



Paul Butler Associates

Planning, Development & Heritage Consultants

Rusholme Investments Ltd

430A – 432A Wilbraham Road,
Manchester, M21 0AS

Planning Statement

January 2025

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1. Introduction

- 1.1 This Planning Statement has been prepared by Paul Butler Associates Ltd on behalf of Rusholme Investments Ltd. The statement has been provided in support of a full planning application for a residential development at 430A – 432A Wilbraham Road, Manchester, M21 0AS.
- 1.2 The proposed development is for 'Conversion of existing 5 bed and 6 bed HMOs to provide 8 self-contained apartments (7 x 1 bed and 1 x 2 bed) (Use class C3), with associated external alterations including third floor rear roof extension, increase in height of rear flue, creation of terraces for first floor apartments and associated bin store and cycle storage facilities.' The application is a resubmission of application 128958/FO/2020 which was granted planning permission on 26 February 2021 but has since lapsed.
- 1.3 The existing building is in need of investment both internally and externally. The proposed scheme will involve the repair and cleaning of the building's elevations together with a contemporary dormer extension to the rear of the building. It will replace the existing shared HMO accommodation to provide a mix of one and two bedroom apartments which will be attractive to a wide range of future occupiers including young professionals and couples, key workers, and families, helping to support a mixed and sustainable community in Chorlton.
- 1.4 To provide a clear understanding of the application proposal this statement includes:
- A description of the application site and surrounding area;
 - A review of relevant planning history;
 - A description of the proposed scheme;
 - A review of national and local planning policies of relevance to the scheme;
 - An appraisal of the scheme against relevant planning policies and an assessment of the scheme in relation to its immediate and surrounding context; and,

- A conclusion.

1.5 The statement should be read in conjunction with the completed application forms, the architectural drawings and Design and Access Statement prepared by ARCD Architects & Designers, and the following supporting reports:

- Preliminary Roost Assessment prepared by Gritstone Ecology.
- Waste Management Strategy.

2. The Application Site and Surrounding Area

- 2.1 The subject site is located at 430A – 432A Wilbraham Road, Manchester, M21 0AS. The site is rectangular in shape and approximately 165 sqm in size (see Figure 1 below). It is located within Chorlton District Centre and fronts Wilbraham Road which, together with Barlow Moor Road, is a main road through Chorlton.



Figure 1: Aerial view of the subject site.

- 2.2 The site is occupied by two attached terrace properties which form part of row of terrace properties located on the north side of Wilbraham Road. The site comprises a 5 bed and 6 bed HMO on the upper floors of the buildings (first and second floors), with two hot food takeaways/restaurants located on the ground floor ('My Karak Chai' and 'NomNoms'). The upper floors have been stripped back to shell condition. The existing takeaways/restaurants

are unaffected by the application proposal. The upper floor accommodation is accessed via an entrance on Wilbraham Road.

- 2.3 Adjacent properties in the terrace row comprise residential accommodation on the first and second floors, with 'Cocoa Tree Chocolatiers' on the ground floor of 426 Wilbraham Road and 'Rounders' takeaway restaurant on the ground floor of 436 Wilbraham Road. Other commercial uses within the terrace row include a beautician, tailors, convenience store, and takeaways.



Figure 2: Aerial view of the terrace row and subject site (outlined red).

- 2.4 The terrace properties have a rear yard area to the north beyond which lies an alleyway running between Albany Road to the east and Keppel Road to the west. There are residential properties on both Albany and Keppel Roads which typically comprise three storey Victorian semi-detached and terrace properties, some of which have been subdivided and converted to apartments. To the south of the site, on the opposite side of

Wilbraham Road are various commercial properties and shops including Chorlton Post Office, located directly opposite.

- 2.5 The subject properties are three storeys in height and constructed of red brick with pitched slate roofs. They have three storey outriggers which extend to the rear. The brickwork to Wilbraham Road and to the rear of 430A Wilbraham Road has been painted, however this is flaking and generally in poor condition. Windows have UPVC frames. To the rear of the building there is ductwork associated with ground floor takeaway uses. The existing rear yard areas are generally unattractive and are used for the storage of bins. The existing HMO accommodation currently does not have any formal access to external amenity space. The properties are in need of investment both externally and internally and this application proposal represents an opportunity to enhance the accommodation provided and its contribution to the wider area. There are no trees or vegetation within the site.



Figure 3: View of the rear of 430A Wilbraham Road (left) and 432A Wilbraham Road (right).

- 2.6 The site is located within Chorlton District Centre and is approximately 100m from Chorlton Metrolink Station. The area has a mixed character including town centre uses such as shops, takeaways, offices and other amenities/services. Residential accommodation is also present and includes single dwellinghouses, apartments within converted buildings, and purpose built residential accommodation.
- 2.7 The site is approximately 5Km to the south of Manchester City Centre. It is well connected by both private and public transport whilst its location within Chorlton District Centre means that there are numerous services, amenities and leisure facilities within walking distance of the property. The property is close to high frequency bus stops on Wilbraham Road and Barlow Moor Road with services to Manchester City Centre, The Trafford Centre, Stockport, and other destinations. As noted above, Chorlton Metrolink Station is approximately 100m away and provides routes to Rochdale, Manchester Airport, East Didsbury and the City Centre. Junction 6 of the M60 Motorway is located approximately 2Km from the site.
- 2.8 In terms of planning policy designations the site is located within Chorlton District Centre and South Manchester. No other site specific planning policy designations apply. The site is located in Flood Zone 1 which relates to land at least risk of flooding. The building is not located within an Air Quality Management Area. The site is not located within a conservation area, nor are there any listed buildings within proximity which might be impacted upon by the proposed development.

3. Planning History

Planning History

- 3.1 A planning history search of Manchester City Council's online planning map was undertaken in January 2025. The applications identified for the building are presented in the table below. Application 128958/FO/2020 is of particular interest and the current application is a resubmission of this application which has since lapsed.

Reference No.	Address (as per MCC's website)	Proposal	Decision and Date
128958/FO/2020	430A and 432A Wilbraham Road, Manchester, M21 0AS	Conversion of existing 5 bed and 6 bed HMOs to provide 8 self-contained apartments (7 x 1 bed and 1 x 2 bed) (Use class C3), with associated external alterations including third floor rear roof extension, increase in height of rear flue, creation of terraces for first floor apartments and associated bin store and cycle storage facilities.	Approved Fri 26 Feb 2021
095079/FO/2010/S1	430 Wilbraham Road Chorlton Manchester M21 0AS	Change of use from A1 (general store) to A3 (cafe)	Approved Tue 15 Feb 2011

105779/JO/2014/S1	Nom Noms 430 Wilbraham Road Chorlton Manchester M21 0AS	Variation of condition no. 3 attached to planning permission ref: 095079/FO/2010/S1 to extend the opening hours to Sunday-Friday 7:00am- 01:00am and Saturday 7:00am - 02:00am	Withdrawn Mon 04 Aug 2014
107858/JO/2015/S1	430 Wilbraham Road Chorlton Manchester M21 0AS	Variation of condition no. 3 attached to planning permission ref: 095079/FO/2010/S1 to allow increased opening hours of Sunday to Friday - 07:00 till 24:00, and Saturday 07:00 till 02:00	Withdrawn Fri 01 May 2015
101816/FO/2013/S1	Copperfields 430 Wilbraham Road Chorlton Cum Hardy Manchester M21 0AS	Installation of extract cowl to flat roof at front of property	Approved Thu 11 Apr 2013
108718/FU/2015/S1	430 Wilbraham Road Chorlton Manchester M21 0AS	Change of use from A3 (Restaurant) to A3/A5 (mixed use)	Finally Disposed of Tue 22 Jan 2019

4. The Proposed Scheme

- 4.1 The proposed development is for 'Conversion of existing 5 bed and 6 bed HMOs to provide 8 self-contained apartments (7 x 1 bed and 1 x 2 bed) (Use class C3), with associated external alterations including third floor rear roof extension, increase in height of rear flue, creation of terraces for first floor apartments and associated bin store and cycle storage facilities.'
- 4.2 The existing building is in need of investment both internally and externally. The proposed scheme will involve the repair and cleaning of the building's elevations together with a contemporary dormer extension to the rear. It will replace the existing shared HMO accommodation to provide a mix of one and two bedroom apartments which will be attractive to a wide range of future occupiers including young professionals and couples, key workers, and families therefore helping to support a mixed and sustainable community in Chorlton.
- 4.3 The apartments will be accessed from the existing access to the upper floors of the building located on Wilbraham Road. The apartments will be provided at the rear of the ground floor, and on the first and second floors of the building. In addition part of the roof will be converted and extended with a dormer to provide two apartments at this level.
- 4.4 The apartments will be generously sized and comprise well-designed living accommodation to reflect modern occupier expectations. Nationally Described Space Standards are met with apartment sizes confirmed on the submitted drawings / Design and Access Statement.
- 4.5 As noted above the proposal involves a rear dormer roof extension. This will be designed with a flat roof and comprise dark composite timber cladding giving a contemporary appearance. The existing building will undergo repair and refurbishment with cleaning and repointing of brickwork. New dark framed double glazed windows are proposed throughout including larger windows which will help to maximise natural light within the apartments.

- 4.6 To the rear of the building the existing yard areas will be combined and rationalised with dedicated spaces for the storage of bins for the proposed apartments and the existing takeaway/restaurant uses. Waste collections will take place via the rear alleyway to Albany Road which is understood to be the existing arrangement. A management company will be responsible for moving bins to Albany Road for collection and returning them afterwards.
- 4.7 The rear yard area will also accommodate a secure and covered timber cycle store (with 8 spaces), together with a private external amenity space for apartment 1. Apartments 2 and 3, which are provided on the first floor, will be provided with terrace areas to the front of the building located above the flat roof of the takeaway/restaurant uses. These will be enclosed with metal and timber balustrading with a composite timber decking.
- 4.8 Three trees of native species will be planted to encourage biodiversity and maintain a visual screen from the properties to the rear of the site.

5. Planning Policy Context

5.1 Planning policy guidance of relevance to the proposed scheme, and which provides the context for its assessment, is set out within the following:

- The National Planning Policy Framework (NPPF); and,
- The Development Plan for Manchester.

National Planning Policy Framework

5.2 The latest revised National Planning Policy Framework (NPPF) was published in December 2024, and sets out the government's planning policies and how these are expected to be applied.

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.

Delivering Sustainable Development

- 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. The NPPF is split into 17 chapters, the chapters of relevance to this development are discussed below.
- 5.6 Delivering a sufficient supply of homes (Chapter 5) – 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 the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay. The overall aim should be to meet as much of an area’s identified housing need as possible, including an appropriate mix of housing types for the local community.
- 5.7 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 the housing requirement over the previous three years.
- 5.8 Paragraph 73 highlights that small and medium sized sites can make an important contribution to meeting the housing requirement of an area, are essential for Small and Medium Enterprise housebuilders to deliver new homes, and are often built-out relatively quickly. Paragraph d) emphasises the importance of windfall sites and states that local authorities should support their development through giving great weight to the benefits of using suitable sites within existing settlements for homes.

- 5.9 Building a strong and competitive economy (Chapter 6) - emphasises that the government is committed to ensuring that the planning system should help to support economic growth. It recognises that a poor environment and a lack of housing can act as a potential barrier to investment. Paragraph 90(f) confirms that planning policies should recognise that residential development often plays an important role in ensuring the vitality of centres and encourage residential development on appropriate sites.
- 5.10 Promoting healthy communities (Chapter 8) - the planning system should aim to achieve healthy, inclusive and safe communities. Planning decisions should aim to achieve places which promote, amongst other things, safe and accessible developments, where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion.
- 5.11 Promoting sustainable transport (Chapter 9) - 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.
- 5.12 Paragraph 116 advises 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, following mitigation, would be severe, taking into account all reasonable future scenarios
- 5.13 Making effective use of land (Chapter 11) – 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. Paragraph 125 (c) explains that the planning system should specifically give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, proposals for which should be approved unless substantial harm would be caused. Part (d) seeks to 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 (for example converting space above shops, and building on or above service yards, car parks, lock-ups and railway infrastructure)'.

5.14 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 or of promoting regeneration and change; and
- e) the importance of securing well-designed, attractive and healthy places.

5.15 Achieving well-designed places (Chapter 12) - this chapter sets out at paragraph 135 that planning policies and decisions should aim to ensure that developments:

- a) 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;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

- c) 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);
- d) establish or maintain 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;
- e) 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
- f) 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.

5.16 Meeting the challenge of climate change, flooding and coastal change (Chapter 14) - this chapter emphasises the importance of securing reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change; and, in terms of flooding, development should be made safe without increasing flood risk elsewhere.

5.17 Conserving and enhancing the natural environment (Chapter 15) - the planning system should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes, recognising the wider benefits of ecosystem services and minimising impacts of biodiversity and providing net gains in biodiversity where possible.

5.18 Decision making – guidance in paragraph 39 states that Local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available, including brownfield registers and permission

in principle, and work proactively with applicants 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.

The Development Plan for Manchester

5.19 The Development Plan for Manchester comprises the following documents:

- The Core Strategy Development Plan Document (July 2012);
- Saved policies of the Unitary Development Plan for Manchester (July 1995); and,
- Places for Everyone.

The Core Strategy Development Plan Document (July 2012)

5.20 The Core Strategy, adopted in July 2012, is the key Development Plan Document against which proposals should be judged. Core Strategy objectives and policies of particular relevance to the proposed scheme include:

- Spatial Objective SO1 'Spatial Principles' states that the sustainable development of the City can contribute to halting climate change.
- Spatial Objective SO3 'Housing' seeks the provision of a significant increase in high quality housing provision at sustainable locations to address demographic needs and support economic growth.
- Spatial Objective SO4 'Centres' seeks to provide a network of distinctive, attractive and high quality centres, strengthening local identity, providing essential services close to homes and local access to healthy food.
- Spatial Objective SO5 'Transport' seeks to improve the physical connectivity of the City, through sustainable and accessible transport networks.

- Spatial Objective SO6 'Environment' seeks to protect and enhance the natural and built environment of the city, ensure the sustainable use of natural resources, and secure a high standard of design in all development proposals.
- Policy SP 1 'Spatial Principles' states that a key spatial principal which will guide the strategic development of Manchester will be the emphasis on the creation of neighbourhoods of choice. Development should enhance or create character; make a positive contribution to the health, safety and wellbeing of residents; consider 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 the efficient use of natural resources and reuse previously developed land wherever possible; and improve access to jobs and services by being located to reduce the need to travel and provide good access to sustainable transport provision.
- Policy H 1 'Overall Housing Provision' sets out that approximately 60,000 new dwellings will be provided for in Manchester over the period 2009 to 2027. New residential will need to take account of the need to: provide house types to meet a diverse and growing population; support growth on previously developed sites in sustainable locations; contribute to the Council's design principles in terms of character, amenity space and parking provision; address deficiencies in physical, social or green infrastructure; prioritise sites in close proximity to centres of high frequency public transport routes; consider environmental constraints; and be designed to give privacy to both its residents and neighbours.
- Policy H 6 'South Manchester' states that the sub area of South Manchester will accommodate 5% of new residential development over the lifetime of the Core Strategy. High density housing is a priority within the district centres including Chorlton.
- Policy C 2 'District Centres' states that development will support thriving district centres, with distinct local character, providing a good range of accessible key services, including retail, health facilities, public services, leisure activities and financial and legal services. Housing will also be considered an appropriate use within District Centres, providing it supports the vitality and viability of the centre.

- Policy T 2 'Accessible areas of opportunity and need' states that new development will be actively managed to ensure that new development is easily accessible to the City's main economic drivers and is easily accessible by walking, cycling and public transport.
- Policy EN 4 'Reducing CO2 Emissions by Enabling Low and Zero Carbon Development' states that all development must follow the principle of the energy hierarchy.
- Policy EN 8 'Adaption to Climate Change' states that new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of buildings and associated external spaces. Regard should be had to: minimisation of flood risk by appropriate siting, drainage and treatment of surface areas to ensure rain water permeability; reduction of urban heat island effect through the use of green infrastructure, green roofs and tree cover; controlling over-heating of buildings through passive design; providing linked and diverse green space to enhance natural habitats which will assist species adaptation.
- Policy EN 9 'Green Infrastructure' states that new development will be expected to maintain, and where opportunities arise, enhance green infrastructure.
- Policy EN 14 'Flood Risk' states that all new development should minimise surface water run-off through sustainable drainage systems and use of Green Infrastructure.
- Policy EN 15 'Biodiversity and Geological Conservation' states that developers will be expected to enhance, restore or create new biodiversity, either on site or adjacent.
- Policy EN 19 'Waste' states that developers will be required to submit a waste management plan to demonstrate how the waste management needs of the end user will be met.
- Policy DM 1 'Development Management' sets out various issues that development should have regard to, including: appropriate siting, layout, scale, form, massing, materials and detail; impact on the surrounding areas; effects on amenity; accessibility; community safety and crime prevention; adequacy of internal accommodation; refuse storage and collection; and effects relating to archaeological or built heritage.

Saved Policies of the Unitary Development Plan for Manchester (July 1995)

5.21 The Unitary Development Plan (UDP) was superseded by the Core Strategy in 2012. However, a number of UDP policies have been 'saved'. Extant policies contained within the UDP which are relevant to the proposed scheme include:

- DC5.1 'Flat Conversions' states that in determining planning applications to convert property to flats, the Council will have regard to:
 - a. the standard of accommodation for the intended occupiers of the premises;
 - b. effects on adjoining houses as a result of noise from flats passing through party walls and affecting adjoining houses;
 - c. adequacy of car parking, off-street car parking being normally required where practicable, and essential where there is so severe an existing on-street parking problem that unacceptable additional pressures would be created;
 - d. general effects on the character of the neighbourhood, including the extent to which flat conversion schemes are a new or an established feature of the immediate area, avoiding the loss of front gardens and the retention of existing trees and shrubs;
 - e. adequate private outdoor amenity space;
 - f. the desirability of achieving easy access for all, including disabled people (as a minimum, access for disabled people will normally be required in conversions of ground floor accommodation);
 - g. the satisfactory provision of refuse storage and collection facilities.
- DC5.2 'Flat Conversions' states that there will be a general presumption in favour of flat conversions within residential areas, on the upper floors of businesses within commercial areas and in properties on main road frontages, subject to other relevant policies of the Plan. They will be particularly welcome where large, old, difficult to re-use properties are involved, and where proposed schemes provide investment enabling the retention and improvement of housing stock.
- DC7.1 'New Housing Development' seeks to ensure new housing is accessible at ground floor level for disabled people where this is practical.

- DC26.1 'Development and Noise' states the Council will consider the implications of new development proposals which are likely to be generators of noise, and the effect of new development being exposed to existing noise sources which are effectively outside planning control.

Places for Everyone Joint Development Plan Document

5.22 The nine combined authorities of Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan have prepared a Strategic Plan covering the nine areas. The PfE Plan took effect and became part of the statutory development plan for each of the nine PfE authorities on March 21, 2024. The following policies are of relevance to the application proposal:

- Policy JP-Strat14: A Sustainable and Integrated Transport Network. Through an ambitious programme of investment, the transport network will be improved so that half of all daily trips can be made by public transport, cycling and walking, especially those shorter journeys around neighbourhoods. The policy specifically states that higher densities will typically be appropriate in locations with good access to rapid transit connections. New development will have a significant role in delivering our future sustainable and integrated transport network in order to reduce car dependency and increase levels of walking, cycling and public transport.
- Policy JP-S1: Sustainable Development. In order to address climate change, the PfE plan has an ambition to be carbon neutral by 2028. To meet this target new development will have a critical role to play and all new homes and commercial/industrial buildings will need to achieve net zero carbon by 2028. It is expected that development in the Plan area will apply a net zero carbon approach to operational emissions up until 2028, thereafter emissions in construction should be considered. Minimum carbon reduction targets will be set in line with the Future Homes Standard of 80% or until such a time this is superseded. Development will need to follow the energy hierarchy to maximise on site energy measures first.

- Policy JP-S2: Carbon and Energy. In order to deliver carbon neutrality by 2038, the policy supports a range of measures to reduce greenhouse gas emissions.
- Policy JP-S3: Heat and Energy Networks. The provision of decentralised energy infrastructure is critical to the delivery of our objectives for low carbon growth, carbon reductions and an increase in local energy generation.
- Policy JP-S4: Flood Risk and the Water Environment. States that an integrated catchment-based approach will be taken to protect the quantity and quality of water bodies with reference to the North West River Basin Management Plan and managing flood risk.
- Policy JP-S5: Clean Air. States that a comprehensive range of measures will be taken to support improvements in air quality, focusing particularly on locations where people live, where children learn and play, where there are impacts on the green infrastructure network and where air quality targets are not being met.
- Policy JP-S6: Resource Efficiency. States that the achievement of a circular economy and a zero-waste economy will play a key role in meeting Greater Manchester's ambition of becoming a leading green city region by 2038.
- Policy JP-H1: Scale, Distribution and Phasing of New Housing Development. The policy sets out a requirement for 175,185 net additional dwellings to be delivered over the plan period. The new homes are to be of a good quality and design, adaptable, supported by the necessary infrastructure and amenities and their distribution will support the PfE strategy of reducing the need to travel.
- Policy JP-H3: Type, Size and Design of New Housing. Development should promote a range of dwelling types and sizes to meet local needs and deliver more inclusive neighbourhoods. Where appropriate this can include incorporating specialist housing for older persons and vulnerable people.

- Policy JP-H4: Density of New Housing. The policy sets out 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.
- Policy JP-G7: Trees and Woodland. This policy aims to significantly increase tree cover, protect and enhance woodland, and connect people to the trees and woodland around them.
- Policy JP-G8: A Net Enhancement of Biodiversity and Geodiversity. The policy aligns with the requirement at national level to plan for a biodiversity net gain in new development.
- Policy JP-P1: Sustainable Places. Policy JP-P1 sets 17 key attributes that all development should be consistent with. In respect of distinctiveness, development should have a clear identity that: A. Responds to conserving and enhancing the natural environment, landscape features, historic environment and local history and culture; B. Enables a clear understanding of how the place has developed; and C. Respects and acknowledges the character and identity of the locality in terms of design, siting, size, scale and materials used.
- Policy JP-C1: An Integrated Network. This policy aims to deliver an accessible, low carbon Greater Manchester with worldclass connectivity.
- Policy JP-C3: Public Transport. This policy aims to deliver major improvements to public transport.
- Policy JP-C5: Streets for All Streets. This policy advises that streets will be designed and managed to make a significant positive contribution to the quality of place and support high levels of walking, cycling and public transport.
- Policy JP-C6: Walking and Cycling. This policy seeks to deliver a high proportion of journeys made by walking and cycling.

- Policy JP-C8: Transport Requirements of New Development. This policy requires new development to be located and designed to enable and encourage walking, cycling and public transport use, to reduce the negative effects of car dependency and help deliver high quality, attractive, liveable and sustainable environments.

Other Relevant Policy

- 5.23 Manchester City Council have also adopted a number of supplementary planning documents and other guidance which although not forming part of the Development Plan are material considerations in the determination of the planning application. These documents are noted below:

South Manchester Regeneration Framework (2008)

- 5.24 South Manchester is identified as an area with a rich and diverse group of neighbourhoods, with a wide range of issues and needs. Some areas are already successful, so the South Manchester Regeneration Framework (SRF) is needed to help continue and build on this success. Other areas, in contrast, have particular issues that the SRF will help to tackle, such as poor housing and high levels of deprivation and worklessness. The opportunity for the SRF is to build on and improve its assets – the distinctive, successful neighbourhoods and centres, the high quality parks and the strong heritage and character of South Manchester – and use these as a model to drive forward the future of the area. These qualities should be applied across South Manchester to raise the quality of the built environment and expand the number of successful neighbourhoods. The SRF identifies a key issue for the area as providing a wider choice of housing to attract and retain residents. The SRF states that future housing developments need to focus on providing high-quality family accommodation. It identifies that high-quality sustainable new housing developments should meet the housing needs of the existing and future population of South Manchester.

The Guide to Development in Manchester Supplementary Planning Document and Guidance (2007)

- 5.25 This document aims to support and enhance the on-going development of the City by providing a set of reasoned principles which will guide developers, designers and residents to the sort of development that would be acceptable.

Providing for Housing Choice Supplementary Planning Document and Planning Guidance (2008)

- 5.26 This document provides planning guidance about the mix of new housing provision required in Manchester to meet the requirements of the City's planning policies and government guidance about planning policies for housing provision. The document confirms that the trigger for affordable housing being sought is developments of 15 or more dwellings or on sites of 0.3 hectares or more.

Manchester Residential Quality Guidance (2016)

- 5.27 The Manchester Residential Quality Guidance was published in 2016 and seeks to outline the considerations, qualities and opportunities that will help to deliver high quality residential development across Manchester. The document is a material consideration in the determination of planning applications.

Design for Access 2 (2003)

- 5.28 This is the Council's best practice guidance on inclusive design standards. It sets out the City's aspirations for inclusive development and is intended for use by architects, planners, engineers, landscape architects and other designers. The document acknowledges that when dealing with the constraints imposed by existing buildings it may not always be possible to meet the access standards set out within the document.

Chorlton District Centre Action Plan 2010 – 2020

- 5.29 The Chorlton District Centre Action Plan was prepared to assist the improvement of Chorlton District Centre and help create a sustainable urban neighbourhood of choice for existing and future residents.
- 5.30 The Action Plan recognises the varied mix of housing in Chorlton as a strength although it also recognises a lack of accommodation for key workers and young professionals as a weakness. There are no specific actions or priorities identified within the Action Plan relating to housing.
- 5.31 For the reasons given in section 6 below it is considered that the proposal is wholly consistent with the above planning policy guidance.

6. Planning Appraisal

6.1 Having regard to the relevant planning policy guidance in the previous section, the key material considerations against which the proposed scheme should be considered, and which are discussed in this section, include:

- Principle of Development;
- Housing Mix;
- Design Considerations;
- Potential Impact on Amenity;
- Sustainable Development: Economic, Social and Environmental Benefits;
- Highways, Accessibility, Parking and Servicing;
- Crime and Security Matters;
- Ecology;
- Flood Risk; and
- Disabled Access.

6.2 As noted previously it is highlighted that this planning application is a resubmission of application 128958/FO/2020 which was granted planning permission on 26 February 2021 but has since lapsed. It is noted that the key development plan documents, the Core Strategy and Saved UDP policies, remain in place. The NPPF has been recently updated, whilst Places for Everyone was also adopted in 2024.

Principle of Development

6.3 The application building is located in Chorlton District Centre and currently comprises a 5 bed and a 6 bed HMO. The accommodation is in tired condition and requires investment. The proposal will replace the existing shared HMO accommodation with a mix of self-contained one and two bedroom apartments which will be attractive to a wide range of future occupiers including young professionals and couples, key workers, and families, helping to support a mixed and sustainable community in Chorlton. The provision of this

accommodation will comply with relevant local policies relating to the type of housing that is appropriate for Chorlton District Centre.

- 6.4 Due to the District Centre location there is excellent access to a wide range of shops, amenities and facilities to meet the needs of future residents of the scheme. Paragraph 90(f) of the NPPF recognises that residential development often plays an important role in ensuring the vitality of centres and encourages residential development on appropriate sites. Core Strategy Policy H 6 confirms that high density development in South Manchester will be supported in District Centres including Chorlton. The site is in a highly accessible and sustainable location and there is excellent access to public transport including Metrolink services from Chorlton Metrolink Station and nearby bus services. The provision of housing on the site will also support the Council in meeting their target of providing 60,000 new dwellings between March 2009 and March 2027 confirmed by Core Strategy Policy H 1, as well as the housing target set out by PfE policy JP—H1. The provision of housing on this sustainably located brownfield site will also help to reduce pressure to develop on less sustainable greenfield and Green Belt land.
- 6.5 The Chorlton District Centre Action Plan is a material consideration in the determination of this application and seeks to help create a sustainable urban neighbourhood of choice for existing and future residents. The document identifies a lack of accommodation for key workers and young professionals as a weakness. The proposed accommodation will help to meet this demand through the provision of a mix of 1 and 2 bed apartments. This mix will meet demand from a range of different occupiers, whilst also contributing to the existing housing stock in Chorlton and helping to maintain a sustainable neighbourhood of choice, consistent with the Core Strategy and the Providing for Housing Choice Supplementary Planning Document.
- 6.6 The existing ground floor commercial uses are retained and unaffected by the application proposal, therefore maintaining the vitality and viability they contribute to Chorlton District Centre.

6.7 In summary, the principle of the proposed residential development complies with Core Strategy Policies H 1 and H 6; the 'Providing for Housing Choice' SPD; the 'South Manchester SRF'; and the 'Chorlton District Centre Area Action Plan'.

6.8 The scheme will be associated with a series of positive planning and regeneration benefits including:

- Providing a mix of one and two bedrooms apartments which will be attractive to a wide range of future occupiers including young professionals, couples, key workers and families.
- Improving the appearance of the building including the repair, repointing and cleaning of the properties including removal of paint to expose the original brickwork.
- Providing three new trees which will be of a suitable species and maintain a visual screen at the rear of the site and contribute to biodiversity.
- Delivering enhancements to the rear including new landscaping and dedicated bin and cycle storage provision.
- A scheme which will minimise opportunities to commit crime and reduce the fear of crime by providing passive surveillance to surrounding streets and increasing footfall in the vicinity of the site. The development will also incorporate appropriate security fixtures and fittings to minimise the likelihood of crime.
- The provision of a development with high sustainability credentials that will deliver a range of economic, social and environmental benefits.
- The development of brownfield land which will help reduce the pressure to build on green space and Green Belt land. The site is in close proximity to high quality public transport connections including Chorlton Metrolink station and numerous bus services, enabling future residents to travel sustainably, minimising use of the car.
- The scheme will represent investment and regeneration in Chorlton District Centre and may also act as a catalyst for future investment in the area.

- 6.9 The above points are considered in more detail within the remainder of this section and demonstrate that the scheme wholly accords with national and local planning policy guidance.
- 6.10 It is important to highlight that the proposed scheme is also deliverable on the site for the following reasons:
- **It is Available** – The applicant owns the property and is in a position to deliver the scheme once permission is secured.
 - **It is Suitable** – The suitability of the site for residential development and self-contained apartments is confirmed throughout this report, by reason of its sustainable / accessible location within Chorlton District Centre and proximity to a wide array of amenities and services.
 - **It is Achievable** – There are no policy restrictions or development constraints that would impact on the scheme's deliverability. Should planning permission be granted, the applicant is keen to commence works on site immediately.
 - **It is Viable** – The scheme is viable and deliverable in the short-term.

Housing Mix

- 6.11 The proposed scheme will provide 7no. 1 bed apartments and 1no. 2 bed apartments. There is currently no adopted Development Plan policy in relation to housing mix within Manchester. It is however noted that Manchester's Validation Checklist (adopted September 2018) states:

'Apartment Mix - The Council at present would only look to 33% of any residential development to be one- bedroom units, with the rest being two bedrooms or larger units, in order to achieve a more sustainable and stable population within the City Centre.

You are therefore required to justify the apartment mix if your proposal includes a greater % of one bed apartments.'

- 6.12 The above text from the Validation Checklist confirms that the above housing mix only relates to the City Centre and therefore does not include Chorlton. Notwithstanding this it is considered that the proposed mix is appropriate within this context and represents an efficient use of the site whilst contributing to the wider mix of housing sizes in the locality. This is evidenced by 2011 Census data presented in the table below which confirms that Chorlton has a much lower percentage of 1 bedroom dwellings (20.3%) when compared to Manchester City Centre (39.7%). From the Census data it is perhaps evident why MCC have sought to control the number of 1 bed dwellings within the City Centre in order to avoid a proliferation. Such an issue is not considered to apply within Chorlton as demonstrated by the Census data.

Size of dwellings by number of bedrooms	1 bedroom	2 bedrooms	3 bedrooms	4 bedrooms	5+ bedrooms
Chorlton	20.3%	26.5%	34.1%	13.3%	5.8%
Manchester City Centre	39.7%	53.9%	3.5%	1.5%	1.3%

Design Considerations

- 6.13 The existing building is not nationally or locally listed, nor is it located within a conservation area. The subject building forms part of a Victorian terrace of properties. It has undergone previous alteration including installation of UPVC windows and painting of its elevations. Overall the building is in a tired condition and requires investment both internally and externally.
- 6.14 The proposed scheme is predominantly a conversion of existing residential accommodation. Existing openings are used with some being enlarged to help maximise natural light within the apartments. New UPVC windows with dark grey frames are proposed throughout. The elevations of the building are to undergo cleaning including removal of paint, and refurbishment including repointing. The main external change relates to the conversion of the roofspace and the provision of a dormer on the rear of the building. This will have a contemporary appearance with a flat roof form and comprise composite timber cladding

which will complement the new dark grey windows. To the Wilbraham Road elevation a new dark grey composite door is proposed and terraces for Apartments 2 and 3 are proposed above the flat roof of the ground floor takeaway. These will be enclosed with metal and timber balustrading and comprise a composite timber deck.

- 6.15 The rear yard area of the properties will also be enhanced and will be combined and rationalised, with dedicated areas for the storage of waste, and a secure and enclosed cycle store provided. A private amenity space for apartment 1 will also be provided. Three native tree species will be planted within the rear yard area which will promote biodiversity whilst providing a visual screen between adjacent properties.
- 6.16 Overall the proposed works will enhance the building, including its repair, refurbishment and maintenance, whilst the rear yard area will also be improved. The scheme will deliver a general uplift in the appearance and quality of the building and may act as a catalyst for investment in other properties in the area. On this basis it is concluded that the proposal is consistent with provisions of the NPPF; Core Strategy Policies EN 1 and DM 1 of the Core Strategy; Places for Everyone policies JP-H3, JP-P1 and JP-P2; the Guide to Development in Manchester SPD; and, the Manchester Residential Quality Guidance document.

Potential Impact on Amenity

- 6.17 With regards to the scheme's potential impact on residential amenity, two issues require consideration: whether the proposed scheme will maintain a satisfactory level of amenity for neighbouring uses; and, whether the design will ensure that future occupants of the scheme are able to enjoy a satisfactory level of amenity.

Neighbouring Uses

- 6.18 The application building is located in a District Centre where residential use is supported by national and local planning policy. The property directly to the north (1 Albany Road) is understood to comprise four flats. This property is set perpendicular to the rear of the subject dwelling meaning there is no direct overlooking between the properties. The proposed scheme utilises existing window openings and does not extend any closer to 1 Albany Road.

Whilst the scheme increases the level of accommodation within the building, which is wholly appropriate in this District Centre location, this is modest and it is not considered that this would give rise to any additional amenity impacts for 1 Albany Road. The scale of the dormer is in proportion to the building and sits below the ridge and will not be associated with an increase in shadowing.

- 6.19 In general terms the proposed scheme will enhance the appearance of the building through cleaning and repair of the elevations. As such it will provide an uplift in the general visual amenity of the area and may also act as a catalyst for refurbishment of other nearby properties which are also in need of investment.

Proposed Dwellings

- 6.20 Future residents will be provided with a good level of amenity in terms of outlook and privacy. The proposed scheme will be of a good standard of design in terms of living accommodation, sound proofing, natural lighting and ventilation, whilst the apartments are generously proportioned, with three apartments having access to private external amenity space. All apartments have been designed to comply with nationally described space standards.
- 6.21 For the reasons discussed above, the proposed scheme will ensure a sufficient level of amenity is achieved for future residents of the scheme whilst safeguarding the amenity of nearby uses. On this basis the scheme accords with policy DM 1; saved UDP policy DC26; Places for Everyone Policy JP-P1; the Guide to Development in Manchester SPD; and, the Manchester Residential Quality Design Guidance.

Sustainable Development: Economic, Social and Environmental Benefits

- 6.22 The proposal will have high sustainability credentials as a result of the economic, social and environmental benefits that it will bring.

Economic Benefits

- 6.23 The proposed development will bring a number of economic benefits during and post construction. The shortage of housing can act as a barrier to people accessing job opportunities, thus preventing the City from achieving its economic potential. The proposed accommodation will help meet the needs of local people and those moving to the City and thereby contributing to the economy. Government statements refer to the pressing need to ensure economic growth. It is accepted that house building is a driver of the local economy. Together with creating job opportunities during and after the construction phase, the proposed accommodation will contribute to Council tax revenue, whilst existing and future retailers/businesses nearby in Chorlton will benefit from increased footfall and spending in the local community.

Social Benefits

- 6.24 The site is located within Chorlton District Centre and has access to the amenities it has to offer, as well as being nearby to open space and recreation facilities, primary and secondary schools and places of worship, which will provide for the needs of future occupants of the scheme. The proposed development will deliver high quality housing and contribute to the creation of a sustainable community.

Environmental Benefits

- 6.25 The proposed scheme will have significant environmental benefits since it involves the redevelopment of a vacant brownfield site, thereby reducing development pressure on greenfield sites. The scheme will involve the installation of an energy efficient heating system and appliances, whilst glazing specifications will improve the thermal efficiency of the building.
- 6.26 The proposal includes the planting of three new trees. These will comprise native species which will promote biodiversity and provide a habitat for pollinators and birds.

- 6.27 On the basis of the sustainability benefits that the scheme will provide the application is in accordance with provisions of the NPPF; Core Strategy Objectives SO1 and SO6; Core Strategy Policies SP 1, EN 4, EN 8, EN 9, EN 15 and DM 1; PfE policies JP-S1 and JP-S6; the Guide to Development in Manchester SPD; and, the Manchester Residential Quality Design Guidance.

Highways, Accessibility, Parking and Servicing

- 6.28 The site is located in a highly sustainable and accessible location with access to the full range of shops, amenities and services within Chorlton. The site also benefits from excellent public transport links, including frequent bus services and proximity to Chorlton Metrolink Station, whilst car club bays are also accessible (at Nicholas Road and Torbay Road). These factors, together with the absence of any dedicated car parking for the dwellings, will mean that future residents will not require access to a car. Should any residents own a car then on street car parking within the vicinity of the site is an option.
- 6.29 In terms of assessing car parking provision and highways matters paragraph 116 of the NPPF is relevant and advises '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, following mitigation, would be severe, taking into account all reasonable future scenarios'. This is a high policy test and it is not considered that the development would be associated with severe adverse highway impacts which would warrant a refusal.
- 6.30 It has been demonstrated that the scheme accords with the transport requirements of the NPPF and Core Strategy Policy T 2 and Spatial Objective SO5; and, PfE policies JP-Strat14, JP-S1, JP-C1, JP-C3, JP-C6 and JP-C8.

Crime and Security Matters

- 6.31 The proposed development will include the provision of security rated doors and windows in addition to alarms, access controls, lighting and CCTV. These measures can be secured by

the Council through a planning condition. The scheme will also provide improved surveillance to the rear of the site, improving security and safety. The improvements to the rear area will also improve the security of the site. As with previously approved application 128958/FO/2020, a condition can be applied to allow for 'details of the measures to be incorporated into the development to demonstrate how Secured by Design accreditation will be achieved' to be confirmed and agreed post-determination. On this basis the development is in accordance with Core Strategy Policy DM 1; PfE policy JP-P1; the Manchester Residential Quality Guidance; and, provisions of Sections 8 and 12 of the NPPF.

Ecology

- 6.32 The application proposal involves conversion of the building's roofspace and the provision of a dormer. As the building may in theory provide a habitat for bats the application is supported by a Preliminary Roost Assessment prepared by Gritstone Ecology. Following an inspection of the building it is confirmed that the building has limited features for crevice-dwelling bat species with the roof in a good condition. Furthermore, no evidence of bats was found during the external or internal inspections. The lack of suitable potential roosting features means that it is considered highly unlikely that the development will have any adverse impact on any bats or bat roosts. On the basis of the above the proposed scheme accords with relevant provisions of the NPPF and Core Strategy Objective SO6 and Policy EN 15.
- 6.33 As part of the proposal three new trees will be planted which will provide biodiversity benefits and screening from properties at the rear. Further biodiversity benefits will be associated with the provision of external amenity areas for apartments which is likely to include planting.
- 6.34 On the basis of the above the proposed scheme will enhance biodiversity on the site and will comply with provisions of the NPPF (section 15); Core Strategy Objective 6; Policies EN 8, EN 9 and EN 15; PfE policies JP-G7 and JP-G8; and the Manchester Residential Quality Guidance.

Flood Risk

- 6.35 The site is located in flood risk zone 1 on the Environment Agency Flood Map (the lowest level of risk). The proposed development will not increase the footprint of built development on the site and will therefore not increase the likelihood of flooding of nearby land. On this basis the application therefore complies with section 14 of the NPPF; Core Strategy Policy EN 14; and, PfE policy JP-S4.

Disabled Access

- 6.36 Due to the constraints associated with converting an existing building it is not possible to provide level access into the apartments due to stepped access. The apartments will however be accessible for ambulant disabled.

7. Conclusion

- 7.1 The proposal accords with national and local planning policy guidance, conforming with Core Strategy policies, saved policies of the UDP, policies of the Places for Everyone plan and relevant supplementary planning documents/guidance.
- 7.2 The proposed scheme will deliver a range of significant positive planning and regeneration benefits as discussed within this report, including:
- Providing a mix of one and two bedroom apartments which will be attractive to a wide range of future occupiers including young professionals, couples, key workers and families.
 - Improving the appearance of the building including the repair, repointing and cleaning of the rear elevation of the properties including removal of paint to expose the original brickwork.
 - Providing three new trees which will be of a suitable species and maintain a visual screen at the rear of the site and contribute to biodiversity.
 - Delivering enhancements to the rear including new landscaping and dedicated bin and cycle storage provision.
 - A scheme which will minimise opportunities to commit crime and reduce the fear of crime by providing passive surveillance to surrounding streets and increasing footfall in the vicinity of the site. The development will also incorporate appropriate security fixtures and fittings to minimise the likelihood of crime.
 - The provision of a development with high sustainability credentials that will deliver a range of economic, social and environmental benefits.
 - The development of brownfield land which will help reduce the pressure to build on green space and Green Belt land. The site is in close proximity to high quality public transport connections including Chorlton Metrolink station and numerous bus services, enabling future residents to travel sustainably, minimising use of the car.

- The scheme will represent investment and regeneration in Chorlton District Centre and may also act as a catalyst for future investment in the area.

7.3 On this basis Paul Butler Associates are pleased to provide this Planning Statement in support of the planning application and look forward to working with Manchester City Council in progressing the application through to determination.