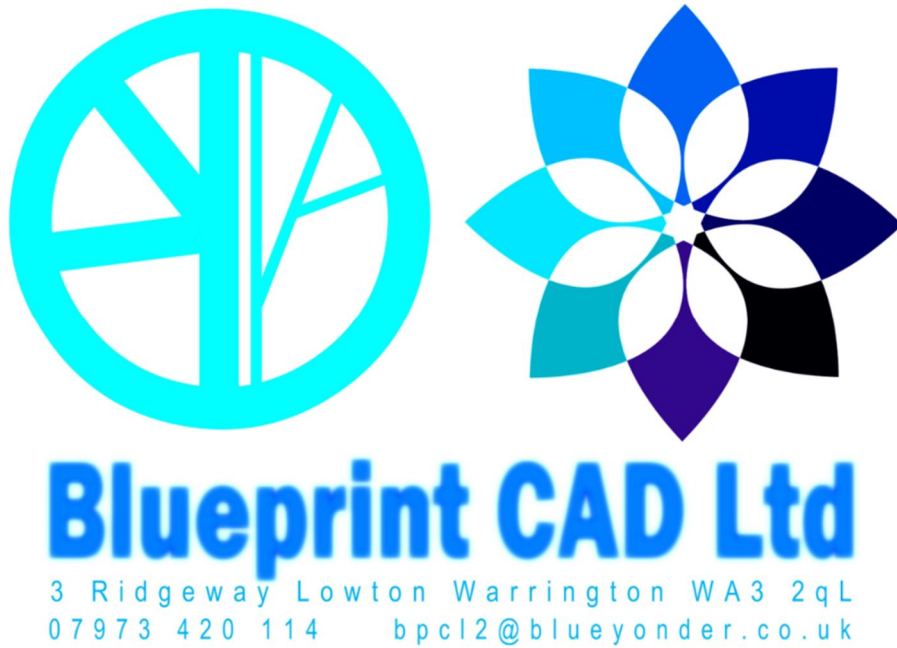




DESIGN & ACCESS STATEMENT

22 Banff Road Rusholme Manchester M14 5TA

24/02/2026

SUMMARY OF KEY REASONS FOR RECOMMENDATION

The property is located in a sustainable location, close to Rusholme town centre and considered suitable for residential use as a small 5-bedroom HMO.

It is not anticipated that the impact on amenity and vehicle movements arising from the use of the building as a small HMO would be materially different than from the existing use of the building as a C3 4-bedroom dwelling house.

1. APPLICATION SITE AND SURROUNDINGS

The application relates to a mid-terraced property, dilapidated and currently vacant but previously used as a C3 4 bed single family dwelling house split over the ground floor and first floor.

The site is located in a residential road, within 100metres of Wilmslow Road and close to Rusholme Town Centre and the comprehensive local public transport system.

2. DESCRIPTION OF PROPOSAL

Planning permission is sought for the change of use of the property into a 5-bedroom House in Multiple Occupation (HMO), a Sui Generis use under the Use Classes Order 1987 (as amended).

3. LAYOUT PLANS

Detailed existing and proposed ground and 1st floor layout plans have been submitted as a key part of the planning application submission.

4. POSSIBLE REASON FOR COMPLAINTS

The area already has numerous HMOs.

The proposal will decrease the quality of housing available and drive-up rental prices in the area.

The change of use would harm the residential nature of the street and would encourage short term stays, contrary to goals to create sustainable communities. The existing dwelling provides accommodation for long-term/permanent residents.

The HMO would be likely to increase noise and disturbance and have a negative impact on nearby residents.

The street already has issues with excessive waste from bins due to the large number of people living in the properties.

The proposal will result in more pressure on street parking in the area, which is already restricted due to demand from visitors to the park and the primary school.

5. PLANNING POLICY

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the Local Authority to make its determination in accordance with the Development Plan unless material planning considerations support a different decision being taken. Whilst third party representations are regarded as material planning considerations (assuming that they raise town planning matters) the primary consideration, irrespective of the source or number of third party representations received, remains the extent to which planning proposals comply with the Development Plan. The National Planning Policy Framework (NPPF) supports this legislative position and its contents are a material consideration in determining the application.

Revised National Planning Policy Framework December 2024 (NPPF)

The Revised National Planning Policy Framework (2024) confirms that decisions should apply a presumption in favour of sustainable development where proposals accord with an up-to-date development plan. Paragraph 7 of the document states that the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs. This is balanced by Paragraph 9 which states that plans, policies and decisions need to guide development towards sustainable solutions whilst also taking local circumstances into account, so that they reflect the character, needs and opportunities of each area.

The adopted MCC Core Strategy is considered to be entirely consistent with the NPPF as far as relevant to the application and therefore, in accordance with the Planning and Compulsory Purchase Act (2024) referenced above, references in this report largely reflect the content of the Core Strategy. Where there are other specific, relevant, material issues raised in the NPPF these will be discussed within the Assessment below.

As stated above, the NPPF re-iterates that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.

6. ASSESSMENT

The main material considerations and key issues of this particular application relate to:

- Principle of the Change of Use
- Residential amenity matters - Suitability of the property for use as a small 5-bedroom HMO and impact on existing occupiers of neighbouring properties.
- Highway and Parking Matters.

Principle of the Change of Use

The application site property is currently within residential use as a C3 4- bedroom terraced dwelling. The application site property lies within the Rusholme area.

Policy aims, to improve the housing on offer to provide a range of tenures and types of dwellings in this area. Core Strategy policy also supports the provision of residential development which provides a mix of different housing types, including HMOs.

For many reasons there is a clear an pressing need for this type of development, even though the Council may receive representations which express the view that there are already too many HMOs within the area and concerns are raised in relation to the nature of potential occupants of the HMO and the short-term residency this type of accommodation can promote. Applications are considered on a case-by-case basis.

There are no policies currently within the Core Strategy which specifically restrict the number of HMOs that can be established within an area and, whilst the concerns raised are acknowledged, the nature of future occupants is not known and speculative concerns could not constitute reasonable justification for refusal of an application. Notwithstanding this, the change of use is assessed against the other relevant policies of the Local Plan relating to local amenity and highway safety. These matters are discussed further below.

7. RESIDENTIAL AMENITY MATTERS

Suitability of the property for use as a small 5-bedroom HMO and impact on existing occupiers of neighbouring properties.

Core strategy states that development proposals should ensure there is no unacceptable adverse impact on the amenity of neighbouring occupants or adjacent land users, including by reason of overlooking, and should not result in unacceptable conditions for future users and occupiers of the development in accordance with Policy and requires that all development is located and designed so as not to result in a harmful or cumulative impact on the natural and built environment, and/or general levels of amenity.

In relation to HMOs, policy states that proposals should avoid harming the amenities enjoyed by occupiers of neighbouring residential properties and provide satisfactory levels of amenity for their future occupiers in terms of outlook and natural light. Policy also states that the Council will seek to provide dwellings that are appropriately sized and arranged to create well designed homes in accordance with Nationally Described Space Standards and require all dwellings to have appropriate outdoor amenity space.

Amenity of future occupiers of the HMO

The Nationally Described Space Standards do not specifically refer to HMOs, although it is set out within the technical requirements that the minimum bedroom space considered to provide an appropriate level of amenity for one bedspace is 7.5 square metres and for two bedspaces 11.5 square metres. Warrington Council also has its own landlord guidance to give an indication of the HMO standard required in the Authority. Minimum room sizes are set out to provide an indication of whether a house is suitable for the proposed number of tenants. It is suggested that the minimum bedroom size for 1 person should be 6.5 square metres and for 2 people 10.2 metres.

The plans indicate that the size of the bedrooms within the HMO would range from 8.90 square metres to 11.32 square metres and therefore would meet the Council's guidance on HMO room sizes for 1 person. Bed 4 would also meet the higher level of minimum recommended rooms sizes under the Nationally Described Space Standards for 2 persons. All Rooms are of an adequate height and with the minimum headroom being 2.500m in all instances.

The plans indicate that all bedrooms would have benefit from natural light and outlook, being served by the existing large windows openings. All rooms would have en-suite bathroom facilities.

Furthermore, the shared kitchen/lounge is indicated as having a floor area of 23.98 square metres, exceeding the minimum recommended size for a shared room for up to 6 people under the HMO landlord guidance. It is therefore considered that the HMO would provide adequate shared space for the number of rooms.

The proposed site plan indicates a small area of yard space at the rear/side of the existing property. Most of this would be taken up with the provision of a cycle store and the refuse storage, however, by taking into account the short distance to Whitworth public park it is not considered necessary for the property to provide any larger area of amenity space. Indeed, this seems to be the prevailing existing condition when

examining the existing properties on Banff Road & Rusholme Place on google earth which have no meaningful rear amenity space.

Policy states that development should minimise the incidence and fear of crime through the design of site layouts and buildings, including the use of well-designed security features. In relation to this we gratefully receive any advice from Manchester Constabulary to improve the security of the building in its use as a small 5-bedroom HMO.

Concerns can be raised and expressed within representations to the council that the proposed HMO will lead to a poor standard of accommodation, however, for the reasons set out above, there would be no reason to assume this would be the case and it is considered that the proposed HMO would be able to provide an adequate standard of amenity and living conditions for all occupants.

Amenity of existing occupiers of neighbouring properties

The application building is a mid-terraced property, with neighbouring adjoining properties on either side which appear to be within residential use. The whole street appears to be residential.

In terms of the potential impact on the residential amenity of adjoining occupiers, it is noted that the existing layout of the property will not be significantly altered. The existing property provides 4 bedrooms, and this arrangement is largely retained, with the living areas being sub divided to create an extra bedroom. Given this existing use there would be no reason to consider that the use of the property as a small HMO would result in any additional noise and disturbance above that which could arise from the existing, lawful use of the property. Should noise issues arise these would be reported and investigated as a potential statutory nuisance.

It is therefore concluded that the proposed HMO would provide an adequate standard of amenity for future occupiers and should not be detrimental to the amenity of existing neighbouring occupiers, in accordance with the aims of core strategy policy.

Highway and Parking Matters

Policy also requires a consideration of the impacts of a proposal on highway safety, including car parking provision, to safeguard the amenities of an area. Policy states as a general principle that traffic generated by development should be appropriate to the type and nature of the routes available and that there is no adverse impact on the local community.

Policy states that off-street parking provision should be provided that is reflective of the needs of the HMO, taking account of the number of occupiers, its location, nature of adjacent highway, existing parking situation, existing highway network issues and potential impact on safety and amenity.

The application site does not provide any off-street parking for vehicles and could raise concerns in relation to parking constraints within the area and the potential increase in vehicles from the number of occupiers on the site following the change to a HMO.

Street parking along Banff Road is freely available and is restricted to permit holders at certain times of the day.

The concerns raised are acknowledged, however, the Highways Authority advises that HMOs generally result in less parking demand, the national average being calculated as 0.5 spaces per room. Based on this evidence, the parking demand arising from the 5-bedroom HMO would not be expected to be significantly different to the existing potential demand from a 4-bedroom dwelling. The site is also within a sustainable location, within 100m of Rusholme town centre and comprehensive public transport. Therefore, being within reasonable walking distance and with good public transport links should in theory discourage car ownership. Taking these factors into consideration, it is not considered that there would be sufficient justification to refuse the proposal on grounds of insufficient parking provision.

Cycle storage provision is indicated within the rear yard on the proposed site plan, which can be accessed via a service lane which runs along the rear of the properties along 22 Banff Road. This is shown to be covered and secure and can accommodate 2 bikes. It is reasonably assumed that all occupants would not use bikes at any one time.

In terms of waste collection, the proposed ground floor layout plan indicates that refuse bins would also be located within the rear yard. They would be taken out on the day of collection to their usual pick-up points. The plans as submitted indicate a suitable refuse storage area essentially replicating an existing condition.

10. CONCLUSIONS AND RECOMMENDATIONS

The proposed change of use of the property to a small 5 room HMO is considered acceptable. The property would provide an adequate standard of living for future occupiers and should not unduly impact on the amenity of existing neighbouring residential occupiers. Given the highly sustainable location, and the existing lawful use of the property as a 4-bedroom dwelling, it would not be expected that there would be any significant increase in parking demand which would result in a significant adverse impact on the highway network.