

EDEN

541 Wilbraham Road

Planning Statement

OCTOBER 2025



Introduction

Following positive pre-application discussions, full planning permission is now being sought for the redevelopment of the former Gable Nook Day Nursery, 541 Wilbraham Road, Chorlton [the Site]. This application follows the closure of the nursery in 2022, since which it has been vacant.

Located in Chorlton, the Site presents the opportunity to deliver a new respectfully designed and fully affordable residential development which will assist in meeting the objectives established in the Council's Core Strategy. Early investment in this vacant site will avoid it falling into a derelict state that would detract from the amenity of this established residential community.



Introduction

The proposal will secure the delivery of a three-storey apartment block, comprising 9 social rented apartments, supported by balconies, roof terrace, and landscaping. The proposal will be delivered by Southway Housing who has a strong track record of delivering affordable homes in Manchester.

Local and national policy supports this well-considered and designed scheme, and there are no technical considerations that would preclude the redevelopment of the Site for residential purposes.



Contents

01	Submission	05	Proposal
02	Context	06	Policy Spotlight
03	Site & Surroundings	07	Assessment
04	Engagement & Statement of Community Involvement	08	Technical
		09	Conclusion

OPN2854 – October 2025

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01 Submission



Submission

This Planning Statement is submitted on behalf of the Applicant, Southway Housing, in support of a full planning application for a new three-storey apartment block consisting of 9 no. new residential units at 541 Wilbraham Road, Chorlton Cum-Hardy [the Site].

The description of development is:

“Demolition of all existing structures and erection of 3-storey residential building to include 9 no. apartments, landscaping and associated works.”

This statement confirms that the proposal satisfies the key policy tests and summarises the technical reports for officers.

The Submission

The application is submitted to Manchester City Council (MCC) via the Planning Portal (Planning Portal Ref: **PP-14333464**). It is supported by the requisite application forms and relevant certificate notices along with a suite of plans and technical reports which are listed below:

- Application Fee
- Planning Application Form
- Ownership Certificates
- Drawings Pack including:
 - Location Plan
 - Existing Site Plan
 - Proposed Site Plan
 - Existing Elevations
 - Proposed Elevations
 - Proposed Sections
 - Proposed Floor Plans
 - Proposed Roof Plan
 - Streetscene Drawings
 - Demolition Plan
 - Landscape Plan
 - Air Quality Assessment
 - Broadband Connectivity Assessment
 - Crime Impact Statement
 - Community Involvement Statement (Chapter in Planning Statement)
 - Bat Survey
 - Ecological Appraisal
 - BNG Metric and Assessment
 - Energy Statement
 - Television Reception Assessment
 - Transport Statement / Note
 - Daylight & Sunlight Assessment
 - Tree Survey and Impact Assessment
 - Construction Method Statement inc. Temporary Light & Crane Plan
 - Construction Waste Management Plan
 - Computer Generated Images

02 Context



Context

Southway owns over 6,500 homes in Greater Manchester and is a community-focused housing association with a vision to provide excellent customer service and quality homes, where communities thrive.

By 2030, it aims to grow to 10,000 homes and invest £5 million in its communities to help people to live well and independently. It plans to build around 1,300 homes for social and affordable rent, as well as shared ownership and sale through its profit-for-purpose sales and management partner Gecko Homes.

Southway strives for continuous improvement led by customers, communities and colleagues. It is a member of the Greater Manchester Good Employment Charter and is guided by its REACH values of Respect, Equity, Ambition, Compassion and Honesty.



03 Site & Surroundings



Site & Surroundings



Site Stats

Flood Zone	One (Low Risk)
Site Area	0.058 Ha
Ecological or landscape designations	Zero
Heritage Designations	Zero
Public Rights of Way	None
Tree Preservation Orders	Zero

Site & Surroundings

The Site

The site comprises No. 541 Wilbraham Road, a 2.5-storey building located at the junction of Corkland Road and Wilbraham Road. It is broadly rectangular in shape, with boundary treatment that includes a low brick wall, fencing, and several mature trees.

Situated within South Manchester and the Chorlton District Centre, the site lies on a major road/rail environmental improvement corridor, as designated in the Manchester Core Strategy Policies Map (2012).

The building has been vacant since the closure of the Gable Nook Nursery, which led to the site's inclusion in Manchester City Council's 2023 SHLAA report under reference Chor2302, identifying its potential for 18no. residential units.

The site benefits from a pedestrian access point on its eastern side, providing direct access onto Corkland Road.



Site & Surroundings

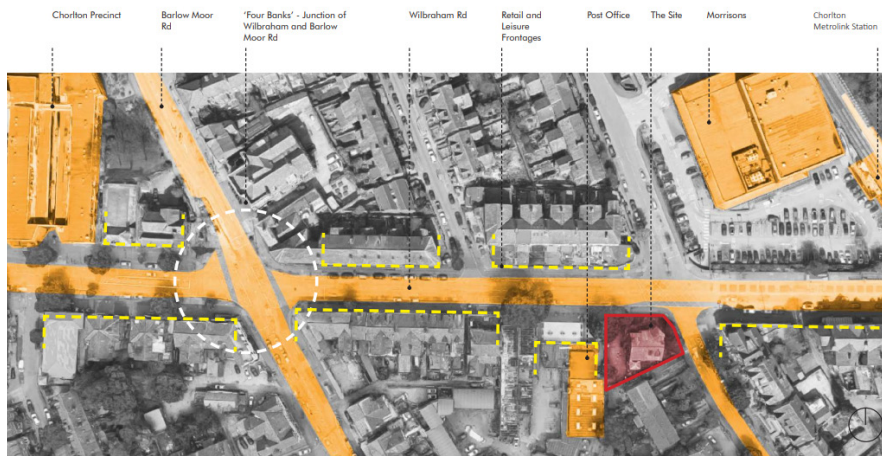
Surroundings

The site is within a mixed-use area, bounded by a row of semi-detached houses to the south (also within partial ownership of the applicant), Wilbraham Road to the north beyond which is commercial uses such as shops and restaurants, and Chorlton Post-Office to the west. Morrisons supermarket is located to the north-east of the site. Next to this, approximately 100m away from the site, is Chorlton Metrolink which provides connections into Manchester City Centre and other surrounding settlements including Manchester Airport, East Didsbury and Rochdale.

In the wider context, Chorlton is experiencing an exciting period of transformation through the delivery of several urban regeneration schemes. These will transform the District Centre into a thriving and diverse neighbourhood, with revitalised retail spaces and an improved public realm. In proximity to the site, this includes the redevelopment of Chorlton Precinct, the construction of Chorlton Busy Beeway, along with other standalone residential developments.

Planning History

The site's planning history is demonstrated in **Appendix 1**, which evidences the previous lawful use of the Site as a children's day nursery day centre.



04 Engagement & Statement of Community Involvement



Engagement & Statement of Community Involvement

As part of the design evolution of the proposed development, the Applicant has engaged in pre-application discussions both with the Local Planning Authority [LPA] and with the local community.

This section of the Planning Statement details the extent of the pre-application consultation.

Pre-Application Advice Request

A formal request for Pre-Application Advice was submitted to the Council in February 2025, and a meeting was held in March 2025 to discuss the proposals and were largely positive.

During the pre-application discussions, the following key matters were agreed:

- The principle of residential development on this Site is supported.
- The scale of the proposed development, extending to three storeys, is appropriate in the context of the site.
- The absence of car parking spaces is acceptable given the site's highly sustainable location.
- Agreement that the balcony space and roof terrace provide an adequate amount of amenity space for future residents.
- The proposed tenure mix, comprising 100% social rent, is supported.

The following feedback was also received in relation to the proposal:

- The LPA considered the apartments on the ground floor would benefit from some form of accessible space. They also noted that the absence of this provision in the current proposals may lead to objections from the Highway Authority.

Applicant Response: The proposed plans demonstrate that all ground floor apartments are M4(2) compliant, ensuring step-free access and adaptable internal layouts.

- The access to the apartments down the side of the building was discussed. The LPA mentioned the potential crime impact but did not have any significant concern with this arrangement.

Applicant Response: A Crime Impact Statement (CIS) has been prepared to accompany this planning submission and identifies a number of positive aspects that contribute to the prevention of crime and the reduction of fear of crime. In terms of access, the CIS notes that the preferred arrangement would be for the main entrance to be located at the front of the building to maximise surveillance. As this is not achievable in this case, secure access to the rear is acceptable, provided it includes a gated side passage with restricted access for residents only. The proposed reflect this recommendation and include a self-closing, lockable gate and intercom system to allow residents to vet visitors.

Engagement & Statement of Community Involvement

- The LPA emphasised the importance of considering and minimising the amenity impact of the proposal on 2 Corkland Road. The LPA acknowledged that any potential harm arising from the proposal would be assessed against the existing level of harm.

Applicant Response: A Daylight / Sunlight Assessment accompanies this planning submission and demonstrates that the proposed development has been sensitively designed to preserve daylight and sunlight access to neighbouring properties and open spaces, whilst ensuring excellent internal conditions for future residents can be achieved.

- The LPA were keen to see the retention of existing trees, and that any loss would require justification. Trees around the site, in particular, the tree west of the site located on the boundary with the Post Office, was highlighted as high quality.

Applicant Response: Every effort has been made to retain existing trees where possible. One tree is proposed to be removed to facilitate the development and the decision to remove this tree has only been taken after careful consideration of design alternatives. All other existing trees on site are proposed to be retained. Importantly, the proposed scheme includes a robust landscaping strategy (further detail below) which will result in the planting of 3no. new trees supplemented by areas of ornamental grass and shrub planting significantly enhancing the site's green infrastructure.

Statement of Community Involvement

Community consultation and stakeholder engagement is a key part of any planning application submission. The findings of the consultation process have been collated within this section of the Statement.

The Applicant has engaged directly with local Ward Councillors, local groups and neighbours. This approach to the consultation was agreed with the LPA. This engagement took the form of:

- A leaflet drop to residents.
- Issuing an invitation to the local and neighbouring Ward Councillors inviting them to virtually meet and discuss the application proposal.

Engagement & Statement of Community Involvement

Neighbour and Local Groups Consultation

To ensure transparency and meaningful engagement with the local community, a targeted public consultation approach was undertaken.

Approximately 300 information leaflets were distributed to both residential and commercial properties in the surrounding area of 541 Wilbraham Road. These leaflets provided key details about the proposed development, including information on parking provision, sustainability measures, and accommodation types. Importantly, they also highlighted how residents could submit feedback or request further information, encouraging active participation in the consultation process.

In addition to the leaflet distribution, a site notice was prominently displayed at the location of the proposed development. This notice contained essential information about the scheme and clearly outlined how members of the public could get involved and share their views. Given the site's central position within Chorlton, this location was deliberately chosen to maximise visibility and ensure that a wide cross-section of the local community could be informed.

This proactive engagement strategy was designed to ensure that local stakeholders were made aware of the proposals in a timely, accessible, and inclusive manner. It provided ample opportunity for public input ahead of the formal submission of the planning application.



Distribution area for information leaflet drop

Engagement & Statement of Community Involvement

Councillor Consultation

To ensure meaningful engagement with elected representatives, a virtual consultation meeting was arranged for the 29th of August, with invitations sent via letter to councillors from both Chorlton Ward and Chorlton Park Ward. The meeting provided an opportunity to present the proposed development plans in detail and to gather initial feedback and ideas from the councillors.

As part of this collaborative process, councillors were also provided with advance copies of the public consultation leaflets. This enabled them to review the content ahead of public distribution, ensuring that the information presented to the wider community was clear, transparent, and accurate.

During the meeting, councillors were encouraged to raise any questions or concerns. Topics of discussion included the:

- Potential retention of the existing building;
- Parking provision;
- Sunlight access for neighbouring gardens;
- Proposed water management strategy; and,
- Affordability of the new homes.

Each of these points was addressed comprehensively, as per the responses below:

- Retaining the existing building was not feasible due to the need to meet M4(2) accessibility standards.
- Parking had been assessed in accordance with local planning guidance, and considered appropriate in light of the site's sustainable and accessible location.
- Reassurances were also provided regarding the development's impact on neighbouring sunlight levels and the integration of sustainable drainage and water management solutions.
- All the proposed new homes would be made available as social rent.

Overall, the proposals were well received. Councillors responded positively to the design, particularly praising its distinctive character and architectural quality. The long, active frontage along Wilbraham Road (with its balconies) was highlighted as a strong feature, contributing positively to the streetscape. The rooftop garden was also commended as an attractive and valuable amenity that would enhance residents' wellbeing and support a sense of community.

Engagement & Statement of Community Involvement

Responses received

Following the two-week consultation period, several responses were received from local stakeholders and residents. These provided valuable feedback on the development proposals and offered a range of personal views and observations.

To summarise, the following broad themes emerged from the feedback received:

- **Parking provision and travel habits:** Comments highlighted the importance of managing car use and on-street parking, with interest in how sustainable transport options will be encouraged.

Developer's Response: The site is located in a highly sustainable area, with excellent access to public transport, most notably, the Chorlton Metrolink stop is situated just 100 metres away, offering frequent services to destinations across Greater Manchester.

The accompanying Transport Statement highlights that car ownership levels within this specific census area are relatively low, particularly for residents living in flats. The data indicates an average of approximately 0.72 cars per household, which would equate to around 7 cars for the entire development. It is important to note that this figure represents all flats (both privately owned and social rented) so it provides a robust and conservative estimate.

In addition, the site's former use as a nursery for up to 25 children, staffed by six employees, may have generated parking activity during peak drop-off and pick-up times that, at certain points in the day, exceeded what is expected from the proposed residential use. This comparison suggests that the parking demand of the new development may actually be lower than the previous use.

Given the low predicted car ownership, the excellent transport links, and the shift towards more sustainable modes of travel, the development is considered appropriate for a low-parking scheme. As such, no parking-related issues are anticipated.

- **Retention of existing building:** Suggestions were made to explore the potential for refurbishment or reuse of the current building in recognition of its architectural style and familiarity within the local context.

Developer's Response: The design team has carefully considered the possibility of retaining and refurbishing the existing building, recognising its traditional architectural style and the role it plays in the local streetscape. However, following a detailed assessment, it was concluded that retention of the current structure would not be feasible for several important reasons.

Firstly, the existing building does not meet modern space standards or accessibility requirements. The proposed development has been designed to comply with the Nationally Described Space Standards (NDSS) as well as Part M4(2) of the Building Regulations, which ensure that all new homes are accessible and adaptable. Retrofitting the current structure to meet these requirements would not be practically achievable without substantial alterations, which would likely compromise both the architectural integrity of the building and the viability of the scheme.

Engagement & Statement of Community Involvement

Additionally, given the age and condition of the existing building, it would be extremely challenging to deliver a development that meets contemporary sustainability standards. The proposed new build will incorporate sustainable construction methods, improved thermal performance, and modern materials, contributing to greater energy efficiency and reduced long-term environmental impact (benefits that could not be fully realised through refurbishment of the existing structure).

Whilst the heritage value and familiarity of the building are acknowledged, the proposed scheme has been carefully designed to positively contribute to the local character through high-quality design, materials, and landscaping.

- **Character of Chorlton:** Respondents shared reflections on how current and future developments may influence the identity of Chorlton, with a desire to maintain its unique and vibrant character.

Developer's Response: We recognise and appreciate the strong sense of identity and community spirit that characterises Chorlton. As such, careful consideration has been given to how the proposed development can positively contribute to the area's ongoing evolution, whilst being respectful of its existing character.

Whilst we acknowledge the views shared regarding the existing building, it is currently vacant and nearing a state of disrepair, and as such, is no longer contributing meaningfully to the vibrancy or visual quality of the local environment. In its current condition, the building does not support active use or economic vitality within Chorlton centre.

In contrast, the proposed development of 9 no. high-quality, affordable homes will introduce new residents into the area, helping to support the local economy through increased footfall and local spending. This aligns with wider regeneration aims and contributes to the long-term sustainability and vitality of the neighbourhood.

The scheme has been designed with a strong active frontage along Wilbraham Road, the use of high-quality materials, and features such as balconies and a rooftop garden, all intended to enhance the public realm and foster a sense of place. Rather than detracting from Chorlton's unique character, the development aims to complement and contribute to it by delivering thoughtfully designed homes in a sustainable and well-connected location.

05 Proposal



Proposal

Southway Housing is seeking to demolish the former Gable Nook Day Nursery and erect a new three storey apartment block comprising nine high-quality social rented apartments. The proposal also includes associated works such as landscaping and the provision of pedestrian access to the rear of the site.

Residential Development

The proposed development comprises nine social-rented apartments arranged over three floors, offering a mix of one- and two-bedroom units. Each floor will accommodate three affordable homes, consisting of two two-bedroom apartments and one one-bedroom apartment. This layout ensures a balanced distribution of housing types across the building while meeting identified local housing needs.

Design & Layout

A key design feature is the creation of an open-top roof garden, offering residents access to outdoor amenity space. This area will be accessed via a communal external staircase and will include seating and planting, along with a dedicated space for solar photovoltaic panels.

The proposed external materials are detailed in the Design & Access Statement and supporting elevation drawings. A carefully considered mix of brick tones will provide warmth and depth, helping the development sit comfortably within its urban surroundings whilst establishing a distinctive identity. Projecting hit-and-miss brick banding introduces texture and rhythm across the façades, breaking up larger expanses of brickwork and adding architectural interest. This detailing also draws on local brickwork patterns, reinforcing a sense of continuity with the surrounding area.

The external staircase is designed using expanded metal mesh, creating a lightweight, permeable structure that adds a modern architectural expression. Light-coloured windows and balcony railings offer subtle contrast with the brickwork, softening the building's appearance and enhancing its character.

Wilbraham Road



Corkland Road

Proposal

Scale and Massing

The proposed apartment building has been designed to reflect a modest and appropriate scale within its context. The development is arranged over three storeys, providing a balanced transition between surrounding built forms.

To respond sensitively to the local context and existing topography, the building steps down slightly towards the south-east, reducing its perceived height and visual impact from the south. The flat roof profile reinforces the contemporary design approach, providing a clean and unobtrusive silhouette that complements the surrounding environment.

The overall height and proportions of the building ensure that it sits comfortably within the streetscape, contributing positively to the character of the area without appearing overbearing.



PROPOSED NORTH ELEVATION

Proposal

Landscaping

The scheme includes carefully integrated hard and soft landscaping, developed by Trevor Bridge Associates. Hard landscaping includes textured paving slabs and tarmac surfacing for pedestrian routes, framed by concrete kerbs, a lightweight decorative gravel finish for the flat roof, and low brick walls and garden fencing for boundary treatment. Soft landscaping includes the retention of existing trees (except for one to be removed), the planting of three new trees, ornamental grass and shrub planting, and turfed areas to provide soft green space across the Site.



Access, Parking & Waste / Servicing Arrangements

The main pedestrian access point will be provided directly via Wilbraham Road with a secondary access from Corkland Road. Three ground-floor apartments will benefit from level access, whilst upper-floor apartments are accessible by stair.

Secure, long-term cycle storage will be provided within a designated shed, offering space for 14 bicycles (equivalent to approximately 1.5 spaces per apartment). Given the highly sustainable location and proximity to public transport, no on-site vehicular parking is proposed.

Refuse collection is anticipated to take place from Corkland Road, with existing dropped kerbs on the western side providing a step-free route from the bin store to the collection point. Deliveries will also be facilitated via Corkland Road.

Proposal

Sustainability

The site benefits from a highly sustainable location within the Chorlton district, with excellent public transport links and local amenities nearby. It is located less than 100 metres from Chorlton Metrolink Station and approximately 65 metres from a Wilbraham Road bus stop, both situated east of the site.

To support Manchester's goal of becoming a carbon-neutral city-region by 2038, the development will incorporate electric panel heating and hot water cylinders, supported by photovoltaic (PV) panels installed on available roof space.

06 Policy Spotlight



Policy Spotlight

In accordance with Section 70(2) of the 1990 Town and Country Planning Act and Section 38(6) of the 2004 Planning and Compulsory Purchase Act, the planning application must be determined in accordance with the adopted Development Plan unless material considerations indicate otherwise. Applications which accord with the development plan should be approved without delay.

The development plan for the site comprises of the Manchester Core Strategy Development Plan (Core Strategy, 2012) and the Places for Everyone Development Plan (Places for everyone, 2024).

The planning policies which we consider to be relevant to the site and proposed development are listed below:

Manchester Core strategy (adopted 2012)

- Policy EC9 – South Manchester
- Policy H6 – South Manchester
- Policy H8 – Affordable Housing
- Policy C2 – District Centres
- Policy C6 – South Manchester District Centres
- Policy EN1 – Design Principles and Strategic Character Areas
- Policy EN8 – Adaption to Climate Change
- Policy EN9 – Green Infrastructure
- Policy EN15 – Biodiversity
- Policy EN19 – Waste
- Policy T1 – Sustainable Transport
- Policy PA1 – Developer Contributions

Policy Spotlight

Places for Everyone (adopted 2024)

- Policy JP-Strat9 – Southern Areas
- Policy JP-S1 – Sustainable Development
- Policy JP-S2 – Carbon and Energy
- Policy JP-H2 – Affordability of New Housing
- Policy JP-H3 – Type, Size and Design of New Housing
- Policy JP-H4 – Density of New Housing
- Policy JP-G8 – A Net Enhancement of Biodiversity and Geodiversity

Examination of the site characteristics, the Development Plan and material considerations has led us to establish that the principle of the development and the proposed design are the key considerations to be examined by this Statement to demonstrate acceptability in planning terms. Technical considerations and policy requirements are also addressed to demonstrate full compliance with planning policy.

The site is not located within a Neighbourhood Plan area.

Emerging Local Plan

It is acknowledged that Manchester City Council is currently in the process of preparing a new Local Plan, which will guide how land is used across the city for the next 15 years. The Plan will address key priorities including:

- The delivery of new homes, including affordable housing
- The provision of shops, jobs, and leisure services
- The enhancement of green spaces and the natural environment
- Improvements to transport and connectivity

The Plan is currently at an early stage, with the Regulation 18 consultation on the Draft Local Plan running from Monday 22 September to Monday 17 November 2025. Given its early stage in the plan-making process, the Draft Local Plan carries very limited weight in the determination of planning applications at this time.

07 Assessment



Assessment

This section explains how the proposal satisfies the key policy tests as set out in the Development Plan and other material considerations. A review of the site particulars and the planning policy context has demonstrated that key planning matters which need to be assessed are:

- Housing Need
- Loss of the former Day Nursery
- Principle of Residential Development
- Design, Layout and Amenity

Affordable Housing Need

The Manchester Housing Strategy (2022–2032) identifies an undersupply of at least 500 affordable homes per annum, which is contributing to ongoing issues of affordability across the city. To address this, the Council has set an ambitious target to deliver 1,000 affordable homes per year over the plan period, recognising that Manchester-based Registered Providers will be fundamental to achieving this goal. Southway Housing, with its strong record of delivering affordable homes across Manchester, is therefore well positioned to assist the Council in meeting this target. The current proposal will deliver nine affordable homes, directly contributing towards the city's annual shortfall of affordable housing and supporting the objectives of PfE Policy JP-H-2 and Core Strategy Policy H1.

In alignment with the findings of the Manchester Housing Needs Assessment (2023), which identifies a 50–55% requirement for 2-bedroom social or affordable rented homes in South Manchester, this development is appropriately weighted to meet that local need. Of the nine units proposed, six (67%) are 2-bedroom apartments, with the remaining three units being 1-bedroom, offering a balanced mix that reflects local demand and supports sustainable communities.

Although the Strategy aims to deliver as many social rented homes as possible, recent monitoring data indicates that only around 20–30% of new affordable homes are currently delivered as social rent. This proposal therefore helps to address that gap between ambition and delivery by providing a tenure mix that prioritises affordable and social rented accommodation. The development responds directly to the city's pressing shortage of genuinely affordable housing and supports the Council's wider commitment to increasing the supply of social rent homes across Manchester.

Assessment

Loss of the Former Day Nursery

The opportunity to redevelop the Site for residential purposes arises following the closure of the nursery in late 2022. The building has been vacant for some time, and its format and condition are no longer suited to modern requirements. The introduction of high-quality affordable housing represents a more sustainable and socially valuable use of the Site, directly supporting the city's housing and regeneration objectives.

It is important to note that, although the Site formerly operated as a nursery, it is not allocated or designated for a specific use in the Development Plan. The Site was, however, included in Manchester City Council's 2024 Strategic Housing Land Availability Assessment (SHLAA) under reference Chor2302, with an indicative capacity of 18 dwellings projected for delivery between 2024/2025 and 2028/2029. The Site was also listed on the Council's 2024 Brownfield Register.

The Development Plan contains no policies preventing the loss of such facilities for alternative uses. Paragraph 127 of the NPPF supports a positive approach to applications for alternative uses of land that is currently developed but not allocated for a specific purpose, particularly where it would help meet an identified development need.

As outlined in the preceding section, the proposal would contribute towards the Council's affordable housing requirement and respond to an identified local need for 1- and 2-bedroom homes. In this context, the loss of the nursery is considered appropriate; a position that was confirmed during pre-application discussions with Council Officers.

Principle of Residential Development

The principle of residential development on the Site is considered acceptable due to several key factors. The Site comprises previously developed land (PDL), occupying the former Gable Nook Day Nursery, which has been vacant since 2022. Redevelopment for housing represents an effective and sustainable reuse of land, in line with the National Planning Policy Framework (NPPF, paragraph 124), which encourages the use of previously developed sites to meet local housing needs while safeguarding the environment and ensuring safe and healthy living conditions.

The Site is located within the Chorlton District Centre, a highly accessible and well-served area in South Manchester, which the Council's Policy EC9 (South Manchester) identifies as a suitable location for development that supports local needs and contributes to the vitality of the area. Its location makes it particularly suitable for residential development, as future residents can conveniently access public transport, local services, employment, retail, and leisure opportunities, supporting sustainable and inclusive communities.

The surrounding area comprises a mix of residential, retail, and community uses, meaning that residential development is compatible with existing land uses and will integrate seamlessly into the local context. The proposed development of nine high-quality apartments aligns with Policy H6, which encourages higher-density development within district centres and seeks to deliver 5% of Manchester's new housing in South Manchester, while also contributing to the city's affordable housing targets in line with Policy H8, which sets a minimum requirement of 20% affordable provision on qualifying sites.

Assessment

At a strategic level, the proposal supports the objectives of Policy JP-H1 of the Greater Manchester Places for Everyone (PfE) Plan, which identifies the need for Manchester to deliver an average of 3,533 dwellings annually from 2022 to 2039. Although the proposed number of units is lower than the SHLAA's indicative capacity for the site (18), it reflects a context-sensitive and deliverable scheme that responds appropriately to the surrounding character, ensures a suitable density, and makes a meaningful contribution to the city's 5-year housing land supply.

As mentioned, the Site is also included in the Manchester SHLAA 2024 (reference Chor2302) and listed on the Brownfield Register, confirming its suitability and availability for residential use. The redevelopment will provide high-quality, affordable housing that reuses previously developed land in a sustainable location and integrates with surrounding uses, directly supporting the city's housing and regeneration objectives. Collectively, these factors, supported by national, local, and strategic planning policies, justify the principle of residential development at this location.

Detailed design considerations

Design, Appearance, and Materiality

The proposed development has been carefully designed to respond to the local context and historic character of Chorlton. A contemporary brick palette with varied tones provides warmth and depth, while projecting hit-and-miss brick banding introduces texture and rhythm, breaking up larger expanses of brickwork and referencing local brick patterns. Light-coloured windows and balcony railings offer subtle contrast, softening the building's appearance and enhancing its character, while the external metal mesh staircase provides a lightweight, modern architectural expression.

The building's detailing ensures it integrates harmoniously with surrounding streetscape, creating a distinctive yet contextually appropriate form. The proposed development incorporates a green roof and space for solar photovoltaic (PV) panels on the rooftop, supporting sustainability and climate resilience objectives in accordance with Policy EN8 (Adaption to Climate Change) of the Manchester Core Strategy.

This approach aligns with Policy EN1 (Design Principles and Strategic Character Areas) of the Manchester Core Strategy, which seeks high-quality development that respects local character and demonstrates sensitivity in design, materials, and appearance



Assessment

Height, Scale, and Massing

The proposed development comprises a three-storey building on a prominent gateway site within the Chorlton District Centre. The site is surrounded by buildings of a similar scale, with other three-storey developments located along Corkland Road and Wilbraham Road.

Although irregular in shape, the building's massing and layout respond positively to the site's context. The design emphasises the corner location while stepping back from the shared boundary with the Chorlton Post Office, helping to reduce visual impact and avoid any sense of overbearing.

In line with Core Strategy Policy EN1 which requires new development to retain the identity and focus of activity associated with historic District Centres, the proposed design respects the local street hierarchy and is considered appropriate in both scale and form.



Assessment

Layout and Amenity

The proposed development comprises three apartments per floor, across three floors, resulting in a total of nine apartments. Each apartment benefits from a private balcony or terrace, providing valuable outdoor amenity space for residents. In addition to private balconies/terraces, the development includes a communal roof garden on the top floor, providing shared amenity space and landscaped areas for residents.

The proposed development has been carefully designed to ensure a high standard of amenity for both future occupants and neighbouring residents, in accordance with Core Strategy Policy DM1 (Development Management) and PfE Policy JP-H3 ('Type, Size and Design of New Housing').

Each apartment will benefit from private outdoor space in the form of a balcony, which meets Manchester City Council's amenity standards with a minimum of 5 sq.m provided for 1-bedroom units and 7 sq.m for 2-bedroom units. These balconies are clearly indicated on the typical floorplans within the View Associates design pack. In addition, a communal roof garden is provided at the top of the building, offering high-quality shared amenity space and opportunities for social interaction and outdoor recreation.

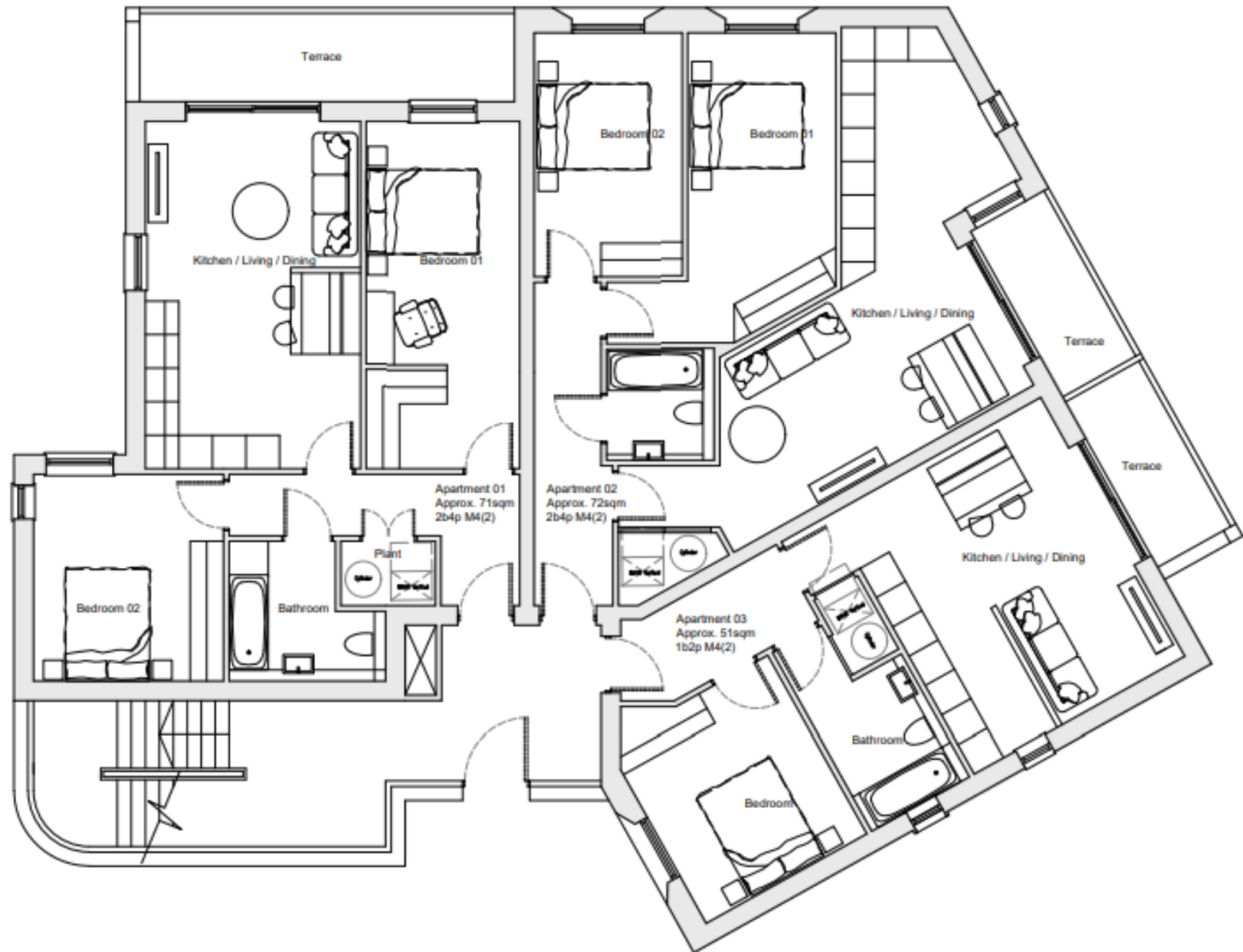
To safeguard the privacy of neighbouring properties, the scheme achieves a minimum separation distance of 20 metres, in line with best practice guidance. The building has been sensitively scaled and massed to ensure that it will not result in any unacceptable loss of daylight, sunlight, or outlook to adjacent properties.

A Daylight and Sunlight Assessment has been undertaken and demonstrates exceptional performance, confirming that all proposed units receive excellent levels of natural light, and that the development will have no adverse impact on neighbouring amenity in terms of overshadowing or loss of light.

Accessibility

All apartments have been designed to meet the Nationally Described Space Standards (NDSS), ensuring that both internal floor areas and external amenity spaces meet or exceed the minimum standards. This compliance guarantees that each dwelling provides sufficient, functional, and comfortable living accommodation for future occupants.

Recognising the local demand for accessible housing, particularly for people with mobility needs, the development incorporates units that are designed all designed to meet M4(2) standards. This is in accordance with Policy H10 of the Manchester Local Plan and PfE Policy JP-H3 , which supports the provision of housing for people who require additional support needs, thereby contributing to the creation of a more inclusive and accessible community.



Ground Floor Plan

Assessment

Density

The site measures approximately 0.06 hectares and proposes 9 residential units, equating to a density of 150 dwellings per hectare. Whilst this exceeds the general range set out in PfE Policy JP-H4 (which suggests densities of 35–70 dwellings per hectare in and around district centres) the site is located within the Chorlton District Centre, where a minimum net density of 70 dwellings per hectare is encouraged.

The proposed density is therefore consistent with the policy emphasis on optimising the use of land within accessible urban locations, particularly where sites are well-served by public transport, shops, and services.

Given the above, the development is considered to make efficient use of a small brownfield site, aligning with Core Strategy Policy H6, which supports higher densities within district centres, provided that design, amenity, and accessibility are not compromised.

07 Technical



Technical

Ecology

Preliminary Roost Assessment and Ecological Walkover

E3P has been instructed by Southway Housing to undertake a Preliminary Roost Assessment and Ecological Walkover of the Site to assess the site for any additional protected species constraints.

The report concludes that the building was assessed as having moderate bat roosting potential due to numerous external features such as cracks in the brickwork, gaps in the roof tiles, and potential internal access points (especially in the loft, which could not be fully accessed). However, it is considered unsuitable for high-value roosts (e.g. hibernation or maternity) due to factors like urban location, disturbance, lack of roof lining (leading to unstable internal temperatures), and signs of water damage.

It was advised that two nocturnal bat surveys would be required between May and September, with at least one being conducted between May and August. If bats were found roosting, a further survey would have been needed to characterise the roost, and a European Protected Species Licence would be required.

In terms of other species, the building was identified as having potential for nesting birds, with feral pigeons heard within the loft cavity. In addition, the trees on site are also likely to offer suitable nesting opportunities. As feral pigeons can nest year-round, a nesting bird check will be carried out by a qualified ecologist within 48 hours prior to the start of works. If any active nests or nests under construction are found, an appropriate buffer zone will be established and maintained until the chicks have fledged. The ecologist will determine the required stand-off distance and deliver a toolbox talk to all site contractors, outlining working boundaries and relevant legal responsibilities.

These measures ensure the proposal aligns with Policy EN15 (Biodiversity and Geological Conservation) of the Manchester Core Strategy, which requires developer's to avoid or mitigate adverse impacts on biodiversity and to justify any residual impacts against the wider benefits of the scheme. Appropriate mitigation and compensation strategies will be implemented where necessary to safeguard protected species and enhance local biodiversity.

Bat Survey

Following receiving the results of the PRA and Ecological Walkover, two Dusk Emergence Surveys conducted between May and June 2025 recorded low bat activity (noctule, soprano pipistrelle, and common pipistrelle), with the earliest activity noted at 21:48 on 21st May. No bats were seen emerging from the building, and the activity recorded suggests bats are not roosting nearby. Surveys were carried out during the maternity season, and no evidence of maternity roosts was found. Consequently, it is concluded that no bats are roosting within the building, and no further assessment, mitigation, or European Protected Species Licence is required for the proposed works to proceed.

Technical

BNG

E3P were instructed by the Applicant to prepare a Biodiversity Net Gain Assessment & Statutory Metric to accompany this Planning Submission.

It is a legislative requirement for all new developments to deliver a 10% net gain in biodiversity. This is a requirement under Schedule 7A of the Town and Country Planning Act 1990 (inserted by the Environment Act 2021).

Based on the proposals and Proposed Landscape Plan (ref: 7620.02 B) prepared by TEP, the development provides a net gain of over 10% demonstrating compliance with the legislative requirement and Policy EN15 – Biodiversity of the CS which expects developer's to identify and implement reasonable opportunities to enhance, restore or create new biodiversity and PfE Policy JP-G8 – A Net Enhancement of Biodiversity and Geodiversity.

Trees

As part of the planning submission, E3P were instructed to undertake an Arboricultural Impact Assessment (AIA) of the site. The site survey identified a total of seven individual trees located on and adjacent to the site. These comprised six Category B trees (moderate quality and value) and one Category C tree (low quality and value). No Category A trees (high quality and value) were recorded on site.

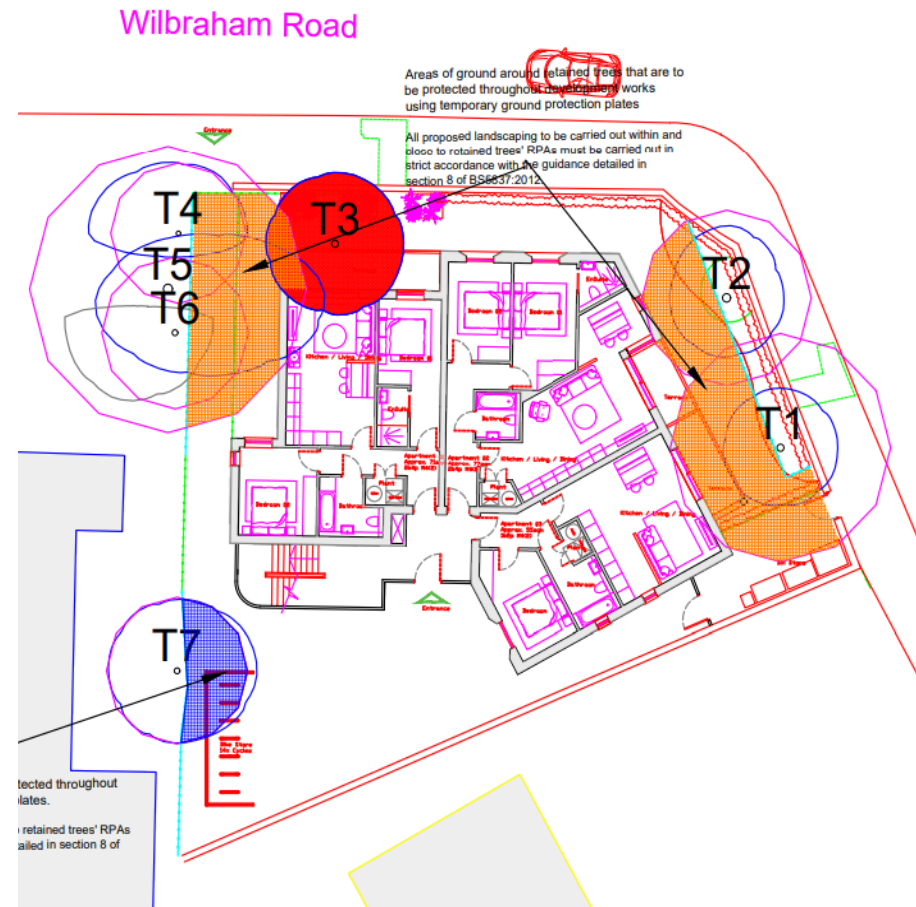
To enable the development, it is necessary to remove a single Category B Hawthorn tree located to the front of the existing building on the northern boundary of the site. Whilst Category B trees are generally considered to be of good quality, the removal of this tree is unavoidable due to the physical constraints of the site and the need to deliver an efficient and viable site layout. Every effort has been made to retain existing trees where possible, and the decision to remove this tree has only been taken after careful consideration of design alternatives. All other existing trees on site are proposed to be retained.

Chapter 6 of the AIA includes an Arboricultural Method Statement detailing the procedures and protective measures required to safeguard retained trees during development. It outlines the timing of works to avoid conflicts, ensures all site personnel are briefed through induction, and describes the installation of tree protection fencing. It also covers the use of a three-dimensional cellular confinement system for no-dig construction within Root Protection Areas, and sets out general precautions to prevent root damage, soil compaction, and contamination during the works.

Technical

Importantly, the proposed scheme includes a robust landscaping strategy (further detail below) which will result in the planting of 3no. new trees, significantly enhancing the site's green infrastructure. Furthermore, the development achieves measurable on-site BNG ensuring a meaningful uplift in ecological and environmental value. The proposed tree planting will not only mitigate the loss but deliver long-term amenity, biodiversity, and landscape benefits.

These measures ensure compliance with Policy EN9 (Green Infrastructure), which requires the retention and enhancement of green infrastructure, and Policy EN15 (Biodiversity and Geological Conservation), which seeks to protect and enhance biodiversity where development occurs



Technical

Landscaping

TEP were instructed by the Applicant to prepare a Landscaping Scheme (ref: 7620.02 B), which sets out the proposed hard and soft landscaping measures across the Site. The scheme has been designed to complement the architectural character of the development while enhancing the Site's visual quality, ecological value, and contribution to local green infrastructure.

Hard Landscaping

Elements include the use of textured paving slabs and tarmac surfacing to provide durable and accessible pedestrian routes, framed by concrete kerbs. A lightweight decorative gravel finish is proposed for the flat roof area to create a visually cohesive setting around the roof garden. Boundary treatments will comprise a combination of low brick walls and garden fencing, providing privacy and enclosure while maintaining an attractive street frontage. These materials have been carefully selected to ensure a high-quality and coherent external environment that complements the building's form and material palette.

Soft Landscaping

Proposals have been designed to integrate with existing site features and enhance local biodiversity. All existing trees will be retained, with the exception of a single tree to be removed due to site constraints. The scheme introduces three new trees, supplemented by areas of ornamental grass and shrub planting to provide seasonal interest, structure, and habitat value. Turfed areas will deliver additional soft green space, contributing to the amenity and visual appeal of the development.

Collectively, the proposed landscaping will deliver a balanced and attractive setting for the development, enhancing both ecological and visual value. The scheme accords with Policy EN9 (Green Infrastructure) of the Manchester Core Strategy, which seeks the retention and enhancement of green infrastructure and the delivery of multifunctional, high-quality landscapes within new development.

Wilbraham Road



New low wall to match the existing front low wall
Approx. 0.8m high



Electric swing gate



New 6ft high garden gate with concrete foundation along boundary



Corkland Road

Technical

Transport

Egg Transport Consultants were appointed to prepare a Transport Statement in support of the planning application for the proposed development.

The Statement highlights the highly sustainable nature of the site, with excellent access to local amenities, public transport services, including nearby bus stops and Metrolink services.

No on-site car parking is proposed, reflecting the site's sustainable location. Instead, cycle parking is provided at a rate of 1.5 spaces per residential unit, encouraging active travel. Additionally, car parking facilities are available within the immediate vicinity of the site.

Analysis of 2021 Census data for the local area indicates low levels of car ownership among residents of flats, with an average of 0.72 cars per household. Applied to the proposed development, this equates to a forecast demand of approximately 7 vehicles. It should be noted that this figure includes all flat types (both private and social rented) and is therefore considered a robust and conservative estimate of likely car ownership levels.

The site's previous use as a nursery is also a key consideration. The extant use supported up to 25 children and 6 staff, potentially generating higher short-term parking demand at peak times than the proposed residential use. These potential parking impacts of the former use have not been deducted from the residential forecast, making the assessment of 7 vehicles a worst-case scenario. In reality, the net impact of the proposed development on local parking is likely to be lower.

In conclusion, the proposed development would not result in a severe impact on the operation of the highway network, nor would it lead to any material highway safety concerns. The proposals are therefore considered to be in accordance with Core Strategy Policies DM1, SP1, CC5, T1, T2 and T3.

Air Quality

Miller Goodall was commissioned by the Applicant to undertake an Air Quality Assessment (AQA) to evaluate the potential impacts of the proposed development on local air quality during both construction and operational phases, and to determine whether any such impacts would significantly affect air quality.

The Greater Manchester Combined Authority (GMCA) Air Quality Management Area (AQMA) was designated by Transport for Greater Manchester (TfGM) for locations predicted to exceed an annual mean concentration of 35 $\mu\text{g}/\text{m}^3$ of nitrogen dioxide (NO_2) in 2016. The application site is located outside any designated AQMA, with the nearest AQMA boundary approximately 10 metres away. This suggests that the site is predicted to remain below the 35 $\mu\text{g}/\text{m}^3$ NO_2 threshold.

The assessment concludes that predicted concentrations of NO_2 and particulate matter (PM_{10} and $\text{PM}_{2.5}$) at the proposed development site are likely to remain below their respective long-term and short-term air quality objectives. As such, the site is considered suitable for residential use in terms of air quality.

Furthermore, the potential for air quality impacts arising from development-related traffic is assessed as not significant, and therefore unlikely to result in adverse effects.

Consequently, the proposal is considered to comply with Policy EN16 of the Manchester Core Strategy (CS) and the Places for Everyone (PfE) Plan.

Technical

Daylight and Sunlight assessment

Hilson Moran were appointed by the Applicant to undertake a comprehensive Daylight and Sunlight Assessment in support of the proposed development. The findings of the assessment confirm that the scheme delivers exceptional performance in terms of daylight and sunlight, both within the new homes and in relation to surrounding existing properties and amenity spaces.

All neighbouring properties assessed receive Vertical Sky Component (VSC) values exceeding 27%, thereby surpassing the BRE Guidelines (BR209:2022) for daylight provision. The highest reduction in VSC recorded for any adjacent property is 8.3%, which remains significantly below the 20% threshold considered to indicate a noticeable impact.

Private gardens in the vicinity retain between 93.4% and 100% of their current sunlight levels, ensuring continued high-quality outdoor amenity. Public amenity spaces experience only a marginal reduction in sunlight exposure, with a maximum decrease of approximately 3.6%, which remains comfortably within BRE compliance.

In conclusion, the assessment demonstrates that the proposed development has been sensitively designed to preserve daylight and sunlight access to neighbouring properties and open spaces, whilst ensuring excellent internal conditions for future residents. The scheme accords with Core Strategy Policy DM1 and EN2 and contributes positively to the creation of a sustainable and comfortable living environment.

Television and Radio Reception Impact Assessment and Broadband Connectivity Assessment

TV & Radio Impact Assessment

A desktop study and baseline survey was carried out by GTech Surveys Limited to evaluate the potential impact of the proposed development at 541 Wilbraham Road on television and radio broadcast reception. The report concluded the proposed development is unlikely to interfere with the reception of any television or radio services. As no adverse effects are anticipated, mitigation measures are not required.

Broadband Connectivity Assessment

GTech Surveys Limited carried out a desktop study to assess the potential for broadband / digital connectivity to the proposed 541 Wilbraham Road development. The findings were that the area already is likely to have excellent download speeds (expected to be at least 100+ megabits per second). Both Virgin Media and BT Openreach have existing fibre infrastructure adjacent to the Site, however, Virgin Media is better positioned to enable a full fibre connection to the Proposed Development. The Applicant will commit to enable the Proposed Development for robust connectivity and future-proof upgrading by following the statutory guidance, Approved Document R volume 1: Physical infrastructure and network connection for new dwellings (2022 edition).

Given the above, the proposal is considered to be in compliance with Core Strategy Policy EN2 and Section 10 of the NPPF in terms of the proposal having regard to the Data Ducting Infrastructure Guidance produced by the Department for Communities and Local Government.

Technical

Crime Impact Statement (CIS)

A CIS has been prepared by Greater Manchester Police to accompany the planning submission.

The CIS identifies a number of positive aspects that contribute to the prevention of crime and the reduction of fear of crime. It recognises, the site occupies a prominent corner location at the junction of Wilbraham Road and Corkland Road, which allows for high levels of natural surveillance. The surrounding area benefits from a mix of uses that generate activity throughout the day and into the evening, further contributing to a safe and well-overlooked environment. The scale and nature of the proposed apartment development are considered appropriate in this predominantly residential context.

In terms of access, the CIS notes that the preferred arrangement would be for the main entrance to be located at the front of the building to maximise surveillance. As this is not achievable in this case, secure access to the rear is acceptable, provided it includes a gated side passage with restricted access for residents only. The latest plans reflect this recommendation and include a self-closing, lockable gate and intercom system to allow residents to vet visitors.

Further recommendations are made in relation to security measures including CCTV, electronic access control, and secure cycle storage. These can be secured by condition.

Taking the above into account, it is considered that the proposed development incorporates appropriate measures to reduce opportunities for crime and promote a safe and secure environment in line with paragraph 127 of the National Planning Policy Framework and Core Strategy Policy DM1.

Energy Statement

Base Energy was instructed by the Applicant to prepare an Energy Statement for the proposed development. The baseline carbon dioxide (CO₂) emissions are calculated to be 7,254 kg per year, while the baseline energy demand for the development is 38,142 kWh per year. The flats are designed within the optimal range for heat loss factors, with values of 2.0 or less, ensuring efficient thermal performance.

Low and zero carbon technologies have been incorporated into the development, resulting in an 83% reduction in CO₂ emissions compared to the Part L 2021 Building Regulations. This approach is in line with Policy CC1 of the Core Strategy, which focuses on sustainable construction, energy efficiency, and retrofitting, as well as Policy CC2, which supports the use of renewable energy. The development also aligns with the objectives outlined in PFE Policy JP-S2 (Carbon and Energy).

Technical

Construction Method Statement and Construction Waste Management Plan

Construction Method Statement (CMS)

A CMS has been prepared by Whitfield & Brown (Developments) Ltd and outlines how the proposed development of a three-storey block comprising 9 apartments will be delivered through a phased construction programme, ensuring safe, timely, and efficient execution whilst minimising disruption to the surrounding environment and local community.

Construction activities will be sequenced to avoid peak holiday periods (e.g., Christmas, public and bank holidays), with careful site logistics to prevent excess materials and ensure safe on-site storage. Working hours will be restricted to:

- Monday to Friday: 08:00 – 18:00
- Saturday: 08:30 – 14:00
- No works on Sundays or Bank Holidays

Delivery hours will be:

- Monday to Friday: 09:15 – 14:45
- Saturday: 08:00 – 14:00
- No deliveries on Sundays or Bank Holidays

All construction traffic will use a single controlled access point via Corkland Road, managed by a qualified banksman. Site access gates will be set back behind the pedestrian footpath and clearly marked with signage, including mandatory Personal Protective Equipment (PPE) requirements. Prominent health and safety signage will be displayed on all elevations.

A wheel wash station (power washer) will be provided at the site exit to prevent mud and debris from being tracked onto the public highway, ensuring cleanliness and compliance with local environmental standards.

The CMP is designed in line with best practices and relevant local policies (Core Strategy Policy DM1 and SP1) prioritising safety, operational efficiency, and community consideration throughout the construction period.

Demolition

It is anticipated that demolition would be by mechanical means in a method to ensure that accidental collapse is negated with all boundaries protected to ensure that dust and debris remain within the boundary of the site.

All waste arisings shall be segregated and removed from site using covered vehicles to waste transfer stations.

Construction Waste Management Plan (CWMP)

A CWMP has been prepared and sets out measures to minimise waste, maximise recycling and reuse, and ensure environmentally responsible disposal.

Whitfield & Brown (Developments) Ltd will implement and monitor the CWMP, with the Site Manager overseeing compliance on site. Waste will be segregated where possible, with mixed waste processed at a licensed facility. Materials will follow the waste hierarchy of reuse, recycle, and landfill as a last resort.

Training and regular toolbox talks will ensure all staff understand site waste procedures. The plan supports sustainable construction practices and aligns with local and national environmental objective in line with Core Strategy Policy DM1, SP1 and EN19.

08 Conclusion



Conclusion

Full planning permission is sought for the erection of a three storey apartment block including 9 social rent apartments along with other associated works.

The proposed development represents the opportunity to bring this previously developed site back into active use in ways which respond to an identified need for an increased amount of affordable housing.

With 9 no. new social rented apartments, the new development presents the opportunity for more people to access Chorlton district centre in a more financially convenient way. Furthermore, with the projected development plans proposed for the Chorlton area, we expect that housing demand in this area will increase in the next few years. Further demonstrating the importance of this new development in the Chorlton area.

The highly sustainable location of the site is fundamental to the locational requirements set by Southway Housing, as the area is located in short distance from the Metrolink and bus stops.

All technical issues are summarised with reference to the full reports and assessments submitted with the application to confirm that the proposal meets policy requirements.

In conclusion, the proposal accords with local and national planning policy and positively boosts housing choice and specifically a housing type to support an identified local need and brings a disused site back into active use.

Appendix 1 Planning History

Appendix 2 Planning Policy

Appendix 1

Planning Reference	Description of development	Decision	Date of decision
F16427	Conversion of whole of premises to form a day nursery and construction of a fire escape staircase at rear.	Approved	04.11.1981
060672/FO/ SOUTH1/00	Installation of a temporary building for 5 years in playground area to form baby unit to accommodate 8 additional children.	Approved	22.12.2000

Appendix 1 Planning History

Appendix 2 Planning Policy

Appendix 2

Policy	Description
Plan: Manchester Core Strategy (2012)	
Policy EC2 – Exiting Employment Space	The Council aims to retain and enhance existing employment sites, and will only support alternative uses where the site is specifically allocated for such use, or where it can be demonstrated that the existing employment use is unviable, incompatible with neighbouring uses, unsuitable due to flood risk, or that the proposed use delivers greater overall benefits in line with the Core Strategy's vision and objectives.
Policy EC9 – South Manchester	South Manchester's employment growth will focus on office, high-tech, and research developments within established business parks, hospitals, and district centres. New development should optimise existing employment space and enhance public transport, walking, and cycling links, particularly orbital connectivity to key employment hubs.
Policy H6 – South Manchester	South Manchester is expected to accommodate around 5% of the city's new housing, with high-density development generally limited to district centres like Chorlton, typically as part of mixed-use schemes. Outside these centres, the focus will be on meeting identified housing needs (such as family and elderly accommodation) and increasing the supply of affordable homes.
Policy H8 – Affordable Housing	Residential developments on sites over 0.3 hectares or with 15+ units are required to contribute to Manchester's city-wide target of 20% affordable housing split into 5% social/affordable rent and 15% intermediate tenure. This target is subject to viability and may be adjusted based on economic conditions, site-specific factors, or local housing needs. Affordable units must be well-integrated and reflect the overall scheme design. Exceptions or reduced contributions may be allowed where viability is proven or where affordable housing would conflict with regeneration, housing mix, or economic growth objectives.
Policy C2 – District Centres	Development should support vibrant, accessible district centres by prioritising key services, retail, and mixed uses while respecting local character and promoting regeneration, sustainability, and employment. Housing is appropriate where it contributes to the centre's vitality without undermining its primary retail role.

Appendix 2

Policy	Description
Policy C6 – South Manchester District Centres	Across South Manchester, there is capacity for approximately 8,000 sqm of convenience and 4,500 sqm of comparison retail floorspace to be delivered by 2027. This will be focused in Chorlton and Levenshulme, with more moderate, appropriately scaled retail and service growth supported in other centres such as Didsbury, Fallowfield, and Withington, while protecting local character and supporting independent retail.
Policy EN1 – Design Principles and Strategic Character Areas	In South Manchester, development should reflect the characteristics of the Southern Character Area. This area includes older development from the 18th to early 20th centuries along historic radial routes such as Oxford Road and Wilmslow Road, often associated with district centres. These key routes are framed by more regular patterns of residential development, much of which was built by the 1960s. New development should retain the identity and active role of historic district centres and, where located along radial routes like Princess Parkway, be designed at a scale that reflects the prominence of its location.
Policy EN8 – Adaption to Climate Change	All new development in South Manchester must be designed to adapt to climate change through careful layout, siting, and building function. Key considerations include managing flood risk through sustainable drainage, reducing the urban heat island effect with green infrastructure, preventing overheating with passive design, and enhancing biodiversity through linked green spaces. Features like green roofs, walls, trees, and waterways may also count towards carbon reduction targets where supported by evidence.
Policy EN9 – Green Infrastructure	New development must protect the quantity, quality, and functions of existing green infrastructure. Where possible, developers should enhance green spaces, improve connectivity, and support the delivery of city-wide green infrastructure strategies. If any loss of green infrastructure is proposed, it must be fully justified and mitigated in terms of quality, quantity, functionality, and long-term management. The Council will prioritise areas with limited open space, support street tree planting, and maintain key river corridors for recreation, biodiversity, and flood management.

Appendix 2

Policy	Description
Policy EN15 – Biodiversity	The Council aims to protect and enhance sites of biodiversity and geological value across Manchester, giving particular attention to designated sites, priority habitats and species, and existing woodland and trees. Developers are expected to identify opportunities to enhance or create habitats on or near the site, with reference to strategies such as the Manchester Biodiversity Strategy, the Greater Manchester Green Infrastructure Framework, and other relevant plans. Any harm to biodiversity must be clearly justified, with appropriate mitigation or compensation provided. Wherever possible, development should support habitat connectivity and maintain or improve geological features.
Policy EN19 – Waste	The Council will work with Greater Manchester districts to safeguard and identify suitable waste management sites, primarily within employment areas. All developers must follow the waste hierarchy, use sustainable transport methods where appropriate, and submit waste management plans addressing construction, demolition, and operational waste. The Council supports well-designed facilities that bring environmental and economic benefits, encourage innovation, and contribute to regeneration. Waste management proposals must consider social, environmental, and economic impacts, while also promoting community responsibility through accessible waste facilities.
Policy T1 – Sustainable Transport	The Council supports development that helps deliver a sustainable, high-quality, integrated transport system by encouraging a shift from car use to public transport, walking, and cycling. Proposals should improve access to jobs and services, reduce congestion and emissions, enhance pedestrian and cycling routes, support public transport reliability, and provide for electric vehicle infrastructure. Developments must also consider the needs of all users, prioritising pedestrians, disabled people, cyclists, and public transport above general car traffic, particularly during peak times.
Policy PA1 – Developer Contributions	Where development creates the need for additional infrastructure or services, the Council will seek planning obligations in line with relevant regulations. Contributions may be required for affordable housing, education, health, green infrastructure, public realm, transport, climate change measures, and other local priorities. The type and scale of obligations will depend on the development's impact, with on-site provision preferred where feasible, or financial contributions where necessary. Viability, site-specific conditions, and the timing of delivery will also be taken into account.

Appendix 2

Policy	Description
Plan: Places for Everyone (2024)	
Policy JP-Strat9 – Southern Areas	The economic competitiveness, distinctive local neighbourhood character, and environmental attractiveness of the southern areas will be protected and enhanced. There will be a strong emphasis on making maximum use of suitable previously developed (brownfield) land and promoting the roles of the area’s town centres and other key assets, including education and training facilities that enable people to access employment opportunities.
Policy JP-S1 – Sustainable Development	To help tackle climate change, development should aim to maximise its economic, social, and environmental benefits simultaneously, minimise adverse impacts, utilise sustainable construction techniques, and actively seek opportunities to secure net gains across these objectives. In preparing plans, authorities should make maximum use of suitable previously developed (brownfield) land and vacant buildings to meet development needs. When bringing forward previously developed sites for development, particular attention will be given to addressing land contamination and stability issues, ensuring appropriate mitigation and remediation measures are implemented to enable effective reuse of these sites.

Appendix 2

Policy	Description
Policy JP-S2 – Carbon and Energy	The aim of delivering a carbon neutral Greater Manchester no later than 2038, with a dramatic reduction in greenhouse gas emissions, will be supported through a range of measures including: 1. Promoting the retrofitting of existing buildings with measures to improve energy efficiency and generate renewable and low carbon energy, heating and cooling; 2. Promoting the use of life cycle cost and carbon assessment tools to ensure the long-term impacts from development can be captured; 3. Taking a positive approach to renewable and low carbon energy schemes, particularly schemes that are led by, or meet the needs of local communities; 4. Increasing the range of nature-based solutions including carbon sequestration through the restoration of peat-based habitats, woodland management, tree planting and natural flood management techniques; 5. An expectation that new development will, unless it can be demonstrated that it is not practicable or financially viable.

Appendix 2

Policy	Description
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 homes⁷², 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. Supporting 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.

Appendix 2

Policy	Description
Policy JP-H3 – Type, Size and Design of New Housing	Development across the plan area should seek to incorporate a range of dwelling types and sizes including for self-build and community led building projects to meet local needs and deliver more inclusive neighbourhoods. Where appropriate, this should include incorporating specialist housing for older households and vulnerable people. Residential developments should provide an appropriate mix of dwelling types and sizes reflecting local plan policies, and having regard to masterplans, guidance and relevant local evidence Housing provision to accommodate specific groups, such as students and travelling people, will be addressed through district local plans. All new dwellings must: 1. Comply with the nationally described space standards; and 2. Be built to the ‘accessible and adaptable’ standard in Part M4(2) of the Building Regulations unless specific site conditions make this impracticable. Innovation in housing development will be supported where it is consistent with the principles of good design and contributes to local distinctiveness, including the use of modern methods of manufacturing that can help to improve the speed of delivery and increase building standards.
Policy JP-H4 – Density of New Housing	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.

Appendix 2

Policy	Description
Policy JP-G8 – A Net Enhancement of Biodiversity and Geodiversity	Through local planning and associated activities a net enhancement of biodiversity resources will be sought, including, where relevant, by: 1. Increasing the quality, quantity, extent and diversity of habitats, particularly priority habitats identified in national or local biodiversity action plans and those that support priority species; 2. Improving connections between habitats, to protect and enhance the provision of corridors, ecological networks (including Nature Recovery Networks) and steppingstones that enable the movement of species, especially as the climate changes; 3. Enhancing the management of existing habitats, including through habitat restoration, avoiding habitat fragmentation and combating invasive species; 4. Protecting sites designated for their nature conservation and/or geological importance, with the highest level of protection given to international and then national designations; 5. Facilitating greater access to nature, particularly within urban areas; 6. Supporting the development and implementation of the Great Manchester Wetlands Nature Recovery Network; and 7. Safeguarding, restoring and sustainably managing our most valuable soil resources, tackling soil degradation/ erosion and recovering soil fertility, particularly to ensure protection of peat-based soils and safeguard ‘best and most versatile’ agricultural land.

E D E N

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