

Planning and Design Statement

Ascot Ltd

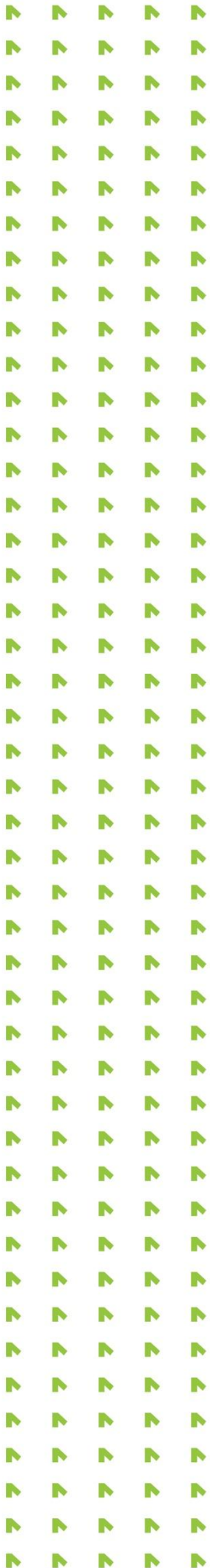
Fuldas Hotel, 144 Bury Old Road

Manchester M8 4HE

Regulated by RTPi

July
2025

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1. Ref 139500/FO/2024 – Approved Site Layout Plan

1 INTRODUCTION

- 1.1 This Planning and Design Statement has been prepared on behalf of Ascot Ltd in support of a planning application relating to the proposed change of use of the vacant former Fuldas Hotel (Class C1) to accommodate 14 self contained residential apartments (within a mix of 3 x 1b/1p studios, 2 x 1b/2p and 9 x 2b/3p) at ground, first, second and third storey together with associated external works including a roof extension at the eastern edge of the property.
- 1.2 The Statement addresses the following matters:
- A description of the site and surroundings;
 - A review of the background and history of the site;
 - A summary of the development proposal;
 - An assessment of relevant planning policy;
 - An appraisal of the relevant planning and design issues; and
 - Conclusions.
- 1.3 Accordingly, this Statement addresses the design principles and concepts that have been applied to the development in respect of the location, use, layout, scale and appearance – in relation to the site's context. As such, the Statement meets the requirement to formally state how design and access issues have been considered.
- 1.4 The Statement should also be read in conjunction with the following information included as part of the application:
- Drawings Package (prepared by Gold Sketch Studios);
 - Transport Statement (prepared by Curtins), and
 - Heritage Statement (prepared by Ian Rowan).
- 1.5 The submissions conclude that the development proposal is fully acceptable and supportable in planning terms.

2 SITE AND SURROUNDINGS

- 2.1 The site relates to Nos 144-146 Bury Old Road which form part of a terrace of four imposing three storey (plus basement and habitable roofspace) properties. The site was previously occupied as Fuldas Kosher Hotel (with two self contained residential apartments at ground floor) before falling vacant in 2023. The hotel comprises 29 rooms with a capacity of 48 persons.
- 2.2 The terrace contributes to the architectural value of the local area in terms of the size and scale of the buildings, which providing a degree of dominance compared to modern residential developments explored in detail below. The buildings display some features of architectural detailing in terms of their two storey canted bays, dentilled detailing and string courses to the front elevation. To the rear, the architectural detailing reduces. Whilst there is some element of symmetry to the fenestration, but the visual appearance is subservient to the front elevation.
- 2.3 The site has a single vehicular access point off Bury Old Road and a courtyard area provides off road parking space for three vehicles.
- 2.4 To the rear (north) lies a vacant site which comprises overgrown and neglected modified grassland, tall herb vegetation, scattered scrub and disturbed ground with boundary trees. This site historically formed part of the curtilage of Nos 144-146 Bury Old Road and extends to approximately 0.04ha in size. As explained at Section 3, this benefits from planning permission that was recently granted for a new building comprising six self contained residential appartements.
- 2.5 To the north east is Catherine Court, a three story detached residential apartment building whilst land to the immediate east accommodates semi-detached residential dwellings extending between two and three stories in height on Copeland Close. To the west lies the inter-connecting three storey residential apartment development known as Berkeley Court.
- 2.6 Accordingly, the surrounding area is predominantly residential in character and characterised by a number of detached apartment buildings between 3-5 storeys in height (including the four storey Leicester Court located 160 metres to the north east and the imposing Telephone Exchange positioned 100 metres to the east at the end of Catherine Road) that feature a varied style and a mix of pitched and flat roofs.
- 2.7 The accessibility of the site is excellent (benefitting from a GMAL rating of 7) and is located approximately 600 metres from Crumpsall Tram Stop and 400 metres from Transport for Greater Manchester's cycle network. There are also several bus stops within a 50 metre vicinity of the site providing transport into Manchester and surrounding areas.
- 2.8 With regard to amenities, Cheetham Hill Shopping Centre lies circa 400 metres from the site and provides a diverse retail offer with a range of local shops and services including a supermarket, nursery, pharmacy, clothing shops and a range of restaurants and bars all within easy reach.
- 2.9 Furthermore, the site is within Crumpsall Lane Conservation Area. The closest listed building is the Dormition of the Holy Mary Mother of God Ukrainian Catholic Church which is approximately 300 metres walking to the east of the site. The site is acknowledged to benefit from being located within Flood Zone 1. Please refer to the selection of site photos and images overleaf.



Image 1 – Extract of site location plan



Image 2 – Streetview of site during its previous occupation as a hotel in 2021



Image 2 – Streetview image of site from Bury New Road in 2024 (with modern residential development on Copeland Close visible in the foreground)



Image 3 – Photograph of rear elevation of site demonstrating imposing scale of the terrace of which the site forms part of

3 PLANNING HISTORY

- 3.1 Of relevance to the development proposal is application **Ref 139500/FO/2024** which sought planning permission for the construction of a three storey block of apartments containing 6 self contained flats (Class C3) with six associated parking spaces and landscaping on vacant land to the rear of the former Fuldas Hotel.
- 3.2 The application was granted consent on 24th October 2024.
- 3.3 Please refer to the approved site plan attached for reference at **Appendix 1**.
- 3.4 In approving the application, the Council confirmed that *“the residential development would make effective use of the site to provide new places to live, adding to the diversification of housing stock in the area. The site is also appropriately situated within a sustainable location, close to local amenities and existing housing stock and follows the local pattern development in this area.”*
- 3.5 More recently, application **Ref 142214/FO/2025** (which proposed elevational alterations and basement conversion to create 5 additional hotel bedrooms at the site) was approved by the Council under delegated powers on 22nd May 2022.

4 THE PROPOSAL

4.1 Full planning permission is sought for the proposed change of use of the vacant former Fuldas Hotel (Class C1) to accommodate 14 self contained residential apartments (within a mix of 3 x 1b/1p studios, 2 x 1b/2p and 9 x 2b/3p) at ground, first, second and third storey together with associated external works including a roof extension at the eastern edge of the property.

4.2 Please refer to the full schedule of accommodation below.

Flat Number	National Space Standard Requirement	Gross Internal Area	Outlook
Flat 0A (1B/1P)	37 sqm	44 sqm	Single
Flat 0B (1B/1P)	37 sqm	42 sqm	Single
Flat 0C (2B/3P)	61 sqm	62 sqm	Dual
Flat 0D (2B/3P)	61 sqm	61 sqm	Single
Flat 1A (1B/2P)	50 sqm	50 sqm	Single
Flat 1B (2B/3P)	61 sqm	61 sqm	Single
Flat 1C (2B/3P)	61 sqm	62 sqm	Dual
Flat 1D (2B/3P)	61 sqm	63 sqm	Dual
Flat 2A (1B/1P)	37 sqm	45 sqm	Single
Flat 2B (2B/3P)	61 sqm	61 sqm	Single
Flat 2C (2B/3P)	61 sqm	61 sqm	Dual
Flat 2D (2B/3P)	61 sqm	61 sqm	Single
Flat 3A (1B/2P)	50 sqm	58.2 sqm	Single
Flat 3B (2B/3P)	61 sqm	63.5 sqm	Single

Design Approach

- 4.3 As outlined within Section 2, the immediate street scene is characterised by a mix of purpose-built residential apartment blocks, terraced dwellings and a telephone exchange of varying scale and external appearance.
- 4.4 Given the location of the site within the Crumpsall Lane Conservation Area, careful consideration has been afforded to ensure that all elements of the proposal respond positively to local distinctiveness and sit comfortably in terms of visual appearance and massing within the streetscene.
- 4.5 The proposed external works relate to the extension of the roof towards the eastern side elevation of the property and minor alterations to existing windows and doors positioned on the eastern side and rear elevations of the building as shown on the enclosed plans that support this application enquiry.
- 4.6 The scheme will be accessed off Bury Old Road utilising the existing vehicular access in addition to Catherine Road to the rear. The layout incorporates nine vehicle parking spaces positioned within the walled courtyard adjacent to the front elevation of the building and to the rear (accessed via Catherine Road).
- 4.7 Furthermore, secure and accessible cycle/refuse storage for will be positioned along the eastern boundary to the rear of the building.
- 4.8 Due to the constraints of this particular site, no private amenity space has been provided. However, the site benefits from being within comfortable walking distance of Broughton Park, Clowes Park, Mandley Park, Crumpsall Park, Heaton Park and Blackley Forest so residents will enjoy excellent access to outdoor amenity space.
- 4.9 The outlook from the proposed development will be mainly focused to the front and rear elevations, ensuring that a suitable separation distance of over 20 metres will be retained to the approved residential development to the rear off Catherine Road to avoid any potentially harmful overlooking or privacy impacts for future residents.
- 4.10 Please see the extract of the proposed site layout plan overleaf.

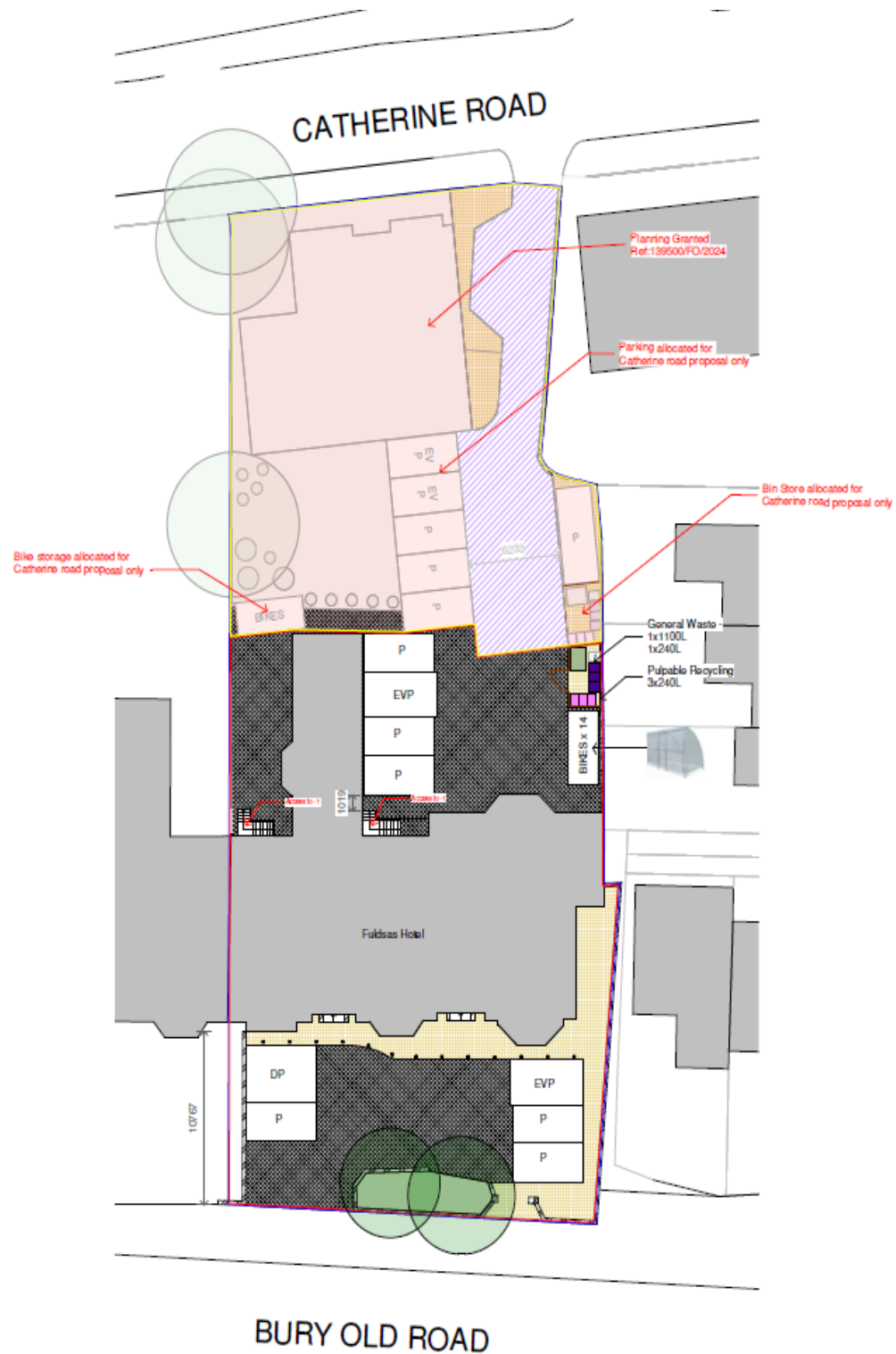


Image 5 – Extract of proposed site layout plan including layout of development for 6 apartments to the rear approved in association with application Ref 139500/FO/2024

5 PLANNING POLICY

5.1 This section provides a review of relevant national and local planning policy and guidance.

NATIONAL POLICY

5.2 The National Planning Policy Framework (NPPF) was revised in December 2024 and sets out the Government's objectives for achieving sustainable development. At the heart of the NPPF is a presumption in favour of sustainable development.

5.3 Development proposals that accord with an up-to-date Development Plan should be approved without delay. Where there are no relevant development plan policies, or the policies which are most important for determining the application are out of date, permission should be granted unless:

- The application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the proposed development; or
- Any adverse impact of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

5.4 Paragraph 8 confirms that there are three dimensions to sustainable development; economic, social and environmental. To achieve sustainable development, economic, social and environmental gains should be pursued in mutually supportive ways through the planning system.

5.5 The NPPF explains that the purpose of the planning system is to contribute to the achievement of sustainable development. Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area. These sustainable objectives should be delivered through the preparation and implementation of plans and the application of the policies in the framework.

5.6 Guidance in paragraph 39 states that local planning authorities should approach decision-taking in a positive and creative way. They should work proactively with planners to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.

Delivering a Sufficient Supply of Homes

5.7 Paragraph 61 explains that in order to support the Government's commitment to significantly boosting the supply of homes, it is important that a sufficient amount and variety of land comes forward for development where it is needed, that needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.

5.8 Local Planning Authorities should identify and update annually a supply of specific deliverable sites sufficient to provide five years' worth of housing against their housing requirement set out in adopted strategic policies or against their local housing need where strategic policies are more than five years old. The five year supply should include an appropriate buffer. Where the local authority chooses to demonstrate a five year supply of deliverable sites through an annual position statement or recently adopted plan the buffer should be 5% to ensure choice and competition in the market for land. In the event that there has been significant under delivery over the previous three years when measures against the Housing Delivery Test, then a 20% buffer should be applied. Furthermore, from 1st July 2026, where a local planning authority has an annual average housing requirement 80% or less of the most recent housing need figure calculated (using the standard method set out in the national planning practice guidance), then a 20% buffer should be applied.

- 5.9 The NPPF is clear at paragraph 11 that housing applications should be considered in the context of the presumption in favour of sustainable development and that relevant policies for the supply of housing should not be considered up to date if the local planning authority cannot demonstrate a five year supply of deliverable housing sites or the Housing Delivery Test indicates that the delivery of housing was substantially below (less than 75% of) the housing requirement over the previous three years.

Building a Strong and Competitive Economy

- 5.10 Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. This is particularly important where Britain can be a global leader in driving innovation, and in areas with high levels of productivity, which should be able to capitalise on their performance and potential.

Promoting Sustainable Transport

- 5.11 To protect and exploit opportunities for the use of sustainable transport modes, development should be located and designed to give priority to pedestrian and cycle movements and have access to high quality public transport facilities; address the needs of people with disabilities by all modes of transport; create safe and secure places minimising conflicts between traffic and pedestrians; allow for the efficient delivery of goods and access by service and emergency vehicles; and be designed to enable the charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

Making Effective Use of Land

- 5.12 The NPPF recognises the need for the planning system to promote an effective use of land in meeting the need for homes and other uses. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or 'brownfield' land.
- 5.13 Paragraph 125 (c) explains that the planning system should specifically give substantial weight to the value of using suitable brownfield land within settlements for new homes and other identified needs, proposals for which should be approved unless substantial harm would be caused. Furthermore, sub-section (d) of this paragraph explains that planning should also promote and support the development of under-utilised land and buildings especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively.
- 5.14 Sub Section (e) of paragraph 125 outlines that Council's should support opportunities to use the airspace above existing residential and commercial premises for new homes. In particular, they should allow upward extensions where the development would be consistent with the prevailing height and form of neighbouring properties and the overall streetscene, is well designed (including complying with any local design policies and standards) and can maintain safe access and egress for occupiers.
- 5.15 Paragraph 128 clearly states that local planning authorities should also take a positive approach to applications for alternative uses of land which is currently developed but not allocated for a specific purpose in plans, where this would help to meet identified development needs. In particular, they should support proposals to:
- Use retail and employment land for homes in areas of high housing demand, provided this would not undermine key economic sectors or sites or the vitality and viability of town centres, and would be compatible with other policies in this Framework.

5.16 The chapter goes on to discuss how appropriate densities can be achieved. Paragraph 129 sets out that the planning system should support development that makes efficient use of land, taking into account the following:

- a) The identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
- b) Local market conditions and viability;
- c) The availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;
- d) The desirability of maintaining an area’s prevailing character and setting (including residential gardens), or of promoting regeneration and change; and
- e) The importance of securing well-designed, attractive and healthy places.

Achieving Well Designed Places

5.17 This chapter sets out at paragraph 135 that planning policies and decisions should aim to ensure that developments:

- Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- Are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- Are sympathetic to local character and history including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- Establish a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks, and
- Create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Decision Taking

5.18 Guidance in paragraph 39 states that local planning authorities should approach decision-taking in a positive and creative way. They should work proactively with planners to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.

DEVELOPMENT PLAN

5.19 The Development Plan currently consists of the Places for Everyone joint development plan (adopted 2024), the Core Strategy which was adopted by the Council on 11th July 2012 and the saved Unitary Development Plan Policies and supplementary planning guidance documents.

5.20 The policies relevant to the assessment of the development proposal are summarised below.

Places for Everyone (2024)

5.21 The Places for Everyone framework plan sets the strategic development strategy for the Greater Manchester Combined Authority up until 2039 and forms part of the development plan for Greater Manchester.

5.22 The site falls within the Borough of Manchester City Council and so the relevant policies include:

5.23 **Strategic Objective 1** - Meet our housing need. The Council will:

- Increase net additional dwellings;
- Increase the number of affordable homes;
- Provide a diverse mix of housing.

5.24 **Objective 2** - Create neighbourhoods of choice. The Council will:

- Prioritise the use of brownfield land;
- Focus new homes in the Core Growth Area and the town centres;
- Focus new homes within 800m of public transport hubs;
- Ensure that there is no increase in the number of homes and premises at a high risk of flooding;
- Prioritise sustainable modes of transport to reduce the impact of vehicles on communities

5.25 **Policy JP-Strat 5: Inner Areas** focuses on the continued regeneration of the inner areas being promoted and reducing the poverty and deprivation levels of these areas. High levels of new (predominantly residential) development will be accommodated in these highly accessible and sustainable locations, and will be integrated with existing communities, enhancing the quality of places and their local character.

5.26 **Policy JP-S1: Sustainable Development** - To help tackle climate change, development should aim to maximise its economic, social and environmental benefits simultaneously, minimise its adverse impacts, utilise sustainable construction techniques and actively seek opportunities to secure net gains across each of the different objectives. In preparing plans, authorities should make as much use as possible of suitable previously developed (brownfield) land and vacant buildings to meet development needs. In bringing forward previously developed sites for development, particular attention will be paid to tackling land contamination and stability issues, ensuring that appropriate mitigation and remediation is implemented to enable sites to be brought back into use effectively.

- 5.27 **Policy JP-H1: Scale, Distribution and Phasing of New Housing Development** - A minimum of 175,185 net additional dwellings will be delivered over the period 2022-2039, or an annual average of around 10,305. The new homes will be of good quality and design, adaptable, supported by the necessary infrastructure and amenities and their distribution (as set out in Table 7.2 – Manchester providing 3,533 new dwellings) will support the Plan's overall strategy which enables people to reduce the need to travel when taking advantage of our key assets.
- 5.28 **Policy JP-H2: Affordability of New Housing** - Substantial improvements will be sought in the ability of people to access housing at a price they can afford, including through:
1. Significantly increasing the supply of new housing, in accordance with Policy JP-H1 'Scale, Distribution and Phasing of New Housing Development', thereby reducing the potential for a shortfall to lead to large house price and rent increases
 2. Maximising the delivery of additional affordable homes, including through local plans setting targets for the provision of affordable housing for sale and rent as part of market-led developments based on evidence relating to need and viability
 3. Support provision of affordable housing as part of new developments (avoiding where possible clusters of tenure to deliver mixed communities)
 4. Working with Government to maximise the amount of public funding being directed towards the provision of new affordable housing
 5. Increasing the supply of low-cost market housing, to complement the provision of affordable homes and diversify options for low income households.
- 5.29 **Policy JP-H3: Type, Size and Design of New Housing** seeks to incorporate a range of dwelling types and sizes to meet local needs and deliver more inclusive neighbourhoods. Where appropriate this should include incorporating specialist housing for older households and vulnerable people. Residential development should provide an appropriate mix of dwelling types and sizes reflecting local plan policies and having regard to the relevant local guidance and evidence.
- 5.30 **Policy JP-H4: Density of New Housing** – advises that new housing development should be delivered at a density appropriate to the location, reflecting the relative accessibility of the site by walking, cycling and public transport and the need to achieve efficient use of land and high-quality design. Regard should be had to the minimum densities set for areas within GMAL 6 and above as 50 dwellings per hectare and within 400 metres of a Leigh guided Busway Stop for a density of 50 dwellings per hectare.
- 5.31 **Policy JP-G2: Trees and Woodlands** - states that development that would result in the loss of existing trees, requiring replacement on the basis of two new trees for each tree lost, or other measures that would also result in a net enhancement in the character and quality of the treescapes and biodiversity in the local area with a preference for on-site provision.
- 5.32 **Policy JP-G8: A Net Enhancement of Biodiversity and Geodiversity** – confirms that through local planning and associated activities, a net enhancement of biodiversity resources will be sought with development expected to:

- a) Follow the mitigation hierarchy of avoiding significant harm to biodiversity, particularly where it is irreplaceable, through consideration of alternative sites with less harmful impacts, then adequately mitigating any harm to biodiversity, then adequately compensating for any remaining harm to biodiversity
- b) Avoid fragmenting or severing connectivity between habitats;
- c) Achieve a measurable net gain in biodiversity of no less than 10%;
- d) Make appropriate provision for long-term management of habitats and geological features connected to the development;
- e) Where appropriate, development should: mitigate air pollution impacts on Manchester Mosses SAC; mitigate urban edge, functionally linked land and recreation disturbance impacts on the South Pennine Moors SAC/SPAs; and assess and potentially mitigate boat movement, water pollution, and light spillage and shading impacts on the Rochdale Canal SAC; and
- f) Development proposals should be informed by the findings and recommendations of the updated or appropriate biodiversity/ecological assessments submitted as part of the planning application process.

5.33 **Policy JP-P1: Sustainable Places** – Confirms the aspiration to become one of the most liveable city regions in the world, consisting of a series of beautiful, healthy and varied places, each having the following key attributes that all development, wherever appropriate, should be consistent with:

- 1. Distinctive, with a clear identity that conserves and enhances the natural environment, landscape features, historic environment and local history and culture while enabling a clear understanding of how the place has developed and respects and acknowledges the character and identity of the locality in terms of design, siting, size, scale and materials used;
- 2. Visually stimulating, creating interesting and imaginative environments which raise the human spirit through the use of green space, public art and quality design;
- 3. Socially inclusive responding to the needs of all parts of society while enabling everyone to participate equally and independently providing opportunities for social contact and support, promoting a sense of community;
- 4. Resilient, capable of dealing with major environmental events. Adaptable, able to respond easily to varied and changing needs and technologies and durable, being built to last and using robust materials that reflect local character, weather well and are easily maintained;
- 5. Resource-efficient with a low carbon footprint, efficient use of land, minimal use of new materials and high levels of recycling;
- 6. Safe, including by designing out crime and terrorism while reducing opportunities for anti-social behaviour and ensuring the appropriate provision in an emergency or disaster are in the development;

7. Legible, being easy to understand and navigate, with the protection and enhancement of key views and new development well-integrated into the place while being easy to move around for those of all mobility levels, particularly by walking and cycling, with enjoyable routes free from obstacles;
8. Well-connected to other places, particularly by public transport and digital infrastructure enabling everyone to take advantage of the employment, cultural and leisure opportunities across Greater Manchester and beyond and
9. Comfortable and inviting, with indoor and outdoor environments incorporating high quality and well managed green infrastructure and quality public realm that is well-served by local shops, services and amenities, including education and health facilities.

5.34 **Policy JP-P2: Heritage** – Advises that the Council will proactively manage and work with partners to positively conserve, sustain and enhance our historic environment and heritage assets and their settings. Opportunities will be pursued to aid the promotion, enjoyment, understanding and interpretation of heritage assets, as a means of maximising wider public benefits and reinforcing Greater Manchester's distinct character, identity and sense of place.

5.35 **Policy JP-C6: Walking and Cycling** confirms that in order to help deliver a higher proportion of journeys made by walking and cycling, a range of measures will be supported, including creating safe, attractive and integrated walking and cycling infrastructure, increasing the capacity and quality of walking and cycling infrastructure.

Core Strategy

5.36 The Core Strategy sets out the detailed policies for consideration of planning applications within the borough. The policies relevant to the assessment of the development proposal are summarised below.

5.37 **Strategic Objective 3 (SO3) – Housing** - Provide for a significant increase in high quality housing provision at sustainable locations throughout the City, to both address demographic needs and to support economic growth. The emphasis will be on providing a good range of high quality housing, (in terms of size, type, tenure, accessibility and price) including affordable housing across the City; to create sustainable lifetime neighbourhoods with high quality environments, good local facilities and with easy access to employment opportunities.

5.38 **Policy H1 Overall Housing Provision** - Approximately 60,000 new dwellings will be provided for in Manchester between March 2009 and March 2027. This equates to an average of 3,333 units per year, however the rate of delivery of units will vary across the lifetime of the Core Strategy. Based on the availability, suitability and achievability of developing capacity sites in Manchester's Strategic Housing Land Availability Assessment, and the current economic situation, the trajectory overleaf provides an indication of the timescale over which development is likely to come forward.

5.39 Ninety percent of residential development will be on previously developed land. The re-use of vacant housing, including the renewal of areas characterised by poor quality housing, will be prioritised. New developments should take advantage of existing buildings where appropriate through refurbishment or rebuilding works. If this is not possible, development schemes should contribute to renewal of adjacent areas which contain vacant or derelict buildings.

- 5.40 **Policy H2 Strategic Housing Location** - The key location for new residential development throughout the plan period will be within the area to the east and north of Manchester City Centre identified as a strategic location for new housing. Land assembly will be supported in this area to encourage the creation of large development sites or clusters of sites providing the potential for significant regeneration benefits.
- 5.41 **Policy H3 North Manchester** - Over the lifetime of the Core Strategy, will accommodate around 20% of new residential development. Priority will be given to family housing and other high value, high quality development where this can be sustained. Safety and security measures are included in the design and layout of buildings and public areas;
- 5.42 **Policy H8 Affordable Housing** - The requirements for affordable housing currently apply to all residential developments on sites of 0.3 hectares and above or where 15 or more units are proposed.
- 5.43 **Policy T1 Sustainable Transport** - To deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport, the Council will support proposals that improve choice by developing alternatives to the car.
- 5.44 **Policy EN1 Design Principles and Strategic Character Areas** - All development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and listed above and have regard to the strategic character area in which the development is located. Opportunities for good design to enhance the overall image of the City should be fully realised, particularly on major radial and orbital road and rail routes. Design and Access Statements submitted with proposals for new development must clearly detail how the proposed development addresses the design principles, reinforces and enhances the local character of that part of the City and supports the achievement of the Core Strategy Strategic Objectives.
- 5.45 The character of the Northern Character Area is significantly affected by the topography, with a marked increase in height moving northwards, cut by the River Irk and its tributaries. There is a finer grained, predominantly residential mix of development, broken up by open spaces and significant tree cover also linked to the local topography. Developers should respond to the underlying topography and varied townscape created by the balance between built form and the tree-covered landscape.
- 5.46 **Policy EN14 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).
- 5.47 **Policy EN19 Waste** - The Council will work with other Districts through the Greater Manchester Joint Waste Development Plan Document (GMJWDPD) to safeguard existing sites for waste management and identify and safeguard new sites in existing areas of employment where appropriate. Require all developers, including those of new waste management facilities within the district, to demonstrate the proposal's consistency with the principles of the waste hierarchy (prevention, reduction, re-use, recycling/composting, energy recovery, final disposal)

- 5.48 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. 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.
- 5.49 **Policy PA1 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.
- 5.50 **Policy DM1 Development Management** - All development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:
- Appropriate siting, layout, scale, form, massing, materials and detail;
 - Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area;
 - Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise;

- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes;
- Community safety and crime prevention;
- Design for health;
- Adequacy of internal accommodation and external amenity space;
- Refuse storage and collection;
- Vehicular access and car parking;
- Effects relating to biodiversity, landscape, archaeological or built heritage;
- Green Infrastructure including open space, both public and private;
- The use of alternatives to peat-based products in landscaping/gardens within development schemes, and
- Flood risk and drainage.

Saved Unitary Development Plan Policies

- 5.51 **Policy CC3** confirms that notwithstanding the generality of Policy CC2, the Council will permit additional development for housing and business/industrial purposes in the Irk Valley, but only where this can be achieved without detriment to the environmental objectives described in that policy.
- 5.52 **Policy CC4** advises that the Council intends to enhance the character of Cheetham Hill Road, Bury New Road/Great Ducie Street, and the Metrolink line. A high standard of design will be expected from new developments in order to restore the unity and particular character of the roads, and to improve the setting of listed and other important buildings. In addition, the Council will encourage the conservation and refurbishment of buildings of character and quality.
- 5.53 **Policy CC5** states that in addition to the areas mentioned in Policy CC4, the Council will act to maintain and improve areas of recognised townscape value, and will encourage the conservation and refurbishment of buildings of character and quality, especially: -
- a) Within the general area of Crumpsall Lane and Seymour Road;
 - b) In the Crumpsall Green area.

Supplementary Planning Guidance

- 5.54 The Residential Quality Guidance document seeks to provide a clear direction on what is required to deliver sustainable neighbourhoods and raise the quality of life allowing people to choose where they want to live while still being able to experience the same quality of living.
- 5.55 Residential **design** should create new housing that responds to the existing urban fabric, building typologies and the city's distinctive style while also embracing modern materials and contemporary

ideas. An increase in **density** should be encouraged in those parts of the city that are well connected to public transport and have greater access to public services, community facilities, amenity and recreation provision.

- 5.56 For **scale** the developers and their design teams will be expected to demonstrate how the bulk, massing and scale of proposals have been considered in terms of its impact on the neighbourhood, street and block and how it influenced the architecture and design of the building and/or space. The choice of **materials** should be clarified with the Council. The way materials are combined, and the number of materials used and how they are applied, is a key consideration.
- 5.57 The Council will require Applicants to demonstrate how proposals incorporate sufficient **car parking** in an appropriate location that does not harm pedestrian movement provide secure **cycle parking** for residents and visitors, which is safe and convenient and within the envelope of the building. For **waste** the applicant provides sufficient bin storage to accord with MCC's standards and is conveniently located with minimal impact on the streetscene and considered where temporary stopping could be accommodated.
- 5.58 For **Amenity** the Council will require applicants to demonstrate how proposals adhere to the Nationally Described Space Standards, providing sufficient storage space while maximise opportunities for daylight.

6 PLANNING CONSIDERATIONS

- 6.1 The planning issues relevant to the determination of the development proposal are assessed in detail below.

Principle of Development

- 6.2 As examined within the previous section, the National Planning Policy Framework (NPPF) requires the Council to make the most efficient use of land by maximising the use of previously developed sites.
- 6.3 The site comprises a neglected and vacant former Kosher Hotel positioned within a sustainable location in the urban area which benefits from access to a range of local shops and services as well as connecting bus and tram links.
- 6.4 Following the grant of the most recent planning permission at the site (Ref 142214/FO/2025) and the subsequent receipt of tender offers for the works to create additional hotel bedrooms, the applicant has taken the view that the associated costs are too high for the projected return on investment. Further research indicates that the enlarged hotel would not be occupied at maximum capacity due to insufficient demand in the area and is not viable to continue in hotel use.
- 6.5 Accordingly, the proposed development will bring forward a range of new residential accommodation that will make a positive contribution toward the borough's housing requirements and provide additional living opportunities for members of the local community within an efficient layout.
- 6.6 This approach clearly accords with NPPF and Local Plan policy guidance as summarised in Section 5, most notably strategic objective 2 (Places For Everyone) which advocates the creation of neighbourhoods of choice that will prioritise the use of brownfield land that promotes sustainable modes of transport (as demonstrated by the site's classification as GMAL rating of 7).
- 6.7 Furthermore, Policies H1 and JP-S1 advocate that all development must make the best use of land by following a design-led approach that optimises the capacity of sites, with Policy H1 specifying 90% of residential development on previously developed land and its reuse being prioritised.
- 6.8 The proposed site is in an inner area of Greater Manchester in a highly sustainable and accessible location for which Policy JP-Strat 5 promotes as an area for regeneration to help reduce poverty and deprivation in predominantly residential areas.
- 6.9 Policy H2 allocates North Manchester as a key location for new residential development and Policy H3 states that North Manchester will accommodate 20% of new housing with priority given to family housing. New developments should take advantage of existing buildings where appropriate through refurbishment or rebuilding works.
- 6.10 Policy JP-H4 mentions that new housing development should be delivered at a density appropriate to the location relative to the accessibility of the site by walking, cycling and public transport and the need to achieve efficient use of land and high-quality design. The minimum densities for areas within GMAL 6 and above as 50 dwellings per hectare and within 400 metres of a Leigh guided Busway Stop for a density of 50 dwellings per hectare. The proposed site meets both of these standards which has informed the high density apartment led approach.

- 6.11 By way of further demonstration, the Council (in approving application Ref 139500/FO/2024) confirmed that:

“the residential development would make effective use of the site to provide new places to live, adding to the diversification of housing stock in the area. The site is also appropriately situated within a sustainable location, close to local amenities and existing housing stock and follows the local pattern development in this area.”

- 6.12 Accordingly, the development proposal will enable the regeneration of a vacant, derelict site that currently makes a negative contribution to the Conservation Area due to its poor condition and neglected state.

- 6.13 The proposed apartments would make effective use of the site to provide members of the community with new places to live, adding to the diversification of housing stock in the area. The site is also appropriately situated within a sustainable location, close to local amenities and existing housing stock and co-ords with the pattern development within the wider local area. The principle of development is therefore acceptable.

Design and Heritage Assessment

- 6.14 The considered approach to scheme design is outlined in Section 4.
- 6.15 As summarised within Section 2, the immediate street scene is characterised by a mix of purpose-built residential apartment blocks, terraced dwellings and a telephone exchange of varying scale and external appearance.
- 6.16 Given the location of the site within the Crumpsall Lane Conservation Area, careful consideration has been afforded to ensure that all elements of the proposal respond positively to local distinctiveness and sit comfortably in terms of visual appearance and massing within the streetscene (as explained within the Heritage Statement which forms part of the application submission).
- 6.17 The proposed external works relate to the extension of the roof towards the eastern side elevation of the property and minor alterations to existing windows and doors positioned on the eastern side and rear elevations of the building as shown on the enclosed plans that support this pre-application enquiry.
- 6.18 There is no Conservation Area Appraisal relating to the Crumpsall Lane Conservation Area, but the site (and wider terrace) contribute to the architectural value of the local area in terms of the size and scale of the buildings, which result in a degree of dominance compared to modern residential developments in the wider local area.
- 6.19 The buildings display features of architectural detailing in terms of their two storey canted bays, dentilled detailing and string courses to the front elevation. To the rear, the architectural detailing reduces. Whilst there is some element of symmetry to the fenestration, the visual appearance is subservient to the front elevation.
- 6.20 The minor nature of the proposed external roof works development ensures that there will be no harmful impact upon the visual appearance or character of the host property, wider terrace or Conservation Area.

- 6.21 Overall, the considered design approach enables the creation of a high quality scheme that benefits the area while meeting local housing needs. Accordingly, the scheme is acceptable from an external design and heritage perspective with regard to Section 16 of the NPPF and (most notably) Policies JP-H3 and EN3.

Neighbour Impact

- 6.22 To protect privacy and prevent overlooking, outlook from the proposed development will be focused to the front and rear elevations.
- 6.23 The separation distance between the rear elevation of the site and the approved residential development to the rear will exceed 20 metres. Accordingly, no unacceptable impact on the amenity of occupiers of neighbouring properties will be created.
- 6.24 Accordingly, the proposal will negatively impact neighbour amenity. The scheme is therefore acceptable with regard to the NPPF and Policies EN1 and DM1.

Living Conditions for future Occupiers

- 6.25 Policy DM1 provides guidance relating to the appropriate siting, layout, scale and design of a development and its impact on the surrounding area, alongside the living conditions of future occupiers.
- 6.26 All internal rooms will meet and/or exceed targets set out within the National Space Standards. Provision will also be made within the site for secure cycle accommodation and refuse storage as explored in further detail in the subsequent section.
- 6.27 The new building also seeks to maximise opportunities for glazing within the front, rear and side elevations, with all habitable rooms being served by at least one window to provide high quality outlook for future occupiers.
- 6.28 Due to the constraints of this particular site, no private amenity space has been provided. However, the site benefits from being within comfortable walking distance of Broughton Park, Clowes Park, Mandley Park, Crumpsall Park, Heaton Park and Blackley Forest so residents will enjoy excellent access to outdoor amenity space.

Housing Mix

- 6.29 Paragraph 128 of the NPPF states the planning system should support development that makes efficient use of land taking into account the identified need for different types of housing and other forms of development.
- 6.30 Policy JP-H3 of the Places for Everyone (2024) document seeks to incorporate a range of dwelling types and sizes to meet local needs and advocates that residential development should provide an appropriate mix of dwelling types and sizes reflecting local planning policy and guidance.
- 6.31 Policy H3 of the Core Strategy regarding North Manchester states priority will be given to family housing.
- 6.32 Accordingly, the proposed scheme integrates a mix of 1 and 2 bed apartments and therefore responds positively to the strategic objective 1 of Places for Everyone and policies JP-H3 and H3.

Parking and Refuse Provision

- 6.33 As demonstrated on the enclosed drawings package and presented within the Transport Statement that forms part of this application submission, provision is made for a total of nine car parking spaces (including two EV charging spaces and one space designated for the mobility impaired).
- 6.34 The layout incorporates the nine vehicle parking spaces within the walled courtyard adjacent to the front elevation of the building and to the rear accessed via Catherine Road and shared with the approved scheme to the north (Ref 139500/FO/2024) as referred to in Section 3. The Transport Statement includes vehicle tracking diagrams to demonstrate how the spaces will function in accordance with relevant standards.
- 6.35 Furthermore, the site benefits from 14 cycle spaces providing the option for another form of sustainable transport alongside the Tram and Bus systems, the site layout plan clearly demonstrates how a separate access will be retained for residents.
- 6.36 The proposed car parking provision is within the maximum standards recommended within the Planning Guidance. Furthermore, some availability exists for overnight car parking in surrounding streets. In any event, the site is highly accessible, and residents will not be reliant upon car travel.
- 6.37 It is also important to note that the proposed change of use will represent a significant reduction in the intensity of the site (which previously accommodated 29 rooms and an overall capacity for 48 persons) with a reduction in vehicle movements and parking demand. As outlined above, the proposal will incorporate a total of 14 apartments with a maximum occupancy of 34 people (an overall reduction of 14 occupants).
- 6.38 On the basis of this assessment, the proposal represents an appropriate use of the site and will have no material impact on the surrounding transport network in accordance with Policies JP-C6 and T1.
- 6.39 Paragraph 116 of the NPPF states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. Against this background, there is no reason to refuse the scheme on highways grounds.
- 6.40 The appropriate waste provision has been shown on the proposed site plan enclosed in support of this application, ensuring the proposal is in accordance with Policy EN19.

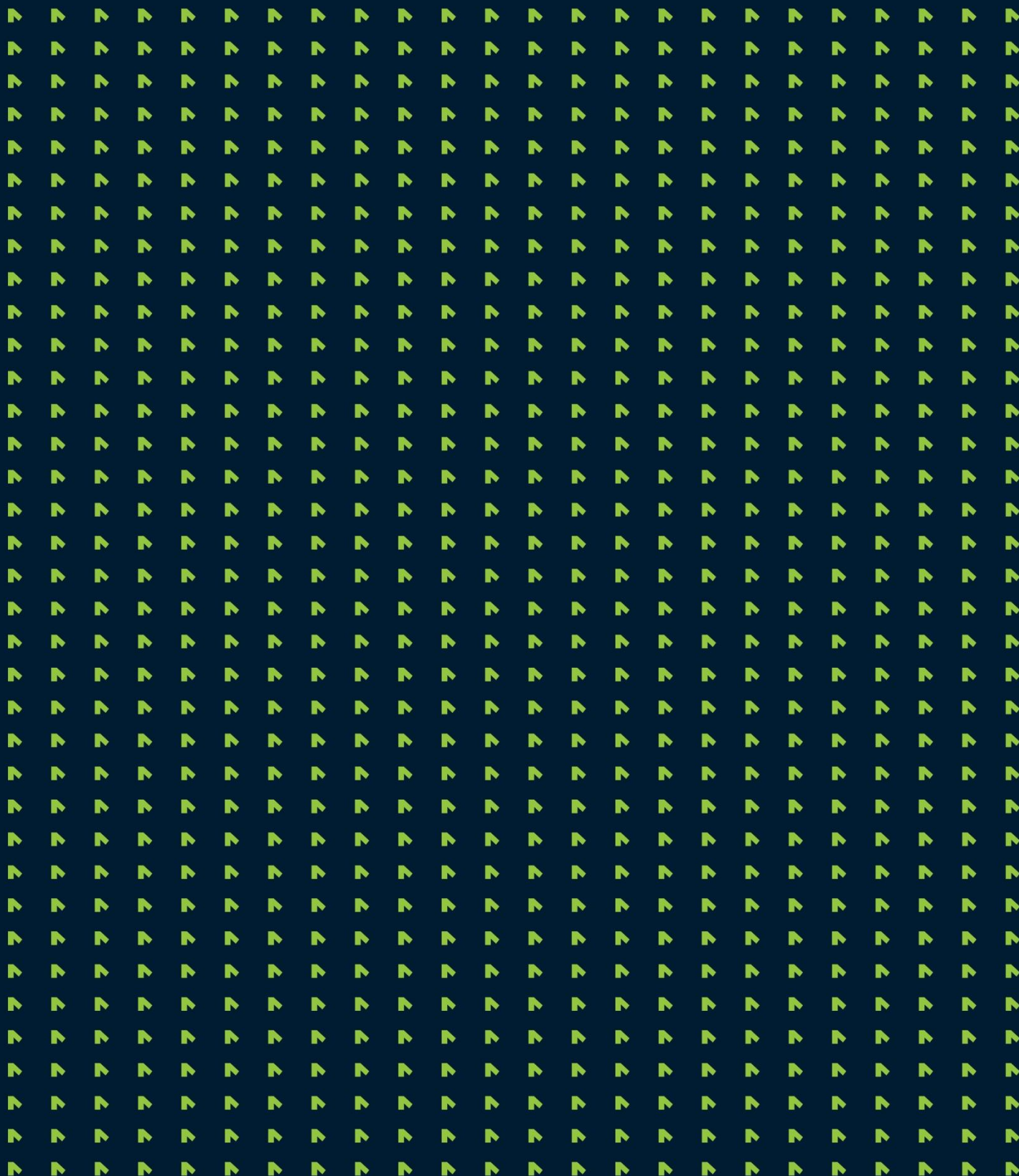
7 CONCLUSIONS

7.1 It is concluded that the proposal is in accordance with the NPPF, the Places for Everyone document and the Council's adopted Local Plan. It therefore constitutes appropriate development and should be supported for the following reasons:

- Following the grant of the most recent planning permission at the site (Ref 142214/FO/2025) and the subsequent receipt of tender offers for the works to create additional hotel bedrooms, the applicant has taken the view that the associated costs are too high for the projected return on investment. Further research indicates that the enlarged hotel would not be occupied at maximum capacity due to insufficient demand in the area and is not viable to continue in hotel use.
- The principle of creating new residential dwellings on an existing residential site in a highly sustainable location within the urban area, is supported by national and local policy as explained in Section 6. The proposed scheme will provide much needed new housing for the local community thereby enabling an efficient, effective re-use of the vacant property;
- The proposed roof extension has been informed by the character and appearance of the host property. It will respond in a positive manner to the visual character and appearance of the streetscene and the wider Conservation Area as explained within the Heritage Statement;
- The application submission is supported by a Transport Statement which justifies the proposed level of parking provision and vehicle tracking. The proposed change of use will represent a significant reduction in the intensity of the site (which previously accommodated 29 rooms and an overall capacity for 48 persons) with a reduction in vehicle movements and parking demand. As outlined above, the proposal will incorporate a total of 14 apartments with a maximum occupancy of 34 people (an overall reduction of 14 occupants).
- The layout of the scheme (utilising the existing window layout), ensures there will be no unacceptable adverse impact upon the amenity of occupiers or any neighbouring properties, and
- The proposed accommodation is fully acceptable and of a high standard. Each new apartment will meet or exceed internal space standards for all occupiers.

7.2 Overall, the scheme adopts the principles of sustainable development in relation to social, economic and environmental factors. This is because it recycles urban land and delivers a mix of residential dwellings which are accessible by a choice of travel modes including foot, cycle and public transport. The proposals thereby accord with the emphasis of national policy (set out within the NPPF), which confirms a presumption in favour of sustainable development. Drawings Package (prepared by Gold Sketch Studios).

7.3 In light of the above, the revised scheme has been demonstrated to comply with all relevant planning policies of the NPPF, Places for Everyone and adopted Local Plan (most notably JP-S1, JP-H1, JP-H2, JP-H3, JP-H4, JP-G7, JP-G8, JP-P1, JP-P2, JP-C6, H1,H2, H3, H8, T1, EN1, EN14, EN19, PA1, DM1, CC3, CC4 and CC5) and should be considered acceptable.



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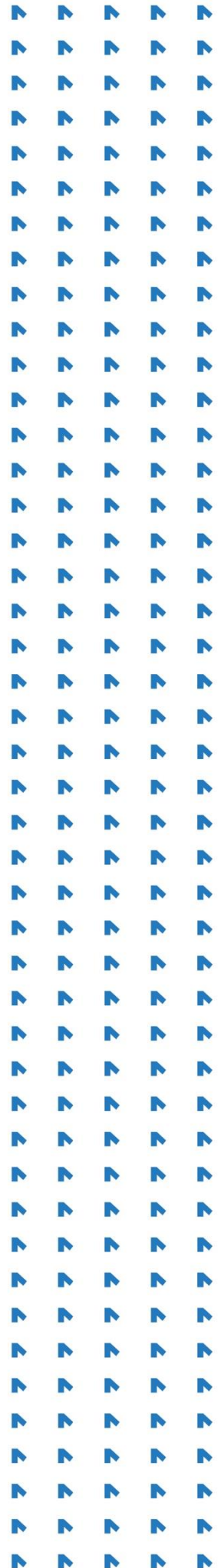
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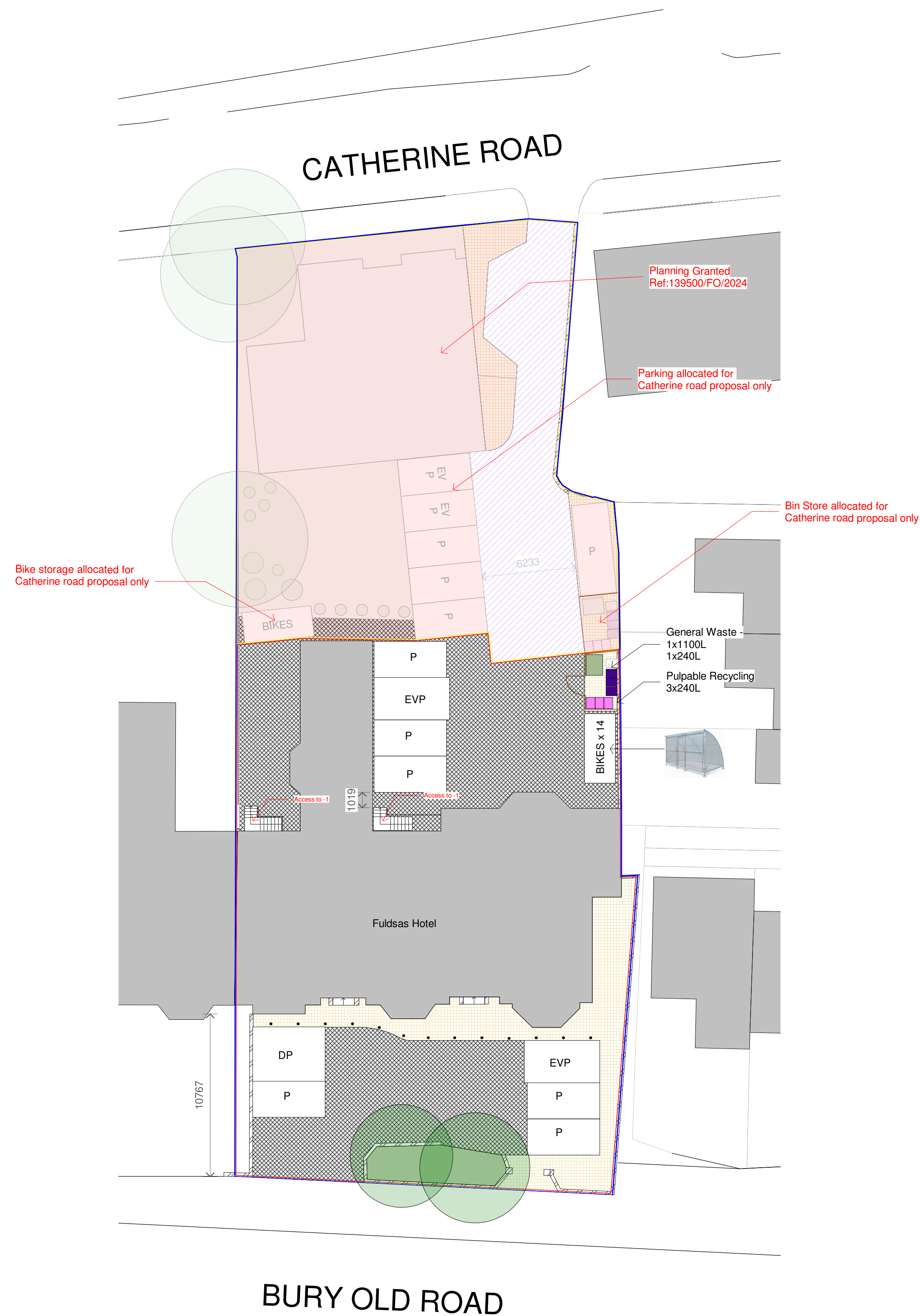


Work.Life Manchester

Core
Brown Street
Manchester
M2 1DH

Appendix 1





- Site Key**

 -  Grass
 -  Paving Stones
 -  Driveway
 -  Timber Fencing
 -  Brickwork
 -  Over Grown Vegetation / Debris
 -  Trees
 -  Parking
 -  Electrical Vehicle Parking
 -  Disabled Parking
 -  Existing Building
 -  Shared Access From Catherine Road
 -  Proposed Fixed Steel Bollard

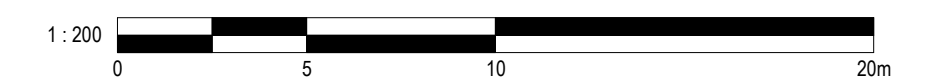
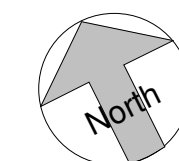
- Legend - Boundaries

Site Boundary of Fuldas Hotel

Site Ownership _____

Planning Granted _____

Site Boundary determined using OS DATA



2	Revised Parking	17/12/2024	CB
1	Revised Site Plan	12/12/2024	CB
No.	Description	Date	Initial

PROJECT			Fuldas Hotel		
TITLE			Site - Existing & Proposed		
STATUS			DESIGN		
DRAWN BY		DATE		SCALE (@ A1)	
CB		20/11/2024		As indicated	
PROJECT NUMBER		DRAWING NUMBER		REV	
GSS23157.4		502		2	
www.goldsketch.co.uk		info@goldsketch.co.uk		0161 792 9595	
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