

PLANNINGSTATEMENT

HIGH LANE, CHORLTON

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Authorised for and on behalf NJL Consulting

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1. Introduction

1.1 This Planning Statement is prepared on behalf of Cube Homes (the 'applicant') for the proposed development on land at the former Islamic High School for Girls in High Lane, Chorlton (the 'site').

1.2 The proposed description of development is as follows:

'Development of the site including demolition of existing buildings and structures, construction of 22 dwellings including a mix of town houses and apartments, change of use of the existing mansion house into 2 dwellings, creation of new access points and provision of landscaping.'

1.3 In justifying the suitability of the proposed development, this statement considers the development proposal against the Development Plan, relevant national policy, and other material considerations.

Application Pack

1.4 A full team of technical experts have been instructed by the Applicant to support the evolution of the design of the proposed development and provide supporting documentation and assessments. The application is supported by the following technical reports:

Document	Consultant
Design and Access Statement	MPSL
Statement of Community Involvement	Communiti
Heritage Impact Assessment	Lanpro
Archaeological Desk-based Assessment	Lanpro
Drainage Strategy Report	Brennan Consult
Streetscape Assessment	Land Studio
Environmental Standards Statement	Watt Energy
Noise Impact Assessment	RS Acoustic Engineering
Air Quality Assessment	BWB Consulting
Crime Impact Statement	Greater Manchester Police
Preliminary Roost Assessment and Ecological Walkover	E3P
Nocturnal Bat Survey	E3P
Daylight, Sunlight and Overshadowing Assessment	BWB Consulting
Phase 1 Report – Preliminary Risk Assessment	RSK Geosceinces
Phase 2 Geo-environmental Site Investigation	RSK Geosciences
Tree Survey	Tree Solutions

Arboricultural Impact Assessment and Method Statement	Tree Solutions
Transport Statement	SCP Transport
Demolition Survey, Assessment and Register of Asbestos Containing Materials	Asbestos Management Consultancy Limited

- 1.5 The following drawings are also submitted in support of the application which provide the full design, landscape and highways plans to be considered in the determination of this application:

Drawing	Reference
Site Location Plan	22114_00
Proposed Site Layout	22114_01 P1
Illustrative Site Layout	22114_02 P1
Boundary Treatment Layout	22114_03
Boundary Treatment Details	22114_04
Illustrative Street Scenes	22114_05
Illustrative Site Sections	22114_06
Waste Management Plan	22114_07
Bin/cycle Store Detail	22114_08
Type A_Elevations	22114_HT_01 A
Type A_Floor Plans	22114_HT_02 A
Type B	22114_HT_03 A
Type C	22114_HT_04 A
Type D/E_Floor Plans	22114_HT_05 A
Type D/E_Elevations	22114_HT_06 A
Type C_M4(2)	22114_HT_07 A
Landscape General Arrangement	348-LST-XX-XX-DR-L-0101 P01

2. Site and Surrounding Context

The Site

- 2.1 Currently, the site comprises the Islamic High School for Girls. The school have outgrown the site and they are in the process of moving to alternative premises within Didsbury. The new facilities will provide pupils with a more modern and improved facility, which better suits the future needs of the school and will provide a much-improved learning environment. Proceeds from the land purchase have enabled this relocation. It is understood that the school will be relocated and operational ahead of the new academic year in September 2023.
- 2.2 The site itself is sustainably positioned to the south of Chorlton Village. It is bound to the north by High Lane, to the east by Acres Road, to the south by a rear access alley which serves existing dwellings fronting Hardy Avenue, and to the west by the rear gardens of dwellings fronting Stockton Road. Part of the site is positioned between two existing dwellings fronting Stockton Road.
- 2.3 The site comprises the Islamic Girls High School main buildings which are arranged in an L shape, the original Carlton House and its early 20th century east extension located behind the school car park fronting High Lane. The hardstanding playground occupies the remainder of the site and is bound by a high brick wall which diminishes in height northwards along Acres Road. The site is currently accessed via High Lane.
- 2.4 The site is located to the southern side of Chorlton Village, to the south-eastern side of the Wilbraham Road and Edge Lane Conservation Area (see the Site Location Plan below).



Figure 1: Site Location Plan

Surrounding Area

- 2.5 The surrounding area of High Lane benefits from a range of nearby amenities that cater to the needs of the local community. Residents have convenient access to a diverse selection of shops, cafes, restaurants, and local businesses. These include supermarkets, specialty shops, boutiques, and independent stores, providing a variety of options for everyday needs.
- 2.6 In addition to the commercial offerings, the proximity to Beech Road Park (a 5 minute walk), Chorlton Park (10 minute walk) and Longford Park (20 min walk) provides residents with nearby public green spaces.
- 2.7 The site is in a sustainable location in close proximity to public transportation, with multiple bus routes and the Chorlton Metrolink station nearby, offering convenient connections to the wider city of Manchester.

3. Planning History

3.1 The site has been subject to a number of planning applications from 1987 to 2009. For completeness these are summarised in the table below:

Reference	Description	Decision
029520	<u>Chorlton Convent High School, 55, High Lane, Chorlton</u> Single storey extension to toilet block.	Approved 08 Sep 1987
042408	<u>Chorlton Convent High School, 55, High Lane, Chorlton</u> Change of use to graphic studios for production of animated films.	Approved 17 Dec 1992
046636/FO/SOUTH2/94	<u>Manchester Islamic High School for Girls, High Lane, Chorlton</u> Construction of a new pitched roof to existing classrooms.	Approved 20 Dec 1994
052741/FO/SOUTH2/97	<u>55, High Lane, Chorlton</u> (also known as the Islamic High School for Girls) Two single storey ground floor extensions, two extensions at first floor level and extension to provide increased headroom above the stage. To provide improved teaching facilities	Approved 15 Jan 1998
062811/FO/SOUTH1/01	<u>55, High Lane, Chorlton</u> (also known as the Islamic High School for Girls) Retrospective application for the erection of a temporary class room.	Approved 26 Sept 2001
066557/RO/SOUTH1/02	<u>55, High Lane, Chorlton</u> (also known as the Islamic High School for Girls) Renewal of planning permission 052741/FO/SOUTH2/97 for the erection of 2 single storey ground floor extensions, 2 extensions at first floor level and extension to provide increased headroom above stage to provide improved temporary facilities.	Approved 10 Mar 2003

088658/FO/2008/S1	<u>55 High Lane Chorlton Manchester M21 9FA</u> (also known as the Islamic High School for Girls) Replacement of existing windows, doors and concrete surrounds with new double glazed white upvc windows and doors with repairs to concrete surrounds.	Approved 18 Mar 2009
089962/FO/2009/S1	<u>55 High Lane Chorlton Manchester M21 9FA</u> (also known as the Islamic High School for Girls) Reinstatement of boundary walls to High Lane frontage and corner of Acres Road incorporating fencing and gates	Approved 25 Jun 2009

Table 1: Site Planning History

4. Stakeholder Engagement

- 4.1 The applicant team understand the importance of engaging with stakeholders as part of the pre-application and delivery process to ensure the development reflects the views of local people and Manchester City Council (MCC). This reflects the position of the National Planning Policy Framework (NPPF) which promotes early engagement to improve the efficiency and effectiveness of the planning application process.

National Planning Policy Framework

- 4.2 The NPPF sets out the benefits of pre-application discussions within a section titled 'Pre-Application Engagement and Front Loading' (NPPF Section 4). Paragraph 39 of the NPPF states that *'early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality pre-application discussion enables better coordination between public and private resources and improved outcomes for the community'*.

Planning Practice Guidance

- 4.3 The PPG notes that *'Pre-application engagement by prospective applicants offers significant potential to improve both the efficiency and effectiveness of the planning application system and improve the quality of planning applications.'*
- 4.4 A summary overview of the pre-application engagement held with the Council is provided below.

Engagement with Manchester City Council

- 4.5 Pre-application advice was initially sought from MCC with two pre-application meetings held on 26th January 2023 and 29th March 2023. During the initial meeting on 26th January 2023, the applicant team presented an overview of the vision for the site, detailing how key constraints and opportunities, such as highways and heritage considerations, have influenced the initial proposals. MCC were invited to comment on the proposals and their main comments and suggestions are summarised below:
- MCC expressed concerns in relation to the proposed demolition of Carlton House due to its architectural importance in the Conservation Area.
 - Concerns were raised about inward-facing development causing a lack of community integration and impact of the development on the surrounding Conservation Area.

- Exploration of the retention and conversion of Carlton House was suggested.
 - Justification for any proposed building demolitions was requested.
 - Re-evaluation of boundary treatments, parking provisions, and the potential to front and widen Acres Road was suggested.
 - Consideration of scale and massing.
 - Incorporation of the development's homage to the local area's history and character.
 - MCC expressed the preference for affordable and family housing.
- 4.6 The applicant team took MCC's feedback into account and conducted further surveys to evaluate the feasibility of retaining and refurbishing Carlton House. The layout and proposals were adapted to address MCC's comments wherever possible.
- 4.7 The purpose of the second pre-application meeting on 29th March 2023 was to present MCC with the design evolution of the revised scheme, highlighting the retention of Carlton House, and to establish consensus on principles while agreeing on validation requirements. MCC's Planning, Highways and Conservation officers were also in attendance.
- 4.8 The key comments made by MCC during this meeting were as follows:
- Acknowledgement and appreciation for the proposed retention of Carlton House.
 - Emphasis on the need to safeguard the character of the Conservation Area.
 - Consideration of widening Acres Road and exploring a frontage onto Acres Road was advised.
 - Loss of open space within a Conservation Area needs to be justified.
 - Clarification that apartments in this location would be designated as affordable units.
 - Need for justification of the demolition of the outbuildings and extensions of Carlton House.
- 4.9 In response to these comments, the applicant team refined the scheme further. Dwellings were reoriented to face Acres Road, with rear gardens integrated within the site. Acres Road is planned to be widened to 5.5 meters, accompanied by a 2.0-meter-wide footpath on its western side.

- 4.10 In order to address the concerns raised about the Conservation Area's openness and character, Land Studio conducted a Streetscape and Open Space Assessment and BWB Consulting prepared a Daylight, Sunlight, and Overshadowing Assessment. The findings of these assessments demonstrate the scheme's adherence to the surrounding area's character and the preservation of resident amenity. Detailed summaries of these assessments and their conclusions are presented within the principle of development section.
- 4.11 The scheme subject to this application positively responds to the main comments and concerns raised by the Local Planning Authority through the pre-application discussions. For clarity, an overview of the main comments, and the amendments made is provided in the table below:

MCC comment/theme	How does the application scheme respond to these comments?
Retention of Carlton House	A survey of Carlton House was undertaken to determine whether it could be feasibly retained and converted for residential use. This demonstrated that the most suitable conversion would be to convert the existing house into two separate homes. The applicant team amended the site layout accordingly to facilitate the retention of Carlton House.
Impact on Conservation Area	The proposed new dwellings have been designed to respect the architectural context of the Conservation Area and Carlton House. Carlton House will be retained and restored to its original detached ornamental villa appearance, and contribute favourably to the Conservation Area. While the proposed redevelopment entails infilling the playground, this is balanced by the removal of the existing brick boundary wall along Acres Road. Despite its historical significance as a Victorian garden wall, this wall is considered to detract from the primary character of the interconnected streets between High Lane and Beech Road, causing obstruction. The plans along Acres Road have thoughtfully addressed the much-needed opening of the street and align with the character of other north/south-oriented roads within the Conservation Area.

	A Heritage Impact Assessment has been prepared by Lanpro and concludes that the proposed development is unlikely to cause any adverse effects on the Conservation Area. The Assessment findings are summarised within the Principle of Development section of this Statement.
Orientation of the development	The layout has been amended so that all townhouses are turned to front Acres Road, creating an outward facing development. Rear gardens are to be provided within the site.
Impact on Acres Road	Acres Road will be widened to 5.5 metres, providing improved traffic flow, with a 2.0m wide footpath on the western side, promoting pedestrian safety and convenience.
Introduction of affordable housing	Proposed affordable housing to be situated in the apartment block fronting Stockton road.
Height and massing	The applicant team have undertaken a detailed assessment of the existing context and surrounding building height. The design proposal incorporates a blend of 2 to 4-storey dwellings that correspond to the proportions of the immediate surroundings. The Streetscape Assessment prepared by Land Studio illustrates an escalation in building heights towards the northeastern limits of the site, influenced by the town centre's edge, which significantly shapes its character. The assessment concludes that the existing scale of neighbouring properties, ranging from 2 to 3 storeys and sometimes 4 storeys, plays a key role in enabling the proposals to integrate with the prevailing character and scale of the surrounding residential properties. Furthermore, BWB's Daylight, Sunlight and Overshadowing Assessment confirms that the proposed development aligns with the standards of acceptability concerning daylight, sunlight, and overshadowing considerations.

Table 2: Summary of design changes following pre-application discussions

Engagement with the Public and Ward Members

4.12 On 22nd May 2023, the applicant team conducted a virtual meeting with Chorlton Ward Members (Councillor John Hacking and Councillor Matthew Benham) via Microsoft Teams. The purpose of this engagement was to deliver a presentation about the background of Cube Homes, an overview of the site and its developmental context, the evolution of design concepts, the most recent proposals, and the forthcoming plans for wider public consultation.

4.13 The Ward Members made the following comments in relation to the proposed development:

- The conservation of Carlton House was welcomed.
- Appreciation for the incorporation of green elements within the development's design.
- Debate on the design philosophy, specifically regarding the preference between an inward-facing or outward-facing development, along with the associated advantages and disadvantages for residents situated along Acres Road.
- In the context of urban design, Members understood that an outward-facing development would be more appropriate. However, they did express some concerns about parking along Acres Road and the level of traffic associated with a new development.
- The cumulative effect of ongoing developments in Chorlton raised concerns among Members, particularly regarding their collective impact on highways.
- Emphasis was placed on the need for thorough consideration of emergency vehicle access, drawing from instances where vehicular access for emergency services had posed challenges.

Public Consultation Event

4.14 On 19th July 2023, a public consultation event was held at The Edge, a nearby Theatre and Arts Centre in Chorlton. Prior to the event, a consultation website was launched on 10th July 2023 and a resident notice was delivered to a total of 610 addresses, providing local residents with information about the consultation event.

- 4.15 A total of 64 people attended the public consultation event, with 29 of them completing the feedback form provided. A comprehensive overview of the public consultation event and the feedback received is detailed within the Statement of Community Involvement prepared by Communiti.

Conclusion

- 4.16 The pre-application engagement with MCC, engagement with Ward Members and the public consultation event feedback have all informed the final development proposals within this application. The applicant team are committed to ensuring that the development benefits both existing and future residents.

5. Proposed Development

5.1 This planning application seeks full planning permission for the proposed development at High Lane at the former Islamic High School for Girls in Chorlton.

5.2 The development comprises of the following:

- Demolition of some of the existing buildings to facilitate site clearance;
- Construction of 22 high quality, energy efficient and sustainable new homes comprising 14 townhouses, 6 two-bedroom apartments, and the retention and refurbishment of Carlton House, which will be converted into two homes.
- Retention and Refurbishment of Carlton House: The existing mansion house will undergo conversion into two separate new homes. To accommodate this conversion, an extension will be added to the western side. The current outbuildings will be demolished.
- Acres Road will be widened to 5.5 metres, providing improved traffic flow, with a 2.0m wide footpath on the western side, promoting pedestrian safety and convenience.
- Frontage Parking: A 100% curtilage frontage parking scheme will be implemented, ensuring appropriate parking space for residents. Additionally, 2 parking spaces per property will be provided to properties fronting Acres Road.
- Side parking for plots facing Stockton Road.
- All dwellings turned to front Acres Road, rear gardens to be provided within the site.
- Affordable Housing: A new apartment block will be constructed along Stockton Road, specifically designed to provide affordable housing. The block will contain 6 units, each with two bedrooms and space for four people. Parking spaces will be available at the rear of the building. The properties will be offered as Shared Ownership and Affordable Rent, although the exact tenure will be agreed with MCC.
- New 2.5 storey dwellings: Two new dwellings will be built adjacent to the refurbished Carlton House comprising 2.5 storeys. These structures will be elevated to maintain the architectural context of the Conservation Area and the existing house of the High Lane frontage. Parking will be located behind a boundary wall, ensuring an aesthetically pleasing streetscape.

- Townhouses: A total of 14 townhouses will be constructed, 12 of which will feature a green terrace at the rear.

Site Layout



Figure 2: Illustrative Layout

Housing Provision, Mix and Typologies

- 5.3 The proposed housing provision comprises a total of 22 no. dwellings, delivered through the following residential mix:

Dwelling Size	House Type	Number
4 bed	Semi Detached	2
4 bed	Town House	14
2 bed	Apartment	6

Table 2: Proposed Housing Mix

- 5.4 The site provides 22 new dwellings and is over 0.3 ha in size so therefore meets the requirements to provide affordable housing on site. The apartment block along Stockton Road is specifically designed to provide affordable housing options. The block will contain 6 units, each with two bedrooms and space for four people.
- 5.5 This results in a provision of just over 27% affordable housing which is above the target for 20% of new housing provision to be affordable within Policy H8 of the Manchester Core Strategy. The properties will be offered as Shared Ownership and Affordable Rent, although the exact tenure will be agreed with MCC.

Parking and Accessibility

- 5.6 The development will have multiple access points. Properties facing Acres Road will have independent access points off the newly widened Acres Road. The apartment block will have its entrance from Stockton Road. For properties facing High Lane, the existing access point on the frontage will be used.
- 5.7 Each dwelling will have designated parking spaces within its own curtilage frontage. Furthermore, properties facing Acres Road will be allocated two parking spaces per property. The apartments facing Stockton Road will have 100% parking provided.

Green Infrastructure and Landscaping

- 5.8 A mix of hard and soft landscape details are proposed for the scheme, full details of which can be found within the Design and Access Statement prepared by MPSL and the Landscape General Arrangement plan prepared by Land Studio (Ref: 348-LST-XX-XX-DR-L-0101 P01).
- 5.9 All of the proposed dwelling houses will have gardens to the rear and the 12 townhouses fronting Acres Road will also feature green terraces to the rear. The proposed layout allows for the placement of a tree within the front garden of each property, forming a tree lined street within the site and adjacent to existing infrastructure.

Planning Obligations

- 5.10 The applicant will seek agreement with the Council to secure planning contributions via a S106 Planning Obligation. The heads of terms are to be agreed through negotiation with the Council depending on where deficiencies lie in existing infrastructure whilst also considering viability and proportionality.

6. Planning Policy Context

- 6.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 confirms that the determination of planning applications should be made in accordance with the Development Plan unless material considerations indicate otherwise.
- 6.2 The following section outlines the Local Plan position and the relevant material considerations that should be considered in the determination of this application.
- 6.3 The application site is located within Chorlton where the Local Authority is Manchester City Council. The adopted development plan for the area comprises the following documents:
- Manchester Core Strategy (Adopted 11 July 2012)
 - Extant Unitary Development Plan (UDP) Policies
 - Proposals Map (Adopted July 2012)
- 6.4 The Core Strategy was adopted in July 2012 and sets out planning policies to guide decision making within Manchester and ensure the scale, design and type of developments proposed accord with LPA aims and wider national policy.
- 6.5 The relevant policies from the Core Strategy to the application are detailed below:
- Policy SP 1 Spatial Principles
 - Policy H 1 Overall Housing Provision
 - Policy H 6 South Manchester
 - Policy H 8 Affordable Housing
 - Policy T 1 Sustainable Transport
 - Policy T 2 Accessible areas of opportunity and need
 - Policy EN 3 Heritage
 - Policy EN 4 Reducing CO2 Emissions by Enabling Low and Zero Carbon Development
 - Policy EN 6 Target Framework for CO2 Reductions from Low and Zero Carbon Energy Supplies

- Policy EN 8 Adaptation to Climate Change
- Policy EN 9 Green Infrastructure
- Policy EN 14 Flood Risk
- Policy EN 15 Biodiversity and Geological Conservation
- Policy EN 16 Air Quality
- Policy EN 17 Water Quality
- Policy EN 19 Waste
- Policy PA 1 Developer Contributions
- Policy DM 1 Development Management

6.6 A full overview of the planning policies and the compliance of the scheme with each relevant policy is provided in Appendix 1.

Supplementary Planning Documents

- Guide to Development in Manchester SPD
- Providing for Housing SPD
- Manchester Residential Quality Guidance

National Planning Policy Framework

6.7 The National Planning Policy Framework (NPPF) sets out the overarching planning policies from the Government. In July 2021, the NPPF was updated, and this now forms the overarching planning guidance in England.

6.8 Regard must be had to the NPPF as a material consideration in planning decisions as per Paragraph 2 of the NPPF and Section 38(6) of the Planning and Compulsory Purchase Act 2004. This central aim of the NPPF and the planning system is highlighted in paragraph 7:

'The purpose of the planning system is to contribute to the achievement of sustainable development.'

6.9 Where proposals are sustainable there is a presumption in favour of the development which is the core of the NPPF:

'So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development' (paragraph 10).

- 6.10 The NPPF advises that there are three dimensions to sustainable development: economic, social and environmental (Para. 8) and establishes a presumption in favour of sustainable development stating that sustainable development proposals need *'approving...without delay'* (Para. 11).
- 6.11 The Framework, taken as whole, represents the Government's definition of what constitutes a sustainable development. This definition of sustainable development includes three key roles: an economic role; a social role; and an environmental role. These aims are mutually dependent and should be sought jointly and simultaneously by the planning system.

Design

- 6.12 The NPPF supports the creation of well-designed places, that shape sustainable communities, warrants development being acceptable.
- 6.13 Paragraph 128 states that at the very earliest stage, *'all local planning authorities should prepare design guides or codes consistent with the principles set out in the National Design Guide and National Model Design Code, and which reflect local character and design preferences.'*
- 6.14 Paragraph 134 advises *'development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design'.*
- 6.15 Paragraph 134 further recommends that significant weight should be given development which accords to local design and national guidance, which displays exemplary design that achieves and/or raises the standard of design.

Heritage

- 6.16 Paragraph 194 of the NPPF requires as a minimum, that the significance of any heritage asset that may be affected by a proposal to be identified and assessed. The assessment should be taken into account when considering the impact of a proposal on a heritage asset.

- 6.17 'Great weight' should be afforded to the preservation of designated heritage assets, stressing *'the more important the asset, the greater the weight should be'* (Para. 199). This is of particular relevance for Conservation Areas.
- 6.18 Paragraph 202 goes on to state: *'where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal...'*
- 6.19 Paragraph 206 advises *'Local planning authorities to look for opportunities for new development within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably'*.

7. Principle of Development

Loss of Existing Use

- 7.1 The existing Islamic High School for Girls will be relocating to a new facility in Didsbury, ahead of the new school year in September 2023. The school has long since outgrown the facilities at the High Lane site and the move to new, more modern facilities will provide a higher quality learning environment for pupils and enables the school, which is over-subscribed, to expand to accommodate more pupils in the future.
- 7.2 There are no planning policy protections of the existing school use of the site. The school has chosen to relocate to a new premises and so the use of the site for residential development will not cause a loss of the existing school use.
- 7.3 Furthermore, the proposed development will not cause a loss of, or loss of use for sport as there are no current sports or playing pitches on site.

Principle of Residential Development

- 7.4 The NPPF establishes a presumption in favour of sustainable development stating that sustainable development proposals need *'approving...without delay'* (Para. 11). The NPPF also promotes the effective use of land and states that planning decisions should give *'substantial weight to the value of using suitable brownfield land within settlements for homes'* (Para. 120).
- 7.5 The application site is located within an existing residential area and so the demolition of buildings that would otherwise be vacant and re-use of the site for residential purposes should be considered acceptable in planning terms.
- 7.6 Policy H 1 of MCC's Core Strategy sets out the overall housing requirement of 60,000 new dwellings across Manchester over the plan period (2012-2027). For South Manchester (where the application site is located), this equates to approximately 3,240 dwellings per year.
- 7.7 MCC's most recent Five Year Housing Land Supply Statement (2022) concludes that Manchester has *'just under four years supply when considering only schemes with full planning permission however when sites with permission pending are included Manchester can demonstrate it has a five year supply. When all sites the Council considers deliverable are included Manchester can demonstrate a 32% buffer (a surplus of 6,253 units when compared to the required 5% buffer)'*.

- 7.8 The proposed scheme will make a valued contribution towards this housing delivery target in Manchester and will deliver high quality homes within a sustainable location.

Conservation of Heritage Assets

- 7.9 Carlton House is considered as a non-designated heritage asset. The proposed development will retain Carlton House and refurbish it into two residential properties. In order to facilitate the residential development, the rest of the existing buildings are to be demolished. This includes the extension to the west of Carlton House, the outbuildings to the east and the linear arrangement of later 20th century single storey school buildings along the west side of the playground.
- 7.10 In terms of national policy, paragraph 194 of the NPPF requires as a minimum, that the significance of any heritage asset that may be affected by proposed development to be identified and assessed. The assessment should be taken into account when considering the impact of a proposal on a heritage asset.
- 7.11 'Great weight' should be afforded to the preservation of heritage assets, stressing '*the more important the asset, the greater the weight should be*' (Para. 199). This is of particular relevance for Conservation Areas.
- 7.12 Paragraph 202 goes on to state: '*where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal...*'.
- 7.13 Paragraph 206 advises '*Local planning authorities to look for opportunities for new development within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably*'.
- 7.14 Policy EN 3 of the Core Strategy states that MCC will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods. New developments are required to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains. Proposals which enable the re-use of heritage assets will be encouraged where they are considered consistent with the significance of the heritage asset.

- 7.15 The proposed new dwellings have been designed to respect the architectural context of the Conservation Area and the existing house of the High Lane frontage. Two new 2.5 storey dwellings will be built, maintaining the elevated structure to harmonise with the surrounding buildings. A boundary wall will be erected to separate the parking area behind the dwellings, ensuring an aesthetically pleasing streetscape.
- 7.16 A Heritage Impact Assessment has been prepared by Lanpro to assess the impact of the proposed development on the Conservation Area and non-designated heritage assets. The conclusions of this assessment are outlined below.
- 7.17 The site is positioned on the south-east side of the Wilbraham Road and Edge Lane Conservation Area. Lanpro has confirmed that the school buildings, excluding the original form of the non-designated Carlton House, possess limited or no heritage value. Their contribution to the Wilbraham and Edge Lane Conservation Area is deemed neutral. Notably, the early 20th-century east extension to the former 19th-century Carlton House adds interest to the streetscape along High Lane due to its external appearance, and the Chapel carries some architectural and historical significance internally. Nonetheless, the removal of these school structures is anticipated to have a neutral impact on the character and appearance of the Conservation Area.
- 7.18 The oldest school building, Carlton House, a Victorian villa from the 19th century, is recognised for its positive architectural and historical influence within the Conservation Area. This structure will be preserved, restored to its original detached ornamental villa appearance, and contribute favourably to the Conservation Area's special interest. The proposed semi-detached townhouse and Carlton House will also reinforce the historically significant frontage of substantial residential buildings. Additionally, the replacement of the single-storey educational building with a 2.5-storey apartment building on Stockon Road will harmonise better with the streetscape, enhancing the character and appearance of the Conservation Area.
- 7.19 The proposals along Acres Road are deemed to enhance the distinctive features of the Conservation Area as a whole. While the proposed redevelopment entails infilling the playground, this is balanced by the removal of the existing brick boundary wall. Despite its historical significance as a Victorian garden wall, this wall is considered to detract from the primary character of the interconnected streets between High Lane and Beech Road, causing obstruction. The plans along Acres Road have thoughtfully addressed the much-needed opening of the street and align with the character of other north/south-oriented roads within the Conservation Area.

- 7.20 Overall, the Heritage Impact Assessment concludes that the proposed development is unlikely to cause any adverse effects on the Conservation Area's special interest and is anticipated to yield several positive outcomes demonstrating compliance with local and national policies.

Loss of Openness in a Conservation Area

- 7.21 During pre-application engagement with MCC, concerns were raised about the loss of openness in a Conservation Area as there is no existing built form on the harstanding playground. Furthermore, Policy DM1 requires new development to have appropriate siting, layout, scale, form, massing, materials, detail and have regard for the character of the surrounding area.
- 7.22 In order to address MCC's concerns, a Streetscape Assessment has been prepared by Land Studio to evaluate the suitability of the proposed development through detailed analysis of the surrounding streetscape character. The main conclusions of the Assessment are outlined below.

Height and Massing

- 7.23 Regarding scale and mass, the design proposal incorporates a blend of 2 to 4-storey dwellings that correspond to the proportions of the immediate surroundings. Land Studio's assessment illustrates an escalation in building heights towards the northeastern limits of the site, influenced by the town centre's edge, which significantly shapes its character. The assessment concludes that the existing scale of neighbouring properties, ranging from 2 to 3 storeys and sometimes 4 storeys, plays a key role in enabling the proposals to integrate with the prevailing character and scale of the surrounding residential properties. The following visuals demonsrate how the proposals integrate with the surrounding character and scale.



Image 1: Acres Road



Image 2: Stockton Road



Image 3: High Lane

Widening of Acres Road

- 7.24 In terms of streetscape and open space, Land Studio's evaluation of the current streetscape along Acres Road demonstrates the adverse impact of the existing boundary wall on the street, serving as a prominent detractor within the Conservation Area. Considering the proposed development's embrace of the local architectural style, the proposed design represents a substantial enhancement to the existing street character.
- 7.25 As depicted in the visuals for Acres Road, the perceived sense of "openness" along the street is heightened through the removal of the boundary wall which aligns with the area's streetscape tradition.

Building Lines

- 7.26 Shifting the building line away from Acres Road creates room for introducing a green frontage into the streetscape. This alteration breaks up the built elements along the street, mirroring the garden boundaries along Stockton Road and the broader Conservation Area. Off-street parking provisions offer residents an alternative to pavement parking, mitigating the cluttered scenes commonly observed on the neighbouring roads.
- 7.27 Overall, the proposed improvements to Acres Road will ultimately increase openness and enhances this part of the site by making it more accessible and increasing views into and across the site which is a key public benefit of the scheme.

Materials and appearance

- 7.28 In terms of buildings and materials, the proposed terraced built form on the site directly corresponds to the adjacent buildings. The proposed building scale seeks to emulate the size and structure of neighbouring properties, acknowledging that the typology along High Lane necessitates a distinct approach from that along Acres Road, with terraced housing aligning with historical development patterns.
- 7.29 The proposed materials echo the prevailing local palette, as the scheme aims to blend seamlessly rather than stand out. Through thoughtful material choices and a study of the local vernacular, the design harmoniously integrates into its context.
- 7.30 Land Studio's Assessment concludes that the development will positively impact the streetscapes within the Conservation Area and this part of Chorlton. The proposed scale and materiality will contribute to a greater sense of openness and accessibility, whilst integrating it within the surrounding streetscapes and responding to the different typologies and scales present along High Lane, Acres Road and Stockton Road.

Proposed Amenity

- 7.31 All of the proposed dwelling houses will have gardens to the rear and the 12 townhouses fronting Acres Road will also feature green terraces to the rear which will create pleasant outdoor spaces for residents to enjoy.
- 7.32 Each dwelling will have designated parking spaces within its own curtilage frontage. Furthermore, properties facing Acres Road will be allocated two parking spaces per property. The apartments facing Stockton Road will have 100% parking provided.
- 7.33 The widening of Acres Road and construction of a footpath will enhance traffic flow and pedestrian safety.

Existing and Future Resident Amenity

- 7.34 The proposed development aims to enhance the existing and future resident amenity by providing 22 high-quality, energy-efficient, and sustainable new homes. These will comprise 14 townhouses and 6 two-bedroom apartments. As part of the development, Carlton House, an existing mansion house, will be retained and refurbished, being converted into two separate new homes. To accommodate this conversion, an extension will be added to the western side, while the current outbuildings will be demolished. The rear gardens of all dwellings will be provided within the site, ensuring a pleasant outdoor space for residents.

- 7.35 Policy DM1 of the Core Strategy states that all new development should have regard for the protection of residential amenity. Furthermore, Manchester's Residential Quality Guidance states that new development should seek to minimise loss of daylight to neighbouring residential properties, complying with statutory requirements and best practice and should ensure visual and acoustic privacy for residential properties.
- 7.36 Consideration has been given to ensuring the integration of this scheme within the surrounding context, while prioritising the avoidance of any adverse effects or disruption to existing residents. The positioning of the buildings has been carefully planned, ensuring they are set back at appropriate distances from neighbouring properties. Additionally, the massing has been stepped to minimise the perceived height when viewed from street level which is demonstrated by the illustrative site sections prepared by MPSL and the visuals shown in images 1, 2 and 3 above.

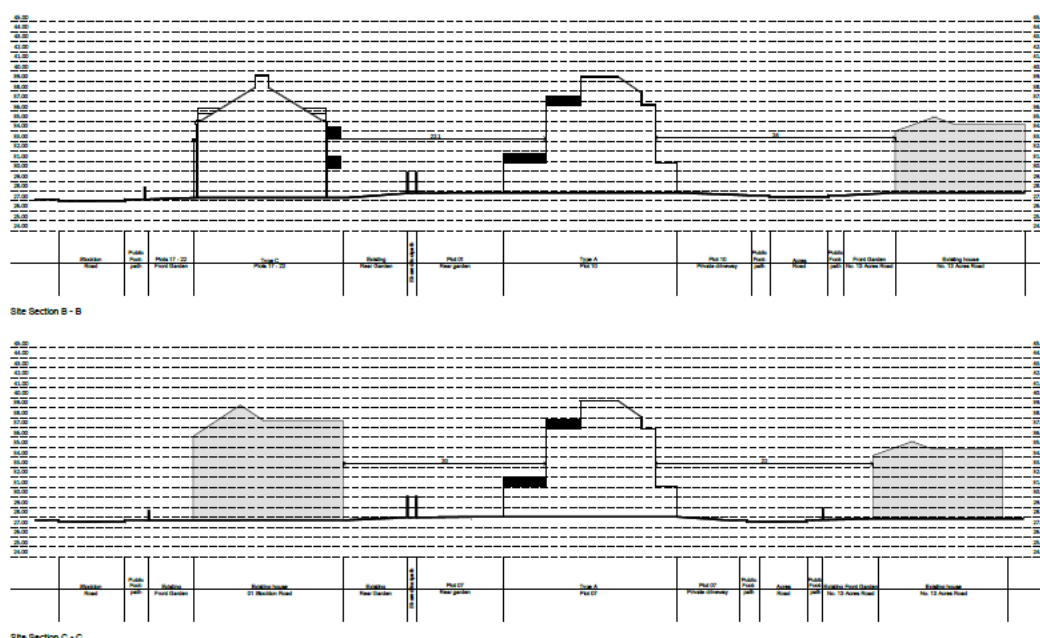


Image 4: Illustrative Site Section

- 7.37 To further affirm that the development has no detrimental consequences on neighbouring properties, a comprehensive Daylight, Sunlight and Overshadowing Assessment has been produced by BWB Consulting. The Assessment has been prepared in accordance with the Building Research Establishment's (BRE) Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice (the BRE Guide, 2022).
- 7.38 The neighbouring residential buildings (sensitive receptors) includes the following:
- No. 2-14 Hardy Avenue houses (to the south-west);

- No. 1A-11 Stockton Road houses (to the west);
- No. 5-31 Acres Road houses (to the east); and
- No. 49-51 High Lane houses (to the north-east).

7.39 In terms of daylight quantity (VSC), BWB's assessment determines that the proposed development's influence on neighbouring residential properties has been deemed satisfactory. As a result, given that 92% of the evaluated windows adhere to the BRE guideline, the cumulative effect of the proposed development on neighbouring properties is considered negligible, aligning with the principles of paragraph H5 of the BRE Guide.

7.40 In relation to sunlight, the projected impact of the proposed development on neighbouring properties (within a 90-degree range due south) is considered negligible, as stipulated by paragraph H6 of the BRE Guide 2022. Considering that the majority (98%) of the appraised windows within this southward range comply with the BRE guideline, the overall outcome anticipates that post-development lighting conditions will exert no substantial influence on the majority of residential properties in the neighbourhood.

7.41 In terms of overshadowing, BWB's analysis indicates that the proposed development's effect on surrounding amenity spaces (gardens) is negligible. The overshadowing assessment demonstrates that all gardens will continue to experience favorable sunlight levels subsequent to the completion of the proposed development, maintaining the existing conditions. With all assessed gardens fully adhering to the BRE guidelines and retaining adequate sunlight on the 21st of March, the impact of the proposed development on the sunlight levels of the surrounding amenity spaces is deemed minimal.

7.42 In summary, BWB conclude that the proposed development aligns with the standards of acceptability concerning daylight, sunlight, and overshadowing considerations.

Parking and Highways

7.43 All of proposed houses will provide 200% parking and the apartment building would provide 100% parking. Each property would be provided with facilities for electric charging points. Cycle parking will be provided either within the garage of properties with garages or within a shed. It is anticipated that the details of the proposed electric charging and cycle parking will be secured by a Planning Condition.

- 7.44 As part of this application, SCP Transport have prepared a full Transport Assessment. The document looks to assess the existing transport/highways conditions and determine any potential impact arising from the proposed development.
- 7.45 The Assessment states that the proposed development is likely to lead to a material reduction in traffic movement associated with the site during the traditional highway hours and on a daily basis.
- 7.46 The proposed widening of Acres Road, the introduction of a 2m wide footway along the site frontage to Acres Road, installation of tactile pavings at the junction of Acres Road with High Lane and at the southern end to the proposed 2m wide footway will be beneficial to both existing and new residents.
- 7.47 The site is located within an existing residential area where there is easy access to a large range of facilities and where there is ready access to public transport in the form of buses or trams to access facilities further afield.
- 7.48 Overall, the Transport Assessment concludes that there can be no overriding highways objections to the proposals.

Affordable Housing

- 7.49 Policy H8 of the Core Strategy requires new development to contribute to the City-wide target for 20% of new housing provision to be affordable and developers are expected to use the 20% target as a starting point for calculating affordable housing provision.
- 7.50 To address the need for affordable housing options, a new apartment block will be constructed along Stockton Road. This block will consist of six units, each featuring two bedrooms and accommodating up to four people. Parking spaces will be available at the rear of the building, contributing to the convenience and accessibility of the affordable housing units.
- 7.51 The 6 apartments will be offered as Shared Ownership and Affordable Rent, although the exact tenure will be agreed with MCC.

Green Infrastructure

- 7.52 Policy EN 9 encourages developers to enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure. Manchester's Residential Design Guidance states that new developments should continue and/or add to the

landscape network in a manner that is carefully designed and purposed, and offer opportunities for residents to augment it through the development of back gardens, front gardens and thresholds.

- 7.53 The 14 townhouses fronting Acres Road will feature green terraces at the rear. This design element will enhance resident amenity by providing private outdoor spaces, promoting a connection with nature and offering opportunities for gardening and leisure activities. Furthermore, rear gardens are proposed for each of the dwelling houses.

Conclusion

- 7.54 Overall, the proposed development aims to create a sustainable and inclusive community, preserving the heritage of the area while providing high-quality housing options and amenities for existing and future residents. The design considerations prioritise pedestrian safety, convenient parking solutions, and the integration of green spaces, contributing to a cohesive and attractive neighbourhood environment.

8. Technical Assessment

- 8.1 This section of the Planning Statement presents the assessment of all other material considerations, not covered within the previous sections.

Flooding and Drainage

- 8.2 Policy EN 8 states that all developments will be expected to be adaptable to climate change of flood risk by appropriate siting, drainage, and treatment of surface areas to ensure rain water permeability. Furthermore, Policy EN 14 and EN 17 require new developments to minimise surface water run-off and maximise the use of appropriate sustainable drainage systems.
- 8.3 In terms of the flood risk, the site is within Flood Zone 1 and is therefore considered to be at the lowest risk of flooding. The site is less than 1ha in plan area. Therefore, in line with criteria set within the NPPF a Flood Risk Assessment is not required.
- 8.4 A Drainage Strategy Report has been prepared by Brennan Consult. The Report evaluates the existing surface water drainage system and assesses any potential rise in surface water runoff due to the proposed development. Consideration is given to Sustainable Drainage Systems (SuDS) as a means of mitigating surface water flood risk, along with the creation of an initial drainage layout.
- 8.5 The site area is fully impermeable with unrestricted outflows to the combined sewers bounding the site. The existing brownfield runoff rates are as follows:
- 1 yr – 37l/s (30mm/hr)
 - 30 yr – 79l/s (65mm/hr)
 - 100 yr – 116l/s (100mm/hr)
- 8.6 The Drainage Strategy Report carries out an assessment of SuDS and local site conditions to determine the sustainability of each approach for this scheme. The proposed surface water drainage strategy entails collecting runoff from new residential units' roofs and directing it to geocellular infiltration tanks in rear gardens for natural absorption into sands and gravels. Front rainwater pipes will channel water into the no fines sub base of the permeable driveways. If formal BRE 365 infiltration testing deems the ground unsuitable, connection to the combined water sewer will occur at a peak rate not exceeding 5l/s. The private drainage layout follows BS EN 752: 2008 and Building Regulations Part H, aiming for flood prevention up to a 30-year storm return period. Exceedance flows beyond this period will be addressed through storage in

external areas, directing floodwater away from properties and back into the drainage network. While Prevention and green roof Source Controls measures are envisioned, the strategy assumes incorporation of Source Control infiltration methods for outline calculations. A simulated attenuation assessment, based on an estimated infiltration rate of 5x10⁻⁵m/s and factor of safety of 5, is conducted using Microdrainage Design Software for each house type. These preliminary rates and volumes are subject to change during detailed design stages with site-specific information.

- 8.7 The proposed foul water drainage strategy is to construct a new foul water drainage network for each block area that outfalls via gravity to the combined public sewer via the existing connections. The proposed private drainage layout for the new development site will be designed in accordance with BS EN 752: 2017 and Building Regulations Part H guidance.

Air Quality

- 8.8 Policy DM 1 requires all development to have regard for effects on amenity such as privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation.
- 8.9 An Air Quality Assessment has been undertaken by BWB Consulting and considers construction phase dust impacts and operational phase road traffic emissions of the proposed development.
- 8.10 A qualitative assessment of the construction phase highlights the recommended measures to minimise dust emissions during construction activities, resulting in a 'not significant' impact on dust emissions during this phase, aligning with IAQM guidance.
- 8.11 The projected trip generation for the development was screened using IAQM and EPUK's two-stage process, revealing that it does not surpass the relevant screening criteria, indicating that a detailed operational phase road traffic emissions assessment is not required. Consequently, air quality impacts from additional road traffic emissions associated with the site were deemed insignificant.
- 8.12 An analysis of local air quality monitoring and background concentrations considered the site's suitability for the proposed sensitive end use. Nearby monitoring locations within an Air Quality Management Area (AQMA) and near a major road demonstrated NO₂ levels below England's annual mean air quality objectives for 2019. As the site is located outside an AQMA and not in close proximity to major roads, it was deemed

suitable for the proposed residential use, aligning with current air quality objectives for England.

Noise

- 8.13 A Noise Assessment has been carried out by RS Acoustic Engineering Ltd. The Assessment is based on guidance contained within British Standard 8233:2014 Guidance on sound insulation and noise reduction for buildings and ProPG's Planning & Noise. Manchester City Council's planning and noise guidance has also been taken into consideration.
- 8.14 The findings of the Assessment show that dwellings directly adjacent to High Lane pose a Low to Medium Risk in terms of noise during both daytime and night time periods. However, the new dwellings set back from High Lane have a Low Risk throughout these periods. Standard thermal double glazing and traditional building envelope construction are deemed sufficient for sound insulation in habitable rooms and specialised acoustically laminated double glazing is not required.
- 8.15 To mitigate any road traffic noise from High Lane, habitable rooms most exposed should be equipped with alternative ventilation methods, such as high-quality acoustically rated ventilator units or mechanical ventilation systems. Anticipated success in meeting recommended targets is expected for certain elevations, making alternative ventilation unnecessary. Predicted internal sound levels mostly fall below night time limits specified in Approved Document O, suggesting occupants may naturally ventilate bedrooms during the night. The proposed garden areas are projected to have appropriate daytime sound levels and meet good acoustic standards, negating the need for additional noise mitigation measures.

Ecology and Bats

- 8.16 A Preliminary Roost Assessment and Ecological Walkover has been undertaken by e3p. The Assessment results indicate varying bat roosting potentials for different buildings on the site. Building 1 has a Low potential due to specific roof and ridge tile features. Building 2 shows Moderate potential due to a roof split, ridge tiles, and chimney features, while Building 3 has Negligible potential. A mature tree on-site is identified as having potential for nesting birds. Consequently, Building 1 requires one nocturnal bat survey between May and August, and Building 2 necessitates two surveys between May and September, at least one of which should occur between May and August. In the event of the tree's removal, it is advised to do so outside the breeding bird season (March–September), or if removal is during this period, a qualified ecologist should inspect it within 24 hours before removal. If nests are found, a safe distance must be

maintained until the young have fledged, with guidance and training from the ecologist provided to contractors on site.

- 8.17 Subsequently, E3P carried out a Nocturnal Bat Survey. Their Report concludes that no roosts were identified within Building 1 or Building 2. As such, no further surveys or mitigation is required for works to proceed. In the unlikely instance that any bats are located within the building or wall during demolition, works should cease, and a suitably qualified ecologist should be contacted. The Report recommends that any planting within the site be of native fruiting/flowering species to enhance the site for foraging bats post completion and the possible instillation of bat boxes.

Biodiversity

- 8.18 The proposed development is impacting the habitat of an area below 'a *'de minimis' threshold of 25 metres squared*'. Therefore, a Biodiversity Net Gain assessment is not required according to Department of Environment, Food and Rural Affairs (DEFRA) Guidance.
- 8.19 Notwithstanding this, the proposed landscaping and tree planting will positively enhance the biodiversity of the site.

Trees

- 8.20 Tree Solutions carried out a stage one preliminary tree survey and provided the project architect with a report in which all existing trees and their respective Root Protection Areas (RPA) were identified and plotted on a tree constraints and impact assessment plan. The architects have amended the plans several times to ensure the retention of the trees with no adverse construction impacts.
- 8.21 The supporting Arboricultural Impact Report confirms that no trees require removal to facilitate development, and none are adversely affected by the proposed works. As such the amenity and landscape value they afford the area will be maintained.
- 8.22 Furthermore, the proposed layout allows for the placement of a tree within the front garden of each property, forming a tree lined street within the site and adjacent to existing infrastructure.

Energy and Environmental Standards

- 8.23 An Environmental Standards Statement has been prepared by Watt Energy which assesses the proposed development against all relevant climate change and sustainability policies and targets outlined within the Core Strategy Policy DM1, EN4,

EN6, EN8, EN9, EN14, EN15 and T1; 'Our Manchester Strategy'; 'Manchester: A Certain Future' and 'The Zero Carbon Framework'. The key conclusions of this Statement are as follows:

- 8.24 The development is designed with a fabric-first approach, aiming to exceed Building Regulations Part L 2022 standards. Efficient MVHR systems are proposed for certain house types to further reduce energy demands and ensure healthy indoor environments. This holistic low-energy design concept results in high-energy performance and qualifies the development as low carbon.
- 8.25 A feasibility assessment indicates a 34kWp solar system and ASHPHW units per dwelling, leading to a 63% carbon reduction. The development will be carbon neutral, obtaining energy from a renewable electricity supply.
- 8.26 Sustainable drainage, green infrastructure, water efficiency, waste minimisation, and crime prevention measures are also integral. Local materials and low embodied carbon are prioritised, along with daylight and sunlight analysis and MVHR systems to promote resident well-being.
- 8.27 Overall, the proposed development aligns with Manchester City Council's policies and targets, ensuring compliance with planning requirements.

Crime

- 8.28 Policy DM1 requires all new development to have regard for community safety and crime prevention.
- 8.29 A Crime Impact Statement has been prepared by Greater Manchester Police which assesses the proposed development against the principles of 'Crime Prevention Through Environmental Design' (CPTED), to reduce the opportunities for crime and the fear of crime.
- 8.30 The Statement concludes that the development is acceptable, in terms of designing out crime and recommends that access from the front of the apartment building to the rear parking area should be restricted to residents. The Statement also recommends that the houses and apartment building should be built to Secured by Design standards.

9. Conclusions

9.1 This Planning Statement has been prepared on behalf of Cube Homes to support a full planning application for the proposed development on land at the former Islamic High School for Girls in High Lane, Chorlton for 22 new homes comprising 14 townhouses, 6 two-bedroom apartments, and the retention and refurbishment of Carlton House. The development comprises of the following:

- Demolition of some of the existing buildings to facilitate site clearance.
- Construction of 22 high quality, energy efficient and sustainable new homes comprising 14 townhouses, 6 two-bedroom apartments, and the retention and refurbishment of Carlton House, which will be converted into two homes.
- Retention and Refurbishment of Carlton House: The existing mansion house will undergo conversion into two separate new homes. To accommodate this conversion, an extension will be added to the western side. The current outbuildings will be demolished.
- Acres Road will be widened to 5.5 metres, providing improved traffic flow, with a 2.0m wide footpath on the western side, promoting pedestrian safety and convenience.
- Frontage Parking: A 100% curtilage frontage parking scheme will be implemented, ensuring appropriate parking space for residents. Additionally, 2 parking spaces per property will be provided to properties fronting Acres Road.
- Side parking for plots facing Stockton Road.
- All dwellings turned to front Acres Road, rear gardens to be provided within the site.
- Affordable Housing: A new apartment block will be constructed along Stockton Road, specifically designed to provide affordable housing in the form of shared ownership. The block will contain 6 units, each with two bedrooms and space for four people. Parking spaces will be available at the rear of the building. The apartments will be offered as Shared Ownership and Affordable Rent, although the exact tenure will be agreed with MCC.
- New 2.5 storey dwellings: Two new dwellings will be built adjacent to the refurbished Carlton House comprising 2.5 storeys. These structures will be elevated to maintain the architectural context of the conservation area and the existing house of the High Lane

frontage. Parking will be located behind a boundary wall, ensuring an aesthetically pleasing streetscape.

- Townhouses: A total of 14 townhouses will be constructed, 12 of which will feature a green terrace at the rear.

9.2 The layout, appearance and scale of the development is suitable for the surrounding areas and makes a logical use of the site recognising the key features and constraints. The design and layout of the scheme has been informed by relevant planning policies and guidance and has been amended to respond to comments made by Manchester City Council at pre-application stage and feedback received from Ward Members and local residents.

9.3 The proposals have been informed by the inputs of a full technical team that have appraised the feasibility of the character of the proposed development, undertaking the proper surveys and provided the necessary technical assessments to support a planning application for this scale of development.

9.4 Through this technical appraisal, it has been demonstrated that the proposed development will not have any adverse impact on the neighbouring amenity of surrounding areas and local highways network. Key benefits of the scheme include the delivery of high quality, energy efficient and sustainable homes; policy compliant affordable housing provision; improved road infrastructure and the retention and refurbishment of Carlton House.

9.5 Accordingly, we conclude that the proposed development represents sustainable development that is in accordance with the development plan and there are no policy-based conflicts or other material consideration which outweigh the benefits of granting planning permission.

Appendix 1 – Planning Policy Schedule

Policy	Description	Compliance
Manchester Core Strategy (Adopted July 2012)		
Policy SP 1 Spatial Principles	This policy guides the strategic development of Manchester up until 2017 and states that all development should have regard to the character, issues and strategy for each regeneration area. Development in all parts of the City should make a positive contribution to 'neighbourhoods of choice' by doing the following: • Creating well designed places that enhance or create character. • Making a positive contribution to the health, safety and wellbeing of residents considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income. • Protect and enhance the built and natural environment. • Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible. • Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.	The proposed development will deliver 22 high quality, energy efficient homes in a sustainable location by reusing previously developed land. The proposals have been designed to protect and enhance the built and natural environment and to respect the architectural context of the Conservation Area. Full details of the proposed development are provided in the application and the relevant technical reports.
Policy H 1 Overall Housing Provision	This policy sets out that approximately 60,000 new dwellings will be provided for in Manchester between March 2009 and March 2027 (an average of 3,333 units per year,) and shows how this is broken down for each Strategic Regeneration Framework area. For South Manchester, this equates to approximately 3,240 dwellings per year. Proposals for new residential development should: • Contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population, including elderly people, disabled people, people with specific support requirements, BME	The proposed development will contribute towards Manchester City Council's housing delivery target by delivering 22 high quality homes within a sustainable location. The scheme has been designed in accordance with the design principles of Manchester's Local Design Framework. This is demonstrated within the supporting Design and Access Statement. The scheme proposes 200% parking for all dwelling houses and 100% parking for the apartment building.

	communities, Gypsies and Travellers and Travelling Showpeople; • Reflect the spatial distribution set out within this policy which supports growth on previously developed sites in sustainable locations and which takes into account the availability of developable sites in these areas; • Contribute to the design principles of Manchester's Local Development Framework, including in environmental terms. The design and density of a scheme should contribute to the character of the local area. • All proposals should make provision for appropriate usable amenity space, including in high density development (in which this could be in the form of balconies, as well as shared open spaces such as green roofs). • Schemes should make provision for parking cars and bicycles (in line with policy T2); and the need for appropriate levels of sound insulation. • Address any existing deficiencies in physical, social or green infrastructure, or future deficiencies that would arise as a result of the development, through developer contributions or on site provision; • Prioritise sites which are in close proximity to centres or high frequency public transport routes. • Take account of any environmental constraints on a site's development (e.g. flood risk through the Manchester-Salford-Trafford Strategic Flood Risk Assessment, or other statutory designations). • Be designed to give privacy to both its residents and neighbours.	Each property would be provided with facilities for electric charging points. Cycle parking will be provided either within the garage of properties with garages or within a shed. In terms of green infrastructure, the 14 townhouses fronting Acres Road will feature green terraces at the rear. This design element will enhance the resident amenity by providing private outdoor spaces, promoting a connection with nature and offering opportunities for gardening and leisure activities. Furthermore, rear gardens are proposed for each of the dwelling houses. The landscape general arrangement prepared by Land Studio illustrates these proposals. The positioning of buildings within the proposed development has been carefully planned, ensuring they are set back at appropriate distances from neighbouring properties. The supporting Daylight, Sunlight and Overshadowing Assessment demonstrates that the proposals effect on surrounding amenity spaces is negligible, all gardens will continue to experience favourable sunlight levels and the impact of the proposed development on the sunlight levels of the surrounding amenity spaces is deemed minimal.
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Policy H 6 South Manchester	South Manchester will accommodate around 5% of new residential development over the lifetime of the Core Strategy. Outside the district centres priorities will be for housing which meets identified shortfalls, including family housing and provision that meets the needs of elderly people, with schemes adding to the stock of affordable housing.	The proposals will contribute to the delivery of family housing and policy compliant affordable housing within South Manchester. The proposed housing provision comprises a total of 22 no. dwellings, delivered through the following residential mix: <table border="1"> <thead> <tr> <th>Dwelling Size</th><th>House Type</th><th>Number</th></tr> </thead> <tbody> <tr> <td>4 bed</td><td>Semi Detached</td><td>2</td></tr> <tr> <td>4 bed</td><td>Town House</td><td>14</td></tr> <tr> <td>2 bed</td><td>Apartment</td><td>6</td></tr> </tbody> </table>	Dwelling Size	House Type	Number	4 bed	Semi Detached	2	4 bed	Town House	14	2 bed	Apartment	6
Dwelling Size	House Type	Number												
4 bed	Semi Detached	2												
4 bed	Town House	14												
2 bed	Apartment	6												
Policy H 8 Affordable Housing	New development will contribute to the City-wide target for 20% of new housing provision to be affordable.	The proposed apartment block along Stockton Road is designed to provide affordable housing. The block will contain 6 units, each with two bedrooms and space for four people. The properties will be offered as Shared Ownership and Affordable Rent, although the exact tenure will be agreed with MCC. This results in a provision of just over 27% which is above the target for 20% of new housing to be affordable.												
Policy T 1 Sustainable Transport	This policy states that the Council will support proposals that: • Improve choice by developing alternatives to the car. • Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car.	The site is located within an existing residential area where there is easy access to a large range of facilities and where there is ready access to public transport in the form of buses or trams to access facilities further afield. As such the site is located within a sustainable location and												

	• Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life. • Improve pedestrian routes and the pedestrian environment. • Improve and develop further Manchester's cycle network (for example the Manchester Cycleway and the Trans Pennine Trail). • Contribute to improvements to the extent and reliability of the public transport network through safe and attractive waiting and interchange facilities, better priority, improved services and information provision. • Improve and develop appropriate road, rail and water freight transport routes and associated intermodal freight transport facilities in order to assist in the sustainable and efficient movement of goods. • Facilitate modes of transport that reduce carbon emissions e.g. by incorporating charging points for electric vehicles, subject to their appropriate design and location. • Would reduce the negative impacts of road traffic, for example, congestion, air pollution and road accident casualties. • Take account of the needs of road users according to a broad hierarchy consisting of, in order of priority: 1. Pedestrians and disabled people; 2. Cyclists, public transport; 3. Commercial access; 4. General off peak traffic; and 5. General peak time traffic.	reduces the need to use a car to access local amenities. According to the supporting Transport Assessment prepared by SCP Transport, the proposed development would be anticipated to lead to a material reduction in vehicular movement during the traditional peak highway hours and also on a daily basis. The traffic associated with the development proposals would be loaded on to differing sections of the local highway network as there are accesses onto Stockton Road, High Lane and Acres Road. Charging points for electric vehicles are also proposed for each dwelling.
Policy T 2 Accessible areas of opportunity and need	Development should be easily reachable by walking, cycling, and public transport, linking residents to work, health, leisure, open spaces, and education. Priority is placed on granting residents access to employment sites, with specific attention to various regions. For instance, the policy emphasises connecting North Manchester to the City Centre, Central Park, Salford Quays, Chadderton Industrial Estate, and Trafford Park.	The proposed development is within a sustainable location in walking distance from public transport in the form of buses or trams to access places of work, health, leisure, open spaces and education. The scheme provides 200% parking provision for dwelling houses and 100% provision for

	Similar efforts are made for East Manchester and the Central Area. In the South, strong links are to be maintained with the Regional Centre and the Airport, enhancing connectivity. The policy mandates suitable car parking provisions within the City Centre and other areas, in alignment with the site's accessibility and user needs. New developments should incorporate car parking facilities as per guidelines outlined in Appendix B of the Core Strategy, considering disabled and cycle parking needs. Major applications and those with likely access or transport challenges should include proportional Traffic Impact Assessments and Travel Plans.	apartments which is compliant with the car parking standards set out within the Core Strategy. A Traffic Impact Assessment has been undertaken by SCP which concludes that the proposed development is likely to lead to a material reduction in traffic movement.
Policy EN 3 Heritage	New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains. Proposals which enable the re-use of heritage assets will be encouraged where they are considered consistent with the significance of the heritage asset.	The supporting Heritage Impact Assessment prepared by Lanpro assesses the impact of the proposed development on the Conservation Area and non-designated heritage assets. The Impact Assessment concludes that the proposed demolition of the existing school buildings is anticipated to have a neutral impact on the character and appearance of the Conservation Area. The proposals along Acres Road are deemed to enhance the distinctive features of the conservation area as a whole. While the proposed redevelopment entails infilling the playground, this is balanced by the removal of the existing brick boundary wall which is currently considered to detract from the primary character of the interconnected streets between High Lane and Beech Road, causing obstruction.

		The plans along Acres Road have thoughtfully addressed the much-needed opening of the street and align with the character of other north/south-oriented roads within the Conservation Area. Overall, the Heritage Impact Assessment concludes that the proposed development is unlikely to cause any adverse effects on the conservation area's special interest and is anticipated to yield several positive outcomes demonstrating compliance with Policy EN 3 as well as national policy.
Policy EN 4 Reducing CO2 Emissions by Enabling Low and Zero Carbon Development	This policy targets the reduction of CO2 emissions through the following of the energy hierarchy, firstly reducing the need for energy through efficient design measures followed by clean energy and lastly, the application of renewable or LZC technologies. In addition to this point, MCC state within this policy all new development is required to use building materials that have low embodied carbon.	An Environmental Standards Statement has been prepared by Watt Energy & Consulting Engineers and this details how the development will incorporate sustainable design and resource efficiency in line with the Energy Hierarchy, so to meet the policy requirements and council targets whilst reducing its overall environmental impact.
Policy EN 6 Target Framework for CO2 Reductions from Low of Zero Carbon Energy Supplies	This Policy requires electricity intense residential development of 10 or more units to meet, as a minimum, a 15% reduction in domestic CO2 emissions over Part L of the 2010 Building Regulations, unless proven to be unviable. As Part L 2013 of the Building Regulations represents a 6% improvement on 2010 levels, this target is subsequently equivalent to a 9% improvement in CO2 emissions over Part L 2013.	The supporting Environmental Standards Statement concludes that the Sustainable Design Strategy for the scheme achieves a 63% reduction in carbon emissions over Part L 2022 - exceeding the EN6 Low Carbon target of 9% over Part L 2013.
Policy EN 8 Adaptation to Climate Change	All new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces. In achieving developments which are adaptable to climate change developers should have regard to the following, although this is not an exhaustive list: • Minimisation of flood risk by appropriate siting, drainage, and treatment of surface areas to ensure rain water permeability	The site is located within flood risk zone 1 and therefore has the lowest risk of flooding. Notwithstanding this, A Drainage Strategy Report has been prepared by Brennan Consult which considers Sustainable Drainage Systems (SuDS) as a means of mitigating surface water flood risk, along with the creation of an initial drainage layout.

	• Reduction in urban heat island effect through the use of Green Infrastructure such as green roofs, green walls, increased tree cover and waterways • The need to control overheating of buildings through passive design • The opportunity to provide linked and diverse green space to enhance natural habitats which will assist species adaptation Developers will be permitted to use green infrastructure elements such as green roofs, green walls, street trees and waterways to contribute to compliance with CO2 mitigation under Policy EN6, subject to sufficient evidence to quantify their contribution to compliance.	Green infrastructure has been incorporated into the proposals in the form of gardens, hedges, trees and ornamental planting which will contribute to residential amenity whilst also assisting with offsetting carbon dioxide and balancing local temperatures through evapotranspiration.
Policy EN 9 Green Infrastructure	New development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. Where the opportunity arises and in accordance with current Green Infrastructure Strategies the Council will encourage developers to enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure. Where the benefits of a proposed development are considered to outweigh the loss of an existing element of green infrastructure, the developer will be required to demonstrate how this loss will be mitigated in terms of quantity, quality, function and future management.	The development will incorporate green infrastructure in the form of planting involving hedges, trees, and ornamental planting that will instil a sense of wellbeing whilst also assisting with offsetting carbon dioxide and balancing local temperatures through evapotranspiration.
Policy EN 14 Flood Risk	In line with the risk-based sequential approach contained within PPS25, development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding; this should take account of all sources of flooding identified in the Manchester-Salford-Trafford Strategic Flood Risk Assessment (SFRA). In addition to the requirements for site-specific Flood Risk Assessments (FRAs) set out in PPS25, an appropriate FRA will also be required for all development proposals, including changes of use, on sites greater than 0.5ha within Critical Drainage Areas (CDAs) and Canal Hazard Zones identified in the SFRA. All new development should minimise	The site is within Flood Zone 1 and is therefore considered to be at the lowest risk of flooding. The site is less than 1ha in plan area. Therefore, in line with criteria set within the NPPF a Flood Risk Assessment is not required to support a planning application if the development is less than 1ha and in Flood Zone 1.

	surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of Green Infrastructure. Developers should have regard to the surface water run-off rates in the SFRA User Guide. In CDAs, evidence to justify the surface water run-off approach / rates will be required.	
Policy EN 15 Biodiversity and Geological Conservation	Developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on-site or adjacent to the site, contributing to linkages between valuable or potentially valuable habitat areas where appropriate. Any adverse impacts on biodiversity will need to be justified against the wider benefits of the proposal, assessed against other LDF policies. Where adverse impacts are unavoidable, developers will be required to provide appropriate mitigation and/or compensation. Development should wherever possible seek to maintain, enhance or restore existing geology.	A Preliminary Roost Assessment and Ecological Walkover has been undertaken by e3p. Subsequently, E3P carried out a Nocturnal Bat Survey. Their Report concludes that no roosts were identified within Building 1 or Building 2. As such, no further surveys or mitigation is required for works to proceed. In the unlikely instance that any bats are located within the building or wall during demolition, works should cease, and a suitably qualified ecologist should be contacted. The Report recommends that any planting within the site be of native fruiting/flowering species to enhance the site for foraging bats post completion and the possible instillation of bat boxes. Tree Solutions carried out a stage one preliminary tree survey and provided the project architect with a report in which all existing trees and their respective Root Protection Areas (RPA) were identified and plotted on a tree constraints and impact assessment plan. The architects have amended the plans several times to ensure the retention of the trees with no adverse construction impacts. The supporting Arboricultural Impact Report confirms that no trees require removal to facilitate development, and none are adversely affected by the proposed works. As such the

		amenity and landscape value they afford the area will be maintained.
Policy EN 16 Air Quality	When assessing the appropriateness of locations for new development the Council will consider the impacts on air quality, alongside other plan objectives. This includes cumulative impacts, particularly in Air Quality Management Areas.	An Air Quality Assessment has been undertaken by BWB Consulting and considers construction phase dust impacts and operational phase road traffic emissions of the proposed development. A qualitative assessment of the construction phase highlights the recommended measures to minimise dust emissions during construction activities, resulting in a 'not significant' impact on dust emissions during this phase, aligning with IAQM guidance. The projected trip generation for the development was screened using IAQM and EPUK's two-stage process, revealing that it does not surpass the relevant screening criteria, indicating that a detailed operational phase road traffic emissions assessment is not required. Consequently, air quality impacts from additional road traffic emissions associated with the site were deemed insignificant. An analysis of local air quality monitoring and background concentrations considered the site's suitability for the proposed sensitive end use. Nearby monitoring locations within an Air Quality Management Area (AQMA) and near a major road demonstrated NO2 levels below England's annual mean air quality objectives for 2019. As the site is located outside an AQMA and not in close proximity to major roads, it was deemed suitable for the proposed residential use, aligning with current air quality objectives for England.

Policy EN 17 Water Quality	Development should avoid any adverse impact on water quality, including during the construction phase, and wherever possible should seek to enhance water quality, both chemical and ecological; Development should minimise surface water run-off from development and associated roads, and maximise the use of appropriate sustainable drainage systems, to minimise groundwater contamination, and to avoid pollutants reaching watercourses; Development close to a watercourse should also ensure that waste or litter cannot enter the watercourse from the site; Development should, where feasible and appropriate, seek to open up any culverted or hidden watercourse beneath the site to improve the ecological status of that watercourse.	A Drainage Strategy Report has been prepared by Brennan Consult. The Report evaluates the existing surface water drainage system and assesses any potential rise in surface water runoff due to the proposed development. Consideration is given to Sustainable Drainage Systems (SuDS) as a means of mitigating surface water flood risk, along with the creation of an initial drainage layout. The site area is fully impermeable with unrestricted outflows to the combined sewers bounding the site. The existing brownfield runoff rates are as follows: 1 yr – 37l/s (30mm/hr) 30 yr – 79l/s (65mm/hr) 100 yr – 116l/s (100mm/hr) The Drainage Strategy Report carries out an assessment of SuDS and local site conditions to determine the suitability of each approach for this scheme.
Policy EN 19 Waste	Developers should demonstrate the proposal's consistency with the principles of the waste hierarchy (prevention, reduction, re-use, recycling/composting, energy recovery, final disposal) Require all developers of new waste management facilities within the District to plan for and, where appropriate, use sustainable modes for waste transport, including use of modes such as rail and the Manchester Ship Canal.	Waste minimisation will be targeted from throughout construction and occupational phase. It is targeted that at least 90% of construction waste will be diverted from landfill. Whilst tri-separator refuse shoots will be installed on each floor to promote recycling. A Waste Management Plan has been prepared by MPSL which demonstrates how domestic waste will be disposed and collected.

	Require all developers to submit a waste management plan to demonstrate how both construction and demolition waste will be minimised and recycled on site wherever possible and how the sustainable waste management needs of the end user will be met.	
Policy PA 1 Developer Contributions	Where needs arise as a result of development, the Council will seek to secure planning obligations in line with Circular 5/2005, Community Infrastructure Levy regulations or successor regulations/guidance. Through such obligations, the Council may seek contributions for the following with priority assessed on a site by site basis: • Affordable housing • Education Health and wellbeing facilities • Community facilities • Provision of Green Infrastructure including open space • Public realm improvements • Protection or enhancement of cultural heritage • Protection or enhancement of environmental value • Safety and security improvements • Training and employment initiatives • Highway improvements, traffic management, sustainable transport and disabled people's access • Climate change mitigation / adaptation	The applicant will seek agreement with the Council to secure planning contributions via a S106 Planning Obligation as required. The heads of terms are to be agreed through negotiation with the Council depending on where deficiencies lie in existing infrastructure whilst also considering viability and proportionality.
Policy DM 1 Development Management	This policy sets out the requirements for developments and outlines a range of general issues that all development should have regard to. Of these the following issues are or relevance to this proposal: • appropriate siting, layout, scale, form, massing, materials and detail; • design for health; • adequacy of internal accommodation and amenity space; • impact on the surrounding areas in terms of the design, scale and appearance of the proposed development; • that development should have regard to the character of the surrounding area; • effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation; • accessibility to buildings, neighbourhoods and sustainable transport modes;	<u>Layout, scale, massing and materials</u> The design proposal incorporates a blend of 2 to 4-storey dwellings that correspond to the proportions of the immediate surroundings. Land Studio's Streetscape Assessment illustrates an escalation in building heights towards the northeastern limits of the site, influenced by the town centre's edge, which significantly shapes its character. The assessment concludes that the existing scale of neighbouring properties, ranging from 2 to 3 storeys and sometimes 4 storeys, plays a key role in enabling the proposals to integrate with the prevailing character and scale of the surrounding residential properties.

	• impact on safety, crime prevention and health; adequacy of internal accommodation external amenity space, refuse storage and collection, vehicular access and car parking; and • impact on biodiversity, landscape, archaeological or built heritage, green Infrastructure and flood risk and drainage.	The proposed materials echo the prevailing local palette, as the scheme aims to blend seamlessly rather than stand out. Through thoughtful material choices and a study of the local vernacular, the design harmoniously integrates into its context. <u>Noise</u> A Noise Assessment has been carried out by RS Acoustic Engineering Ltd. The findings of the Assessment show that dwellings directly adjacent to High Lane pose a Low to Medium Risk in terms of noise during both daytime and night time periods. However, the new dwellings set back from High Lane have a Low Risk throughout these periods. Standard thermal double glazing and traditional building envelope construction are deemed sufficient for sound insulation in habitable rooms and specialised acoustically laminated double glazing is not required. The Assessment also details mitigation for any road traffic noise created by the proposed development. <u>Crime</u> A Crime Impact Statement has been prepared by Greater Manchester Police which assesses the proposed development against the principles of 'Crime Prevention Through Environmental Design' (CPTED), to reduce the opportunities for crime and the fear of crime.
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		The Statement concludes that the development is broadly acceptable, in terms of designing out crime and recommends that access from the front of the apartment building to the rear parking area should be restricted to residents. The Statement also recommends that the houses and apartment building should be built to Secured by Design standards.
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This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party. Any such party relies on this report at their own risk.

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