

Comments for Planning Application 134603/FO/2022

Application Summary

Application Number: 134603/FO/2022

Address: Pellowe House Francis Road Manchester M20 9XP

Proposal: Erection of three storey building to provide 24 apartments following demolition of existing buildings including creation of a new vehicular access from Francis Road, parking provision, landscaping and associated works

Case Officer: Robert Griffin

Customer Details

Name: Not Available

Address: Not Available

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Means of access, parking, servicing, traffic generation, highways safety:

The northern end of Francis Road has had problems with cars double parking from the junction with Cotton Lane to the junction with Wilderswood Close, from staff of Kingslea House on Francis Road and the Christie Hospital. This is evident by looking at the Google Maps image of the street. This has only recently been resolved by the expansion of the Christie Parking Zone, making our road a resident only parking area. If residents of the proposed development are given resident parking passes we can expect excess cars from the development to line the street again, causing a hazard for drivers and pedestrians.

There are only 15 standard parking spaces for the 24 apartments. Based on a mixture of one- and two-bedroom apartments, up to 72 adults could live within this apartment block. Southway Housing argue that only 50% of their residents own cars and the parking area will be sufficient, but this does still not leave enough parking spaces. Section 2.5 of the Transport Statement document by SK Transport Planning Ltd says "in addition to the rear parking area, parking is provided for the site at the front of the building on Francis Road", showing they are accounting for Francis Road as an acceptable parking option. A development which will cause more on-street parking on Francis Road should be strongly discouraged.

This development will also reduce the access to and parking available for Kingslea House, which is already an issue with staff and patients parking on Francis Road.

This is not to mention the number of contractor vehicles we can expect parking on Francis Road

for the duration of the construction (at least a year). Accessing or leaving our own homes is likely to become very difficult via car, and debris from the works will be a hazard for cyclists and children.

It is unclear from the documents whether access will be via Francis Road or Cotton Lane, with the Crime Impact Statement page 4 showing access is via Cotton Lane but Section 3.2.2 saying access is via Francis Road. The junction of Francis Road and Cotton Lane is already dangerous on my cycle commute and additional cars using the junction will only increase this.

Noise and disturbance:

Francis Road is a very quiet cul-de-sac of working professionals and young families. The addition of 24 new homes on the street and potentially 72 new residents is going to have a large impact on noise and disturbance, from people, music and additional traffic.

The construction phase including ground investigation, demolition and construction would also be very noisy for possibly over a year.

For those of us who often work from home, the additional noise is going to make working from home more difficult. It would also be a concern for those living close by with young children.

Air quality and odours:

The construction works, including the demolition of the current building and building of the new development, are likely to have an impact on local air quality. The Phase 1 Preliminary Risk Assessment by LK Consult identified a moderate risk of asbestos containing materials from the current building and made ground. There is also likely to be a large amount of dust generated.

Ground contamination:

A review of the Phase 1 Preliminary Risk Assessment by LK Consult shows a number of moderate risks to future site users, offsite receptors and the Principal Aquifer (bedrock) below the site.

Contaminants of concern include asbestos, heavy metals, PAHs, TPHs, VOCs and SVOCs, and hazardous gases. These contaminants are likely owing to the site history. The potential pathways include dermal contact, ingestion, inhalation of vapours, mobile contamination through water pathways, root uptake, and via migration of gases causing explosion or asphyxiation. The consequences of some of most of these pathways, with contaminants migrating from source to receptor, have been concluded as medium, with a severe consequence from hazardous gases.

Size, appearance, layout and density:

Southway Housing argue that the three-storey building is in keeping with the local area. The local area is made up almost entirely of two-storey detached and semi-detached houses. One house on the junction of Francis Road and Cotton Lane has a small area of a third storey within their roof. A large three-storey building like the proposed development will dominate the local area and is not in keeping with the local area. The proposed development is a very dense use of land compared to the local area, with 24 homes in an area that realistically only fits up to four houses. Two semi-detached houses like those opposite and throughout the rest of the street/surrounding streets would be a much more welcome use of the space.

Daylight, sunlight and overshadowing:

Introducing a three-storey building to a two-storey area is going to have a large impact on daylight and shadowing, particularly for those on Francis Road and Henwood Road.