially visible simultaneously from locations to the east of the site, including views from the corner of Wilbraham Road and Albany Road, and from the junction of Albany Road and Warwick Road. Views would be distant and partially seen in the context of existing development, with the quality of the existing view neither enhanced nor degraded resulting in neutral cumulative effects.
- 4.8.23 In more distant views, the proposed buildings would be barely discernible and form minor elements in views which include similar built form, resulting in negligible cumulative effects.
- 4.8.24 Cumulative townscape and visual effects are identified as beneficial, neutral or negligible, reflecting the effects assessed for the application site, and would be long term and permanent.

Former Chorlton Leisure Centre

- 4.8.25 There would be no significant cumulative effects upon the townscape or views as a result of the proposed development and development of the former Chorlton Leisure Centre.
- 4.8.26 Both developments would upgrade the townscape and provide high-quality public realm, benefitting the local area and resulting in beneficial cumulative townscape effects.
- 4.8.27 Retention of the valued mature trees and provision of high quality landscape schemes would have beneficial effects upon the landscape features of the local area.
- 4.8.28 The sequential views experienced within the immediate setting of both sites and when travelling along Manchester Road and Barlow Moor Road would benefit from the high-quality public realm and improved buildings with beneficial cumulative visual effects, as assessed for the application site.



- 4.8.29 In more distant views, the proposed buildings would be barely discernible and form minor elements in views which include similar built form, resulting in neutral or negligible cumulative effects.
- 4.8.30 Cumulative townscape and visual effects are identified as beneficial, neutral or negligible, reflecting the effects assessed for the application site, and would be long term and permanent.



4.9.0 Summary and Conclusion

Summary of Townscape and Visual Effects

Table 4-9: Summary of Townscape and Visual Effects

Description of Effect	Embedded Mitigation	Potential Effect (inc. Significance)	Additional Mitigation	Residual Effect (inc. Significance)
<i>Construction</i>				
Townscape of the Chorlton District Centre TCA	Retention/protection of landscape features in accordance with the AIA and CEMP	Moderate-Major Adverse Local Level/ Short Term/ Temporary Significant	None	Moderate-Major Adverse Local Level/ Short Term/ Temporary Significant
Townscape of the Wilbraham Road/Edge Lane Conservation Area TCA		Moderate Adverse Local Level/ Short Term/ Temporary Not significant		Moderate Adverse Local Level/ Short Term/ Temporary Not significant
Townscape of the Terraced and Higher Density Housing TCA		Minor Adverse Local Level/ Short Term/ Temporary Not significant		Minor Adverse Local Level/ Short Term/ Temporary Not significant
Landscape features of the site		Minor-Moderate Adverse Local Level/ Short Term/ Temporary Not significant		Minor-Moderate Adverse Local Level/ Short Term/ Temporary Not significant
Views from the A6010 Wilbraham Road VP 1.1		Minor Adverse-Negligible Local Level/ Short Term/ Temporary Not significant		Minor Adverse-Negligible Local Level/ Short Term/ Temporary Not significant
Views from the A6010 Wilbraham Road VP 1.2		Minor Adverse Local Level/ Short Term/ Temporary Not significant		Minor Adverse Local Level/ Short Term/ Temporary Not significant
Views from the A6010 Wilbraham Road VP 1.3		Moderate Adverse Local Level/ Short Term/ Temporary Not significant		Moderate Adverse Local Level/ Short Term/ Temporary Not significant



Description of Effect	Embedded Mitigation	Potential Effect (inc. Significance)	Additional Mitigation	Residual Effect (inc. Significance)
Views from the A6010 Wilbraham Road VP 1.4		Moderate Adverse Local Level/ Short Term/ Temporary Not significant		Moderate Adverse Local Level/ Short Term/ Temporary Not significant
Views from the A6010 Wilbraham Road VP 1.5		Moderate Adverse Local Level/ Short Term/ Temporary Not significant		Moderate Adverse Local Level/ Short Term/ Temporary Not significant
Views from the A6010 Wilbraham Road VP 1.6		Minor Adverse-Negligible Local Level/ Short Term/ Temporary Not significant		Minor Adverse-Negligible Local Level/ Short Term/ Temporary Not significant
Views from the A6010 Wilbraham Road VP 1.7		Negligible Local Level/ Short Term/ Temporary Not significant		Negligible Local Level/ Short Term/ Temporary Not significant
Views from Barlow Moor Road / Manchester Road VP 2.1		Minor-Moderate Adverse Local Level/ Short Term/ Temporary Not significant		Minor-Moderate Adverse Local Level/ Short Term/ Temporary Not significant
Views from Barlow Moor Road / Manchester Road VP 2.2		Moderate-Major Adverse Local Level/ Short Term/ Temporary Significant		Moderate-Major Adverse Local Level/ Short Term/ Temporary Significant
Views from Barlow Moor Road / Manchester Road VP 2.3		Moderate-Major Adverse Local Level/ Short Term/ Temporary Significant		Moderate-Major Adverse Local Level/ Short Term/ Temporary Significant
Views from Barlow Moor Road / Manchester Road VP 2.4		Minor Adverse Local Level/ Short Term/ Temporary Not significant		Minor Adverse Local Level/ Short Term/ Temporary Not significant
Views from Barlow Moor Road / Manchester Road VP 2.5		Negligible Local Level/ Short Term/ Temporary Not significant		Negligible Local Level/ Short Term/ Temporary Not significant



Description of Effect	Embedded Mitigation	Potential Effect (inc. Significance)	Additional Mitigation	Residual Effect (inc. Significance)
Views from Nicolas Road VP 3.1		Minor-Moderate Adverse Local Level/ Short Term/ Temporary Not significant		Minor-Moderate Adverse Local Level/ Short Term/ Temporary Not significant
Views from Nicolas Road VP 3.2		Moderate Adverse Local Level/ Short Term/ Temporary Not significant		Moderate Adverse Local Level/ Short Term/ Temporary Not significant
Views from Nicolas Road VP 3.3		Moderate Adverse Local Level/ Short Term/ Temporary Not significant		Moderate Adverse Local Level/ Short Term/ Temporary Not significant
Views from Nicolas Road VP 3.4		Moderate-Major Adverse Local Level/ Short Term/ Temporary Significant		Moderate-Major Adverse Local Level/ Short Term/ Temporary Significant
Views from Manchester Road VP 4		Moderate Adverse Local Level/ Short Term/ Temporary Not significant		Moderate Adverse Local Level/ Short Term/ Temporary Not significant
Views from Longford Road VP 5		Minor-Moderate Adverse Local Level/ Short Term/ Temporary Not significant		Minor-Moderate Adverse Local Level/ Short Term/ Temporary Not significant
Views from Selborne Road / Keppel Road VP 6.1		Moderate Adverse Local Level/ Short Term/ Temporary Not significant		Moderate Adverse Local Level/ Short Term/ Temporary Not significant
Views from Selborne Road / Keppel Road VP 6.2		Minor-Moderate Adverse Local Level/ Short Term/ Temporary Not significant		Minor-Moderate Adverse Local Level/ Short Term/ Temporary Not significant
Views from Warwick Road / Albany Road VP 7.1		Minor-Moderate Adverse Local Level/ Short Term/ Temporary Not significant		Minor-Moderate Adverse Local Level/ Short Term/ Temporary Not significant



Description of Effect	Embedded Mitigation	Potential Effect (inc. Significance)	Additional Mitigation	Residual Effect (inc. Significance)
Views from Warwick Road / Albany Road VP 7.2		Minor Adverse Local Level/ Short Term/ Temporary Not significant		Minor Adverse Local Level/ Short Term/ Temporary Not significant
Views from Brundretts Road VP 8.1		Moderate Adverse Local Level/ Short Term/ Temporary Not significant		Moderate Adverse Local Level/ Short Term/ Temporary Not significant
Views from Brundretts Road VP 8.2		Minor Adverse Local Level/ Short Term/ Temporary Not significant		Minor Adverse Local Level/ Short Term/ Temporary Not significant
Views from Whitelow Road / High Lane VP 9.1		Minor-Moderate Adverse Local Level/ Short Term/ Temporary Not significant		Minor-Moderate Adverse Local Level/ Short Term/ Temporary Not significant
Views from Whitelow Road/ High Lane VP 9.2		Negligible Local Level/ Short Term/ Temporary Not significant		Negligible Local Level/ Short Term/ Temporary Not significant
Operation				
Townscape of the Chorlton District Centre TCA	Retention of landscape features in accordance with the AIA, considered boundary treatments, public realm and landscape proposals as shown on the Landscape Masterplan.	Moderate Beneficial Local Level/ Long Term/ Permanent Not significant	The landscape would be managed in accordance with a Landscape and Ecology Management Plan (LEMP), secured by way of planning condition.	Moderate Beneficial Local Level/ Long Term/ Permanent Not significant
Townscape of the Wilbraham Road/Edge Lane Conservation Area TCA		Minor Beneficial - Negligible Local Level/ Long Term/ Permanent Not significant		Minor Beneficial - Negligible Local Level/ Long Term/ Permanent Not significant
Townscape of the Terraced and Higher Density Housing TCA		Minor Beneficial - Negligible Local Level/ Long Term/ Permanent Not significant		Minor Beneficial - Negligible Local Level/ Long Term/ Permanent Not significant



Description of Effect	Embedded Mitigation	Potential Effect (inc. Significance)	Additional Mitigation	Residual Effect (inc. Significance)
Landscape features of the site		Moderate Beneficial Local Level/ Long Term/ Permanent Not significant		Moderate Beneficial Local Level/ Long Term/ Permanent Not significant
Views from the A6010 Wilbraham Road VP 1.1		Neutral Local Level/ Long Term/ Permanent Not significant		Neutral Local Level/ Long Term/ Permanent Not significant
Views from the A6010 Wilbraham Road VP 1.2		Neutral Local Level/ Long Term/ Permanent Not significant		Neutral Local Level/ Long Term/ Permanent Not significant
Views from the A6010 Wilbraham Road VP 1.3		Minor Beneficial Local Level/ Long Term/ Permanent Not significant		Minor Beneficial Local Level/ Long Term/ Permanent Not significant
Views from the A6010 Wilbraham Road VP 1.4		Minor Beneficial Local Level/ Long Term/ Permanent Not significant		Minor Beneficial Local Level/ Long Term/ Permanent Not significant
Views from the A6010 Wilbraham Road VP 1.5		Minor Beneficial Local Level/ Long Term/ Permanent Not significant		Minor Beneficial Local Level/ Long Term/ Permanent Not significant
Views from the A6010 Wilbraham Road VP 1.6		Negligible Local Level/ Long Term/ Permanent Not significant		Negligible Local Level/ Long Term/ Permanent Not significant
Views from the A6010 Wilbraham Road VP 1.7		Negligible Local Level/ Long Term/ Permanent Not significant		Negligible Local Level/ Long Term/ Permanent Not significant
Views from Barlow Moor Road / Manchester Road VP 2.1		Neutral Local Level/ Long Term/ Permanent Not significant		Neutral Local Level/ Long Term/ Permanent Not significant



Description of Effect	Embedded Mitigation	Potential Effect (inc. Significance)	Additional Mitigation	Residual Effect (inc. Significance)
Views from Barlow Moor Road / Manchester Road VP 2.2		Moderate Beneficial Local Level/ Long Term/ Permanent Not significant		Moderate Beneficial Local Level/ Long Term/ Permanent Not significant
Views from Barlow Moor Road / Manchester Road VP 2.3		Moderate Beneficial Local Level/ Long Term/ Permanent Not significant		Moderate Beneficial Local Level/ Long Term/ Permanent Not significant
Views from Barlow Moor Road / Manchester Road VP 2.4		Neutral Local Level/ Long Term/ Permanent Not significant		Neutral Local Level/ Long Term/ Permanent Not significant
Views from Barlow Moor Road / Manchester Road VP 2.5		Negligible Local Level/ Long Term/ Permanent Not significant		Negligible Local Level/ Long Term/ Permanent Not significant
Views from Nicolas Road VP 3.1		Neutral/ Local Level/ Long Term/ Permanent Not significant		Neutral/ Local Level/ Long Term/ Permanent Not significant
Views from Nicolas Road VP 3.2		Neutral Local Level/ Long Term/ Permanent Not significant		Neutral Local Level/ Long Term/ Permanent Not significant
Views from Nicolas Road VP 3.3		Neutral Local Level/ Long Term/ Permanent Not significant		Neutral Local Level/ Long Term/ Permanent Not significant
Views from Nicolas Road VP 3.4		Moderate Beneficial Local Level/ Long Term/ Permanent Not significant		Moderate Beneficial Local Level/ Long Term/ Permanent Not significant
Views from Manchester Road VP 4		Minor Beneficial Local Level/ Long Term/ Permanent Not significant		Minor Beneficial Local Level/ Long Term/ Permanent Not significant



Description of Effect	Embedded Mitigation	Potential Effect (inc. Significance)	Additional Mitigation	Residual Effect (inc. Significance)
Views from Longford Road VP 5		Neutral Local Level/ Long Term/ Permanent Not significant		Neutral Local Level/ Long Term/ Permanent Not significant
Views from Selborne Road / Keppel Road VP 6.1		Minor Beneficial Local Level/ Long Term/ Permanent Not significant		Minor Beneficial Local Level/ Long Term/ Permanent Not significant
Views from Selborne Road / Keppel Road VP 6.2		Neutral Local Level/ Long Term/ Permanent Not significant		Neutral Local Level/ Long Term/ Permanent Not significant
Views from Warwick Road / Albany Road VP 7.1		Neutral Local Level/ Long Term/ Permanent Not significant		Neutral Local Level/ Long Term/ Permanent Not significant
Views from Warwick Road / Albany Road VP 7.2		Neutral Local Level/ Long Term/ Permanent Not significant		Neutral Local Level/ Long Term/ Permanent Not significant
Views from Brundretts Road VP 8.1		Minor Beneficial Local Level/ Long Term/ Permanent Not significant		Minor Beneficial Local Level/ Long Term/ Permanent Not significant
Views from Brundretts Road VP 8.2		Neutral Local Level/ Long Term/ Permanent Not significant		Neutral Local Level/ Long Term/ Permanent Not significant
Views from Whitelow Road / High Lane VP 9.1		Neutral Local Level/ Long Term/ Permanent Not significant		Neutral Local Level/ Long Term/ Permanent Not significant
Views from Whitelow Road/ High Lane VP 9.2		Negligible Local Level/ Long Term/ Permanent Not significant		Negligible Local Level/ Long Term/ Permanent Not significant



Conclusion

Residual Construction Effects

- 4.9.1 Construction effects would be confined to a local area and would be short term and temporary.
- 4.9.2 There would be direct effects upon the townscape of the Chorlton District Centre which would be Moderate-Major Adverse and significant.
- 4.9.3 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.
- 4.9.4 Effects on the landscape features of the site would be adverse as a result of the removal of existing trees, but effects would not be significant.
- 4.9.5 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. The construction works would be prominent in close range views and the unfinished nature of the built form would contrast with the more settled appearance of the existing townscape.
- 4.9.6 With distance from the site, the construction work would become less prominent in the views, with intervening built form partially obscuring the views. Taller structures and may form a noticeable feature on the skyline from more distant locations, with some adverse but not significant changes to the overall view.

Residual Operational Effects

- 4.9.7 Operational effects would be long term and permanent. There would be no significant effects upon the townscape or views as a result of the proposed development. Townscape and visual effects have been identified as beneficial, neutral or negligible.
- 4.9.8 The proposed development would reflect the local character, create a strong sense of place and provide high-quality public realm. There would be improved legibility and accessibility through the site with well-designed public open space. The strong urban design principles that underpin the masterplanning of the site would ensure that the townscape effects of the proposed development are beneficial to the local area.
- 4.9.9 Retention of the valued mature trees and provision of a high quality landscape scheme would have beneficial effects upon the landscape features.
- 4.9.10 Views within the immediate setting would benefit from the high-quality public realm and improved buildings, which would be entirely in keeping with the local context. Well designed buildings, active frontages and an attractive landscape setting with visual interest would ensure that effects upon views from the immediate area are beneficial.



- 4.9.11 In views from the wider area, the proposals would be partially seen in the context of existing development and the quality of the existing view would not be enhanced or degraded with neutral effects.
- 4.9.12 In more distant views, the proposed buildings would be barely discernible and form minor elements in a view which includes similar built form, resulting in negligible effects.
- 4.9.13 The proposed development would comply with national and local planning policy in terms of creating a townscape with a positive sense of place, local distinctiveness, high-quality public realm and improved legibility and accessibility, with well-designed public open space.

Cumulative Effects

Construction Phase

- 4.9.14 **4B Albany Road:** If construction occurs simultaneously at both the Albany Road site and the application site, significant adverse effects (Moderate-Major Adverse) would be experienced in the local townscape. The effects would be temporary and confined to the area east of the site. However, no cumulative effect would occur in the wider area. Visual effects would be limited, with only partial views of construction cranes visible from certain points to the east. Overall, the effects would be short-term and minor-moderate in nature.
- 4.9.15 **Former Chorlton Leisure Centre:** If construction happens concurrently at the Chorlton Leisure Centre and the application site, similar significant adverse effects (Moderate-Major Adverse) would be experienced in the local area. The effects would be short-term, localised to the north, and temporary. There would be no further loss of trees, and the impact on the townscape in the wider area would be minimal. Sequential views of the construction would be seen from nearby roads, resulting in Moderate-Major Adverse visual effects.

Operational Phase

- 4.9.16 **4B Albany Road:** There would be no significant cumulative effects on the townscape or views as a result of development at the Albany Road site and the application site. Both sites would enhance the local townscape through high-quality public realm, resulting in beneficial cumulative effects. Mature trees would be retained, and landscape schemes would improve the local area. Visual effects would be neutral in distant views, but overall, the cumulative effects would be beneficial, neutral, or negligible, and would be long-term and permanent.
- 4.9.17 **Former Chorlton Leisure Centre:** There would be no significant cumulative effects on the townscape or views. Both developments would improve the local area with high-quality public realm upgrades. The visual effects would be beneficial in the immediate vicinity, and in distant views, the cumulative impact would be negligible. Overall, the effects would be beneficial, neutral, or negligible, long-term, and permanent.
- 4.9.18 The cumulative effects would be localised and significant but temporary during construction, while the operational phase brings beneficial, long-term effects.



REFERENCES

- National Planning Policy Framework (NPPF), (2024), Ministry of Housing, Communities and Local Government
- National Design Guide, (2021), Ministry of Housing, Communities and Local Government
- Manchester Core Strategy (2012), Manchester City Council
- The Places for Everyone (PFE) Plan (2024), Greater Manchester Combined Authority
- Manchester Guide to Development SPD (2007), Manchester City Council
- Draft Chorlton Public Realm Plan (2024), Manchester City Council
- Chorlton Precinct Development Framework (2017), Manchester City Council
- Guidelines for Landscape and Visual Impact Assessment Third Edition (GLVIA 3), (2013) Landscape Institute and the Institute of Environmental Management and Assessment
- Notes and Clarifications on Aspects of Guidelines for Landscape and Visual Impact Assessment Third edition (GLVIA) – Technical Guidance Note LITGN-2024-01 (August 2024)
- Townscape Character Assessment Technical Information Note 05/2017, (Revised April 2018), Landscape Institute
- Visual Representation of Development Proposals Technical Guidance Note 06/19, (2019), Landscape Institute
- Guidance on Tall Buildings, (2007), Design Council
- Advice Note 4: Tall Buildings, (2022), Historic England
- National Character Area (NCA) 55 Manchester Conurbation (2103) Natural England
- Greater Manchester Landscape Character and Sensitivity Assessment (2018) LUC for Greater Manchester Combined Authority





Making Sustainability Happen



Environmental Statement Chapter 5: Built Heritage

Chorlton Precinct, Manchester

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SLR Project No.: 425.VT3409.00001

26 March 2025

Revision: FINAL

Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
V1	6 March 2025	Tristan Wilson	Michelle Burpoe	EB
V2	20 March 2025	Tristan Wilson	Michelle Burpoe	EB
FINAL	26 March 2025	Tristan Wilson	Michelle Burpoe	EB
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Basis of Report

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5.1.0 Introduction

- 5.1.1 This Chapter 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.
- 5.1.2 This chapter describes the methods used to assess the likely significant effects, the baseline conditions currently existing at the Site and in its surroundings, the potential direct and indirect effects of the Proposed Development arising from the construction and operational phase, the mitigation measures required to prevent, reduce, or offset the identified significant effects and the residual effects.
- 5.1.3 This Chapter is supported by the following Technical Appendix:
- Appendix 5-A: Historic Environment Desk-based Assessment (HEDBA).
 - Appendix 5-B: Figure 5-1 - Designated and Non-Designated Built-Heritage Assets.
- 5.1.4 The HEDBA (**Appendix 5-A**) included assessments of both the archaeological and built-heritage resource. Consultation was carried out with the Greater Manchester Archaeological Advisory Service (GMAAS) upon completion of the HEDBA, and it was concluded that the archaeological potential of the Site was low, and that no further archaeological works would be required within the Site ahead of development.
- 5.1.5 On the basis of the above, and in accordance with the informal Scoping exercise undertaken, archaeology has been scoped out from further assessment within this EIA.

Chapter Author

- 5.1.6 This Chapter of the ES has been produced by Tristan Kennedy of Lanpro Services Limited. Lanpro is an independent, multi-disciplinary consultancy specialising in town planning, urban design, architecture, landscape and the historic environment. Tristan has worked on projects within dense urban environments in Leeds, Liverpool and Manchester. Tristan has completed heritage assessments across the country for a diverse range of projects in both urban and rural contexts, including small and large-scale residential developments, as well as renewable schemes.



5.2.0 Methodology

Legislation, Guidance and Planning Policy

- 5.2.1 The following is a summary of the key legislation, policy and guidance of relevance to this Chapter of the ES, with the full descriptions provided within **Appendix 5-A**.

Legislation

- 5.2.2 The Chapter of the ES takes into account the following relevant legislation.

- Planning (Listed Buildings and Conservation Areas) (P(LBCA)) Act 1990

Planning Policy and Guidance

- 5.2.3 This Chapter of the ES also takes into account the following national, local, and site-specific planning policies and guidance:

- National Planning Policy Framework (NPPF) (2024);
- Historic Environment Planning Practice Guidance (PPG) (2019);
- Manchester Local Development Framework (2012);
- Places for Everyone Joint Development Plan Document (2024);
- Chorlton Precinct Development Framework Summary (2017); and
- Chorlton Local Infrastructure Framework (Feb 2025)

Other Policy and Guidance

- 5.2.4 The chapter also takes into account the following additional standards and guidelines:

- English Heritage's Conservation Principles: Policies and guidance for the sustainable management of the historic environment (2008);
- Historic England's Historic Environment Good Practice Advice in Planning 2: Managing Significance in Decision Taking in the Historic Environment (2015);
- Historic England's Historic Environment Good Practice Advice in Planning 3: The Setting of Heritage Assets (2017);
- Historic England's Statements of Heritage Significance: Analysing Significance in Heritage Assets (2019); and
- The Chartered Institute for Archaeologists' Standard and Guidance for Historic Environment Desk-based Assessment (2020).

Summary of Consultation

Screening and Scoping

- 5.2.5 A Screening Opinion was received from the Manchester City Council (MCC) on 7th January 2025 which included a section on built heritage, the details of which have been noted in Table 5-1.



Table 5-1: Screening and Scoping Opinions

Ref	Scoping Opinion	Comments	Outcome	Ref. within ES
Screening	Given the scale of the proposed development, the potential alteration to the townscape character of the area, the scale of the buildings adjacent existing buildings and its adjacency to designated heritage assets, the City Council as local planning authority does consider that the townscape, visual impact and heritage effects of the proposed development are topics requiring further investigation as part of the EIA process.	Raised necessity for inclusion in ES	Technical Assessment within HEDBA	Wider ES/Appendix 5-A

5.2.6 Subsequent to the above, an informal Scoping exercise was undertaken (via email) with MCC in January 2025. This sought to outline the content of the ES and the consideration of cumulative effects, rather than providing a detailed scope for each of the technical assessments being prepared.

5.2.7 As outlined above, this informal Scoping exercise confirmed that the assessment would be limited to Built Heritage and would not include consideration of Archaeology given the findings of the HEDBA.

Additional Consultation

5.2.8 Consultation was carried out separately within the MCC Conservation Officers as part of the production of the Historic Environment Desk-based Assessment (HEDBA) (**Appendix 5-A**). During this meeting, the scope and methodology of the built-heritage assessment was discussed, and there was an agreement of suitable heritage viewpoints.

5.2.9 A copy of the HEDBA (**Appendix 5-A**) was provided to the MCC Conservation Officer's in December 2024.

Assessment Methodology

Study Area

5.2.10 A study area of a 500m buffer from the Proposed Development Site boundary was used, based on the prevailing circumstances within the surroundings, the nature of the



proposals and professional judgement, as suitable for determining the potential impact of the Proposed Development upon built-heritage assets.

Information Sources

5.2.11 The following information sources were utilised during the production of the HEDBA (**Appendix 5-A**) and this Chapter of the ES:

- Historic England's National Heritage List for England (NHLE);
- Records held by the Greater Manchester Historic Environment Record (HER);
- The Wilbraham Road/Edge Lane Conservation Area Appraisal (MCC, Online), which identifies 'Key Unlisted Buildings' which are considered to contribute to the character of the Conservation Area;
- Manchester City Archives and Local History Archive;
- Historic Maps and plans, and available aerial imagery, as reproduced within **Appendix 5-A**; and
- A site visit carried out 11th October 2024 in clear weather conditions.

Identification of Receptors

Designated Heritage Assets

5.2.12 Heritage assets and potential indirect impacts have been assessed using best practice, including that set out in GPA 3 (HE 2017). The heritage assets which require assessment have been selected with reference to Historic England's NHLE database.

5.2.13 Not all designated heritage assets will require full assessment for impacts on an individual basis. Where a designated heritage asset has been excluded, a clear justification is provided, for example if the asset is sufficiently far away, and well screened from the Site. Also, not all assets require the same level of assessment. As set out in paragraphs 207 & 208 of the NPPF (MHCLG 2024), the level of detail required is that which is sufficient to inform the nature and degree of effect of development within the Site on the significance of the heritage asset in question.

Non-Designated Heritage Assets

5.2.14 As defined in the Historic Environment PPG (MHCLG 2019):

"Non-designated heritage assets are buildings, monuments, sites, places, areas or landscapes identified by plan-making bodies as having a degree of heritage significance meriting consideration in planning decisions, but which do not meet the criteria for designated heritage assets."

5.2.15 Non-designated heritage assets comprise finds, features or buildings of local significance identified on the Greater Manchester HER, locally listed buildings identified in local planning policy, and previously unrecorded finds, features or buildings identified through an appraisal of sources or identification through a site visit. As outlined in GPA2 (HE 2015), HER's include:



“assets that are known to have been demolished or destroyed or known only from antiquarian sources, assets which do not meet the criteria for national or local designation, and those which have yet to be formally assessed as such.”

- 5.2.16 As such an assessment has been undertaken to establish the significance and relevance of the Greater Manchester HER entries and the ‘Key Unlisted Buildings’ identified within the Wilbraham Road/Edge Lane Conservation Area Appraisal (MCC 2024) within the study area.
- 5.2.17 Assessment of cultural value, sensitivity and magnitude of impact of non-designated assets follows the same methodology for non-designated heritage assets.

Sensitivity Criteria

Assessing Heritage Significance

- 5.2.18 The significance of a heritage asset is defined in the NPPF as:
- “The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset’s physical presence, but also from its setting.”*
- 5.2.19 In the case of many heritage assets their importance has already been established through the designation (i.e. scheduling, listing and register) processes applied by Historic England. Albeit this is not an assessment of the specific elements that contribute to the overall significance of built heritage assets in NPPF terms. The specific contributions are included in the statement of significance included in the accompanying HEDBA that has been used to inform this assessment.
- 5.2.20 In order to assess the heritage significance of previously unrecorded or non-designated heritage assets, the criteria used by ICOMOS (2011) *Guidance on Heritage Impact Assessments for Cultural World Heritage Properties*, the Department of Culture, Media, and Sports (DCMS) publication, *Principles for Selection of Listed Buildings* (DCMS 2018), and the ‘Scheduled Monuments Policy Statements’ published by the same body (DCMS 2013), are used. In addition, the guidance provided within Historic England’s *Conservation Principles, Policies and Guidance* (EH 2008) and HEAN 12 (HE 2019) are also utilised. The criteria for establishing value/sensitivity of heritage assets for this assessment are presented in **Table 5-2** below.

Table 5-2: Criteria for determining the heritage value/sensitivity of a Heritage Asset

Sensitivity	Definition
Very High (International)	<ul style="list-style-type: none"> Archaeological sites or monuments of international importance, including World Heritage Sites. Structures and buildings inscribed as of universal importance as World Heritage Sites. Other buildings or structures of recognised international importance.
High (National)	<ul style="list-style-type: none"> Ancient monuments scheduled under the Ancient Monuments and Archaeological Areas Act 1979, or archaeological sites and remains of



Sensitivity	Definition
	<p>comparable quality, assessed with reference to the DCMS's principles of selection for scheduled monuments (DCMS 2013).</p> <ul style="list-style-type: none"> Listed Buildings. Conservation Areas. Non-designated built assets of national importance, assessed with reference to the Secretary of State's published Principles of Selection for Listing Buildings (DCMS 2010).
Medium (Regional / County)	<ul style="list-style-type: none"> Archaeological sites and remains which, while not of national importance, score well against most of the DCMS's principles of selection for scheduled monuments (DCMS 2013).
Low (Local)	<ul style="list-style-type: none"> Archaeological sites that score less well against the DCMS's principles of selection for scheduled monuments (DCMS 2013). Historic buildings on a 'local list'. Non-designated built assets of local significance.
Negligible (None)	<ul style="list-style-type: none"> Areas in which investigative techniques have produced negligible or only minimal evidence for archaeological remains, or where previous large-scale disturbance or removal of deposits can be demonstrated.

Magnitude of Change (Impact)

5.2.21 It is widely recognised that the heritage value/sensitivity of an asset is not the same as its sensitivity to changes to its setting (GPA3; HE 2017, 9). Thus, in determining effects upon the significance of assets through settings impact from a Proposed Development, both value and sensitivity to changes to setting need to be considered. Factors considered when assessing sensitivity to change include, but are not limited to, heritage value/sensitivity (**Table 5-3**), condition, type and period of asset and landscape positioning.

5.2.22 The magnitude of the impact is a product of the extent of development impact on an asset. The magnitude of change is rated as High, Medium, Low, Negligible, Neutral Change can be Temporary or Permanent, Short or Long Term, Direct or Indirect, Adverse or Beneficial. The criteria for assessing the magnitude of change are set out in **Table 5-3** below.

Table 5-3: Magnitude of Change (Impact)

Magnitude	Direct Change	Indirect Change
Major Adverse	<ul style="list-style-type: none"> Demolition of built heritage assets or demolition within a Conservation Area. Complete removal of an archaeological site. 	<ul style="list-style-type: none"> Radical transformation of the setting of an archaeological monument. Substantial harmful change to the significance of a built heritage asset or Conservation Area due to a change in setting.
Moderate Adverse	<ul style="list-style-type: none"> Harmful alteration (but not demolition) of a built heritage asset or alterations to a building in a Conservation Area. 	<ul style="list-style-type: none"> Less than substantial harm to the significance of a built heritage asset or Conservation Area due to a change in setting.



Magnitude	Direct Change	Indirect Change
	<ul style="list-style-type: none"> Removal of a major part of an archaeological site and loss of research potential / significance. 	<ul style="list-style-type: none"> Partial transformation of the significance of an archaeological site e.g. the introduction of significant noise or vibration levels to an archaeological monument leading to changes to amenity use, accessibility or appreciation of an archaeological site.
Minor Adverse	<ul style="list-style-type: none"> Alterations to a built heritage asset or Conservation Area resulting in minor harm. Removal of an archaeological site where a minor part of its total area is removed but the site retains significant future research potential. 	<ul style="list-style-type: none"> Minor harm to the significance of an archaeological monument or built heritage asset or Conservation Area due to a change in setting.
Negligible	<ul style="list-style-type: none"> Negligible impact from changes in use, amenity or access. Negligible direct impact to the built heritage asset or Conservation Area. 	<ul style="list-style-type: none"> Negligible perceptible change to the significance of a building, archaeological site or Conservation Area due to a change in setting.
Minor Beneficial	<ul style="list-style-type: none"> Alterations to a built heritage asset or Conservation Area resulting in minor beneficial impacts. Land use change resulting in improved conditions for the protection of archaeological remains. 	<ul style="list-style-type: none"> Minor enhancement to the setting of a built heritage asset or Conservation Area. Decrease in visual or noise intrusion on the setting of a building, archaeological site or monument.
Moderate Beneficial	<ul style="list-style-type: none"> Alterations to a built heritage asset or Conservation Area resulting in moderate beneficial impacts. Land use change resulting in improved conditions for the protection of archaeological remains plus interpretation measures (heritage trails, etc.) 	<ul style="list-style-type: none"> Significant reduction or removal of visual or noise intrusion on the setting of a building, archaeological site or monument. Improvement of the wider landscape setting of a built heritage asset, Conservation Area, archaeological site or monument. Improvement of the cultural heritage amenity, access or use of a built heritage asset, archaeological site or monument. Moderate enhancement to the setting of the built heritage asset and Conservation Area.
Major Beneficial	<ul style="list-style-type: none"> Arrest of physical damage or decay to a built heritage asset or structure. 	<ul style="list-style-type: none"> Significant enhancement to the setting of a built heritage asset.



Magnitude	Direct Change	Indirect Change
	<ul style="list-style-type: none"> Alteration to a built heritage asset or Conservation Area resulting in significant beneficial impact. 	<ul style="list-style-type: none"> Conservation Area or archaeological site, its cultural heritage amenity and access or use.

Significance of Effect

5.2.23 The significance of the effect of the scheme on archaeological and heritage assets is determined by the heritage value/sensitivity of the asset and the magnitude of impact to the asset.

5.2.24 **Table 5-4** below presents a matrix that demonstrates how the significance of effect is established:

Table 5-4: Evaluation of Significance of Effect

SENSITIVITY	HIGH	MEDIUM	LOW	NEGLIGIBLE
MAGNITUDE				
High	Major	Major	Moderate	Moderate/Minor
Medium	Major/Moderate	Moderate	Moderate/Minor	Minor
Low	Moderate	Moderate/Minor	Minor	Negligible
Negligible	Minor	Minor	Negligible	Negligible
Neutral	Neutral	Neutral	Neutral	Neutral



- 5.2.25 Where an effect is classified as major, this is considered to represent a 'significant effect' in terms of the EIA Regulations. Where an effect is classified as moderate, this may be also be considered to represent a 'significant effect' but is subject to professional judgement and interpretation, particularly where the sensitivity or impact magnitude levels are not clear or are borderline between categories or the impact is intermittent. The level of effect matrix shown in Table 5-4 therefore provides a guide to decision making but is not a substitute for professional judgement.
- 5.2.26 The judgement of the Significance of effects takes into consideration the impact on the heritage asset's heritage value/sensitivity (defined as 'Significance' in Annex 2 of the Framework). As part of this assessment, the impact on the contribution that the setting of a heritage asset makes to its value/sensitivity is also considered. The nature of the contribution that the setting of an asset makes to its heritage value/sensitivity varies from asset to asset (i.e. the setting of some assets have a greater contribution to the value/sensitivity and vice versa). Consequently, where there are effects from a development on the setting of an asset that has only a limited contribution to the value/sensitivity of that asset, the effect on the value/sensitivity of the asset itself may be very limited or even potentially non-existent. Where a heritage asset has a setting that has a large contribution to the value/sensitivity of that asset, effects on the value/sensitivity of the asset itself will be greater.
- 5.2.27 Impacts and effects can be beneficial, neutral or adverse and these are specified where applicable. Again, the effects can be Temporary or Permanent, Short or Long Term, Direct or Indirect. It should be noted that significant effects need not be unacceptable or irreversible.

Assumptions and Limitations

- 5.2.28 This assessment of direct and indirect impacts to built-heritage assets is based on the current understanding of the design proposals.

Mitigation Hierarchy

- 5.2.29 As Appendix 5-A has been written in relation to built heritage, no mitigation hierarchy has been established.

Effects Not Requiring Further Assessment

- 5.2.30 Effects not requiring further assessment have been discussed in the baseline HEDBA in Appendix 5-A



5.3.0 Baseline Conditions

- 5.3.1 The baseline conditions are discussed in detail in the HEDBA (**Appendix 5-A**), which includes a full historical background of the Site, as well as a map regression, both of which provide a detailed description of the Site and the surrounding area.

Current Baseline

Within the Site

- 5.3.2 The Site contains no designated or non-designated heritage assets.

Within the 500m Study Area

- 5.3.3 The HEDBA identified two Conservation Areas (CA) and six Grade II Listed Buildings within 500m of the Site. These are all identified within Figure 5-1 - Designated and Non-Designated Built-Heritage Assets provided within Appendix 5-B.
- 5.3.4 The northern boundary of the Chorlton Green CA falls c. 450m to the south of the Site. Due to its distance from the Site and the built-up nature of the surrounding townscape, it is considered that there is no potential for the Proposed Development to impact upon the character or significance of Chorlton Green CA and it has therefore been scoped out of further assessment.
- 5.3.5 The study site is situated immediately adjacent to the Wilbraham Road/Edge Lane Conservation Area (CA). Due to its proximity to the Site, this asset is considered sensitive to development and has therefore been included for further assessment.
- 5.3.6 Four of the Grade II Listed Buildings are situated within the Wilbraham Road/Edge Lane CA to the south of the Site. The site visit has confirmed that due to their distance from the Site, as well as the built-up nature of the surrounding townscape, there will be no impact to three of these Listed Buildings: Church of St Clement (NHLE 1254463), Chorlton War Memorial (NHLE 1432791) and Roman Catholic Church of Our Lady and St John (NHLE 1450142). Therefore, due to the overall lack of historical and functional association with the Site that contribute to their significance, these three assets have been scoped out of further assessment. Due to its location c. 100m south-west of the Site, within the Wilbraham Road/Edge Lane CA, the Lloyd and Platt Hotel (NHLE 1096127) is considered sensitive to development within the Site. Therefore, this asset has been included for further assessment.
- 5.3.7 Chorlton Library (NHLE 1414760) and the Former Temperance Billiard Hall (NHLE 1268311) are situated c. 45m and 90m north of the Site respectively. Due to their proximity, these Listed assets have also been included for further assessment, as they are both considered sensitive to the development within the Site.
- 5.3.8 The HEDBA identified a further nine 'Key Unlisted Buildings' within the Wilbraham Road/Edge Lane CA Appraisal (MCC 2024). The site visit has confirmed that due to the topography and built-environment of Chorlton, there is no intervisibility between the Site and seven of these non-designated built-heritage assets: Wilbraham Road Unitarian Church (KUB 01), Chorlton Methodist Church (KUB 02), Lauriston Club (KUB 04),



Former Hellenic Centre (KUB 05), Chorlton Church of England Primary School (KUB 09), and William Hulme Grammar School (KUB 08). These assets have been scoped of further assessment, as there will be no harm to their significance in terms of the heritage values which are embodied in their physical presence, nor any harm to their setting.

- 5.3.9 Wilbraham Road Conservative Club (KUB 03) and Spread-Eagle Hotel (KUB 09) are both situated at the junction of Wilbraham Road/Oswald Road. It is considered that these two non-designated built-heritage assets are sensitive to development within the Site and have been included for further assessment.
- 5.3.10 The HEDBA identified a further built-heritage asset not identified by the Greater Manchester HER or the Wilbraham Road/Edge Lane CA Appraisal as being sensitive to the Proposed Development: No. 464 Wilbraham Road (Sunwick Villa) (B 01). This asset has also been included for further assessment.

Heritage Receptors to be Addressed

- 5.3.11 The following built-heritage assets are considered sensitive to the Site's construction and operational phase effects. The locations of all the heritage assets identified in **Table 5-5** below are illustrated on **Figure 5-1** within **Appendix 5-B**.

Table 5-5: Designated and non-designated heritage assets

NHLE ID	HER Ref.	Project ID	Heritage Receptor	Description
-	DGM3156	-	Wilbraham Road/Edge Lane	Conservation Area
1096127	15547.1.0	-	Lloyd and Platt Hotel	Grade II Listed Building
1268311	15858.1.0	-	Former Temperance Hall	Grade II Listed Building
1414760	16225.1.0	-	Chorlton Library	Grade II Listed Building
-	-	KUB 03	Wilbraham Road Conservative Club	Key Unlisted Building
-	-	KUB 09	Spread Eagle Hotel	Key Unlisted Building
-	-	B 01	464 Wilbraham Road (Sunwick Villa)	Building of Historic Interest

Future Baseline

- 5.3.12 The baseline would not be expected to change should the Proposed Development not proceed, and the Site remains in its current state (vacant precinct and office buildings which are hoarded off).

Value/Importance of Heritage Assets

Wilbraham Road/Edge Lane Conservation Area

- 5.3.13 The Wilbraham Road/Edge Lane CA is largely characterised by built form corresponding to the historical development of Chorlton in the 19th century, centred on Wilbraham Road which was laid down c.1850-1860. Overall, it is considered to be an asset of **high heritage significance**.



Character and Appearance of the Conservation Area

- 5.3.14 Prior to the expansion of Manchester and the subsuming of Chorlton into the city boundaries, the area was comprised of rural hamlets and farmland, in contrast to the already developed city of Manchester in the early 19th century. The material appearance of the area is largely defined by the use of Manchester red brick with buff coloured sandstone dressings. The area is further characterised by often ornate and fine historic Victorian Villas and terraced shopping rows, developed for the emerging middle classes in the area during the 19th century. The Grade II listed Lloyd and Platt Hotel (NHLE 1096127) is considered a fine example of the architectural style found within the CA. The area largely remained a middle-class suburb effectively into the mid-20th century. Whereupon economic downturn forced a change in the housing market to accommodate the change, altering the largely planned layout of Wilbraham Road.
- 5.3.15 In addition, a number of civic and community buildings were constructed to service the growth of the settlement. As a result, civic, religious and recreational buildings survive in many cases as historic landmarks within the streetscape. Notable examples include:
- Lauriston Club (Former Liberal Club)
 - Wilbraham Road Conservative Club
 - Chorlton Methodist Church
 - Spread Eagle Public House and Hotel
 - William Hulme Grammar School
 - Chorlton Church of England Primary School
 - Wilbraham Road Unitarian Church
 - Former South Manchester Freemasons Hall
 - Former Hellenic Centre
 - 478-496 (even) Wilbraham Road
 - 498-524 (even) Wilbraham Road
 - 13-15 (odd) Manchester Road
- 5.3.16 The above buildings are not locally listed; however, they form a core part of the commercial character of Wilbraham Road.

Contribution of Setting

- 5.3.17 The CA encompasses a suburban portion of the wider Chorlton suburb. It is composed largely of buildings constructed in Manchester red brick with a mix of 19th and 20th century development. The northern section of the conservation area extends to the western and southwestern boundaries of the study site. The conservation area covers the convergence of edge land and Wilbraham Road within the wider suburb of Chorlton. To the north of the conservation area, the character is largely defined by suburban



development, semi-detached and detached residential properties with gardens and driveways, and the commercial character of the precinct itself.

- 5.3.18 Views along Wilbraham Road are key to the understanding of the area. In these views the main thoroughfare is read as the commercial heart of the conservation area. Views north from Wilbraham Road are constrained and filtered by the tight urban grain and tree planting to the rear of properties. However, there are some views north from the conservation area in which Graeme House and the Chorlton Cross Shopping Precinct are visible. Notwithstanding, it should be noted that views of the shopping centre do not contribute positively to the character and appearance of the CA.

Lloyd and Platts Hotel (NHLE 1096127)

- 5.3.19 This listed asset comprises both the Grade II Lloyd and Platts Hotel itself as well as the bowling green to the rear of the building, both of which are positioned within the Wilbraham Road/Edge Lane CA. As a Grade II Listed Building, it is considered to be of overall ***medium heritage significance***. The asset is of local brick construction with ashlar architraves and decorative features present on the exterior. The asset's primary northern elevation fronts onto Wilbraham Road. It also sits to the southwest of the study site.
- 5.3.20 The asset is primarily of local brick construction, with ashlar detailing above the entrance and above the windows as lintels. It is set over two storeys with a two-storey bay window and a range of double pane sash windows on the ground and first floor. The western elevation features a rotunda of the same brick and ashlar construction. Decorative brick cornicing is visible throughout. Moreover, the former boundary wall surrounding the bowling green has been retained.

Architectural and Historic Interest

- 5.3.21 The asset has some architectural interest derived from distinctive built features such as the western-facing rotunda and decorative stonework, as well as from late Victorian design features. The position and scale of the asset result in it being prominent on Wilbraham Road and as a result its architectural design contributes to the character of the CA.
- 5.3.22 Moreover, as the Lloyd and Platt Hotel is a part of the historic fabric of Chorlton and a visible marker of the area's development, the asset derives historic interest from its survival as an early designed feature of Chorlton. This historic interest is further enhanced by its treatment that showcase historic features typical of Victorian architectural principles.

Contribution to Significance made by Setting

- 5.3.23 The asset is bound by Wilbraham Road to the north and Manchester Road to the west. Both non-designated heritage buildings the Former Conservative Club (located to the immediate west of the asset) and the Spread-Eagle Hotel (located to the immediate northwest) are located nearby the asset.



- 5.3.24 The asset is primarily experienced from within the dense urban environment in which it is located. The asset is appreciable from Wilbraham Road, where the full extent of its scale and massing can be read in its historic context, namely from its location on the convergence of Manchester Road and Wilbraham Road. The primary elevation, with its high-quality design makes a positive contribution to CA it sits within. Likewise, the built environment being a long straight road with flanking commercial premises in the local vernacular and tree planting is a positive contribution to the asset. The rear elevation is generally not experienced due to the lack of intervisibility with Wilbraham Road in the enclosed urban context of Chorlton. The building is not visible in long distance views due to the mostly tight urban grain of the surrounding area. The asset is positioned within an area heavily screened from the study site by late 19th, 20th and 21st century development as well as foliage

Former Temperance Hall (NHLE 1268311)

- 5.3.25 The asset comprises the Grade II listed Former Temperance Billiard Hall (NHLE 1258311). As a Grade II Listed Building, it is considered to be of overall **medium heritage significance**. The asset is composed of a common local construction of Red Brick with buff sandstone dressings.

Architectural and Historic Interest

- 5.3.26 The asset derives its principal significance from its primary elevation, which demonstrates the assets unique architectural features. The asset is set over two storeys and retains much of its historic form despite 20th century alterations in its usage and the surrounding urban environment.

Contribution Made to Significance by Setting

- 5.3.27 The asset is experienced within the dense urban environment in which it is located. While the asset was constructed historically within an already built-up area, the development in the scale and massing of surrounding buildings has affected the historic experience of the asset somewhat, from its side and rear elevations. The asset is primarily experienced from Barlow Moor Road and lacks intervisibility with the study site due to 20th century construction to the south of the Temperance Hall obscuring the study site from view.

Chorlton Library (NHLE 1414760)

- 5.3.28 The Grade II listed Chorlton Library is a prominent listed building within the locale in which it is situated. As a Grade II Listed Building, it is considered to be of overall **medium heritage significance**. It was constructed in the early 20th century by Henry Price in an Edwardian Baroque Style.

Architectural and Historic Interest

- 5.3.29 The building derives considerable significance from its strong built form. The principal north facing façade presents aesthetic architectural interest from its distinctive Edwardian Baroque design, displaying careful attention to detail. This architectural



significance is enhanced by its distinctive scale and massing and its spatial relationship to the nearby Former Temperance Hall (NHLE1268311).

- 5.3.30 The building also derives significance from its historic value as a Carnegie Foundation funded library as well as being a part of the historic development of Chorlton. It also draws significance from its relationship with the Titanic disaster as the original plans for the asset were stored on the ship prior to departure. The building also has some group value with other Carnegie-funded libraries of its kind.

Contribution Made to Significance by Setting

- 5.3.31 The asset is located within a relatively dense urban context and within the immediate proximity of the Grade II Listed Temperance Hall located adjacent to the asset. The asset sits on a triangular plot in mainly urban setting, comprising a mixture of 19th century and 20th century development.
- 5.3.32 The asset is primarily experienced from Manchester Road on its eastern elevation but can also be experienced from its principal northern elevation on Manchester Road also. Despite being surrounded by late 20th century development, the early 20th century experience of the asset has been preserved to an extent, by its prime location on the intersection of Longford Road and Manchester Road. It must be noted however, that the context of intervening development to the south of the site obscures views from the south towards the asset.
- 5.3.33 The building derives no significance from the site as well as a lack of intervisibility being present between the two.

Wilbraham Road Conservative Club (KUB 03)

- 5.3.34 The Wilbraham Road Conservative Club is a non-designated heritage asset lying within the Wilbraham Road/Edge Lane CA, and is considered to be of **local** or **low heritage significance**. Built in the late 19th century, it formed from Manchester Red Brick, characteristic of the area, with aspects of early Arts and Crafts Movement in its detailing. A decorative clocktower is positioned on the roof of the asset facing onto Wilbraham Road. The primary elevation also fronts onto Wilbraham Road. The main entrance is accessible through the historic boundary walls on Manchester Road.

Architectural and Historic Interest

- 5.3.35 The building derives limited architectural interest being defined by Manchester Red Brick with buff coloured sandstone dressings, Welsh slate roof and an Arts and Crafts architectural treatment. It has a distinctive scale and massing, providing architectural and aesthetic interest being reminiscent of many of the fine architectural buildings on Wilbraham Road. In addition, the unique inclusion of the clock tower further contributes to its overall significance.
- 5.3.36 The building derives significance from its designed architectural value and for its role in the development of Wilbraham Road. It also has some communal value having hosted local sporting events, meetings in the events hall and important meetings since its construction in the 1890s.



Group Significance

- 5.3.37 The building also shares some group value with other historic buildings within the CA, as the building contains characteristic design elements common to a number of historic buildings in the CA.

Contribution Made to Significance by Setting

- 5.3.38 The asset is located on the corner of Wilbraham Road and Manchester Street, adjacent to the non-designated heritage asset, the Spread-Eagle Public House and Hotel. It is located to the southwest of the study site, with which it has no intervisibility due to the tight urban grain, largely made up of 19th and 20th century development. The asset is therefore experienced within the context of Chorlton's partially planned built environment. The clock tower is prominent on the primary elevation of the asset but remains obscured due to foliage which screens the eastern elevation of the asset from Wilbraham Road.
- 5.3.39 The building does not derive any significance from the site itself.

Spread Eagle Hotel (KUB 09)

- 5.3.40 The asset comprises the Spread-Eagle Public House and Hotel and is considered to be an asset of **local** or **low heritage significance**. It is formed of Manchester Red Brick with buff coloured sandstone dressings, along with elements suggestive of the early Arts and Craft style. It is defined to an extent by its location and association with other buildings within the Wilbraham Road/Edge Lane CA.

Architectural and Historic Interest

- 5.3.41 The asset derives some architectural value from being indicative of the prevailing architectural style of the area. Its significance is further enhanced as it is a good example of high-quality architectural design of suburban public hotels within Manchester.
- 5.3.42 Moreover, the asset draws historic significance from its association with the 19th century development of the planned elements of Chorlton, and specifically the laying down of Wilbraham Road in the mid-19th century. The asset is indicative of the former prosperity of the area and the areas development within the wider context of the City of Manchester. The asset does share some associative value with other non-designated heritage assets considered to be significant to the overall character of the Wilbraham Road/Edge Lane CA.

Contribution Made to Significance by Setting

- 5.3.43 Bound by Wilbraham Road to the south on which its primary elevation is fronted, and Oswald Road to the east, the asset is experienced within the dense urban setting of Chorlton. It is defined and experienced as a late 19th century building to the west of the study site. While the wider area surrounding the asset is partially 20th century in date, the immediate setting has developed little with the majority of building in the immediate



area dating to the 19th century. As such, the asset retains its principal relationship to historic Chorlton. The asset is considered to derive no significance from the site area.

464 Wilbraham Road (Sunwick Villa) (B 01)

- 5.3.44 The asset is a former Victorian ‘Sunwick’ Villa, which is an asset considered to be of **local** or **low heritage significance**. It is formed of local brick of English Garden-Wall Bond, with a portion of the ground floor entrance done in ashlar. The ground floor features a range of mullion windows of ashlar construction on the primary, southern elevation fronting onto Wilbraham Road, and the eastern elevation. The original boundary walls of the Villa and gate piers remain extant.

Architectural and Historic Interest

- 5.3.45 The asset derives the majority of its significance from its distinctive architectural features. One of those distinctive features is the ground floor entrance featuring mullion windows and moulded surrounds. Its significance is also enhanced by features suggestive of the Arts and Crafts Movement present on the primary elevation. While 20th century development has diminished the asset’s architectural significance to a degree, the surviving 19th century elements contribute positively to the streetscape and the asset overall.
- 5.3.46 The asset’s limited historic significance is derived from its historic value as an early part of the 19th century-built development of Chorlton and its former relationship to the doctor’s surgery formerly extant on the study site. The surgery was demolished in the rounds of modernisation undergone in Chorlton in the mid-20th century. As such, the asset shares a historic association to the study site, as the resident doctor of the surgery built the asset as his home.

Contribution Made to Significance by Setting

- 5.3.47 While the asset is still appreciated from street level within the urban environment it was constructed in, its experience has somewhat altered in its change in function to a commercial premises. While the experience has been altered due to 20th century development also, the main features of the asset are still appreciable in their context from Wilbraham Road.
- 5.3.48 The building derives significance from its historic relationship with the study site. However, this relationship has been disrupted due to 20th century development and demolition of the historic buildings once extant on the study site.



5.4.0 Assessment of Effects

Construction Phase Effects

- 5.4.1 In assessing the Construction Phase Effects, it should be noted that the site benefits from a Prior Notice for demolition (LPA ref. 141706/DEM/2024) of the existing structures on site. As such, the Construction Phase Effects concentrate on any subsequent engineering operations and construction of the proposed development in accordance with Chapter 3: The Proposed Development of the ES.

Wilbraham Road/Edge Lane Conservation Area

- 5.4.2 The Wilbraham Road/Edge Lane CA runs along the western and southwestern boundary of the site. The area is characterised by a mix of mid to late 19th century and early 20th century construction, in red brick with buff sandstone dressings. The area also contains a number of late 20th century buildings of varying styles.
- 5.4.3 The Site is not identified within the Conservation Area Appraisal (CAA) as a negative contributor to the nearby CA. However, it is noted in the CAA that similar late 20th century developments within the CA share a lack of modelling and little regard to the geometry of the CA. As such, the design of the Proposed Development will be an improvement in terms of its response to the character and appearance of the CA. The Proposed Development will be partially visible in views looking eastwards from the CA (Viewpoint 1.5). That being said, as outlined in the TVIA, these views will be filtered by street trees.
- 5.4.4 Due to their proximity to the Site, the proposed construction works within the Site may include some glimpsed views of the engineering and construction works involved in the Proposed Development along Wilbraham Road. This construction activity will also result in the disruption in the experience of the Conservation Area when entering and leaving the Wilbraham Road/Edge Lane CA.
- 5.4.5 The proposed engineering and construction works would have a Temporary Negligible Adverse magnitude of change (impact) upon the Conservation Area which is a High Sensitivity receptor. However, when considering the embedded mitigation provided by the CEMP, the overall construction phase effect to the CA is considered to be **Temporary, Negligible**, which is **not significant** in EIA terms.

Lloyd and Platt Hotel (NHLE 1096127), Wilbraham Road Conservative Club (KUB 03) and Spread-Eagle Hotel (KUB 09)

- 5.4.6 The Lloyd and Platt Hotel, Wilbraham Road Conservative Club, and Spread-Eagle Hotel will not be directly impacted during the construction phase, as they are located outside the Site boundary.
- 5.4.7 These designated and non-designated built-heritage assets are located to the southwest of the Site, at the corner of the Wilbraham Road/Edge Lane CA. They have strong architectural forms and are prominent buildings within the townscape, being prominent in views looking eastwards along Wilbraham Road towards the Site. These assets are prominent in views looking eastwards along Wilbraham Road toward Graeme House,



though they are heavily screened from the Site itself by late 19th, 20th and 21st century development, as well as foliage. Whilst there is a lack of intervisibility with the Site towards this group of built-heritage assets, the Site does form an element of the wider setting of these assets, though it is not considered to directly contribute to the significance of the buildings.

- 5.4.8 Due to their proximity to the Site, the proposed construction works within the Site may include some glimpsed views of the engineering and construction works involved in the Proposed Development along Wilbraham Road. This construction activity will also result in the disruption in the group experience of these assets when entering and leaving the Wilbraham Road/Edge Lane CA.
- 5.4.9 The proposed engineering and construction works would have a Temporary Minor Adverse magnitude of change upon the grouping which consists of Medium and Low Sensitivity receptors due to the tangible change to its setting. However, when considering the embedded mitigation provided by the CEMP, the overall construction phase effects to the grouping are considered to be **Temporary, Negligible** which is **not significant** in EIA terms.

Former Temperance Hall (NHLE 1268311)

- 5.4.10 The Former Temperance Hall will not be directly impacted during the construction phase, as it is located outside the Site boundary.
- 5.4.11 The Grade II Listed Temperance Hall is located to the northwest of the Site, and fronts onto Barlow Moor Road. While retaining historic design features, the building and its setting have developed in the 20th and 21st centuries, and the structure is no longer experienced within its original historical context, due to the change in scale and massing of nearby buildings. Views to the south of the Temperance Hall toward the Proposed Development are blocked by the large scale and massing of the adjacent building to the south of the Temperance Hall.
- 5.4.12 As this building is entirely screened from the Site by its neighbouring building to the south, there is no potential for glimpsed views of the demolition and construction works involved with the Proposed Development, as there is no intervisibility. However, there will be a temporary impact to the significance the asset derives from its setting due to the increase in traffic and noise associated with the Proposed Development.
- 5.4.13 The proposed engineering and construction works would have a Temporary Negligible Adverse magnitude of change upon the Former Temperance Hall (NHLE 1268311) which is a Medium Sensitivity receptor. However, when considering the embedded mitigation provided by the CEMP, the overall construction phase effect to the Former Temperance Hall is considered to be **Temporary, Negligible**, which is **not significant** in EIA terms.

Chorlton Library (NHLE 1414760)

- 5.4.14 Chorlton Library will not be directly impacted during the construction phase, as it is located outside the Site boundary.



- 5.4.15 This Grade II Listed Building is situated to the north of the Proposed Development. It is bound by the Former Temperance Hall to the south and the junction of Longford Road and Manchester Road to the north. While the setting of this asset has changed considerably from its historic context due to continued 20th and 21st century development, the asset can still be understood in its historical context and boundaries to a degree. The primary view of this asset is from the junction of Manchester Road and Longford Road, with this view incorporating buildings south of Chorlton Library, with the scale and massing of these buildings south of the library preventing any intervisibility between this asset and the Site.
- 5.4.16 As this building is entirely screened from the Site, there is no potential for glimpsed views of the demolition and construction works involved with the Proposed Development, as there is no intervisibility. However, there will be a temporary impact on its setting due to the increase in traffic and noise associated with the Proposed Development.
- 5.4.17 The proposed engineering and construction works would have a Temporary Negligible Adverse magnitude of change upon the Chorlton Library (NHLE 1414760) which is a Medium Sensitivity receptor. However, when considering the embedded mitigation provided by the CEMP the overall construction phase effect to the Chorlton Library is considered to be **Temporary, Negligible**, which is **not significant** in EIA terms.

464 Wilbraham Road (Sunwick Villa) (B 01)

- 5.4.18 Sunwick Villa will not be directly impacted during the construction phase, as it is located outside the Site boundary.
- 5.4.19 This asset is located immediately to the south-east of the Site, occupying a corner location at the junction of Barlow Moor Road and Wilbraham Road, and is a prominent building within the townscape, with a strong architectural form displaying elements of local detailing common with the surrounding building environment. There is some intervisibility between this asset and the Site, though this is partially interrupted by dense foliage to the north of Sunwick Villa
- 5.4.20 Sunwick Villa will experience impact to its setting during the construction phase of the Proposed Development, as a result of its location immediately adjacent to the Site. It is considered this asset would be temporarily affected by the Development within the Site during the construction phase, as there will be a tangible change to its setting.
- 5.4.21 The proposed engineering and construction works would have a Temporary Negligible Adverse magnitude of change upon Sunwick Villa which is a Low Sensitivity receptor. When considering the embedded mitigation provided by the CEMP, the overall construction phase effect to Sunwick Villa is considered to be **Temporary, Negligible**, which is **not significant** in EIA terms.

Operational Phase Effects

Wilbraham Road/Edge Lane Conservation Area



- 5.4.22 During the operational phase, the Proposed Development has the potential to alter the current scale and massing present within the site, which will lead to an alteration of the current experience of exiting the Conservation Area onto Wilbraham Road. The existing building line when exiting the Conservation Area from the east will be permanently altered due to the construction of buildings within the western portion of the Development site which is currently vacant of any structure. This has the potential to impact the experience and appreciation of the Conservation Area's character and setting. However, leaving the CA in that direction, the experience is already defined by the transition from suburban development to commercial and larger built forms. This transition into shopfronts and businesses with the partial visibility of Graeme House behind is already referenced within the TVIA as a consideration. Further information on the assessment of impact can be found within Appendix 5-A.
- 5.4.23 The Proposed Development will increase the prominence of the built form outside the CA to a small degree and therefore, a minor effect. Mitigating factors such as the stepping up away of the development from the CA so that taller elements are focused away from the CA, and a more consistent architectural fluency and materiality with the CA limit the impact caused by the slight increase in prominence.
- 5.4.24 The reinstatement of the historic residential building line along Manchester Road will also be evident, and the road itself will also constitute a heritage benefit. This, therefore, will reintroduce some level of authenticity into this particular view out of the CA.
- 5.4.25 The permanent operation of the Development site would result in the establishment of six blocks of mixed residential and commercial space, stepping up away from the Conservation Area from 4-10 storeys. This would result in a permanent visual impact in the alteration of the current, existing building line. However, embedded mitigation such as set back tops and the development stepping up away from the CA further reduces these impacts. The re-institution of Manchester Road through the development also lends authenticity to the scheme.
- 5.4.26 Following assessment of the CA within Appendix 5-A, which is a High Sensitivity receptor, the resulting effects would therefore be **permanent, long term, minor adverse effect** which is considered **not significant**.

Chorlton Library (NHLE 1414760)

- 5.4.27 Following assessment within Appendix 5-A, no operational effects were found to affect this asset. Therefore, there would be **no resulting effect on the asset** and thereby **not significant**.

Former Temperance Hall (NHLE 1268311)

- 5.4.28 Following assessment within Appendix 5-A, no operational effects were found to affect this asset. Therefore, there would be **no resulting effect on the asset** and thereby **not significant**.



Lloyd and Platts Hotel (NHLE 1096127)

- 5.4.29 Upon completion and operation, the Proposed Development will result in a change to this asset's setting, though the Site is not considered to contribute directly to the significance of this Grade II Listed Building.
- 5.4.30 The Proposed Development has been designed considering views to and from the surrounding townscape, including a number of designated and non-designated buildings, including Lloyd and Platts Hotel. The larger elements of the Proposed Development have been designed to 'step-up' away from the CA, with the tallest elements focused within the eastern part of the Site away from those areas of higher heritage significance and sensitivity. Blocks on the westernmost side of the Proposed Development will be 10 storeys at their highest point, but with set back tops to defuse the overall building outline. There will also be a breakup in the scale and massing of the Proposed Development to avoid the development
- 5.4.31 While there may be a degree of intervisibility between this asset and the Site, the materiality and design principles within the Proposed Development, including bay windows, balconies and a brick construction, will help offset the intensification of the current massing. The materiality of the Proposed Development responds better to the built form of the asset in contrast to Graeme House and the wider precinct. The design will therefore be appropriate to the character of the Lloyd and Platts Hotel, which is marked as a positive contributor to the built environment of the CA. Please refer to Appendix 5-A for the operational effects on the asset.
- 5.4.32 Following assessment of the Lloyd and Platts Hotel (Grade II, NHLE 1096127) within Appendix 5-A which is considered a Medium Sensitivity receptor, the resulting effects would therefore be **permanent, long term, minor adverse** effect which is considered **not significant**.

Wilbraham Road Conservative Club (KUB 03) and Spread-Eagle Hotel (KUB 09)

- 5.4.33 Operational phase effects will introduce a new scale and massing within the grouping's urban environment. As such the current experience of the assets' has the potential to be impacted. However, the high-quality build and improved materiality of buildings on the site will enhance the asset's surroundings and allow for a greater appreciation of their high-quality build. The focusing of taller elements away from the grouping is also considered a benefit.
- 5.4.34 In addition, embedded mitigation features such as appropriate materiality and stepping back of massing before the Conservation Area in which the asset resides would reduce impact. The resulting effect at operation would therefore be **permanent, long-term, minor adverse effect** and is therefore **not significant**.

464 Wilbraham Road (Sunwick Villa) (B 01)

- 5.4.35 Operational phase effects have the potential alter the existing scale and massing of the current urban environment. However, the improved materiality and high-quality build of the Development have the potential to limit impact through the improvement of the



public realm. The reinstatement of historic Manchester Road is also considered a benefit.

- 5.4.36 In addition, embedded mitigation measures such as appropriate materiality within the Development would therefore reduce impact. The resulting effect at operation would therefore be **permanent, long-term, minor adverse effect** and considered **not significant**.



5.5.0 Mitigation

Embedded Mitigation Measures

Construction Phase

- 5.5.1 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 to the nearby designated and non-designated built-heritage assets. These include but are not limited to:
- 2.4m high hoarding to the perimeter to mitigate any low-level noise from the construction activities;
 - Site team will measure specific task Noise levels on a weekly basis and record these levels until the façade is fully enclosed;
 - No specific works are expected to be at an excessive level or a continual spike to cause nuisance/disturbance to the community. There is no anticipation for permanent noise monitoring stations during the construction phase;
 - In the event of noise levels being in breach of the above, the site will provide acoustic dampening blankets locally to the works to reduce the impact of noise to a satisfactory level; and
 - Ground Level Vibration Monitoring stations will be fixed at each boundary location to record all ground vibration during high risk works i.e. Piling and certain Civil Engineering substructure works.
- 5.5.2 The requirement for the applicant to submit a final CEMP for approval by MCC, as local planning authority, will be secured by way of appropriate pre-development planning condition.

Operational Phase

- 5.5.3 A series of mitigation methods were employed to lessen the direct impacts to the nearby designated and non-designated built-heritage assets, and to feature a more consistent architectural fluency within the Site. Embedded mitigation measures such as tree and hedge planting, and the retention of existing hedgerows and tree lines throughout the Site will be managed over the lifespan of the Proposed Development through a Landscape Environment Management Plan (LEMP). The LEMP, which will be secured through a planning condition, will ensure adequate maintenance of embedded mitigation measures so that the existing and proposed planting survives and matures as expected.
- 5.5.4 More information can be found in **Appendix 5-A** and the Design and Access Statement accompanying the ES Chapter. These include but are not limited to:
- 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 Proposed Development being ten storeys at the highest point. These will also include set-back top floors.



- 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;

Additional Mitigation Measures

Construction Phase

5.5.5 No additional mitigation measures have been proposed during the Construction Phase.

Operational Phase

5.5.6 No mitigation measures have been proposed during the Operational Phase.



5.6.0 Residual Effects

Construction Phase

- 5.6.1 As no additional mitigation is recommended, there will be no change from the assessment of effects above.

Operational Phase

- 5.6.2 As no additional mitigation is recommended, there will be no change from the assessment of effects above.



5.7.0 Inter-Development Cumulative Effects

5.7.1 In accordance with **Chapter 2: Application Site and Surrounds**, this section includes the cumulative assessment of the following Committed Developments:

- Land to the Rear of 354 Wilbraham Road, Manchester (Ref. 135604/FO/2022);
- Ryebank (Ref: 142223/FO/2025);
- Former Chorlton Leisure Centre (Ref. 136791/FO/2023);
- 4B Albany Road (Ref. 136878/FO/2023); And
- Chorlton Irish Club (Ref. 136791/FO/2023).

5.7.2 It is considered that there will be **no cumulative impacts** from all the developments listed. This is due to a combination of factors including distance, the scale of development and intervening urban landscape.

Wilbraham Road/Edge Lane Conservation Area

5.7.3 There is no cumulative effect as a result of these proposed schemes which are located significant distances and obscured by a dense urban environment. As such, the assessment of effects upon the Conservation Area would remain **Minor adverse effects**.

Lloyd and Platts Hotel (NHLE 1096127)

5.7.4 There is no cumulative effect as a result of these proposed schemes which are located significant distances and are obscured by a dense urban environment. As such, the assessment of effects upon the asset would remain **Minor adverse effects**.

Former Temperance Hall (NHLE 1268311)

5.7.5 There is no cumulative effect as a result of these proposed schemes which are located significant distances and are obscured by a dense urban environment. As such, the assessment of effects upon the asset would result in **no effect**.

Chorlton Library (NHLE 1414760)

5.7.6 There is no cumulative effect as a result of these proposed schemes which are located significant distances and are obscured by a dense urban environment. As such, the assessment of effects upon the asset would result in **no effect**.

Wilbraham Road Conservative Club (KUB 03) and Spread-Eagle Public House (KUB 09)

5.7.7 There is no cumulative effect as a result of these proposed schemes which are located significant distances and are obscured by a dense urban environment. As such, the assessment of effects upon the asset would remain **Minor adverse effect**.



464 Wilbraham Road (Sunwick Villa) (B 01)

- 5.7.8 There is no cumulative effect as a result of these proposed schemes which are located significant distances and are obscured by a dense urban environment. As such, the assessment of effects upon the asset would remain **Minor adverse effects**.



5.8.0 Summary and Conclusion

- 5.8.1 This Chapter of the ES has assessed the likely significant effects of the Proposed Development on the surrounding historic built-environment and is supported by an historic environment desk-based assessment (HEDBA) produced in December 2024 (**Appendix 5-A**). The HEDBA provides a baseline assessment of the Site and an assessment of the significance of designated and non-designated built-heritage assets, including their setting. This was carried out using guidelines set out by the Chartered Institute for Archaeologists and Historic England, as well as best practice and potential judgement.
- 5.8.2 The HEDBA (**Appendix 5-A**) identified the potential for the Proposed Development to result in a permanent alteration of the existing building line and experience of entering and exiting the Wilbraham Road/Edge Lane Conservation Area. While it is acknowledged that built structures were present on the Site historically and the implementation of a range of mitigation factors designed to reduce impact on nearby designated and non-designated heritage assets
- 5.8.3 The above assessment has considered construction and operation phase impacts to the assets scoped in for further assessment. Embedded and additional mitigation have also been considered along with potential for cumulative effect. The residual effect after mitigation is summarised in **Table 5-6** below:

Table 5-6: Summary Table

Heritage Receptor	Nature of effect	Mitigation Measures	Residual Effect
Construction Phase			
Wilbraham Road/Edge Lane Conservation Area	Temporary Negligible	CEMP Embedded Construction Mitigation	Negligible
Lloyd and Platt Hotel NHLE 1096127 Grade II Listed Building	Temporary Negligible	CEMP Embedded Construction Mitigation	Negligible
Former Temperance Hall NHLE 1268311 Grade II Listed Building	Negligible	CEMP Embedded Construction Mitigation	Negligible
Chorlton Library NHLE 1414760 Grade II Listed Building	Temporary Negligible	CEMP Embedded Construction Mitigation	Negligible
Wilbraham Road Conservative Club	Temporary Negligible	CEMP	Negligible



Heritage Receptor	Nature of effect	Mitigation Measures	Residual Effect
KUB 03 Key Unlisted Building		Embedded Construction Mitigation	
Spread Eagle Hotel KUB 09 Key Unlisted Building	Temporary Negligible	CEMP Embedded Construction Mitigation	Negligible
464 Wilbraham Road (Sunwick Villa) B 01 Building of Historic Interest	Temporary Negligible	CEMP Embedded Construction Mitigation	Negligible
Operational Phase			
Wilbraham Road/Edge Lane Conservation Area	Permanent Minor Adverse	Implementation of an LEMP Embedded Design Mitigation	Permanent Minor Adverse
Lloyd and Platt Hotel NHLE 1096127 Grade II Listed Building	Permanent Minor Adverse	Implementation of an LEMP Embedded Design Mitigation	Permanent Minor Adverse
Former Temperance Hall NHLE 1268311 Grade II Listed Building	No Effect	Implementation of an LEMP Embedded Design Mitigation	No Effect
Chorlton Library NHLE 1414760 Grade II Listed Building	No Effect	Implementation of an LEMP Embedded Design Mitigation	No Effect
Wilbraham Road Conservative Club KUB 03 Key Unlisted Building	Permanent Minor Adverse	Implementation of an LEMP Embedded Design Mitigation	Permanent Minor Adverse
Spread Eagle Hotel KUB 09 Key Unlisted Building	Permanent Minor Adverse	Implementation of an LEMP Embedded Design Mitigation	Permanent Minor Adverse
464 Wilbraham Road (Sunwick Villa) B 01 Building of Historic Interest	Permanent Minor Adverse	Implementation of an LEMP Embedded Design Mitigation	Permanent Minor Adverse



REFERENCES

- National Planning Policy Framework (NPPF) (DLUHC 2024)
- Manchester Local Development Framework (2012).
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Making Sustainability Happen



Environmental Statement Chapter 6: Traffic and Transport

Chorlton Precinct, Manchester

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SLR Project No.: 425.VT3409.00001

26 March 2025

Revision: FINAL

Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
V1.0	14 February 2025	Joel Sorsby	Emily Ingham	
V1.1	28 February 2025	Joel Sorsby	Emily Ingham / Edward Bright	
V3	18 March 2025	Joel Sorsby	Emily Ingham / Edward Bright	Chris Argent
FINAL	26 March 2025	Joel Sorsby	Emily Ingham / Edward Bright	Chris Argent
	Click to enter a date.			

Basis of Report

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6.1.0 Introduction

- 6.1.1 This Chapter reports the outcome of the assessment of the likely significant environmental effects arising from the Proposed Development in relation to Traffic and Transport, and has been prepared by Civic Engineers.
- 6.1.2 It describes the technical consultation that has been undertaken, the scope of the assessment and the methodology utilised, and a summary of the baseline information that has informed the assessment.
- 6.1.3 The assessment reports on the likely significant environmental effects, any mitigation measures required to prevent, reduce or offset any significant adverse effects, or further enhance beneficial effects. The conclusions are provided both in terms of the residual effects and whether these are considered significant. The assessment of effects takes into consideration mitigation and is informed by the EIA Screening and informal Scoping process.
- 6.1.4 This Chapter, and its associated Appendices, is intended to be read as part of the wider ES, with particular reference to the introductory Chapters of this ES and the Technical Appendices prepared to support this Chapter. These Technical Appendices are comprised of the following:
- Appendix 6-A: Construction Traffic Information
 - Appendix 6-B: Construction Traffic Impact
 - Appendix 6-C: Operational Traffic Impact
 - Appendix 6-D: Cumulative Traffic Impact
 - Appendix 6-E: Transport Assessment
 - Appendix 6-F: Framework Travel Plan

Chapter Author

- 6.1.5 This Chapter has been prepared by Emily Ingham, Associate Transport Planner, Civic Engineers, MCIHT.



6.2.0 Methodology

Legislation, Guidance and Planning Policy

6.2.1 The following Legislation, Guidance and Planning Policy is of importance, and have been reviewed in the Transport Assessment which is submitted with the planning application:

- Environmental Assessment of Traffic and Movement, IEMA, 2023;
- National Planning Policy Framework;
- Planning Practice Guidance: Travel Plans, Transport Assessments and Statements (formally DLHC);
- Manual for Streets 1 and 2;
- Manchester City Council's Core Strategy;
- Manchester City Council's 'Places for Everyone'; and
- Guide to Development in Manchester Supplementary Planning Document 2007

Summary of Consultation

Screening and Scoping

6.2.2 In the Screening Opinion dated 7 January 2025, MCC requested review of the traffic impact of the construction phase, which are covered in this chapter.

6.2.3 In addition, the informal Scoping Request (email dated 13th January 2025), and the subsequent informal Scoping Opinion (email dated 15th January 2025) have been duly considered in the undertaking of this ES chapter. This includes considering the potential for cumulative effects associated with the four committed developments identified as part of the Scoping exercise, as well as the recently submitted (28th February 2025) planning application at Ryebank (142223/FO/2025) which is included in the cumulative assessment.

Additional Consultation

6.2.4 A meeting was held between Civic Engineers and Manchester City Council highway development control officers on 30th October 2024 to discuss the scope of the Transport Assessment, and the strategies for access and parking. Minutes of this meeting and the agreed strategies are included in the Transport Assessment at Appendix 6-E.

Assessment Methodology

6.2.5 This Section of the ES Chapter seeks to detail the assessment methodology utilised to undertake and assessment of the likely environment impacts relating to the traffic generated by the proposed development.

Scenarios



6.2.6 The following scenarios are included in the assessment of Traffic and Transport effects of the Proposed Development.

- **Scenario 1:** Baseline;
- **Scenario 2:** Baseline with Proposed Development during peak construction stage
- **Scenario 3:** Baseline with Proposed Development during operational stage;
- **Scenario 4:** Baseline with Proposed Development and Cumulative Development(s) during operational stage; and
- **Scenario 5:** Baseline with Cumulative Development(s) only.

Study Area

6.2.7 The initial study area was defined as links which would receive an increase in AADT of 100 or more during either the construction stage or the operational stage.

6.2.8 The approach to further define the study area, to understand links where effects should be assessed in more detail, uses Rules 1 and 2 defined by the IEMA Guidelines.

6.2.9 IEMA Guidelines state that *‘following the determination of a study area, it is recommended the competent traffic and movement expert applies two broad 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.*

Trip Generation Methodology

6.2.10 The following trip generation methodology has been used to derive vehicle trips during the Construction Stage and the Operational Stage:

- **Construction Stage:** data has been provided by the applicant's (PJL) development manager. On a peak workday during this stage, there will be 160 operatives on site, 15 LGV deliveries and 30 HGVs. The workbook at Appendix 6-A sets out how this has been used to derive daily trips (AADT). The distribution of construction traffic (HGV and LGV) is as set out in the CEMP, with all arrivals (i.e. 50% of AADT) from the west and all departures (i.e. 50% of AADT) to the east, as shown on the figure at Appendix 6-A. Staff travel has been distributed using census data for people travelling to work in the area.
- **Operational Stage:** the change in Annual Average Daily Traffic Flow (AADT) is used to define impacts. This uses the peak hour development flows presented in the Transport Assessment converted to AADT. The peak hour flows (PHF in the image below) have been converted to Annual Average Daily Traffic flows (AADF in the image below) for the purposes of this assessment using the following factors taken from the DfT's Traffic Appraisal Manual (1991). These trips are then distributed on the highway network using census data for people living in the area.



Figure 6-1: Factors Used for Conversion of Peak Hour Vehicle Flow (PHF) to Annual Average Daily Traffic Flow (AADF)¹

Conversion of Hourly Flow	Types of Road					
	Main Urban		Inter Urban		Recreational Inter-Urban	
	Factor	Coeff* (%)	Factor	Coeff* (%)	Factor	Coeff* (%)
AAHF to PHF	2.630	(11)	2.825	(15)	3.890	(23)
AAHF to 10th highest hour	2.83	(14)	3.231	(20)	4.400	(23)
AAHF to 30th highest hour	2.703	(11)	3.017	(17)	4.974	(21)
AAHF to 50th highest hour	2.649	(10)	2.891	(15)	3.742	(19)
AAHF to 100th highest hour	2.549	(9)	2.711	(12)	3.381	(15)
AAHF to 200th highest hour	2.424	(9)	2.501	(9)	3.042	(13)
AAWF to AADF	0.943	(3)	0.979	(4)	1.015	(4)

Notes: AAHF is assumed to be AADF ÷ 24

AAWF is the Average Annual Weekday Flow (Monday–Friday)

*Coefficient of Variation

Source: Traffic Appraisal Manual (TAM) DOT (1991).

Table 7.2 Peak-hour factors by road type classification.

Methodology for Defining Effects

- 6.2.11 As identified within the 2023 IEMA Guidelines, the magnitude of each effect represents the level of change from the baseline conditions.
- 6.2.12 The effects which will be considered in this ES Chapter are as follows:
- Severance of Communities;
 - Non-motorised User Delay;
 - Non-motorised User Amenity;
 - Fear and Intimidation on and by Road Users; and
 - Road User and Pedestrian Safety
- 6.2.13 Hazardous loads are scoped out of this assessment as there would be no requirement for unusual or hazardous Heavy Good Vehicle ('HGV') movements in either the construction or operational phases of the Proposed Development.
- 6.2.14 A draft CEMP is submitted with the planning application and identifies appropriate strategies for construction vehicle access and routing. A detailed CEMP will be subject to a planning condition requiring submission and approval to MCC, as local planning authority, in advance of any commencement of construction works on the site.
- 6.2.15 As set out in the IEMA Guidelines, Road Vehicle Driver and Passenger Delay should be assessed where junctions are already at or approaching capacity, and where additional vehicle trips would have a significant impact in the peak hour. As set out in the

¹ Traffic Appraisal Manual (TAM); Manual of Recommended Practice for Traffic Forecasting in Scheme Appraisal Trunk Road. Department of Transport, Assessments, Policy and Methods Division, 1991



Transport Assessment at Appendix 6-E, the net change in vehicle trips in the peak hour is just 11 in the AM peak hour and -45 in the PM peak hour. This will not have a perceptible impact on vehicle flow and therefore the effect on Driver Delay does not need to be assessed in more detail.

- 6.2.16 The environmental implications arising from noise, air quality, townscape/visual impact and built heritage effects are dealt with in other chapters of this ES and, as such, not discussed further within this ES Chapter.
- 6.2.17 A description of how the magnitude of change for each effect is determined more specifically is detailed below.

Severance of Communities

- 6.2.18 The IEMA Guidelines paragraph 3.13 states that “*severance is the perceived division that can occur within a community when it becomes separated by major transport infrastructure.*”
- 6.2.19 The measurement for assessing severance is difficult to predict as according to the Guidelines for the Environmental Assessment of Traffic and Movement, 2023: “*the correlation between the extent of severance and the physical barrier of a road is not clear and there are no predictive formulae which give simple relationships between traffic factors and levels of severance.*”
- 6.2.20 Nevertheless, the IEMA Guidelines refers to the Department for Transport’s 1983 Manual for Environmental Appraisal² and suggests using the range of indicators for determining the magnitude of change in severance of communities as set out in Table 6-1.

Table 6-1: Severance of Communities Indicator Thresholds

Magnitude of Impact	Criteria for Assessing Impact
Magnitude of Change	Change in Traffic Flow
No Change	No Change
Negligible	< 30%
Low	30% - 60%
Medium	60% - 90%
High	> 90%

- 6.2.21 However, it is noted that caution will be observed when applying these thresholds to very low baseline flows which are unlikely to experience severance impacts even with high percentage changes in traffic.

Non-motorised User Delay

² Manual for Environmental Appraisal. Department of Transport, 1983



- 6.2.22 The IEMA Guidelines note that a change in the volume, composition and/or speed of traffic may affect the ability of a person to cross roads. In general, increases in traffic levels are likely to lead to greater increases in delay. Delays will also depend on the general level of pedestrian activity, visibility and general physical conditions of the development site.
- 6.2.23 The guidelines do not set any thresholds for assessing non-motorised user delay, recommending instead that assessors use their professional judgement to determine whether non-motorised user delay constitutes a significant effect. In densely populated areas with highly sensitive receptors, it may be necessary to quantify the number of pedestrians impacted.
- 6.2.24 There is a relationship between non-motorised user delay and increased traffic volume. On this basis the significance of the change in traffic magnitude on Severance of Communities is used as a suitable measure of the significance of the change in traffic magnitude on non-motorised user delay.

Non-motorised User Amenity

- 6.2.25 With respect to 'Non-motorised User Amenity' this is described in the IEMA Guidelines as 'relative pleasantness of a journey'. It is affected by traffic flow, traffic composition, footway width and separation from the carriageway. The IEMA 1993 Guidelines suggested a tentative threshold for judging the significance of a change in pedestrian amenity where the traffic flow (or the HGV component) is halved or doubled.
- 6.2.26 The 2023 Guidelines suggests that thresholds are expressed as a starting point and have been adopted in considering the significance of effect. However, the IEMA Guidelines state that any assessment of amenity should pay full regard to specific local conditions.

Fear and Intimidation on and by Road Users

- 6.2.27 A further environmental impact that affects people is the fear and intimidation created by all moving objects. This can include motorcycles, cars, lorries, and buses, and it also has to consider other modes of travel, including horses, cycles, mobility scooters, e-scooters and e-cycles if appropriate. The extent of fear and intimidation is dependent on heavy vehicle composition, the speed vehicles are passing and proximity of traffic to people.
- 6.2.28 There is no commonly agreed guidance on the thresholds for estimating levels of danger and in the absence of such, the updated IEMA Guidelines put forward a weighting system to help assessors provide a first approximation of the likelihood of pedestrian fear and intimidation. This is assessed based on the degree of hazard to pedestrians by average traffic flow, 18-hour heavy vehicle flow and average speed over an 18-hour day in miles/hour. The degree of hazard is assessed with reference to the established thresholds, and a score provided for each combination on a highway link under consideration (see Table 6-2).



Table 6-2: Fear and Intimidation Degree Of Hazard Levels of Fear and Intimidation

Average traffic flow over 18-hour day –all vehicles / hour 2-way (a)	Total 18-hour heavy vehicle flow (b)	Average vehicle speed (c)	Degree of hazard score
+1,800	+3,000	->40	30
1,200–1,800	2,000–3,000	30–40	20
600–1,200	1,000–2,000	20–30	10
<600	<1,000	<20	0

- 6.2.29 The total score from all three elements is combined to provide a 'level' of fear and intimidation for all three elements. The thresholds suggested in the IEMA Guidelines are set out in Table 6-3.

Table 6-3: Levels of Fear and Intimidation

Level of fear	Total hazard score (a) + (b) + (c)
Extreme	71+
Great	41-70
Moderate	21-40
Small	0-20

- 6.2.30 The magnitude of impact is approximated with reference to the changes in the level of fear and intimidation from baseline conditions as set out in Table 6-4, taken from the IEMA Guidelines.

Table 6-4: Fear and Intimidation Magnitude of Impact

Magnitude of Impact	Change in step/traffic flows from baseline conditions
High	Two step changes in level
Medium	One step change in level, but with >400 vehicle increase in average 18hr average two-way all vehicle flow; and/or >500 hv increase in total 18hr hv flow
Low	One step change in level, with <400 vehicle increase in average 18hr average two-way all vehicle flow; and/or <500 hv increase in total 18hr hv flow
Negligible	No step changes

Road User and Pedestrian Safety

- 6.2.31 The IEMA Guidelines highlight that professional judgement will be needed to assess the implications of local circumstance or factors which may increase or decrease the risk of collisions, e.g. junction conflicts. The IEMA Guidelines encourage assessors to review



the baseline conditions to identify any collision clusters and assess the effects of additional development traffic for all users (including vulnerable groups).

Table 6-5: Road User and Pedestrian Safety Indicator Thresholds

Magnitude of Change	Change in traffic flow
No Change	No Change
Negligible	< 30%
Low	30% - 60%
Medium	60% - 90%
High	> 90%

Sensitivity Criteria

- 6.2.32 The sensitivity of affected receptors will be considered on a scale of high, medium, low or negligible.
- 6.2.33 The sensitivity of a road can be defined by the vulnerability of the user groups who may use it (e.g. elderly people or children). A sensitive area may be where pedestrian activity is high, for example in the vicinity of a school, or where there is already an existing accident issue. It also takes account of the existing nature of the road (e.g. an existing 'A' road is likely to have a lower sensitivity than a minor residential road as it is already used by a larger volume of traffic therefore a small increase would have a smaller change in the nature of the road).
- 6.2.34 Table 6-6 sets out the criteria used to assess the sensitivity of receptors on each link in the study area.

Table 6-6: Sensitivity Criteria

Sensitivity	Definition
High	The receptor/resource has little ability to absorb change without fundamentally altering its present character, or is of international or national importance. Defined as road links and junctions with school, nursery or playground; retirement/care homes; lack of adequate footways, lack of crossings, network congested and over capacity; collision cluster zones
Medium	The receptor/resource has moderate capacity to absorb change without significantly altering its present character, or is of high importance. Defined as road links and junctions with hospitals, surgeries, clinics, hopping areas, parks/recreation grounds; narrow footways.
Low	The receptor/resource is tolerant of change without detriment to its character, is of low or no local importance. Defined as road links and junctions with few residential properties with direct frontage to the highway link being used as a construction traffic route - Workplaces with direct frontage to highway link being used as construction route.
Negligible	Un-developed land that is already subject to significant flood risk New or existing areas designed to store and / or convey flows during times of flooding



- 6.2.35 If a link is identified as having receptors which are of high sensitivity the impacts are assessed in more detail if there is a change in AADT of 10% or more (Rule 2 of the IEMA Guidelines).
- 6.2.36 All other links in the study area will have impacts assessed in more detail if there is a change in AADT or HDV of 30% or more (Rule 1 of the IEMA Guidelines).

Magnitude of Change (Impact)

- 6.2.37 The significance of an environmental impact is determined by the interaction of magnitude and sensitivity, whereby the impacts can be positive or negative. The impact Significance Matrix is set out in Table 6-7, 'Magnitude of Change (Impact)'.
- 6.2.38 However, it should also be noted however, that the absolute effect is also important (e.g. the total flow of traffic or HDVs on a link). This is because an increase of 100% in the traffic flow on a road is likely to lead to an insignificant impact if the existing flows are low. Where this is applicable, professional judgement is applied and commentary provided.

Table 6-7: Magnitude of Change (Impact)

Magnitude	Criteria	Definition
High	Results in major and lasting exacerbation of risk	Fundamental (long term or permanent) changes to flood risk that have the potential to impact safety and pose risks to human life or health.
Medium	Results in exacerbation of risk	Short to medium term changes to flood risk that have the potential to impact safety and pose risks to human life or health. Fundamental (long term or permanent) changes to flood risk that are not likely to impact safety but would change the economic cost of a flood event.
Low	Results in minor exacerbation of risk	Short to medium term changes to flood risk that that are not likely to impact safety but would change the economic cost of a flood event. Fundamental (long term or permanent) changes to flood risk that may result in theoretical changes in flood risk but which would be difficult to measure or quantify.
Negligible	No impact to risk or level of change not significant.	Short to medium term changes that may result in theoretical changes in flood risk but which would be difficult to measure or quantify. Any situation where there would be no perceptible changes in flood risk.

Significance of Effect

- 6.2.39 The magnitude of impact and the sensitivity of the receptor are considered further to determine the significance of the effect. Table 6-8 describes the significance criteria adopted based on receptor sensitivity and impact magnitude.



Table 6-8: Significance of Effect

Magnitude of Effect	Sensitivity of Receptor				
		High	Medium	Low	Negligible
	High	Substantial / Major	Substantial / Major	Moderate	Neutral / Negligible
	Medium	Substantial / Major	Moderate	Minor	Neutral / Negligible
	Low	Moderate	Minor	Minor	Neutral / Negligible
	Negligible	Neutral / Negligible	Neutral / Negligible	Neutral / Negligible	Neutral / Negligible

- 6.2.40 Where appropriate, the significance of effect will be classified as being direct/indirect effects, secondary, cumulative, short/medium/long term, permanent/temporary and beneficial/adverse effects arising from the development.
- 6.2.41 In EIA terms, any effect greater than **Minor** is considered to be significant.
- 6.2.42 The temporal scope of effects is described as short, medium or long term, or permanent, as shown below. For the Completed Development assessments, the impacts are permanent, whereas for construction they are expected to be short to long term, and temporary.
- Short term: <12 months
 - Medium term: 1 – 5 years
 - Long term: 5+ years
 - Permanent: effects that are considered to be long lasting.



6.3.0 Baseline Conditions

- 6.3.1 This section of the ES Chapter establishes the baseline conditions for the site and any assessments which have been undertaken to establish this.

Current Baseline

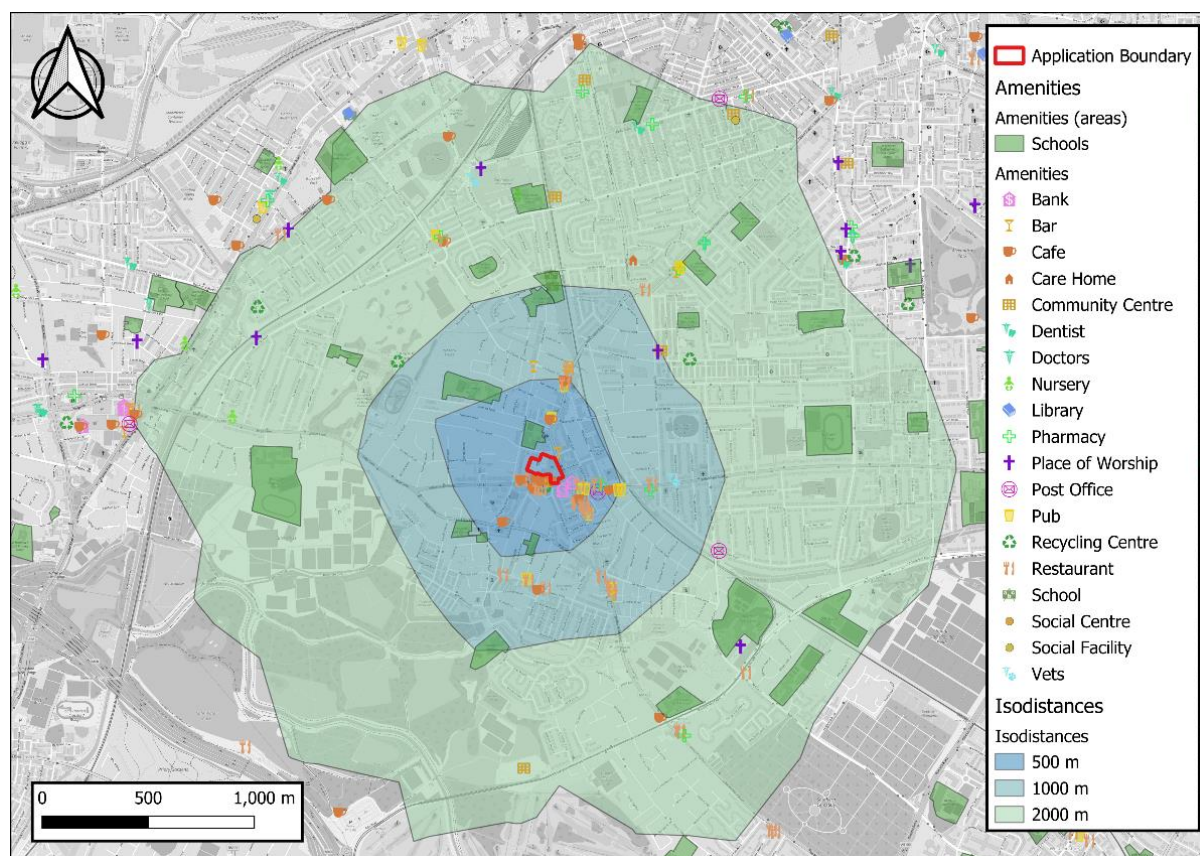
Walking

- 6.3.2 Chorlton Precinct is located within Chorlton district centre and sits at the heart of a walkable neighbourhood. Over 50% of Chorlton residents travel to work by modes other than the private car³. There are a wide range of facilities available within a kilometre of the site.
- 6.3.3 There are footways surrounding the site, along Wilbraham Road there are footways varying from 5m to 7.7m in width. Along Manchester Road there are footways of approximately 2m width on both sides of the carriageway. This footway is currently severed by the car park in the existing site. Nicolas Road and Barlow Moor Road also feature 2m wide footways with uncontrolled crossings at junctions.
- 6.3.4 Regarding the provision of appropriate kerbs around the site, the recently upgraded Wilbraham Road/ Barlow Moor Road junction features tactile paving, signal heads and dropped kerbs at each arm of the crossing point. Similarly, tactile paving at the crossing point over Nicolas Road to the north of the site is of a high quality. The other junctions in the immediate vicinity of the site feature dropped kerbs and appropriate tactile paving.

³ Data taken from <https://commute.datashine.org.uk/#mode=cardriving&direction=from&msoa=E02001073&zom=13.0&lon=-2.2265&lat=53.4561> [accessed 9/12/2024].



Figure 6-2: Walking Catchment

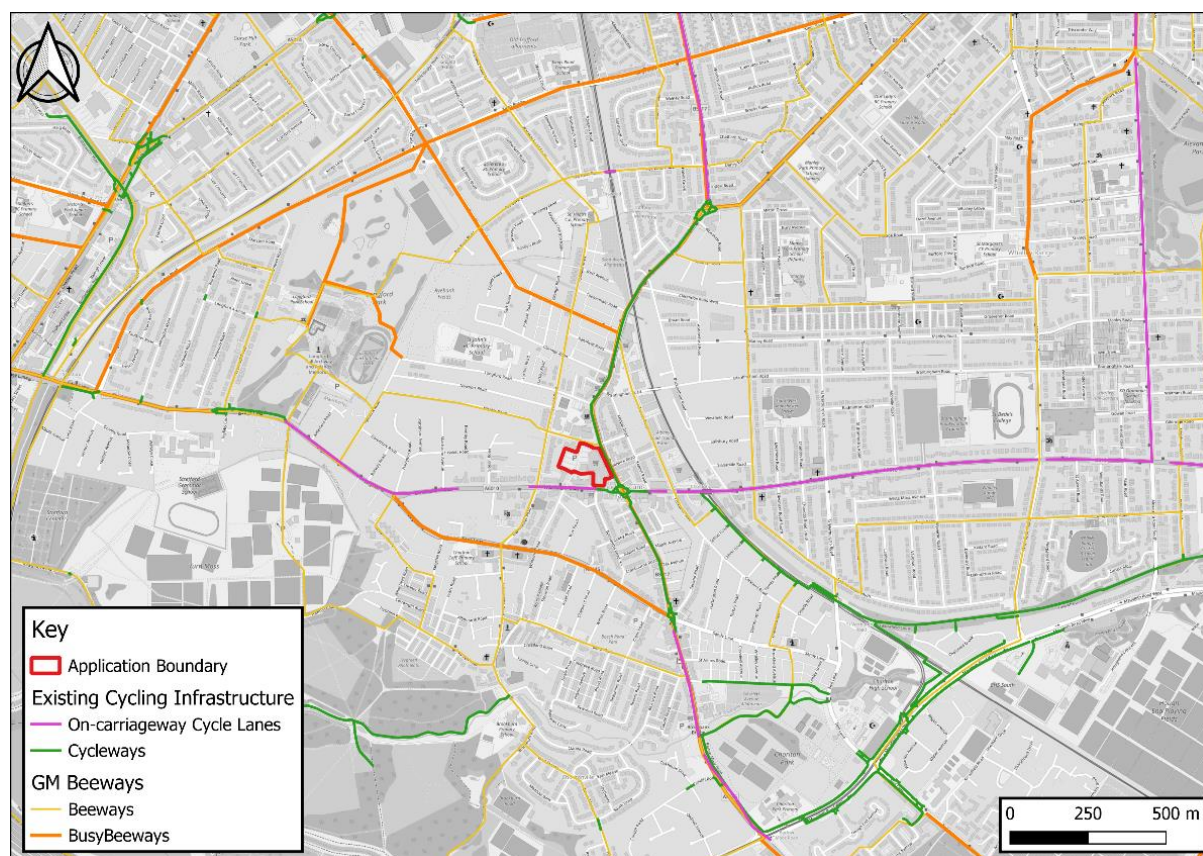


Cycling

- 6.3.5 On the east side of the application site, new segregated cycleways have been recently introduced (approx. February 2024) on both sides of Barlow Moor Road. These lead to a new CYCLOPS signalised junction at the intersection of Barlow Moor Road and Wilbraham Road. To the west of this junction there are short lengths of segregated cycleway along Wilbraham Road to link with the CYCLOPS facility. Further west the cycle provision comprises on-road painted cycle lanes that are occasionally interrupted by loading bays and/or bus stops.
- 6.3.6 There are several bicycle hire facilities surrounding the site also. Closest to the site are the Beryl bike docking stations on High Lane, approximately 325m south of the site and at the junction of Longford Road and Barlow Moor Road, 175m north of the site.
- 6.3.7 There is a high density of cycle parking facilities as well as cycle lanes that facilitate travel in a north-south or east-west direction. The cycle lanes along Wilbraham Road connect into the wider Manchester cycle network and link to both on-carriageway lanes and shared routes.



Figure 6-3: Cycle Network



Public Transport

- 6.3.8 Served by frequent bus and tram services, the site is in an area with a 'Greater Manchester Accessibility Level' (GMAL) score of 6, which is the third-highest level achievable. GMALs (rated 1-8, with 1 the lowest and 8 the highest) are a detailed and accurate measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester Local Link (flexible transport service), taking into account walk access time and service availability.
- 6.3.9 Buses route towards the City Centre and Chorlton Green along Barlow Moor Road, and towards Trafford Centre and Moss Side along Wilbraham Road. The tram stop (Chorlton) 320m east of the site is part of the East Didsbury-Rochdale and Manchester Airport-Victoria lines which pass through Old Trafford, the city centre and Rochdale to the north and Wythenshawe to the south.
- 6.3.10 The nearest rail station is Trafford Park which can be reached by bus.

Local Highway Network

- 6.3.11 Directly south of the site is Wilbraham Road (A6010), which transects southern Manchester from east to west, connecting to the A5145 in Stretford to the west and Moseley Road in Fallowfield to the east.
- 6.3.12 Wilbraham Road and Barlow Moor Road intersect immediately southeast of the site which links to the residential roads surrounding the site. Wilbraham Road is an A-road



that features a 9m wide carriageway and a speed limit of 30mph. There is a toucan crossing close to the junction of Brundretts Road and Wilbraham Road that allows access to shops on the northern side of Wilbraham Road. Moreover, there are intermittent on-carriageway cycle lanes along this road as well as a bus lane on approach to the Barlow Moor Road/ Wilbraham Road junction.

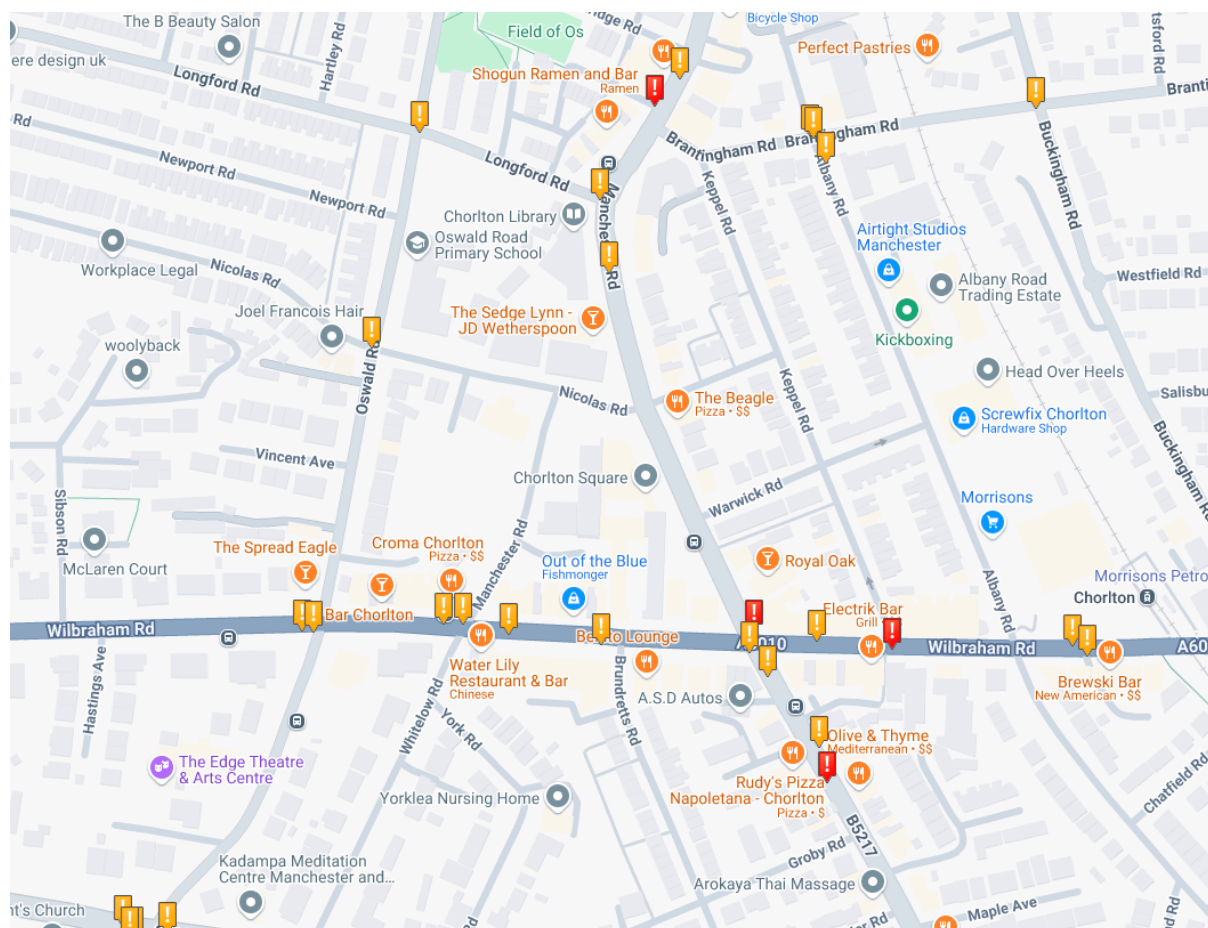
- 6.3.13 Barlow Moor Road is a B-road that is also subject to 30mph speeds and is approximately 9.5m in width. It is subject to parking restrictions in its length adjacent to the site. It features a signalised crossing close to the junction with Warwick Road as well as the CYCLOPs junction with Wilbraham Road to the south east of the site – this junction prioritises cyclist and pedestrian movements. Barlow Moor Road becomes Manchester Road following the junction with Nicolas Road north of the site. Immediately to the north of this junction, there is a signalised pedestrian crossing.
- 6.3.14 Nicolas Road is a 30mph minor access road that abuts the site to the north. It is a single-carriageway road of approximately 7.2m in width. There is an uncontrolled crossing with tactiles at the junction of Nicolas Road with Barlow Moor Road.

Accidents and Safety

- 6.3.15 In the 5-year period 2018-2022 the most recent data publicly available, there were 11 collisions on Wilbraham Road in the vicinity of the site. Of these, 10 resulted in personal injuries classified as 'slight' in severity with 1 resulting in 'serious' injuries. No collisions resulted in 'severe' injuries or fatalities.
- 6.3.16 There were also two additional collisions at the Barlow Moor Road/Wilbraham Road junction, noting that this layout has changed to a CYCLOPS arrangement since this data was captured.
- 6.3.17 Three of the collisions (two resulting in 'slight' injuries, one resulting in 'serious' injuries) involved cyclists. Similarly, two collisions resulting in injuries of slight severity involved pedestrians on Wilbraham Road and one serious.



Figure 6-4: Road Collision Locations 2018-2022



Future Baseline

- 6.3.18 No Future Baseline has been applied – this is considered as part of the cumulative assessment.



6.4.0 Assessment of Effects

6.4.1 The following paragraphs cover each of the impacts that are considered in this Chapter and how magnitude has been derived.

6.4.2 Development traffic can be allocated to categories under the two component parts, i.e. construction and operational phases. The effects of the Development have been identified by reviewing the anticipated construction programme and operational requirements for the Development, along with knowledge from undertaking EIAs of similar developments.

Construction Stage Effects

6.4.3 To understand the impact of the Proposed Development during its Construction Stage, the AADT and HDV movements in the study area in Scenario 2 have been assessed, being the busiest period in construction, and compared against movements in Scenario 1. This is presented at Appendix 6-A.

6.4.4 As shown in Appendix 6-A no links experience either an AADT or HDV increase of 30% or more during the Construction Stage (Rule 1) or an AADT increase of 10% or more, which is the threshold for links of high sensitivity, during the Construction Stage (Rule 2).

6.4.5 In addition, the submission and approval by MCC, as local planning authority, of a detailed Construction Environmental Management Plan (CEMP) will be subject to a planning condition as part of any planning permission for the site, will apply throughout the duration of the site preparation/construction period, and will manage all HGV deliveries and construction staff car / light van movements, is considered to avoid the generation of significant traffic and transport effects during the Construction Phase.

6.4.6 Therefore, construction phase impacts will be temporary, short term, **Negligible** and **not significant**, and do not require further assessment.

Operational Stage Effects

6.4.7 To understand the impact of the Proposed Development during its Operational Stage, the AADT and HDV movements in the study area in Scenario 3 (opening year + development) have been assessed and compared against movements in Scenario 1 (opening year). This is presented at Appendix 6-B.

6.4.8 As shown in Appendix 6-B no links experience either an AADT or HDV increase of 30% or more during the Operational Stage (Rule 1) or an AADT increase of 10% or more, which is the threshold for links of high sensitivity, during the Operational Stage (Rule 2).

6.4.9 Therefore, Operational Phase impacts will be permanent, long term, **Negligible** and **not significant**, and do not require further assessment.



6.5.0 Mitigation

Embedded Mitigation

6.5.1 The following embedded mitigation 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)** submitted with the planning application will manage the traffic impact of the development during construction. It provides details of where staff will park and that this will be limited in order to encourage arrival to site by non-car modes. The CEMP 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 able to accommodate additional vehicle movements.
- **Framework Travel Plan** at Appendix 6-F provides a framework for future operators of the blocks to encourage and enable residents to travel by sustainable modes rather than by private car, which will manage the transport impact of the development.
- **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.

Additional Mitigation

6.5.2 As no significant effects have been identified, no additional mitigation is required beyond the embedded mitigation measures identified above.



6.6.0 Residual Effects

6.6.1 There will be no significant residual effects as above.



6.7.0 Inter-Development Cumulative Effects

- 6.7.1 All cumulative developments requested by MCC in the Scoping Opinion have been scoped into this Traffic and Transport Chapter, as well as the recently submitted (28th February 2025) application at Ryebank, ref: 142223/FO/2025. Information was taken from the respective Transport Assessments available on the Manchester City Council planning file.
- 6.7.2 Three of the developments (136791/FO/2023, 136878/FO/2023 and 132708/FO/2022 had low AADT (50-60, with no HDV). Traffic was routed away from the Proposed Development via minor roads not in the assessed network, and by the time trips reached the network of the Proposed Development, additional trips from these three developments would be very limited, and therefore they have not been added.
- 6.7.3 The AADT at 135604/FO/2022 – Land to the rear of 354 Wilbraham Road, Manchester, Chorlton Park Ward – was 306, calculated from the AM and PM peak hour trips presented in the Transport Assessment, using the method set out in the ‘Trip Generation Methodology’ section above. HDV was not given in the Transport Assessment and therefore the proportion of HDV of the residential element of the Proposed Development has been applied, this was 0.7%, so the HDV daily flow of the committed development was 2. As this committed development is located in the vicinity of the Proposed Development, east of the Barlow Moor Road/Wilbraham Road junction, the same distribution as for the Proposed Development has been assumed.
- 6.7.4 For the submitted development proposals at Ryebank, 142223/FO/2025, vehicle trip distribution was taken from the accompanying Transport Assessment, and peak hour trips converted to AADT as per the above development.
- 6.7.5 To understand the Inter-Development Cumulative Effects during the Operational Stage of the Proposed Development and the above committed development, the AADT and HDV movements in the study area in Scenario 4 (Baseline with Proposed Development and cumulative developments during operational stage) have been assessed, and compared against movements in Scenario 1 (baseline). This is presented at Appendix 6-D.
- 6.7.6 As shown in Appendix 6-D no links experience either an AADT or HDV increase of 30% or more during the Operational Stage (Rule 1) or an AADT increase of 10% or more, which is the threshold for links of high sensitivity, during the Operational Stage (Rule 2). Indeed the maximum increase in AADT is 4% on Link 26, Wilbraham Road east of the Proposed Development, and the maximum increase in HDV is 5% on the same link.
- 6.7.7 Therefore, the risk of cumulative effects will be low, whilst any impacts would be **Negligible** and **not significant**, and do not require further assessment.



6.8.0 Summary and Conclusion

- 6.8.1 No significant effects have been identified on Traffic and Transport in the Construction Stage or Operational Stage of the Proposed Development, nor when committed developments are taken into consideration.
- 6.8.2 It is concluded that the construction and operation phases of the development are within acceptable limits of the IEMA and DMRB thresholds recommended for the assessment and is therefore considered compliant with guidance and policy requirements.



REFERENCES

- Environmental Assessment of Traffic and Movement, Institute of Environmental Management and Assessment (IEMA) Guidelines, 2023
- Traffic Appraisal Manual (TAM); Manual of Recommended Practice for Traffic Forecasting in Scheme Appraisal Trunk Road. Department of Transport, Assessments, Policy and Methods Division, 1991
- Manual for Environmental Appraisal. Department of Transport, 1983







Environmental Statement Chapter 7: Air Quality

Chorlton Precinct, Manchester

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SLR Project No.: 425.VT3409.00001

18 March 2025

Revision: FINAL

Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
V1	19 February 2025	Emily Pears-Ryding	Jethro Redmore	EB
V2	18 March 2025	Emily Pears-Ryding	Jethro Redmore	EB
FINAL	26 March 2025	Emily Pears-Ryding	Jethro Redmore	EB
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7.1.0 Introduction

- 7.1.1 This chapter of the ES assesses the likely significant effects of the Development on the environment in respect of Air Quality. This Chapter also describes the methods to assess the effects; the baseline conditions currently existing at the Site and surrounding area; the mitigation required to prevent, reduce or offset any significant negative effects; and the likely residual effects after these measures have been adopted.
- 7.1.2 The Chapter should be read in conjunction with Appendix 7-A which provides the Air Quality Assessment, associated modelling inputs and figures.

Chapter Author

- 7.1.3 This Chapter has been authored by Emily Pears-Ryding BSc MIAQM MEnvSc, who has nine years' experience in Air Quality Assessment. The reviewer was Jethro Redmore BEng MSc CEnv PIEMA MIAQM MEnvSc, who has over 19 years' experience in Air Quality Assessment. Both consultants are full Members of the Institute of Air Quality Management (IAQM).



7.2.0 Methodology

Legislation, Guidance and Planning Policy

7.2.1 The following Legislation, Guidance and Planning Policy is of relevance to this ES Chapter:

- Air Quality Standards Regulations (2010), UK Government
- The Environment (Miscellaneous Amendments) (EU Exit) Regulations (2020), UK Government
- Air Quality Strategy Framework for Local Authority Delivery (2023), Department for Environment Food and Rural Affairs (DEFRA)
- Environmental Improvement Plan (2023), DEFRA
- Environmental Protection Act (1990), UK Government
- Environmental Protection Act (2021), UK Government
- Environmental Targets (Fine Particulate Matter) (England) Regulations (2023), UK Government
- National Planning Policy Framework (2024), Ministry of Housing, Communities and Local Government
- National Planning Practice Guidance (2024), UK Government
- Town and Country Planning (Environmental Impact Assessment) Regulations (2010), UK Government
- Places for Everyone Joint Development Plan Document (2024), Greater Manchester Combined Authority (GMCA)
- Core Strategy (2012), Manchester City Council (MCC)
- Air Quality & Planning Technical Guidance (2022), MCC
- Greater Manchester Clean Air Plan (undated), GMCA, Transport for Greater Manchester
- Local Air Quality Management Technical Guidance (TG22) (2022), DEFRA
- Land-Use Planning & Development Control: Planning for Air Quality (2017), IAQM
- Guidance on the Assessment of Dust from Demolition and Construction V2.2 (2024), IAQM
- LA 105: Air Quality (2019), National Highways
- PM2.5 Targets: Interim Planning Guidance (2024), UK Government

7.2.2 Reference should be made to Appendix 7-A for further details relating to the air quality specific policies and documents.

7.2.3 Table 7-1 presents the Air Quality Objectives (AQOs), Interim Target and Concentration Target for pollutants considered within this Chapter.



Table 7-1: Air Quality Objectives/Interim Target/Concentration Target

Pollutant	Air Quality Objective/Interim Target/Concentration Target	
	Concentration ($\mu\text{g}/\text{m}^3$)	Averaging Period
NO ₂	40	Annual mean
	200	1-hour mean, not to be exceeded on more than 18 occasions per annum
PM ₁₀	40	Annual mean
	50	24-hour mean, not to be exceeded on more than 35 occasions per annum
PM _{2.5}	12	Annual mean Interim Target to be achieved by the end of January 2028
	10	Annual mean Concentration Target to be achieved by 2040

Summary of Consultation

Screening and Scoping

- 7.2.4 A formal screening opinion was provided by MCC in January 2025. This outlined the requirement for air quality to be scoped into the ES in order to consider cumulative impacts associated with the Development and other committed schemes in the vicinity of the Site.
- 7.2.5 In addition, the informal Scoping Request (email dated 13th January 2025), and the subsequent informal Scoping Opinion (email dated 15th January 2025) have been duly considered in the undertaking of this ES chapter. This includes considering the potential for cumulative effects associated with the four committed developments identified as part of the Scoping exercise.
- 7.2.6 Further details on the consultation is provided in Table 7-2.

Table 7-2: Screening and Scoping Opinions

Ref	Scoping Opinion	Comments	Outcome	Ref. within ES
Screening	Assessment of cumulative impacts required	No comment	Vehicle movements associated with cumulative developments included within assessment of operational phase road traffic exhaust emission impacts	Technical Appendix 7-A



Additional Consultation

- 7.2.7 Consultation was undertaken with MCC in October 2024 to outline the proposed approach to the Air Quality Assessment, as outlined in Appendix 1 of Appendix 7-A. This indicated the requirement for good practice principles to be included in the scheme in accordance with IAQM guidance. These are outlined in Section 6.5 of Appendix 7-A.

Assessment Methodology

- 7.2.8 This Section of the ES Chapter seeks to detail the assessment methodology utilised to undertake the assessment of potential impacts associated with the construction and operational phase of the Proposed Development.

Study Area

- 7.2.9 The study area for the assessment of fugitive dust and PM₁₀ emissions during the construction phase of the Proposed Development has been defined using the IAQM document 'Guidance on the Assessment of Dust from Demolition and Construction V2.2'. The assessment considered sensitive receptors within 250m from the Site for earthworks and construction activities, and within 50m of the Site access route up to 250m from the Site entrance for trackout.
- 7.2.10 The study area for the assessment of road vehicle exhaust emissions during the construction and operational phases was within 200m of roads with associated sensitive receptor locations where there was a predicted change in traffic flow as a result of the Proposed Development. The IAQM guidance 'Land-Use Planning & Development Guidance: Planning for Air Quality' was utilised to identify road links where the change in traffic flow had the potential to result in significant effects. The relevant roads considered as part of the assessment are shown in Figure 10 within Appendix 7-A.

Construction Phase

Fugitive Dust Emissions

- 7.2.11 There is the potential for fugitive dust emissions to occur as a result of construction phase activities. These have been assessed in accordance with the methodology outlined within the IAQM document 'Guidance on the Assessment of Dust from Demolition and Construction V2.2'.
- 7.2.12 Activities on the Site have been divided into three types to reflect their different potential impacts. These are:
- Earthworks
 - Construction
 - Trackout.
- 7.2.13 It should be noted that a separate Prior Notice for Demolition application (LPA ref: 141706/DEM/2024) was approved by MCC, 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 air quality impacts on surrounding residential receptors. The approved demolition works are intended to commence in Q2 2025 (initially internal soft-strip works) for a period of circa 20 weeks. As such, potential impacts associated with demolition have not been considered further.

- 7.2.14 Reference should be made to Chapter 3.0 of Appendix 7-A for full details of the methodology for defining the sensitivity of receptors, determining the magnitude of change and significance of effect. This is provided in accordance with the IAQM guidance.

Construction Phase Road Vehicle Exhaust Emissions

- 7.2.15 The Development has the potential to impact on existing air quality as a result of road traffic exhaust emissions associated with vehicles travelling to and from the Site during the construction phase. An assessment was therefore undertaken in accordance with the IAQM guidance 'Land-Use Planning & Development Control: Planning for Air Quality'. This involved comparing the predicted change in vehicle flows on the local road network as a result of construction of the Development with the following thresholds:
- A change of Light Duty Vehicle (LDV) flows of more than 100 Annual Average Daily Traffic (AADT) within or adjacent to an AQMA or more than 500 AADT elsewhere
 - A change of HDV flows of more than 25 AADT within an AQMA or more than 100 AADT elsewhere
- 7.2.16 The significance of predicted effects was subsequently determined in accordance with the approach described in the Assessment of Significance section below.

Operational Phase

Road Vehicle Exhaust Emissions

- 7.2.17 The Development has the potential to impact on existing air quality as a result of road traffic exhaust emissions associated with vehicles travelling to and from the Site during the operational phase.
- 7.2.18 Potential impacts were defined by predicting pollutant levels at sensitive human receptor locations using dispersion modelling for the following Scenarios:
- 2023 - Model Verification (comparison of predicted and measures pollutant concentrations allowing calculation of a verification factor to adjust results accordingly)
 - Opening year Do-Minimum (DM) (predicted traffic flows in 2028 should the Development not proceed)
 - Opening year Do-Something (DS) (predicted traffic flows in 2028 should the Development be completed)



- 7.2.19 The DM scenario (i.e. without the Development) included baseline traffic data, inclusive of anticipated growth and committed developments for 2028. The DS scenario (i.e. with the Development) included baseline traffic data, inclusive of anticipated growth and committed developments, in addition to predicted vehicle trips associated with the Development.
- 7.2.20 Reference should be made to Chapter 3.0 of Appendix 7-A for full details of the methodology for defining the sensitivity of receptors, determining the magnitude of change and significance of effect. This is provided in accordance with the IAQM guidance.
- 7.2.21 The dispersion modelling inputs are contained within Appendix 2 of Appendix 7-A.

Potential Future Exposure

- 7.2.22 The Development has the potential to expose future occupants to poor air quality. Pollutant concentrations were therefore quantified across the Site using dispersion modelling. The results were subsequently compared with the relevant AQOs and Concentration Target to determine the potential for exceedence. Reference should be made to Appendix 2 of Appendix 7-A for a full description of the assessment input data.

Significance of Effect

- 7.2.23 The significance of potential impacts was determined by integrating the assessment of sensitivity and impact magnitude in a reasoned way. This is described separately for each potential air quality effect in the following sections.

Construction Phase Fugitive Dust Emissions

- 7.2.24 The significance of predicted air quality effects as a result of fugitive dust emissions during earthworks, construction and trackout was determined in accordance with the IAQM guidance 'Assessment of Dust from Demolition and Construction V2.2'. Using this methodology, significance was determined for each activity based on the interaction between the predicted dust impact risk magnitude and the receptor sensitivity.
- 7.2.25 In order to align with the Town and Country Planning (Environmental Impact Assessment) Regulations (2017) the classifications for significance of effect outlined in Chapter 3.0 of Appendix 7-A have been adjusted as follows within this Chapter:
- Negligible - Negligible
 - Low - Minor
 - Medium - Moderate
 - High - Major.
- 7.2.26 Once the effect significance has been determined, Site specific mitigation measures were identified from the IAQM guidance in order to reduce potential dust impacts. For sites with **negligible** effects, mitigation measures beyond those required by legislation are not required. However, additional controls may be applied as part of good practice.



- 7.2.27 The significance of residual impacts was then determined based on the dust effect significance and appropriate mitigation measures. For almost all construction activities, the aim should be to control effects through the use of effective mitigation. Experience shows that this is normally possible. Hence the residual effect will normally be **negligible**. This is regarded as **not significant** with respect to the Town and Country Planning (Environmental Impact Assessment) Regulations (2017).

Construction Phase Road Vehicle Exhaust Emissions

- 7.2.28 With regard to construction phase road vehicle exhaust emissions, if the predicted change in traffic flow on the road network as a result of the Development is less than the thresholds outlined previously, the IAQM guidance 'Land-Use Planning & Development Control: Planning for Air Quality' indicates effects associated with road traffic exhaust emission effects can be classed as **negligible** and no further assessment is required. These effects would be considered **not significant** with respect to the Town and Country Planning (Environmental Impact Assessment) Regulations (2017).

Operational Phase Road Vehicle Exhaust Emissions

- 7.2.29 The significance of predicted air quality effects as a result of road vehicle exhaust emissions during operation was determined in accordance with the IAQM guidance 'Land-Use Planning and Development Control: Planning for Air Quality', as outlined in Chapter 3.0 of Appendix 7-A.
- 7.2.30 In order to align with the Town and Country Planning (Environmental Impact Assessment) Regulations (2017) the classifications for significance of effect outlined in Chapter 3.0 of Appendix 7-A have been adjusted as follows within this Chapter:
- Negligible - Negligible
 - Slight - Minor
 - Moderate - Moderate (no adjustment made)
 - Substantial - Major.
- 7.2.31 Following the prediction of impacts at discrete receptor locations, the IAQM indicate that an assessment must reach a conclusion on the likely significance of the predicted impact. Where the overall effect is **major** or **moderate**, the effect is likely to be considered **significant**, whilst if the effect is **minor** or **negligible**, the effect is likely to be considered **not significant** with regard to the Town and Country Planning (Environmental Impact Assessment) Regulations (2017).

Potential Future Exposure

- 7.2.32 With regard to potential exposure of future occupants, should the AQOs or Concentration Target be exceeded, then the IAQM guidance 'Land-Use Planning & Development Control: Planning for Air Quality' considers effects to be **significant** and mitigation is required. Should compliance with the AQOs and Concentration Target be indicated, then effects would be considered **not significant** with respect to the Town and Country Planning (Environmental Impact Assessment) Regulations (2017).



Mitigation Hierarchy

- 7.2.33 In the first instance, air quality impacts associated with the construction and operational phase should be prevented or avoided as far as practicable. If this cannot be achieved, reduction and minimisation of air quality impacts should be considered. This will include provision of mitigation measures that act on the source, pathway and finally receptor.
- 7.2.34 Offsetting of emissions may be required. However, this should only be considered once the solutions for preventing, avoiding, reducing and minimising impacts have been exhausted.

Assumptions and Limitations

- 7.2.35 A number of assumptions have been made during the undertaking of the assessment. These include the following:
- Road traffic exhaust emissions are predicted to decrease in future years with changes to the UK's fleet in line with Government legislation. However, an assumption that emission factors remain the same was adopted in order to provide a robust assessment and avoid uncertainty around the level of potential decrease
 - The meteorological data used for the assessment is representative of the conditions at the Site. Records were obtained based on a review of available observation locations to ensure the most representative record station was selected
 - Background pollutant concentrations used for the assessment are representative of baseline annual mean pollutant concentrations at the Site. These values were obtained from the DEFRA background mapping study to ensure the most accurate representation of background pollutant concentrations
 - The traffic data obtained for the purpose of the assessment is accurate. These values were provided by Civic Engineers, the Transport Consultants for the project, and the Department for Transport web tool. These are considered suitable data sources for an assessment of this nature
 - The monitoring data used in the assessment is accurate. The results were obtained from the 'Greater Manchester Local Air Quality Management and Clean Air Plan NO₂ Diffusion Tube Results 2011 and 2023' spreadsheet and have been ratified by DEFRA. They are therefore considered valid
- 7.2.36 The above assumptions are similar to those required for any project of this nature and the adoption of worst-case parameters, where necessary, has ensured the assessment results can be considered sufficiently robust.



7.3.0 Baseline Conditions

Current Baseline

- 7.3.1 Existing air quality conditions in the vicinity of the Site were identified in order to provide a baseline for the assessment. This included consideration of the following factors:
- Local Air Quality Management and presence of any Air Quality Management Areas (AQMAs);
 - Air quality monitoring data, including results from the 'Greater Manchester Local Air Quality Management and Clean Air Plan NO₂ Diffusion Tube Results 2011 and 2023';
 - Background pollutant concentrations obtained from DEFRA; and
 - Sensitive receptor locations associated with the construction and operational phases, including those located along Manchester Road, Wilbraham Road, Oswald Road and Barlow Moor Road.
- 7.3.2 There are no designated ecological sites within 200m of roads that could experience an increase in traffic flows generated by the proposed development.
- 7.3.3 Reference should be made to Section 4.0 of Appendix 7-A for a full description of baseline conditions.

Future Baseline

- 7.3.4 When determining the future baseline, the EIA Regulations focus on the 'natural evolution' of the baseline in the absence of the Development. From an air quality perspective there are limited 'natural' aspects that would influence the change in the baseline and any changes would be as direct consequences of human intervention.
- 7.3.5 It is currently predicted that air quality will improve in future years. The DEFRA 'Air Pollution in the UK 2023' report published in September 2024 indicates that ambient concentrations of NO₂, as measured by the Automatic Urban and Rural Network (AURN), have demonstrated a downward trend since the AURNs inception in 1992. In addition, in January 2019 the UK Government launched the Clean Air Strategy which included a commitment to end the sale of new diesel and petrol cars by the end of 2030. This will continue to aid the reduction of road vehicle exhaust emissions from combustion engines, including nitrogen oxides (NO_x) and PM₁₀.
- 7.3.6 In order to provide a future baseline for assessment of operational stage air quality effects at human health receptors, predicted 2025 annual mean NO₂, PM₁₀ and PM_{2.5} background concentrations were taken from the DEFRA mapping study for the grid square containing the Site. These are summarised in Table 13 of Appendix 7-A and indicate that predicted background concentrations are below the relevant AQOs and AQLV at the site.



7.4.0 Assessment of Effects

Construction Phase Fugitive Dust Emissions

- 7.4.1 Activities associated with earthworks, construction and trackout activities have the potential to result in fugitive dust emissions throughout the construction phase. Vehicle movements both on-Site and on the local road network also have the potential to result in the re-suspension of dust from haul roads and highway surfaces.
- 7.4.2 The potential for impacts at sensitive locations depends significantly on local meteorology during the undertaking of dust generating activities with the most significant effects likely to occur during dry and windy conditions.
- 7.4.3 As outlined in Section 4.0 of Appendix 7-A, a number of sensitive receptors were identified within 250m of the Site boundary. As such, a detailed assessment of potential dust impacts was undertaken. This is provided in Section 5.0 of Appendix 7-A.
- 7.4.4 All of the sensitive receptors are identified as being of High sensitivity, whilst the Magnitude of Emission (Impact) is identified in Section 5.3 of Appendix 7-A. A summary of the predicted unmitigated effect significance from construction phase activities is provided in Table 7-3. It is noted that results are presented as unmitigated in accordance with IAQM guidance.

Table 7-3: Construction Dust - Summary of Potential Unmitigated Dust Effects During Construction

Potential Impact	Potential Unmitigated Dust Effect		
	Earthworks	Construction	Trackout
Dust Soiling	Minor	Major	Minor
Human Health	Minor	Moderate	Minor

- 7.4.5 As shown in Table 7-3, potential unmitigated effects ranged from **minor** to **major**. However, as discussed in Section 7.5.0, the planning application is informed by a Framework CEMP document as embedded mitigation. A detailed CEMP will be submitted for approval by MCC, as local planning authority, in advance of any construction works commencing on site; this be controlled by way of appropriate planning condition. On this basis, dust effects during construction are considered to be **negligible** and therefore **not significant**.
- 7.4.6 Effects associated with the construction phase are considered to be **direct, short term, temporary** and **adverse**.

Construction Phase Road Vehicle Exhaust Emissions

- 7.4.7 Vehicle movements associated with the construction phase will generate exhaust emissions on the local road network. The predicted number of trips was provided by Civic Engineers, the Transport Consultants for the project. This indicated that during the construction phase the Proposed Development is predicted to generate less than 100 LDV and 24 HDV movements per day.



- 7.4.8 Based on the above, effects were predicted to be **negligible** and **not significant**.
- 7.4.9 Effects associated with the construction phase are considered to be **direct, short term, temporary** and **adverse**.

Operational Phase Road Vehicle Exhaust Emission Impacts

- 7.4.10 Vehicle movements associated with the operation of the Development will generate exhaust emissions on the local and regional road networks. 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. This is provided in Section 6.0 of Appendix 7-A.
- 7.4.11 As outlined in Section 6.0 of Appendix 7-A, 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. This is considered to be **not significant**.
- 7.4.12 Effects associated with the operational phase were considered to be **direct, long term** and **permanent**.

Operational Phase Potential Future Exposure

- 7.4.13 The Development has the potential to cause the exposure of future occupants to elevated pollution levels associated with local road vehicle exhaust emissions. Dispersion modelling was undertaken with the inputs described in Appendix 2 of Appendix 7-A. The results of the modelling are outlined in Section 6.0 of Appendix 7-A.
- 7.4.14 As outlined in Section 6.0 of Appendix 7-A, annual mean NO₂, PM₁₀ and PM_{2.5} concentrations were below the relevant AQO and Concentration Target across the Site. As such, the predicted effect was **not significant**.
- 7.4.15 Effects associated with the operational phase are considered to be **direct, long term** and **permanent**.



7.5.0 Mitigation

Embedded Mitigation

Construction Phase Fugitive Dust Emissions

- 7.5.1 A Framework Construction Environment Management Plan (CEMP) has been prepared as part of the planning application to identify appropriate mitigation to control potential air quality effects during the construction phase. The mitigation measures outlined in Table 18 of Appendix 7-A were included within the CEMP to mitigate fugitive dust emissions. These were based on the advice provided within the IAQM guidance 'Guidance on the Assessment of Dust from Demolition and Construction V2.2' and were therefore considered suitable for the Site. A detailed CEMP will be subject to a planning condition requiring the submission and approval by MCC, as local planning authority, prior to commencement of any construction works on site.

Construction Phase Road Vehicle Exhaust Emissions

- 7.5.2 Air quality effects as a result of construction phase road vehicle exhaust emissions were predicted to be **not significant**. As such, mitigation measures were not considered necessary (albeit a detailed CEMP will be required to identify construction vehicle routing and access strategies).

Operational Phase Road Vehicle Exhaust Emissions

- 7.5.3 Although air quality effects as a result of operational phase road vehicle exhaust emissions were predicted to be **not significant**, a number of measures have been proposed in accordance with the requirements of the IAQM guidance 'Land-Use Planning & Development Control: Planning for Air Quality' to encourage the use of sustainable transport modes, manage vehicle flow and reduce pollution around the Site. These are outlined in Table 26 and Table 27 of Appendix 7-A, and have been formalised within a Framework Travel Plan.

Additional Mitigation

Construction Phase Fugitive Dust Emissions

- 7.5.4 Air quality effects as a result of construction phase fugitive dust emissions were predicted to be **not significant** based on the inclusion of the embedded mitigation. As such, additional mitigation measures were not considered necessary.

Construction Phase Road Vehicle Exhaust Emissions

- 7.5.5 Air quality effects as a result of construction phase road vehicle exhaust emissions were predicted to be **not significant**. As such, additional mitigation measures were not considered necessary.



Operational Phase Road Vehicle Exhaust Emissions

- 7.5.6 Air quality effects as a result of operational phase road vehicle exhaust emissions were predicted to be **not significant**. As such, additional mitigation measures were not considered necessary.



7.6.0 Residual Effects

- 7.6.1 Following the effective implementation of the mitigation measures, there would be no significant residual effects arising from the Development during the construction or operational phases.



7.7.0 Inter-Development Cumulative Effects

Construction Phase Fugitive Dust Emissions

- 7.7.1 The list of committed developments set out in Chapter 2 Site and Surrounds was reviewed. It is possible that cumulative dust impacts may occur during if construction is undertaken within 250m of the Site. However, fugitive dust emission associated with the Proposed Development would be minimised through the outlined mitigation measures (primarily the preparation of a detailed Construction Environment Management Plan – CEMP). A similar level of control would also be expected for the committed developments identified. Therefore, there is a low risk of cumulative effects and any interaction would lead to a negligible effect which would be **not significant**.

Construction Phase Road Vehicle Exhaust Emissions

- 7.7.2 Cumulative vehicle exhaust emissions may occur during construction as a result of additional traffic movements associated with the identified committed developments. However, the number of vehicle trips associated with the Development are lower than the IAQM screening criteria, as outlined in Section 7.4.0. Based on the scale of the identified committed developments, a lower level of vehicle trip generation would be expected. As such, the screening criteria are unlikely to be exceeded when cumulative trips are considered. Therefore, there is a low risk of cumulative effects and any interaction would lead to a negligible effect which would be **not significant**.

Operational Phase Road Vehicle Exhaust Emissions

- 7.7.3 Similarly to the construction phase, cumulative effects may occur as a result of additional traffic movements associated with the identified committed developments in the vicinity of the Site during operation. However, the traffic data utilised for the assessment included predicted changes in flows as a result of the committed developments. As outlined previously, the screening criteria are unlikely to be exceeded when cumulative trips are considered. Therefore, there is a low risk of cumulative effects and any interaction would lead to a negligible effect which would be **not significant**.



7.8.0 Summary and Conclusion

- 7.8.1 The Proposed Development has the potential to cause air quality effects as a result of dust and road traffic exhaust emissions. As such, an assessment was undertaken in order to determine baseline conditions and assess the significance of predicted effects.
- 7.8.2 The Site is partly located within the Greater Manchester Combined Authority Air Quality Management Area which has been declared due to high pollutant levels. However, local monitoring results indicate that levels are below the relevant criteria in the vicinity of the Site. Background pollutant concentrations are also below the relevant criteria.
- 7.8.3 Potential construction phase air quality effects from fugitive dust emissions were assessed as a result of earthworks, construction and trackout. A Construction Management Plan had been produced in support of the Proposed Development. Measures outlined within the document will be reviewed and updated as necessary. They will then continue to be implemented in order to reduce potential effects associated with fugitive dust emissions during the construction phase as far as practicable.
- 7.8.4 During the operational phase of the Proposed Development there is the potential for air quality effects as a result of road traffic exhaust emissions associated with vehicles travelling to and from the Site. These were assessed using dispersion modelling and best practice guidance. Review of the results indicated that effects were not predicted to be significant at any sensitive receptor location.
- 7.8.5 The potential for exposure of future residents to poor air quality was also assessed using dispersion modelling. This indicated that pollutant concentrations were below the relevant criteria at all proposed building facades. As such, the predicted effect was not predicted to be significant.
- 7.8.6 Based on the results of the assessment, residual air quality effects associated with the Proposed Development are not considered to be significant.



REFERENCES

- UK Government (2010), Air Quality Standards Regulations (2010)
- UK Government (2020), The Environment (Miscellaneous Amendments) (EU Exit) Regulations
- DEFRA (2023), Air Quality Strategy Framework for Local Authority Delivery
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- Ministry of Housing, Communities and Local Government (2024), National Planning Policy Framework
- UK Government (2024), National Planning Practice Guidance
- UK Government (2010), Town and Country Planning (Environmental Impact Assessment) Regulations
- GMCA (2024), Places for Everyone Joint Development Plan Document
- MCC (2012), Core Strategy Development Plan Document
- MCC (2022), Air Quality & Planning Technical Guidance
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- DEFRA (2022), Local Air Quality Management Technical Guidance (TG22)
- IAQM (2017), Land-Use Planning & Development Control: Planning for Air Quality
- IAQM (2024), Guidance on the Assessment of Dust from Demolition and Construction V2.2
- DMRB (2019), Air Quality, DMRB Volume 11, Section 3 Part 1, LA 105
- UK Government (2024), PM_{2.5} Targets: Interim Planning Guidance
- GMCA (2024), Greater Manchester Local Air Quality Management and Clean Air Plan NO₂ Diffusion Tube Results 2011 and 2023
- DEFRA (2024), Air Pollution in the UK 2023





Making Sustainability Happen



Environmental Statement Chapter 8: Noise

Chorlton Precinct, Manchester

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SLR Project No.: 425.VT3409.00001

26 February 2025

Revision: FINAL

Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
V1	18 February 2025	L Faulkner	M Bailey	L Faulkner
V2	17 March 2025	L Faulkner	M Bailey	L Faulkner
FINAL	26 March 2025	L Faulkner	M Bailey	EB
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Basis of Report

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8.1.0 Introduction

- 8.1.1 This Chapter assesses the effects of the Proposed Development on noise and vibration, as well as considering potential impacts of noise upon the proposed receptors. In particular, this Chapter considers the potential likely significant effects of noise and vibration impacts associated with the construction and operation of the Proposed Development as well as assessing the potential impact of the proposed usage or change in usage upon sensitive receptors.
- 8.1.2 The Chapter describes the methods used to assess the likely significant effects, the baseline conditions currently existing at the site and surroundings, the potential direct and indirect effects of the Proposed Development arising from noise and vibration, the mitigation measures required to prevent, reduce, or offset the identified significant effects and the residual effects.
- 8.1.3 This Chapter should be read in conjunction with the Noise Impact Assessment (NIA), submitted with the application, and provided in Appendix 8-A.

Chapter Author

- 8.1.4 This Chapter has been completed by Lee Faulkner, Associate Director at E3P and team lead of Acoustics and Vibration. Lee holds a BSc (Hons) in Geography and the Institute of Acoustics Post Graduate Diploma in Acoustics and Noise Control. Lee is a full member of the Institute of Acoustics and member of the Institute of Environmental Science. Lee has over 14 years' experience in the measurement and assessment of noise and vibration for residential, industrial, energy and education uses, nationally.



8.2.0 Methodology

Legislation, Guidance and Planning Policy

Legislation

- 8.2.1 The Control of Pollution Act 1974 contains powers for local authorities to deal with noise and vibration from construction and demolition sites.
- 8.2.2 The Environmental Protection Act 1990 and 2021 provides the principal controls over so-called "statutory nuisances", including noise emitted from premises so as to be prejudicial to health or a nuisance. By virtue of the Noise and Statutory Nuisance Act 1993, it also applies to nuisances arising from vehicles, machinery and other equipment, in the street.

National Planning Policy

National Planning Policy Framework (updated December 2024)

- 8.2.3 The National Planning Policy Framework (NPPF) (updated December 2024) aims to prevent unacceptable risks from pollution and requires that planning policies and decisions should ensure that new development is appropriate for its location. The effects (including cumulative effects) of pollution on health, the natural environment or general amenity, and the potential sensitivity of the area or Proposed Development to adverse effects from pollution, should be taken into account.
- 8.2.4 The NPPF (paragraph 198) states that planning policies and decisions should ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should:
- *"Mitigate, and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life;*
 - *Identify and protect tranquil areas which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason;(...)"*

Noise Policy Statement for England (NPSE) 2010

- 8.2.5 The NPSE Document was published by DEFRA in 2010 and paragraph 1.7 states three main policy aims:
- *"Through the effective management and control of environmental, neighbour and neighbourhood noise within the context of Government policy on sustainable development:*
 - *Avoid significant adverse impacts on health and quality of life;*
 - *Mitigate and minimise adverse impacts on health and quality of life; and*
 - *Where possible, contribute to the improvement of health and quality of life".*



- 8.2.6 The NPSE also briefly outlines what the aims of the document mean and are based on established concepts applied to noise impacts, specifically NOEL (No Observed Effect Level, LOAEL (Lowest Observed Adverse Effect Level) and SOAEL (Significant Observed Adverse Effect Level). This is further expanded upon below.

Planning Practice Guidance (PPG) – Noise (2019)

- 8.2.7 Planning Practice Guidance for Noise states that noise needs to be considered when new developments may create additional noise and when new developments would be sensitive to the prevailing acoustic environment. When preparing local or neighbourhood plans, or making decisions about new development, there may also be opportunities to consider improvements to the acoustic environment.

Local Planning Policy

Manchester City Council Extant Unitary Development Policies (UDP)

Development Control Policy 26: Development and Noise

- 8.2.8 DC26.1: *“The Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both:*
- a. the effect of new development proposals which are likely to be generators of noise; and*
 - b. the implications of new development being exposed to existing noise sources which are effectively outside planning control”.*
- 8.2.9 DC26.2: *“New noise-sensitive developments (including large-scale changes of use of existing land or buildings), such as housing, schools, hospitals or similar activities, will be permitted subject to their not being in locations which would expose them to high noise levels from existing uses or operations, unless the effects of the noise can realistically be reduced. In giving effect to this policy, the Council will take account both of noise exposure at the time of receiving a planning application and of any increase that may reasonably be expected in the foreseeable future”.*
- 8.2.10 DC26.3: *“Developments likely to result in unacceptably high levels of noises will not be permitted:*
- a. in residential areas;*
 - b. near schools, hospitals, nursing homes and similar institutions;*
 - c. near open land used frequently for recreational purposes”.*
- 8.2.11 DC26.4: *“Where the Council believes that an existing noise source might result in an adverse impact upon a proposed new development, or where a new proposal might generate potentially unacceptable levels of noise, it will in either case require the applicant to provide an assessment of the likely impact and of the measures he proposes to deal satisfactorily with it. Such measures might include the following:*



a. engineering solutions, including reduction of noise at source, improving sound insulation of sensitive buildings or screening by purpose-built barriers;

b. layout solutions, including consideration of the distance between the source of the noise and the buildings or land affected by it; and screening by natural barriers or other buildings or noncritical rooms within a building; and

c. administrative steps, including limiting the operating times of the noise source, restricting activities allowed on the site or specifying an acceptable noise limit. Any or all of these factors will be considered appropriate for inclusion in conditions on any planning permission”.

8.2.12 DC26.5: *“The Council will control noise levels by requiring, where necessary, high levels of noise insulation in new development as well as noise barriers where this is appropriate”.*

8.2.13 DC26.6: *“Exceptions to the general policy will be considered on their merits. The Council accept, as an example, that the occasional use of outdoor facilities such as sports stadia for concerts can be acceptable in certain circumstances. Any such proposal will be considered in the light of consultation with local residents and others, and the practicability of appropriate conditions on any approval.*

Reasons: It has become increasingly accepted that noise is a major source of environmental pollution, affecting peoples' physical and mental health. The Council considers that the planning process has a role to play in reducing noise levels generally and, through the development control system, to consider carefully the relationship between different land-uses from the point of view of noise generation and impact. Reaching judgments on what is or is not an acceptable amount or type of noise is a complex matter, consideration of which will depend on the particular circumstances on the ground”.

Manchester Core Strategy (2012)

Policy DM 1 - Development Management

8.2.14 All development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:

- Appropriate siting, layout, scale, form, massing, materials and detail.
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.

...



Places for Everyone (PPE) Plan (2024)

Policy JP-C5: Streets for All

- 8.2.15 Streets will be designed and managed to make a significant positive contribution to the quality of place and support high levels of walking, cycling and public transport. Targeted improvements to the highway network will be supported through studies and scheme development, where they complement the aim of securing a significant increase in the proportion of trips made by walking, cycling and public transport (as set out in Policy JP-C6 'Walking and Cycling' and Policy JP-C3 'Public Transport').

"We will seek to ensure:

...

- K. Mitigating the impacts of air and noise pollution and carbon emissions from road transport.*

..."

Policy JP-P1: Sustainable Places

- 8.2.16 We aim to become one of the most liveable city regions in the world, consisting of a series of beautiful, healthy and varied places, each having the following key attributes that all development, wherever appropriate, should be consistent with:

"...

- 15. Comfortable and inviting, with indoor and outdoor environments:*
- A. Offering a high level of amenity that minimises exposure to pollution; and*
- B. Addressing microclimate issues such as sunlight, indoor air quality, overheating, shade, wind and shelter.*

..."

Guidance

Calculation of Road Traffic Noise (1980)

- 8.2.17 This document provides a method for assessing noise from road traffic, in the UK. The calculation methods provided include correction factors to take account of variables affecting the creation and propagation of road traffic noise, accounting for the percentage of heavy goods vehicles, different road surfacing, inclination, screening by barriers and relative height of source and receiver.

British Standard BS 4142:2014: 'Methods for rating and assessing industrial and commercial sound

- 8.2.18 This standard describes methods for rating and assessing sound of an industrial or commercial nature which includes:
- Sound from industrial and manufacturing processes.



- Sound from fixed installations which comprise mechanical and electrical plant and equipment.
- Sound from the loading and unloading of goods and materials at industrial and / or commercial premises; and
- Sound from mobile plant and vehicles that is an intrinsic part of the overall sound emanating from processes or premises, such as that from forklift trucks, or that from train or ship movements on or around an industrial or commercial Site.

8.2.19 The procedure detailed in the standard compares the measured or predicted specific noise level from any of the above with the background sound level at a sensitive receptor (such as a residential dwelling). The measured background sound level at a receptor should be reliable and should not necessarily ascertain a lowest measured background sound level, but rather to quantify what is typical.

8.2.20 There are several aspects which can be attributed to the specific sound level depending upon the 'acoustic features' of the sound level under investigation, which includes tonality, impulsivity, intermittency and other characteristics.

British Standard BS 8233:2014+A1:2019 – Guidance on sound insulation and noise reduction for buildings

8.2.21 The scope of this standard is the provision of recommendations for the control of noise in and around buildings including residential dwellings. It suggests appropriate criteria and limits for different situations, which are primarily intended to guide the design of new buildings or refurbished buildings undergoing a change of use, rather than to assess the effect of changes in the external noise climate.

8.2.22 The standard suggests suitable internal noise levels within different types of buildings, including residential dwellings.

8.2.23 BS 8233 goes on to recommend noise levels for gardens:

"It is desirable that the external noise level does not exceed 50 dB $L_{Aeq,T}$, with an upper guideline value of 55 dB $L_{Aeq,T}$ which would be acceptable in noisier environments. However, it is also recognised that these guideline values are not achievable in all circumstances where development might be desirable. In higher noise areas, such as city centres or urban areas adjoining the strategic transport network, a compromise between elevated noise levels and other factors might be warranted."

8.2.24 BS 8233 goes on to say:

"In such a situation, development should be designed to achieve the lowest practicable levels in these external amenity spaces but should not be prohibited."

British Standard 5228: Noise and Vibration Control on Construction and Open Sites – Part 1: Noise: 2009+A1 2014 (BS 5228-1)

8.2.25 This British Standard sets out techniques required to predict and assess the likely noise effects from construction works, based on detailed information on the type and number of plant being used, their location, and the length of time they are in operation.



8.2.26 The noise prediction method is used to establish likely noise levels in terms of the $L_{Aeq,T}$ over the core working day.

8.2.27 This British Standard also documents a database of information, comprising previously measured sound power levels for a variety of different construction plant undertaking various common activities.

BS 5228: Noise and Vibration Control on Construction and Open Sites - Part 2: Vibration: 2009+A1 2014 (BS 5228-2)

8.2.28 This British Standard sets out techniques required to predict and assess the likely vibration effects from construction works, based on general information on the type of activities that could produce ground borne vibration.

8.2.29 The assessment of vibration effects is based on empirical data and set distances from activities and considered in mm/s as Peak Particle Velocity (PPV).

8.2.30 This British Standard also documents a database of information, comprising previously measured vibration levels from common activities.

Design Manual for Roads and Bridges (2020) LA 111 Noise and Vibration Revision 2

8.2.31 The requirements in this document are applied to the assessment, reporting and management of environmental effects, specifically changes in noise and vibration emissions, from the delivery of projects.

8.2.32 The document provides a method for evaluating both the immediate and long-term noise effects on receptors of changes in traffic flows on public highways, assessed using 18-hour traffic flow (06:00 – 24:00) data.

8.2.33 The document provides guidance in relation to the assessment of significance for construction and operational impacts in relation to the LOAEL and SOAEL given in the NPSE.

Summary of Consultation

Screening and Scoping

8.2.34 Table 8-1 below summarises the Screening and Scoping undertaken with Manchester City Council (MCC) in relation to Noise and Vibration which have been dealt with in the assessment(s) and this ES Chapter.

8.2.35 The formal Screening Opinion was issued by MCC in January 2025, whilst the informal Scoping Request was submitted via email on 13th January 2025, and the subsequent informal Scoping Opinion was received via email on 15th January 2025.



Table 8-1: Screening and Scoping Opinions

Ref	Scoping Opinion	Comments	Outcome	Ref. within ES
Screening	<p>The construction phase of the scheme would produce dust, noise and vibrations from the works and use of machinery. Additional traffic will be present on the highway network from construction vehicles, particularly heavy goods vehicles, resulting in noise and emissions in the immediate area which would give rise to disruption to local residents and businesses for the duration of the construction period. Given the scale of the development, scope of construction works and location adjacent to sensitive uses including a Health Centre and Primary school and partially in the Greater Manchester Air Quality Management Area (AQMA) it is considered that these matters warrant further investigation through the EIA process.</p> <p>In addition to the above there are potential cumulative effects on air quality, traffic and transport and noise as a result of other committed developments in the locality and the City Council as local planning authority believes the cumulative effects warrants further investigation as part of the EIA process.</p>	<p>Given the comments, a Noise and Vibration Chapter has been produced, in addition to the submitted NIA (Appendix 8-A).</p>	<p>A construction noise and vibration assessment and change in road traffic noise level assessment has been produced in addition to the operational noise assessments provided in the NIA which deal with existing and proposed noise sources upon existing and proposed receptors.</p>	<p>The NIA is given in Appendix 8-A.</p>



Additional Consultation

- 8.2.36 In addition to the EIA Screening and Scoping exercises identified above, E3P attempted to agree on the scope and methodology of the noise assessment with the Environmental Health Department at Manchester City Council, in October 2024, prior to commencement of the noise survey and assessment works.
- 8.2.37 MCC's EHO stated that the Technical Guidance on Planning & Noise for MCC should be followed. The NIA provided within Appendix 8-A has duly followed the guidance and methodology as per this request.

Assessment Methodology

- 8.2.38 This Section of the ES Chapter seeks to detail the assessment methodology utilised to undertake the Noise and Vibration Assessments.

Study Area

- 8.2.39 The extent of the assessment will focus on existing sensitive receptors within the immediate vicinity of the site in relation to the construction and operational phase of the development as well as the site itself for the operational phase. As noise and vibration dissipates with distance, any receptors not within the immediate vicinity of the site would be subject to lower noise and vibration levels and therefore unlikely to be significantly affected.

Sensitivity Criteria

- 8.2.40 The sensitivity of receptors depends upon their nature. Where the sensitivity of a receptor is greater, identified impacts could be more significant, and vice versa. For instance, it is commonly considered that heavy industrial installations are not particularly sensitive to noise whilst residential dwellings are.
- 8.2.41 In determining the significance criteria, it is necessary to consider the sensitivity of the receptor in conjunction with the predicted noise and vibration levels / level changes. Table 8-2 presents the criteria used to define the sensitivity of receptors in relation to noise and vibration impacts.

Table 8-2: Sensitivity Criteria

Sensitivity	Definition
High	Receptors where people or operations are particularly sensitive to noise/vibration. Examples are: Internal and external living areas associated with residential dwellings, quiet outdoor areas used for recreation, conference facilities, auditoria/studios, schools in the daytime, hospitals/residential care homes, ecological receptors



Sensitivity	Definition
Medium	Receptors moderately sensitive to noise/vibration where it may cause some distraction or disturbance. Examples are: Offices, community facilities, scheduled ancient monuments/listed buildings.
Low	Receptors with a low sensitivity to noise/vibration where it may in extreme cases cause some disturbance. Examples are: Restaurants, commercial installations.
Negligible	Receptors where distraction or disturbance from noise/vibration is minimal. Examples are: Factories, storage centres, industrial sites.

Magnitude of Change (Impact)

Construction Noise and Vibration

- 8.2.42 With respect to hours of work, BS 5228-1 makes reference to the fact that noise levels generated during the evening (19:00 to 23:00) may need to be lower than the daytime (07:00 to 19:00) period (a figure of 10dB is quoted) and also that for any night-time operations (23:00 to 07:00) levels should be quieter still. The Standard does not, however, offer guidelines with respect to acceptable levels.
- 8.2.43 Impact magnitude used in the construction noise assessment are based upon guidance in BS 5228:2009+A1:2014 and are detailed below. Following the ABC Method in BS 5228-1, where the existing ambient noise levels determine the appropriate threshold noise level with consideration of absolute limits of 75dB for urban areas.

Table 8-3: Magnitude of Change (Impact) – Construction Noise

Magnitude	Category A 65 dB Threshold	Category B 70 dB Threshold	Category C 75 dB Threshold
Negligible	<65 dB(A)	<70 dB(A)	<75.0
Low	>65.0 - <69.9	>70.0 - <74.9	>75.0 - <79.9
Medium	>70.0 - <74.9	>75.0 - <79.9	>80 - <85.0
High	>75	>80	>85

- 8.2.44 The significance of vibration effects has been assessed drawing upon the guidance criteria presented within BS 5228-2 as outlined in Table 8-4.

Table 8-4: Magnitude of Change (Impact) – Construction Vibration

Magnitude	Vibration Level (PPV)	Effect
High	>10.0 mm/s	Vibration is likely to be intolerable for any more than a very brief exposure to this level



Magnitude	Vibration Level (PPV)	Effect
Medium	1.0-10.0 mm/s	It is likely that vibration of this level in residential environmental will cause complaint but can be tolerated if prior warning and explanation has been given to residents
Low	0.3-1.0 mm/s	Vibration might be just perceptible in residential environments
Negligible	<0.3 mm/s	Vibration might just be perceptible in the most sensitive situation for most vibration frequencies associated with construction. At lower frequencies, people are less sensitive to vibration.

- 8.2.45 Table 8-4 has been generated based upon the guidance on effects of vibration levels as presented within BS 5228-2, the corresponding vibration ranges and associated magnitude ratings are adopted for the purpose of this assessment.

Change in Road Traffic Noise Impact upon Existing Receptors

- 8.2.46 The assessment of noise impact due to changes in road traffic has been undertaken drawing upon the suggested classification of effect provided within the DMRB. The DMRB classification of effects has been adapted to produce a set of magnitude criteria ranging from no effect to major as presented within Table 8-5 for the short term (0-3 years) and Table 8-6 for the long term (3 year+).

Table 8-5: Magnitude of Change (Impact) – Change in Road Traffic Noise – Short Term

Magnitude	Noise Level Change, $L_{A10,18hr}$ (dB)
High	5.0+
Medium	3.0-4.9
Low	1.0-2.9
Negligible	0.0-0.9

Table 8-6: Magnitude of Change (Impact) – Change in Road Traffic Noise – Long Term

Magnitude	Noise Level Change, $L_{A10,18hr}$ (dB)
High	10.0+
Medium	5.0-9.9



Magnitude	Noise Level Change, $L_{A10,18hr}$ (dB)
Low	3.0-4.9
Negligible	0.0-2.9

Proposed and Existing Commercial Sound Impact – Operational Phase

- 8.2.47 The assessment of noise impact due to operation of the site, i.e. commercial/industrial noise, will be assessed in accordance with BS 4142:2014+A1:2019. This will consider typical operations on site, day and night, and allow for any acoustic feature corrections associated with the source, allowing for context. The rating level predicted will be compared to the background sound level, the difference between the two will determine the magnitude of impact as outlined in Table 8-7.

Table 8-7: Magnitude of Change (Impact) – Commercial Noise Impact (BS 4142)

Magnitude	Difference between Rating Level, $L_{A,r}$ and Background Sound Level, $L_{A90,T}$ (dB)
High	>+5 dB
Medium	0 to +5 dB
Low	-5 to 0 dB
Negligible	-5 dB or below

Existing Road Traffic Sound Impact – Operational Phase

- 8.2.48 The assessment of noise impact due to existing and proposed road traffic sound upon the proposed receptors will be conducted in accordance with the guidance and criteria stipulated in BS 8233. This allows for external noise levels in gardens or communal areas and internal noise levels in habitable rooms.

Table 8-8: Magnitude of Change (Impact) – Road Traffic Noise Impact (BS 8233)

Magnitude	Difference between predicted noise levels and BS 8233 Criteria, $L_{Aeq,T}$ (dB)
High	>+5 dB
Medium	3 to +5 dB
Low	0 to 3 dB
Negligible	0 dB or below



Significance of Effect

- 8.2.49 The overall significance of effects, detailed in Table 8-9, was determined taking into account sensitivity and magnitude, as set out above.

Table 8-9: Significance of Effect

		Sensitivity of Receptor			
Magnitude of Effect		High	Medium	Low	Negligible
	High	Substantial / Major	Substantial / Major	Moderate	Neutral / Negligible
	Medium	Substantial / Major	Moderate	Minor	Neutral / Negligible
	Low	Moderate	Minor	Minor	Neutral / Negligible
	Negligible	Neutral / Negligible	Neutral / Negligible	Neutral / Negligible	Neutral / Negligible

- 8.2.50 Where appropriate, the significance of effect will be classified as being significant for impacts categorised as moderate or above for all but internal noise level assessments in accordance with BS 8233. For this, anything low or above is considered significant. Significance of effects will be categorised as direct/indirect effects in the short / medium / long term, permanent / temporary and beneficial / adverse effects arising from the development. The consideration of effects is contained within Section 8.4 of this Chapter.

Mitigation Hierarchy

- 8.2.51 In relation to noise and vibration, the hierarchy for mitigation is to firstly avoid and then mitigate to a minimum for construction phase effects and other existing noise sources when considering context. For internal noise levels, the requirement is to remedy the effect to achieve the criteria.



8.3.0 Baseline Conditions

- 8.3.1 The baseline conditions were established on site and are given in detail in the NIA, Appendix 8-A.

Demolition Consent

- 8.3.2 In setting the baseline for the site, it should be noted that a separate Prior Notice for Demolition application (LPA ref: 141706/DEM/2024) was approved by MCC, 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.
- 8.3.3 The submission is informed by a Demolition Management Plan, prepared by the proposed demolition contractor, which sets out the proposed mitigation measures to minimise air quality impacts on surrounding residential receptors. The approved demolition works are intended to commence in Q2 2025 (initially internal soft-strip works) for a period of circa 20 weeks. As such, potential impacts associated with demolition have not been considered further and would form part of the current baseline.

Current Baseline

- 8.3.4 The current baseline conditions were established by undertaking the following surveys:
- Road traffic sound measurement – Wilbraham Road;
 - Road traffic sound measurement – Barlow Moor Road;
 - Full weekday and weekend background and ambient sound survey;
 - Bar 4 Eighty Sound Survey – Music/Bar Noise Breakout; and
 - Fixed Plant Sound Survey – Yara Restaurant Kitchen Extract.
- 8.3.5 The surveys were conducted in October 2024. Further information regarding the equipment, survey conditions and the associated results are provided within the NIA within Appendix 8-A.

Identification of Sensitive Receptors

- 8.3.6 The scope of the assessment includes all existing sensitive receptors in the immediate vicinity of the site that may be subject to noise and vibration from construction activities. Furthermore, the assessment considers the potential impact of changes to noise from the site as a result of the Proposed Development once complete and operational to existing sensitive receptors.
- 8.3.7 Receptors in the immediate vicinity are assessed first in relation to proposed sources of sound. If significant impacts are predicted, further receptors may be considered depending on their geographical situation and other factors. Five receptors have been identified through a desk based search and site survey. These five noise and vibration sensitive receptors (R1 to 5) are set out in Table 8-10 below. Positions are shown in Figure 8.1 of Appendix 8-A.



- 8.3.8 When considering receptors for the change in road traffic noise level, receptors are assumed along the road at a nominal distance from the road edge.

Table 8-10: Noise and Vibration Receptors

Receptor	Address/ Location	x	y	Sensitivity
R1	Chorlton Health Centre, Nicholas Road	381526	394153	High
R2	Oswald Road	381458	394118	High
R3	13 and 15 Manchester Road	381499	394064	High
R4	Wilbraham Road	381558	394033	High
R5	Barlow Moor Road	381654	394109	High

Future Baseline

- 8.3.9 No Future Baseline has been applied. Any changes in the local area, including committed developments, has been appropriately considered as part of the cumulative assessment.



8.4.0 Assessment of Effects

Construction Phase Effects

- 8.4.1 A CEMP forms part of the planning application submission and Best Practicable Means (BPM) are to be followed. The CEMP has been considered as 'embedded mitigation' for the purposes of undertaking the noise and vibration assessment and this ES Chapter. A requirement to submit a final detailed CEMP to MCC, as local planning authority, in advance of any construction works commencing on site, will be subject to an appropriately worded pre-development planning condition.

Construction Noise

- 8.4.2 E3P note that a DMP was prepared as part of the now approved Prior Notice for Demolition application (LPA ref. 141706/DEM/2024). MCC has subsequently approved a separate Building Act (Section 81) submission (LPA ref. DM/25/00610) which is subject to a range of conditions to ensure mitigation in the form of Best Practicable Means to minimise impacts on surrounding residential receptors. The approved demolition works are intended to commence in Q2 2025 (starting with initial internal soft-strip activity) for a period of circa 20 weeks. Accordingly, effects of demolition noise and vibration are not included here.
- 8.4.3 There is potential that with any major development that could be some disturbance caused to those nearby during the enabling and construction phases of the site. However, disruption due to construction is only temporary, limited to the site and areas immediately surrounding and is of short-term duration. The impacts will be localised to the nearest receptor(s) to any phase of development and, as such, a medium-term duration is considered appropriate.
- 8.4.4 The predictions have followed the methodology contained within BS 5228-1 and are in terms of the $L_{Aeq,T}$ over the core working day, which is assumed to be 08:00 to 18:00 hours Monday to Friday and 08:00 to 14:00 on Saturdays. Any minor deviation from these times has little to no impact on the outcome of these assessments as these consider daytime periods only.
- 8.4.5 Table 8-11 sets out the typical plant type, number and assumed utilisation (percentage 'on-time') used in the prediction of noise levels during the key construction activities. The actual method of operations for the enabling and earthworks activities would be determined by the contractor, and this can vary and so it is not possible to provide exact numbers and plant types at this stage. As such, reasonable assumptions have been made. For the earthworks, site clearance, grading, road construction and piling are included to inform a worst-case assessment.



Table 8-11: Earthworks and Construction Assumed Plant

Plant type	Sound Pressure level at 10 m, $L_{Aeq,T}$ (dB)	No. of assumed plant	Assumed % on-time
Earthworks and enabling works			
Dozer	64.9	4	80
Tracked Excavator	62.9	4	80
Dump truck	86.0	5	80
Rotary bored piling	83.0	2	75
Road Roller	63.9	1	60
Asphalt Paver	60.9	1	60
Construction			
Cement mixer truck idling	71.0	1	60
Concrete pump + cement mixer	67.0	2	80
Mobile telescopic crane	77.0	2	40
Telescopic handler	79.0	2	50
Circular saw	85.0	1	40
Diesel generator	77.9	1	100
Tracked excavator	88.0	1	60
Diesel generator	94.0	1	80

- 8.4.6 Predictions based on the BS 5228-1 data have been carried out to determine noise levels likely to be generated during the enabling/earthworks and construction phase/s. For the purpose of these predictions, it was assumed that the intervening ground between the construction noise sources, and the receivers will be acoustically hard such that there will be no additional attenuation of sound due to ground absorption thus informing a worst-case assessment.
- 8.4.7 Noise predictions have been undertaken for the noise sensitive receptors R1 to R5. The noise sensitive receptors are detailed in Figure 8-1 within Appendix 8-A. Worst-case receptors are used for each group of receptors.
- 8.4.8 Table 8-12 sets out the average predicted unmitigated noise levels for each part of the works. Given the locality of the site and the proximity of receptors immediately surrounding, it is considered prudent and robust to apply the 75 dB criterion for urban areas. Any exceedances are highlighted in bold.



- 8.4.9 Experience from other sites has shown that by implementing these measures, typical noise levels from construction works can be reduced by approximately 5 dB to 10 dB. As such, a level of 5 dB reduction is applied to all the predicted levels.

Table 8-12: Earthworks and Construction Noise Assessment

Receptor	Distance to closest proposed building (m)	Predicted earthworks noise level, $L_{Aeq,10hrs}$ (dB)	Predicted construction noise level, $L_{Aeq,10hrs}$ (dB)	Magnitude of Impact	Overall Significance of Effect
R1 - Chorlton Health Centre, Nicholas Road	25	75.4	68.3	Negligible	Negligible
R2 - Oswald Road	50	69.9	62.3	Negligible	Negligible
R3 - 13 and 15 Manchester Road	35	73.0	65.4	Negligible	Negligible
R4 - Wilbraham Road	45	70.8	63.2	Negligible	Negligible
R5 - Barlow Moor Road	32	73.7	66.2	Negligible	Negligible

- 8.4.10 A review of Table 8-12 identifies that, with the embedded mitigation in place, the calculated site preparation and construction noise levels are expected to have a negligible magnitude of change (impact) at receptors R1 to R5.
- 8.4.11 Accordingly, the noise levels at these receptors are considered to have a negligible impact with an overall **negligible adverse** temporary effect in the short term at a local level. This level of effect is **not significant**.
- 8.4.12 It should be noted that these predictions are worst case and that it is unlikely that operations are to be conducted on the sections of the site closest to each of the identified receptors for significant periods of time. For most of the enabling and construction phase it is expected that activities will be conducted at greater distances from the receptors.

Construction Vibration

- 8.4.13 Ground borne vibration calculations have been performed for typical construction activities / machinery based on the empirical prediction procedures and historical measurement data presented within BS 5228-2. Such predictions have been performed to determine the possible distances at which the adopted significance criteria may be registered based on a specified confidence limit (where applicable). In this regard, the ground borne vibration levels and associated distances have been identified for a sample of typical construction vibration sources as shown in Table 8-13.



Table 8-13: Predicted Ground Borne Vibration levels applicable to typical generating construction activities

Operation	Confidence Limit	Distance (m)	PPV (mm/s)
Vibratory Rollers – starter and end	95	60	0.3
	95	23	1.0
Vibratory rollers – steady state ¹	95	3.3	10.0
Piling – driven cast in place	95	215	0.3
	95	85	1.0
	95	15	10.0
HGVs ²	N/A	50	≤0.3
	N/A	17	≤1.0
	N/A	2.5	≤10.0
<p>1. Assumes 2 rollers. 0.4 mm amplitude, drum width of 1.3 m, e.g. heavy duty ride on roller</p> <p>2. Assumes max height/depth of surface defect of 50 mm, max speed of 30 km/h, and that surface defect occurs at both wheels.</p> <p>Note: Where alluvium soils are present, higher vibration levels can be expected.</p>			

- 8.4.14 It should be noted that the data presented within Table 8-13 is general and based on industry standard but is not specific to the site, however the vibration levels and associated distances can be used to determine the typical distances at which specific impacts are likely to be registered.
- 8.4.15 Given the distances in Table 8-12 and the above values, consideration of vibration impact upon receptors is not required as the setback distance is more than sufficient to fall well below any applicable criteria when considering potential for human response to vibration. It should be noted that the magnitude ratings presented within the table, in some cases, have been generated based on a 95% confidence limit, in reality, it is likely that lower vibration levels will prevail for the majority of activities.
- 8.4.16 As such, the sensitivity of the receptors is categorised as high, and the magnitude of change (impact) is categorised as negligible
- 8.4.17 Accordingly, there is predicted to be a **negligible adverse** temporary short-term level of effect at the local level depending on the location of the receptor. This level of effect is **not significant**.
- 8.4.18 It should be noted that this is a worst-case assessment based on the minimum possible distances at which construction activities could reasonably take place from existing vibration sensitive receptors. For much of the construction phase, it is expected that activities will take place at greater distances from such receptors thus leading to lesser significance of effects. Furthermore, it should be noted that the vibration predictions have utilised a large data set covering a range of measured levels applicable to each



operation. It is evident from this dataset that, for most operations (approximately 95% in most cases), predicted levels will be lower than those presented within Table 8-13.

- 8.4.19 It should be noted that the above assessment has been undertaken based on vibration levels associated with a small range of ground borne vibration generative construction activities. It is possible that activities other than those presented may take place. Similarly, some of those presented may not be applicable to the construction activities specific to the site.

In order to avoid higher than expected vibration levels and adverse impacts, it is recommended that a piling methodology is submitted to MCC prior to any works being undertaken on site. This can be included within the CEMP.

Construction Generated Road Traffic Noise

- 8.4.20 During the construction of the development, HGVs, and other small site/plant vehicles together with construction works will undertake trips to and from the site. The following assessment is based on the information provided by the Transport Consultant (Civic Engineers).
- 8.4.21 The data provides the following development trips for the construction phase in terms of Average Annual Weekday Traffic (AAWT):

Table 8-14: Construction generated traffic flows

Link	Development trips (Construction) AAWT	Development trips (Construction) AAWT - HDV	Existing AAWT (Baseline)	Existing AAWT - HDV (Baseline)	Percentage increase - Total	Percentage increase - HDV
A6010 Wilbrahim Road East	41	18	12,734	96	0.3%	18.8%
A6010 Wilbrahim Road West	61	18	17,016	137	0.4%	13.0%
Barlow Moor Road North	16	0	13,195	103	0.1%	0.0%
Barlow Moor Road South	35	0	9,870	164	0.4%	0.0%
Barlow Moor Road South	30	18	16,044	221	0.2%	8.0%



Link	Development trips (Construction) AAWT	Development trips (Construction) AAWT - HDV	Existing AAWT (Baseline)	Existing AAWT - HDV (Baseline)	Percentage increase - Total	Percentage increase - HDV
Princess Road	37	188	69,992	773	0.1%	24.0%
M60	73	36	21,695	667	0.3%	5.0%
Kingsway	31	18	15,720	83	0.2%	22.0%
A56 South	58	18	38,903	393	0.1%	5.0%
A5145 Edge Lane	61	18	17,016	137	0.4%	13.0%

8.4.22 For road traffic impacts, a change of more than 25% would be needed to have a notable impact, i.e. +/-1 dB. The above traffic figures would certainly be well below this value for total trips and HDV movements. As such, any changes in road traffic noise levels will be less than 1 dB in the short term. This results in a negligible magnitude of change (impact) at the receptors.

8.4.23 Accordingly, there is predicted to be a **negligible adverse** temporary short-term level of effect at the local level. This level of effect is **not significant**.

Operational Phase Effects

Road Traffic Noise

8.4.24 Upon completion of the proposals, it is anticipated that local road traffic noise levels may change because of development generated vehicle movements. Therefore, it is appropriate to consider the magnitude of any impacts that might arise.

8.4.25 The results of the Transport Assessment have been used as the basis for the road traffic noise assessment. This focuses on roads immediately surrounding the site before the development generated traffic is dispersed across the wider network. The traffic data supplied in the form of 18-hour Average Annual Weekday Traffic (AAWT) flows was used in the calculations.

8.4.26 Where road traffic route alignments are to remain unchanged, road traffic noise calculations have been carried out in accordance with CRTN, being undertaken for a notional receptor location 10 m from the edge of the carriageway of each road considered and 0.5 m above ground level. A notional receptor has been used because the change in noise level adjacent to any given road will be the same at all locations where noise from this route is dominant.

8.4.27 All scenarios include committed development in the baseline and opening year to allow for cumulative assessments.



- 8.4.28 The same concepts in the construction generated traffic are used here. Any increases of less than 25% would be considered negligible impact and negligible significance of effect.
- 8.4.29 Based on the available data, it is required to compare the Do-Minimum (Do-Min) scenario in the opening year against the Do-Som scenario in the opening year in order to establish the short-term impact. Table 8-15 details this comparison.

Table 8-15: Opening Year Do-Som traffic flows compared to Do-Min

Link	Do-Min Opening Year AAWT	Do-Min Opening Year AAWT - HDV	Do-Som Opening Year AAWT	Do-Som Opening Year AAWT - HDV	Percentage increase - Total	Percentage increase - HDV
A6010 Wilbraham Road East	12,734	96	12,736	98	0.0%	1.9%
A6010 Wilbraham Road West	17,016	137	17,020	142	0.0%	3.4%
Barlow Moor Road North	13,195	103	13,207	114	0.1%	10.8%
Barlow Moor Road South	9,870	164	9,876	169	0.1%	3.5%
Seymour Grove	12,405	242	12,406	243	0.0%	0.6%
Upper Chorlton Road	10,824	108	10,832	116	0.1%	7.3%
Chorlton Road	14,284	118	14,286	120	0.0%	1.4%
Moss Lane East	10,088	39	10,089	39	0.0%	1.7%
Stretford Road	7,523	65	7,529	71	0.1%	8.7%
Mancunian Way	38,921	1208	38,921	1208	0.0%	0.0%
London Road	12,153	206	12,155	208	0.0%	0.9%
Downing Street	21,474	520	21,475	521	0.0%	0.2%
Barlow Moor Road South	16,044	221	16,044	222	0.0%	0.2%



Link	Do-Min Opening Year AAWT	Do-Min Opening Year AAWT - HDV	Do-Som Opening Year AAWT	Do-Som Opening Year AAWT - HDV	Percentage increase - Total	Percentage increase - HDV
Princess Road	69,992	773	69,997	777	0.0%	0.6%
Princess Parkway	58,809	716	58,812	718	0.0%	0.4%
M60	21,695	667	21,697	669	0.0%	0.2%
Kingsway	15,720	83	15,721	84	0.0%	1.3%
A56 South	38,903	393	38,906	397	0.0%	0.9%
A5145 Edge Lane	17,016	137	17,020	141	0.0%	3.3%

8.4.30 For road traffic impacts, a change of more than 25% would be needed to have a notable impact, i.e. +/-1 dB. The above traffic figures would certainly be well below this value for total trips and HDV movements. As such, any changes in road traffic noise levels will be less than 1 dB in the short term. This results in a negligible magnitude of change (impact) at the receptors.

8.4.31 Accordingly, there is predicted to be a **negligible adverse** temporary short-term effect at the local level. This level of effect is **not significant**.

Existing Road Traffic Noise Impact upon Proposed Receptors

8.4.32 An assessment of the potential impact of road traffic sound upon the proposed receptors has been completed and is given in the NIA within Appendix 8-A.

8.4.33 The assessment utilised measured noise level data as well as future traffic flow information, as shown in the change in road traffic noise assessment.

External Amenity Areas

8.4.34 The assessment of external amenity area sound, within the main communal landscape/public realm area, found that noise levels here range between 40 and 55 dB. Areas to the south east could have noise levels of up to 58 dB but given that the majority of the area is shielded from the road with noise levels of less than 55 dB, this is considered a negligible adverse impact and is not considered significant.

8.4.35 As such, acceptable noise levels are achieved in the public realm area.

8.4.36 With regards to balconies, these are noted on all elevations of the main residential building. Here noise levels range between 48 dB for balconies overlooking the public realm area and up to 62 dB for those on Barlow Moor Road elevations.



- 8.4.37 Given that these are individual balconies and do not fall within the criteria of roof gardens and terraces, the applicable of 55 dB is not considered appropriate. Indeed, the levels achieved would be considered the lowest practicable levels considering the locality of the site and its proximity to Barlow Moor Road. However, this potential impact is offset with the availability of the proposed public realm, with noise levels of less than 55 dB. Accordingly, no adverse impact is predicted (neutral magnitude of change) within balconies with the lowest practicable levels achieved and access to other quieter areas available to residents.
- 8.4.38 Accordingly, there is predicted to be a **negligible adverse** permanent long-term effect at the local level. This level of effect is **not significant**.

Internal Habitable Rooms

- 8.4.39 The noise model has been used to predict façade noise levels at all floor levels and orientations. To determine any requirements for mitigation, we have added the reduction provided by the glazing (25 dB) to the relevant criterion for day (35 dB) and for night (30 dB). As such, any facades subject to noise levels higher than 60 dB during the day and/or 55 dB during the night will require higher specification glazing.
- 8.4.40 The highest predicted day and night façade levels here are 63 dB and 57 dB respectively. As such, certain apartments will require higher specification glazing.
- 8.4.41 Without higher specification glazing, a high impact is predicted. Accordingly, the noise levels within affected habitable rooms highlighted in the NIA are considered high impact with a significance of major adverse permanent effect in the long term at local level. As such, mitigation measures are required; these are embedded within the proposed scheme design as presented within the planning application and further detail on the specification can be secured by way of appropriate planning condition.
- 8.4.42 E3P note, within the Ventilation Statement completed by Futureserv, that a Part F compliant system would be installed within all plots, with consideration to overheating and further information is provided in Section 8.5.0.

“E3P has considered the potential impact of noise, internally, should windows be opened to mitigate overheating, as per the criteria stipulated in ADO, which will feed into the overheating assessment and ventilation strategy. Any plots/facades that pass this test can open windows for this without resulting in unacceptable internal noise levels. Those that fail the test would be subject to a Part O Overheating Assessment by a suitably qualified consultant.

E3P note the following from the Ventilation Statement:

“Purge ventilation, giving the occupant final control over their environment, will be provided by free area natural ventilation opening windows in the building façade and a boost mode on the MVHR units. These openings shall only be used for purge and overheating comfort, with day-to-day ventilation being provided by the mechanical MVHR systems.

Purge Ventilation shall be provided to each habitable room (Bedrooms and Living / Kitchens) within each apartment. Purge Ventilation shall be provided via opening windows installed in the façade. These openings are to be provided alongside an MVHR



summer/purge boost mode (as required) which shall be operated locally via a manual switch within each apartment.

It should be noted that the windows are purely for user comfort and shall satisfy the building regulations compliance for purge ventilation for odour control and to offset summertime overheating.”

However, for completeness, the report has considered Part O internal noise levels so that any facades that exceed this with windows open are highlighted should the above change.

Part O only applies to bedrooms at night in relation to the average 8-hour noise level and 10th highest maximum noise level.

Given that the site is within a moderate risk location, as per guidance within Approved Document O the external noise limit threshold is 49 dB during the night-time (LAeq,8hr) and 64 dB more than 10 times a night (LAf,max).

As can be seen from Figures 5 & 6, several façades will experience an exceedance of the above criterion, particularly the night-time maximum noise level criterion. As such, a full overheating assessment in accordance with the guidelines indicated in Part O is required for many apartments. A full overheating assessment should be carried out by a suitable qualified consultant. The plots which have facades above the Part O criterion are highlighted in red on both Figures 5 and 6.”

Existing Fixed Plant Noise Impact Assessment

- 8.4.43 The assessment of this sound source is given in the NIA in Appendix 8-A. The outcome of the assessment is summarised below with allowance for magnitude of impact and significance of effect.
- 8.4.44 A noise model was used to predict fixed plant noise, associated with the Yara Restaurant (located on Wilbraham Road frontage) during the operational daytime period. A BS 4142 assessment was conducted with acoustic feature corrections applied to the source to allow for acoustic characteristics.
- 8.4.45 When compared with the typical background sound level of 45 dB, a 1 dB exceedance was predicted.
- 8.4.46 Given this, a 1 dB exceedance is not considered significant from a noise perspective. Furthermore, when considering internal noise levels with windows open, occupants would experience noise levels of only 30 dB. Some 5 dB below the daytime criterion. Indeed, here internal noise levels with windows open would be acceptable even during the night-time period. As such no mitigation measures are required.
- 8.4.47 Accordingly, the noise levels due to fixed plant noise upon proposed receptors are considered negligible magnitude of change (impact) which would result in a **negligible adverse** permanent level of effect in the long term at local level. This is level of effect is **not significant**.



8.5.0 Mitigation

Embedded Mitigation

Construction Noise

- 8.5.1 A Framework CEMP is submitted as part of the planning application and identifies Best Practicable Means to be followed. A detailed CEMP will be subject to a planning condition requiring approval by MCC, as local planning authority, prior to commencement of any construction works on site. As such, the below measures are considered embedded mitigation. These measures are also given in the NIA in Appendix 8-A.
- 8.5.2 To reduce potential for unduly high noise levels at the receptors, it is recommended that Best Practicable Means (BPM) be followed, wherever possible and practicable, on-site considering the proximity of existing and proposed residential receptors.
- 8.5.3 Accepted safeguards exist to minimise the effects of construction noise, these include:
- The various EC Directives and UK Statutory Instruments that limit noise emissions from a variety of construction plant.
 - Guidance set out in BS5228-1 which covers noise control on construction sites; and,
 - The powers that exist for local authorities under Sections 60 and 61 of the Control of Pollution Act 1974 to control noise from construction application sites.
- 8.5.4 The adoption of Best Practicable Means, as defined in Section 72 of the Control of Pollution Act 1974 is usually the most effective means of controlling noise from construction sites. Such measures where appropriate may include the following:
- Any compressors brought on to the Site to be silenced or sound reduced models fitted with acoustic enclosures.
 - All pneumatic tools to be fitted with silencers or mufflers.
 - Care to be taken when erecting or striking scaffolds to avoid impact noise from banging steel. All operatives undertaking such activities to be instructed on the importance of handling the scaffolds to reduce noise to a minimum.
 - Most deliveries to be programmed to arrive during normal working hours only. Care to be taken when unloading vehicles to minimise noise. Delivery vehicles to be routed to minimise disturbance to residents. Delivery vehicles to be prohibited from waiting within or in the vicinity of the Site with their engines running.
 - All plant items to be properly maintained and operated according to manufacturers' recommendations in such a manner as to avoid causing excessive noise.
 - All plant to be sited so that the noise impact at nearby noise sensitive properties is minimised.
 - Local hoarding, screens, or barriers to be erected as necessary to shield particularly noisy activities; and,



- Problems concerning noise from construction works can often be avoided by taking a considerate and neighbourly approach to relations with the residents. Works should only take place during given periods, e.g. during normal construction hours and not at night.

Construction Vibration

- 8.5.5 A CEMP forms part of the planning application submission, and it is recommended that the below measures be included (to be captured in the requirement for the submission of a final detailed CEMP prior to the commencement of any construction works on site).
- 8.5.6 It is possible to employ a number of physical and operational measures in order to reduce the potential effects resulting from construction generated vibration. These may include and should be employed, where practicable, when in close proximity to the on-site receptors:
- Adoption of low vibration working methods. Consideration should be given to use of the most suitable plant.
 - Where processes could potentially give rise to significant levels of vibration, on-site vibration levels should be monitored regularly by a suitably qualified person.
 - Where piling is to take place, any obstructions within the ground such as shallow-lying stone, should first be removed.
 - The provision of cut-off trenches in order to interrupt the direct transmission path of vibrations.
 - Reduction of energy input per blow (applicable to piling); and,
 - Application of piling techniques aimed at reducing resistance to penetration e.g. pre-boring for driven piles and adding water to the hole for impact bored piles.
- 8.5.7 It is expected that mitigation measures and operational considerations such as these would be incorporated within the CEMP in order that the effects of ground-borne construction vibration can be controlled wherever practically possible. Therefore, any impact from construction activities is not considered significant, unless stated in the assessments that follow.

Piling Methodology

- 8.5.8 In order to mitigate as best practicable any potential impact from piling works, we propose the following condition to sit alongside the requirement for a full detailed CEMP to be submitted prior to commencement of any construction phase works on site:

Condition X - a) Should any part of the development incorporate piling works, a method statement must be submitted to and approved in writing by the Local Planning Authority prior to the commencement of any piling works. The method statement must provide a justification for the method chosen and details of noise and vibration-suppression methods proposed.

b) Piling works shall then be carried out in accordance with the details approved under (a) above.



Commercial Uses Servicing Strategy

- 8.5.9 It is recommended that any commercial use servicing strategy is subject to planning condition requiring the submission of a strategy in advance of occupation of individual ground floor units to limit any potential noise impact.

Plant and Machinery

- 8.5.10 The specification/location and noise levels output of any plant and machinery associated with the development shall be submitted to/agreed in writing with MCC prior to installation.

Residential Development Design

- 8.5.11 E3P note, within the Ventilation Statement completed by Futureserv, that a Part F compliant system would be installed within all plots. Furthermore, the following is noted:

“To provide minimum fresh air rates to the living spaces each habitable space will be provided with a whole dwelling mechanical ventilation heat recovery (MVHR) system. This system comprises of a continuous mechanical supply and extract ventilation unit located in a suitable position based on the space design.

The units will be provided with a high level of heat recovery efficiency for example an integrated counterflow heat recovery cell designed to aid part L compliance of the Building Regulations as detailed within the Energy Statement prepared in support of the application.”

Additional Mitigation

Proposed Receptors – Façade Insulation and Ventilation

- 8.5.12 The NIA in Appendix 8-A details the requirements on a façade by façade and floor by floor basis for habitable room windows. This includes recommendations on glazing specification and trickle ventilators.

Proposed Receptors – Commercial to Residential Requirements

- 8.5.13 The NIA in Appendix 8-A details the requirements for any proposed fixed plant items by setting plant noise emission limits as well as music noise limits to ensure no significant adverse impact or effect on proposed or existing receptors, based on MCC Guidance.
- 8.5.14 To further limit and mitigate the potential impacts of commercial noise, it is recommended that any plant and machinery specification should be submitted to and agreed in writing with MCC prior to installation and operation on site.
- 8.5.15 Additionally, a commercial servicing strategy would be recommended to be submitted prior to occupation and operation of any commercial unit to limit any potential impact due to deliveries upon existing and proposed receptors.



- 8.5.16 Lastly, the operational hours for each ground floor commercial unit, including any associated external space and associated fixed plant, shall be submitted to and agreed in writing by MCC prior to operation.

Proposed Receptors – Party Floor Recommendations

- 8.5.17 The NIA in Appendix 8-A provides recommendations on party floor sound insulation requirements in order to ensure no significant adverse impact or effect on proposed receptors, based on guidance given in BS 8233.



8.6.0 Residual Effects

- 8.6.1 The residual effect assessment assumes that the additional mitigation described in the section above has been implemented. The embedded mitigation was already considered as being accommodated within the scheme as part of the assessment of effects outlined above.

Construction Phase

- 8.6.2 The residual effect is assessed as being negligible adverse in the short term at local level and therefore not significant. No additional mitigation measures are required

Completed and Operational Phase

- 8.6.3 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.
- 8.6.4 Existing noise impacts upon proposed receptors were only found to be significant within habitable rooms overlooking the roads. However, with upgraded glazing 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. This is therefore not considered significant.
- 8.6.5 The residual noise effect is considered to be **negligible adverse effect** in the long term and at local level. Therefore, **no significant** effects are anticipated.



8.7.0 Inter-Development Cumulative Effects

8.7.1 With regards to cumulative effects, these are considered in the change in road traffic noise levels assessment through the through application of growth factors for traffic.

8.7.2 However, it is important to consider the potential for construction noise cumulative effects based on the locality of the consented schemes within the vicinity of the Application Site. The consented schemes are noted to be:

- Land To The Rear Of 354 Wilbraham Road Manchester- Application Ref. 135604/FO/2022 – 950 m to the east;
- 4B Albany Road- Application Ref. 136878/FO/2023' – 250 m to the north east;
- Former Chorlton Leisure Centre- Application Ref. 136791/FO/2023 – 300 m to the north;
- Chorlton Irish Club- Application Ref. 132708/FO/2022 – 400 m to the south; and
- Ryebank Fields- Application Ref. 142223/FO/2025 – 520m to the northwest.

8.7.3 It is noted from the above that all sites are 250 m or more from the development site. At this distance, construction noise levels, as taken from our predictions, would be no more than 61 dB, more than 10 dB below those predicted here, and likely at those sites. This is not accounting for intervening buildings and ground corrections which would result in noise levels of less than 50 dB. As such, there is not considered to be any cumulative impact during the construction phase due to the separation distances and intervening built form between the sites.



8.8.0 Summary and Conclusion

- 8.8.1 A baseline noise survey has been conducted on the site to allow for all existing sources of noise as well as to establish background sound levels at existing and proposed receptors.
- 8.8.2 The assessments have considered the potential significance of effects during the construction and operational phases in accordance with MCC Guidance and relevant British Standards.
- 8.8.3 The construction phases assessments determined the potential for negligible significance of effect, with the implementation of mitigation measures which are considered to be embedded. Therefore, the residual effect is assessed as being negligible adverse in the short term at local level and therefore not significant. Given the works are necessary, short term and BPM will be implemented to be outlined within the CEMP and secured by a suitably worded planning condition.
- 8.8.4 Changes in road traffic noise levels were found to be negligible adverse temporary short-term effect at the local level. This level of effect is not significant.
- 8.8.5 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 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. This is therefore not considered significant.
- 8.8.6 Recommendations on noise limits, for fixed plant and music, have been set and advice provided on party floor sound insulation have been given; the detail and strategy to address these identified matters will be subject to an appropriate planning conditions regime. With these limits adhered to and advice followed, the residual noise effect is considered to be negligible adverse effect in the long term and at local level.



REFERENCES

- Ministry of Housing, Communities & Local Government (2024) National Planning Policy Framework.
- Department for Environment Food and Rural Affairs (2010) Noise Policy Statement for England.
- Ministry of Housing, Communities & Local Government (2019) Planning Practice Guidance: Noise.
- Manchester City Council (2012) Manchester Core Strategy
- Places for Everyone Joint Development Plan 2022 to 2039.
- Department of Transport Welsh Office (1988) Calculation of Road Traffic Noise.
- BSI Standards Publication (2019) British Standard BS 4142:2014+A1:2019 'Methods for rating and assessing industrial and commercial sound'.
- BSI Standards Publication (2019) British Standard BS 8233:2014+A1:2019 'Guidance on sound insulation and noise reduction for buildings'.
- BSI Standards Publication (2014) British Standard BS 5228-1:2009+A1:2014 'Code of practice for noise and vibration control on construction and open sites – Part 1: Noise'.
- BSI Standards Publication (2014) British Standard BS 5228-2:2009+A1:2014 'Code of practice for noise and vibration control on construction and open sites – Part 2: Vibration'.
- Highways England (2020) Design Manual for Roads and Bridges. Sustainability & Environment Appraisal. LA 111: Noise and vibration.





Making Sustainability Happen



Environmental Statement Chapter 9: Intra-Development Cumulative Effects

Chorlton Precinct, Manchester

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SLR Project No.: 425.VT3409.00001

9 June 2025

Revision: FINAL V2

Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
V1	24 March 2025	AG	EB	
V2	26 March 2025	AG	EB	EB
FINAL	27 March 2025	AG	EB	EB
FINAL V2	9 June 2025	AG	EB	EB
	Click to enter a date.			

Basis of Report

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9.1.0 Introduction

- 9.1.1 Schedule 4, Paragraph 5 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 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).
- 9.1.2 In assessing cumulative impacts, it should be highlighted that the Part 5 Regulation 18(4) of the EIA Regulations 2017 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).
- 9.1.3 As detailed within EIA guidance, cumulative effects can be considered as either:
- Intra-development: 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
 - Inter-development: 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.
- 9.1.4 This chapter of the ES draws together a summary of the potential intra development effects, whilst the consideration of inter-development effects is contained within the individual technical chapters of this ES.
- 9.1.5 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.
- 9.1.6 The methodology for assessing the combined and cumulative effects used in this ES has followed guidance in DMRB Volume 11, Section 2, Part 5, ‘Environmental Impact Assessment: A guide to good practice and procedures, A Consultation Paper’ and ‘Guidelines for the Assessment of Indirect and Cumulative Impacts as well as Impact Interactions’ prepared by the European Commission, EC DGZ1 Environment, Nuclear Safety and Civil Protection.
- 9.1.7 The undertaking of the assessment of combined and cumulative effects has also been informed by the Screening Opinion adopted by Manchester City Council (MCC) and, given programme constraints, the subsequent informal Scoping exercise undertaken with MCC (Appendix 5-C and 5-D respectively).
- 9.1.8 As with any assessment of combined and cumulative impacts, a level of professional judgement has been utilised in undertaking the assessment.

Consideration of Demolition

- 9.1.9 Notwithstanding the content of this Chapter, and as outlined within Chapter 2: Site and Surrounds, demolition has already been consented and will be carried out under Prior Approval ref. 141706/DEM/2024 which was granted by MCC on 6th January 2025.



- 9.1.10 The approved demolition works commenced in Q2 2025 with internal soft-strip activity, whilst demolition of the structures will be undertaken across two phases which will be completed by no later than Q1 2027.
- 9.1.11 As confirmed within the decision notice for the Prior Approval:
“The City Council is satisfied that the demolition works in this case will not have a significant impact upon the environment.”
- 9.1.12 It should be noted that this extant demolition consent has formed the basis for undertaking the assessments contained within this ES; namely that demolition works will not have a likely significant effect. On this basis, each technical discipline has appropriately identified their baseline scenario and undertaken their assessments on this basis (i.e. construction phase effects) that the demolition works at the site are already consented and being undertaken at the time of the application.
- 9.1.13 As noted above, the Council has confirmed that the proposed demolition works would not result in likely significant environmental effects. On this basis, the proposed demolition works can be considered to have either a negligible or minor significance of effect at worst (based on the significance matrix provided within Chapter 1).
- 9.1.14 On this basis, there would be no potential for intra-development cumulative effects to occur beyond those already identified within this Chapter. Demolition works are therefore not considered further within this Chapter.



9.2.0 Assessment of Intra-Development Effects

- 9.2.1 The technical assessments undertaken in support of the ES have defined a number of potential effects, temporary or permanent, adverse or beneficial, associated with the proposed development. Whilst some of these effects have been considered to be insignificant, these can interact or combine to produce an overall combined significant effect on a particular receptor.
- 9.2.2 Given the above, the following section has sought to detail the effects on particular receptors or receptor groups to examine the potential for interaction or combination of such effects. Effects of negligible or neutral significance are excluded from this exercise given that they are highly unlikely to contribute to a more significant combined effect overall.
- 9.2.3 Furthermore, for particular technical assessments contained within this ES, there are effects where no interactions with other effects can take place. As such, these independent effects will not, result in combined effects but are referenced for clarity where appropriate.
- 9.2.4 In accordance with the findings of the various technical assessments undertaken in support of this ES, the receptor groups to be considered for combined effects are as follows:
- Application Site;
 - Adjoining Occupiers (inc. Views and Heritage Assets);
 - Construction Personnel;
 - Future Occupants and Users;
 - Pedestrians and Cyclists; and
 - Local Highway Network.

Combined Effects Table

- 9.2.5 The table below seeks to detail the post mitigation residual effects of the proposed development during both 'construction' and 'operational' phases. The table also details whether these are likely to be temporary or permanent effects, as well as identifying the potential for combined effects during these phases.
- 9.2.6 It should be noted that individual neutral or negligible effects (whether beneficial or adverse), whilst referenced within the table, are unlikely to result in a new 'in-combination' effect which is significant in nature. Furthermore, professional judgement has been utilised as regards to minor effects (whether beneficial or adverse) and the potential for these to interact with other effects to create an 'in-combination' effect which could be significant in nature.
- 9.2.7 Within the table below, a shaded box (light green) shows that there is a potential combined impact to be present for a particular receptor or receptor group.



Table 9-1: Combined Effects Table

Receptor Group	Construction Phase Residual Effect	Operational Phase Residual Effect	Potential for intra-development effects
Application Site	<p>Townscape and Visual Effects- 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)</p> <p>Built Heritage- none – all effects of neutral or negligible significance</p> <p>Traffic and Transport- none – all effects of neutral or negligible significance</p> <p>Air Quality- none – all effects of neutral or negligible significance</p> <p>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.</p>	<p>Townscape and Visual Effects- No adverse effects upon the townscape or views. There would be 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.</p> <p>Built Heritage- none – all effects of neutral or negligible significance</p> <p>Traffic and Transport- none – all effects of neutral or negligible significance</p> <p>Air Quality- none – all effects of neutral or negligible significance</p> <p>Noise and Vibration- Existing noise impacts upon proposed receptors were only found to be significant within habitable rooms overlooking the roads. However, with, proposed mitigation the residual 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 (non-significant).</p>	<p>Construction Phase- Effects from townscape and visual and noise and vibration are unlikely to interact and create a more significant in-combination effect.</p> <p>Operational Phase- Effects from townscape and visual and noise and vibration are unlikely to interact and create a more significant in-combination effect.</p> <p>It is also noted that the effects identified for townscape are beneficial and would not, therefore, combine to create an adverse effect on this receptor.</p>
Adjoining Occupiers (inc. Views and Heritage Assets)	<p>Townscape and Visual Effects- Direct impacts upon the townscape of the Chorlton District Centre which would be Moderate-Major Adverse and significant.</p> <p>Moderate-Major Adverse, significant visual effects would also be experienced</p>	<p>Townscape and Visual Effects- No adverse effects upon the townscape or views. There would be beneficial effects in, creating a strong sense of place and providing a high-quality public realm. Views within the immediate setting would benefit from the high-quality public realm</p>	<p>Construction Phase- Effects from townscape and visual and noise and vibration are unlikely to interact and create a more significant in-combination effect.</p> <p>Operational Phase- Effects from townscape and visual are beneficial in</p>



Receptor Group	Construction Phase Residual Effect	Operational Phase Residual Effect	Potential for intra-development effects
	<p>from some locations on roads and footpaths surrounding the site, including Barlow Moor Road, Manchester Road and Nicolas Road.</p> <p>Built Heritage- none – all effects of neutral or negligible significance</p> <p>Traffic and Transport- none – all effects of neutral or negligible significance</p> <p>Air Quality- none – all effects of neutral or negligible significance</p> <p>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.</p>	<p>and improved buildings, which would be entirely in keeping with the local context.</p> <p>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)</p> <p>Traffic and Transport- none – all effects of neutral or negligible significance</p> <p>Air Quality- none – all effects of neutral or negligible significance</p> <p>Noise and Vibration- none – all effects of neutral or negligible significance</p>	<p>nature, whilst there are permanent adverse effects identified for built heritage which are not significant.</p>
Construction Personnel	<p>Townscape and Visual Effects- none – all effects of neutral or negligible significance</p> <p>Built Heritage- none – all effects of neutral or negligible significance</p> <p>Traffic and Transport- none – all effects of neutral or negligible significance</p> <p>Air Quality- none – all effects of neutral or negligible significance</p> <p>Noise and Vibration- none – all effects of neutral or negligible significance</p>	N/A	<p>Construction Phase- no residual effects have been identified. Therefore, there is no possibility for intra effects.</p> <p>Operational Phase- receptor not present during operational phase.</p>



Receptor Group	Construction Phase Residual Effect	Operational Phase Residual Effect	Potential for intra-development effects
Future Occupants and Users	<p>Townscape and Visual Effects- none – all effects of neutral or negligible significance</p> <p>Built Heritage- none – all effects of neutral or negligible significance</p> <p>Traffic and Transport- none – all effects of neutral or negligible significance</p> <p>Air Quality- none – all effects of neutral or negligible significance</p> <p>Noise and Vibration- none – all effects of neutral or negligible significance</p>	<p>Townscape and Visual Effects-</p> <p>Built Heritage- none – all effects of neutral or negligible significance</p> <p>Traffic and Transport-</p> <p>Air Quality- none – all effects of neutral or negligible significance</p> <p>Noise and Vibration- Existing noise impacts upon proposed receptors were only found to be significant within habitable rooms overlooking the roads. However, with, proposed mitigation 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 (non-significant).</p>	<p>Construction Phase- no residual effects have been identified. Therefore, there is no possibility for intra effects.</p> <p>Operational Phase- the only adverse effect identified is for this receptor with regards to noise impacts. However, this is reduced to negligible adverse following mitigation and is non-significant.</p> <p>Given there are no other effects identified, it is unlikely that this effect would interact to create an in-combination effect which is significant.</p>
Pedestrians and Cyclists	<p>Townscape and Visual Effects- those using foot/cycle paths and open spaces would experience Moderate-Major Adverse from some locations, including Barlow Moor Road, Manchester Road and Nicolas Road.</p> <p>Built Heritage- none – all effects of neutral or negligible significance</p> <p>Traffic and Transport- none – all effects of neutral or negligible significance</p> <p>Air Quality- none – all effects of neutral or negligible significance</p>	<p>Townscape and Visual Effects- moderate to major beneficial significance</p> <p>Built Heritage- none – all effects of neutral or negligible significance</p> <p>Traffic and Transport- none – all effects of neutral or negligible significance</p> <p>Air Quality- none – all effects of neutral or negligible significance</p> <p>Noise and Vibration- none – all effects of neutral or negligible significance</p>	<p>Construction Phase- the only adverse effect identified is for this receptor with regards this receptor is those using foot/cycle paths and open spaces who would experience Moderate-Major Adverse from some locations.</p> <p>Given there are no other effects identified, it is unlikely that this effect would interact to create an in-combination effect which is significant.</p> <p>Operational Phase- No residual effects have been identified. Therefore, there is no possibility for intra-development effects on this receptor.</p>



Receptor Group	Construction Phase Residual Effect	Operational Phase Residual Effect	Potential for intra-development effects
	Noise and Vibration- none – all effects of neutral or negligible significance		
Local Highway Network;	<p>Townscape and Visual Effects- those using roads would experience Moderate-Major Adverse from some locations, including Barlow Moor Road, Manchester Road and Nicolas Road.</p> <p>Built Heritage- none – all effects of neutral or negligible significance</p> <p>Traffic and Transport- none – all effects of neutral or negligible significance</p> <p>Air Quality- none – all effects of neutral or negligible significance</p> <p>Noise and Vibration- negligible adverse temporary short-term level of effect at the local level as a result of noise generated from road traffic that is not significant.</p>	<p>Townscape and Visual Effects- none – all effects of neutral or negligible significance</p> <p>Built Heritage- none – all effects of neutral or negligible significance</p> <p>Traffic and Transport- none – all effects of neutral or negligible significance</p> <p>Air Quality- none – all effects of neutral or negligible significance</p> <p>Noise and Vibration- negligible significance at all receptors in the long term at local level</p>	<p>Construction Phase- Effects from townscape and visual and noise and vibration are unlikely to interact and create a more significant in-combination effect. Nevertheless, the effects are predominantly negligible and temporary in nature, thereby ensuring that any in-combination effect would not be significant.</p> <p>Operational Phase- No residual effects have been identified. Therefore, there is no possibility for intra-development effects on this receptor.</p>



Summary of Intra-Development Effects

- 9.2.8 Table 9-1 identifies there is potential for intra-development effects to arise through the interaction of the following:
- Construction Phase
 - **Townscape and Visual Effects-** Direct impacts upon the townscape of the Chorlton District Centre which would be Moderate-Major Adverse and significant. Moderate-Major Adverse, significant visual effects would also be experienced from some locations on roads and footpaths surrounding the site, including Barlow Moor Road, Manchester Road and Nicolas Road. There would also be adverse impacts as a result of the removal of existing trees, but effects would not be significant.
 - **Noise and Vibration-** negligible adverse temporary effect in the short term at a local level as a result of construction noise and vibration and construction traffic that is not significant.
 - Operational Phase
 - **Townscape and Visual Effects-** townscape and visual effects have been identified as beneficial, neutral or negligible as a result of the proposed development reflecting the local character, create a strong sense of place and providing an high-quality public realm;
 - **Built Heritage-** Permanent minor adverse 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 in the long term at local level for all external and internal amenity areas due to external noise impact (non-significant).
- 9.2.9 Given the nature of the effects identified by the individual technical chapters, the potential for intra-development effects are extremely limited. Indeed, given the residual effects identified, there is limited opportunity for effects to interact or create an in-combination effect upon a distinct receptor. As such, there are no receptors identified as being at risk of experiencing additional intra-development effects beyond those already identified
- 9.2.10 Of the effects which could interact, it should be noted that each of the residual effects identified are 'worst case' assessments and, in some instances, can be sought to be effectively monitored and/or actively managed for the duration of their effects (i.e. during the construction phase).





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Environmental Statement Chapter 10: Residual Effects and Next Steps

Chorlton Precinct, Manchester

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SLR Project No.: 425.VT3409.00001

27 March 2025

Revision: FINAL

Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
V1	3 March 2025	AG	EB	
V2	26 March 2025	AG	EB	EB
FINAL	27 March 2025	AG	EB	EB
	Click to enter a date.			
	Click to enter a date.			

Basis of Report

This document has been prepared by SLR Consulting Limited (SLR) with reasonable skill, care and diligence, and taking account of the timescales and resources devoted to it by agreement with PJ Livesey Homes (6) Limited (the Client) as part or all of the services it has been appointed by the Client to carry out. It is subject to the terms and conditions of that appointment.

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10.1.0 Introduction

- 10.1.1 This Environmental Statement (ES) has been prepared by SLR Consulting Limited (SLR) on behalf of PJ Livesey Homes (6) Limited and Southway Housing Trust ('joint applicants') and sets out the results of an Environmental Impact Assessment (EIA) 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.
- 10.1.2 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."*
- 10.1.3 The ES provides a detailed and objective analysis of the potential environmental effects which will be associated with the proposed development, the likely cumulative effects associated with the development being brought forward in combination with other committed developments, the measures available to mitigate those effects where appropriate, and the likely effectiveness of those mitigation measures in the form of 'residual effects'.
- 10.1.4 The ES has been prepared in order to assist MCC, statutory consultees and other interested parties to reach a decision on the merits of the development. The scope of assessment for each technical assessment has been clearly defined and systematic, evidence based, assessments of the potential environmental effects of the proposed development have been clearly detailed herein. Where necessary, the technical assessments have detailed any omissions and/or areas which will require additional assessment prior to commencement of development.
- 10.1.5 This chapter of the (ES) provides a summary of the residual effects, proposed mitigation (and how this is to be secured) and commentary on determination of the EIA application



10.2.0 Mitigation

- 10.2.1 This section of the report seeks to outline the mitigation measures which have been incorporated within the development proposals. These can form either 'embedded mitigation' or 'additional mitigation'.
- 10.2.2 Embedded mitigation is that which is incorporated into the design of the development, or as a commitment made as part of any application document submitted in support of the development proposals (i.e. a Construction Environmental Management Plan or alike). Whilst embedded mitigation forms part of the initial assessment of effects, key measures have been detailed below for clarity.
- 10.2.3 Additional mitigation is that which has been proposed as a result of the environmental assessments undertaken and did not initially comprise part of the development proposals. It is the incorporation of this additional mitigation which forms the basis of the subsequent residual effects of the EIA.

Embedded Mitigation

- 10.2.4 The following is a summary of the proposed embedded mitigation:

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.

Additional Mitigation

10.2.5 The following is a summary of the proposed additional mitigation:

Townscape and Visual

- **Construction** - No additional mitigation measures have been proposed during the Construction Phase.
- **Operation** - The landscape would be managed in accordance with a Landscape Environment Management Plan (LEMP), secured by way of planning condition which will consider the planting and enhancement of the open spaces, green corridors, and buffers 15 years after planting when the vegetation has matured.

Built Heritage

- No additional mitigation measures have been proposed during the Construction and Operation Phases.

Traffic and Transport

- No additional mitigation measures have been proposed during the Construction and Operation Phases.

Air Quality

- No additional mitigation measures have been proposed during the Construction and Operation Phases.

Noise and Vibration



- **Construction** - No additional mitigation measures have been proposed during the Construction and Operation Phases.
- **Operation** - Façade Insulation and Ventilation including recommendations on glazing specification and trickle ventilators.
- **Operation** - Commercial to Residential Requirements including inter alia setting plant noise emission limits and submission of operational hours for each ground floor commercial unit to MCC.
- **Operation** - The inclusion of party floor recommendations to ensure no significant adverse impact or effect on proposed receptors, based on guidance given in BS 8233.



10.3.0 Residual Effects

10.3.1 This section seeks to provide a summary of the residual effects associated with the development proposals following the incorporation of additional mitigation measures identified within the technical assessments.

10.3.2 Table 11-1 below provides a summary of the residual effects.

Table 11-1: Summary of Residual Effects

Chapter	Mitigation	Residual Effects
Construction		
Chapter 4: Townscape and Visual Effects	<ul style="list-style-type: none"> CEMP 	<ul style="list-style-type: none"> Moderate-Major Adverse effects on the townscape of Chorlton District Centre TCA; Moderate-Major Adverse effects on the views from VP 2.2 Barlow Moor Road; Moderate-Major Adverse effects on the views from VP 2.3 Manchester Road; and Moderate-Major Adverse effects on the views from VP 3.4 Nicolas Road.
Chapter 5: Built Heritage	<ul style="list-style-type: none"> CEMP 	<ul style="list-style-type: none"> No significant residual effects have been identified
Chapter 6: Traffic and Transport	<ul style="list-style-type: none"> CEMP 	<ul style="list-style-type: none"> No significant residual effects have been identified
Chapter 7: Air Quality	<ul style="list-style-type: none"> CEMP 	<ul style="list-style-type: none"> No significant residual effects have been identified
Chapter 8: Noise and Vibration	<ul style="list-style-type: none"> CEMP Adoption of Best Practicable Means to control noise and vibration Planning condition that requires the preparation and submission of method statement 	<ul style="list-style-type: none"> No significant residual effects have been identified
Operation		
Chapter 4: Townscape and Visual Effects	<ul style="list-style-type: none"> Design considerations incorporated into the Proposed Development LEMP 	<ul style="list-style-type: none"> Residual townscape effects would be beneficial. This is as a result of the maturity of proposed planting, particularly the trees, would further enhance the open spaces benefiting the townscape within the immediate context of the site, complimenting the built form and improving the biodiversity of the site.
Chapter 5: Built Heritage	<ul style="list-style-type: none"> LEMP Design considerations incorporated into the Proposed Development 	<ul style="list-style-type: none"> 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



Chapter	Mitigation	Residual Effects
		Conservative Club (key unlisted building), Spread Eagle Hotel (key unlisted building) and the 464 Wilbraham Road (Sunwick Villa) (Building of Historic Interest).
Chapter 6: Traffic and Transport	<ul style="list-style-type: none"> • A framework travel plan • The redevelopment of the Chorlton Precinct to encourage sustainable transport • Provision of cycle and EV parking 	<ul style="list-style-type: none"> • No significant residual effects have been identified
Chapter 7: Air Quality	<ul style="list-style-type: none"> • Adoption of good design principles and a Framework Travel Plan. • Provision of cycle and EV parking 	<ul style="list-style-type: none"> • No significant residual effects have been identified
Chapter 8: Noise and Vibration	<ul style="list-style-type: none"> • Planning condition that requires the preparation and submission of a servicing strategy • A Part F compliant system would be installed within all plots • Façade Insulation and Ventilation • The inclusion of party floor recommendations 	<ul style="list-style-type: none"> • Changes in road traffic noise levels were found to be negligible significance at all receptors in the long term at local level • Existing noise impacts upon proposed receptors were only found to be significant within habitable rooms overlooking the roads. However, with, proposed mitigation 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 (non-significant).



10.4.0 Conclusion

- 10.4.1 The proposed development has been assessed for potential environmental effects through the undertaking of an Environmental Impact Assessment (EIA), 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.
- 10.4.2 It is acknowledged that there are a number of minor to moderate residual adverse effects associated with the development relating to townscape and visual, built heritage and noise. However, the assessment outlines that such effects are unlikely to interact to create a more/additional significant in-combination effects beyond those already identified.
- 10.4.3 The proposed development will, however, result in beneficial townscape and visual effects during the operational phase of the development. This is as a result of the development design reflecting the local character, creating a strong sense of place and providing high-quality public realm. Moreover, there would be improved legibility and accessibility through the site with well-designed public open space and the immediate setting would benefit from the high-quality public realm and improved buildings, which would be entirely in keeping with the local context.
- 10.4.4 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.
- 10.4.5 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 (i.e. Framework Travel Plan, Construction Environmental Management Plan or Landscape Environment Management Plan).





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