

Planning

Delegated Officer Report

Summary of application details

Application reference:	145341/FO/2026
Application type:	Full planning permission
Proposal:	Erection of a part-single/part two rear extension and rear roof dormer to form ground floor storage room for the existing commercial use and creation of 3no. self-contained apartments on the upper floors.
Site address:	521 Wilbraham Road Manchester M21 0UF
Ward(s):	Chorlton Park
Date application valid:	20 April 2026
Applicant name:	Mr Maneet Kapoor
Agent (if any):	Mr Lee Harper
Case officer:	Holly Wright
Recommendation:	Refuse
Date of recommendation:	09 June 2026

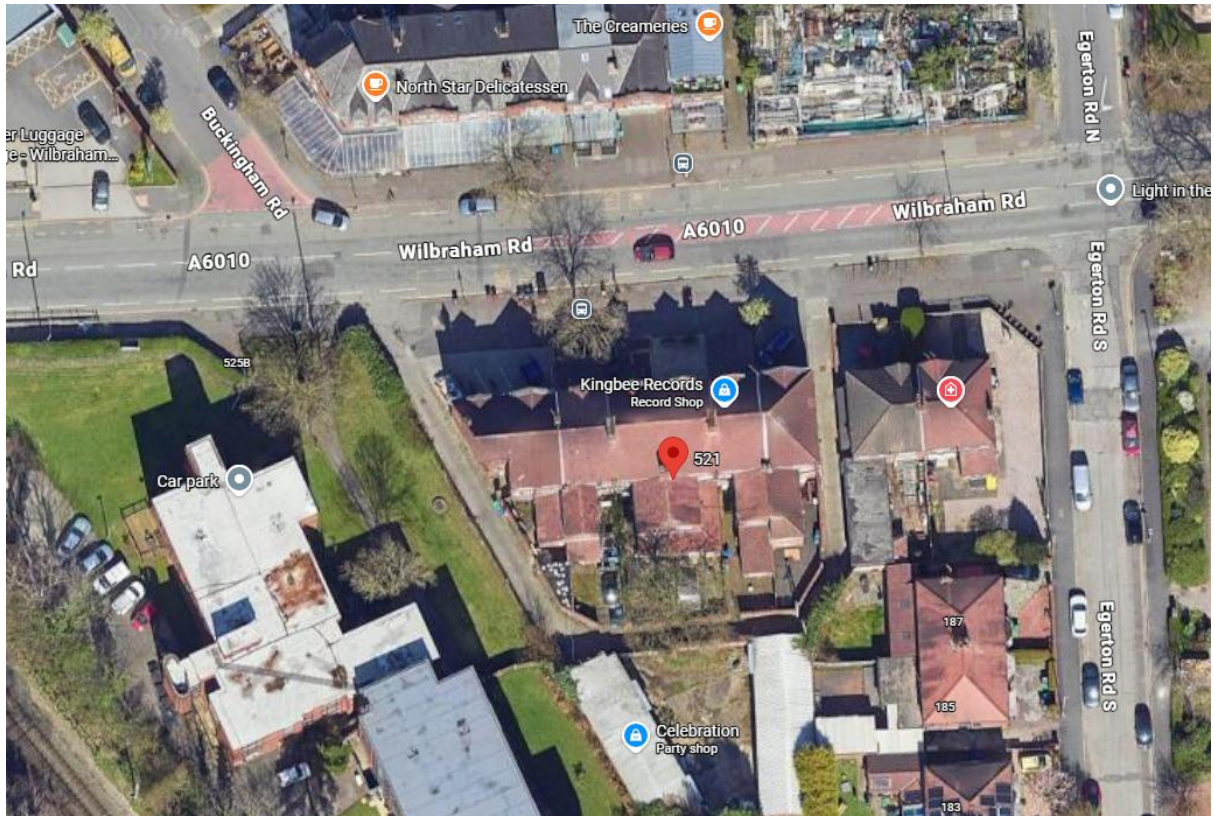
Description of site, building and/or area

The application relates to a three-storey mid-terraced building of redbrick with a red tiled dual-pitch roof. Along its principal elevation, facing Wilbraham Road, the property features a glazed shopfront at ground-floor level with fascia signage above and an access ramp to the front. At first and second-floor level, the property features white uPVC-framed windows. To the rear, the property features a two-storey outrigger, a single-storey extension, and a detached outbuilding situated within the rear yard space.

The details on the submitted application form indicate that the property is currently in use as a pharmacy with storage space.

This section of Wilbraham Road sits in close proximity to Chorlton District Centre, with a strong commercial precedent evident on either side of the road. The site itself is bounded by Wilbraham Road to the north, commercial properties on either side, and a garage area to the rear. The nearest residential properties appear to be the dwellinghouses situated to the east of the site, along Egerton Road South, as well as the block of flats located to the west, and the flats located on the upper floors of the Wilbraham Road units.

The property is not listed, nor is it sited within a conservation area.







Description of development

The applicant is seeking planning permission for the “Erection of a part-single / part-two rear extension and rear roof dormer to form ground floor storage room for the existing commercial use and creation of 3no. self-contained apartments on the upper floors.”

Consultation, notification and publicity responses

Local residents – no representations received.

Highways Services made the following comments in response to the application:

- It is anticipated that the proposal is unlikely to generate a significant increase in the level of vehicular trips therefore they do not raise any network capacity concerns.
- Pedestrian access to the proposed apartment is to the rear of the property.
- There are concerns regarding the proposed access to the apartments from the rear, which appears to function as an alleyway with no lighting and no defined footways. This arrangement presents potential risks to pedestrian and cyclist safety, both in terms of highway safety and personal security.
- The side-streets also look to be quite heavily parked - it may be worth pointing this out too as there is no car parking provision and as such all vehicular demands associated with the site are anticipated to contribute to the level of vehicles parked on-street.
- Plans do not show any cycle parking provision. A minimum of 1no. (secure and sheltered) cycle parking space will be required per unit.
- Plans indicate that refuse storage area (commercial and residential) will be located at the rear of the site.
- Refuse bins will be transferred for kerbside collection from the rear of the proposed development.

- A Construction Management Plan should be conditioned. The CMP is to be submitted prior to the start of works.

Environmental Health Services requested conditions relating to demolition/construction hours, residential sound insulation, and waste be attached in the event of an approval.

Greater Manchester Police indicated that they would not support the application. The proposal requires the access to the apartments to be at the rear of the building. Access from the rear of the property has very little natural surveillance, this will leave residents & visitors vulnerable to criminality, fear of crime, and antisocial behaviour.

Negotiations

The agent of the application was notified of issues relating to the proposal's access arrangements, waste storage and management provision, cycle parking provision, impact upon neighbouring occupiers, and standard of accommodation, however, an amended scheme was not received.

Relevant policies

The following policies are considered relevant in the consideration of this application.

Unitary Development Plan (UDP) – The UDP has been superseded by the Core Strategy Development Plan, but certain policies are still considered of relevance:

- Policy DC1 – Residential Extensions
- Policy DC5 – Flat Conversions
- Policy DC26 – Development and Noise

The Manchester Core Strategy – Development Plan Document 2012-2027 (“the Core Strategy”) was adopted by the City Council on the 11th of July 2012:

- Policy DM1 – Development Management
- Policy SP1 – Spatial Principles
- Policy EN1 – Design Principles and Strategic Character Areas
- Policy EN19 - Waste
- Policy H1 – Overall Housing Provision
- Policy H6 – South Manchester
- Policy T1 – Sustainable Transport

The National Planning Policy Framework (NPPF, 2024)

- Chapter 5 – Delivering a Sufficient Supply of Homes
- Chapter 9 – Promoting Sustainable Transport
- Chapter 11 – Making Effective Use of Land
- Chapter 12 – Achieving Well-Designed Places

Places for Everyone - is a long-term plan of nine Greater Manchester districts for jobs, new homes, and sustainable growth. It has been published by the GMCA on behalf of the nine districts and took effect and became part of the statutory development plan on March 21, 2024.

- Policy JP-P1: Sustainable Places
- Policy JP-S1: Sustainable Development
- Policy JP-H1: Scale, Distribution and Phasing of New Housing Development
- Policy JP-J3: Type, Size, and Design of New Housing

Draft National Planning Policy Framework (NPPF, 2025) – The Government has published a consultation draft of the NPPF, intended to improve housebuilding rates through a clearer, more predictable and faster policy basis for decision and plan making. While this draft is not yet adopted, it is a material consideration.

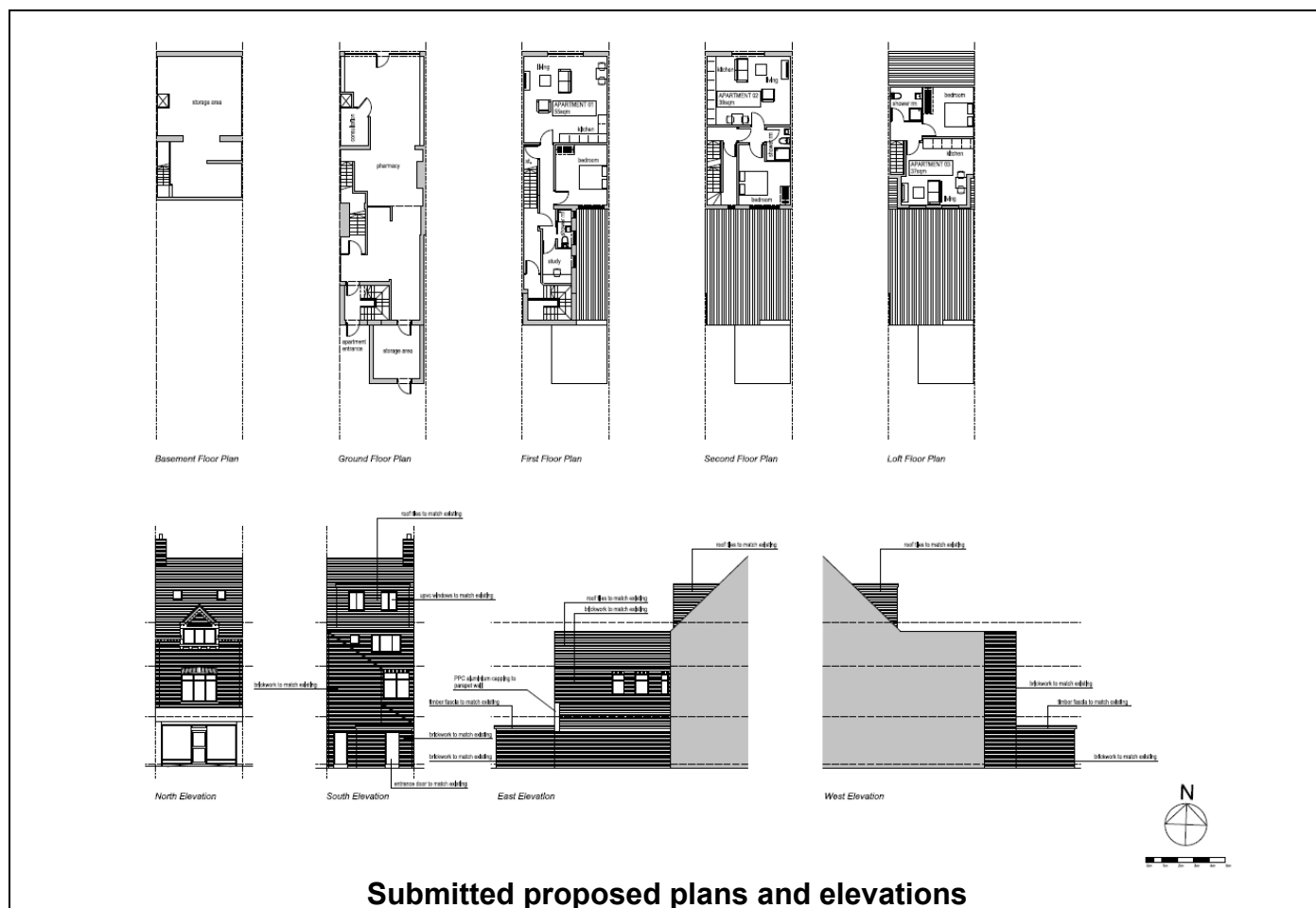
- Chapter 6 – Delivering a Sufficient Supply of Homes
- Policy HO7: Meeting the need for homes
- Chapter 12 – Making Effective Use of Land
- Policy L2: Making effective use of land
- Policy L3: Achieving appropriate densities
- Chapter 14 – Achieving Well-Designed Places
- Policy DP3: Key principles for well-designed places
- Chapter 15 – Promoting Sustainable Transport
- Policy TR4: Street design, access, and parking

Manchester Residential Quality Guidance (2017)

- Appendix - Manchester’s Emerging Space Standards

Technical housing standards – nationally described space standard (March, 2015)

Assessment



Principle – Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that decisions must be made in accordance with the development plan, unless material considerations indicate otherwise. The National Planning Policy Framework (2024) reinforces this requirement in paragraphs 2 and 48, whilst paragraph 12 indicates that the presumption in favour of sustainable development does not alter the statutory status of the development plan as a starting point for decision-making and that, where a planning application conflicts with an up-to-date development plan, permission should not normally be granted.

In the case of this application, the principle of the proposal is considered unacceptable and cannot be supported as it conflicts with the development plan policies and associated guidance listed in the preceding section.

It is considered that the first-floor element of the rear extension would have an unduly harmful impact upon neighbouring occupiers, in terms of introducing an overbearing feature and causing issues associated with overshadowing, a loss of light, and a loss of outlook. The internal floor space of the proposed apartments also falls below national and local space standards for accommodation of this type, with the proposal also failing to provide adequate details of a usable private outdoor amenity space for the prospective occupiers of the apartments, an appropriate waste storage and management strategy for the proposed uses, sufficient cycle storage provisions, or safe access arrangements.

On this basis, the proposal is considered to conflict with saved policies DC1 and DC5 of the Unitary Development Plan, policies DM1, SP1, H1, EN19 and T1 of the Manchester Core Strategy, policies JP-H1, and JP-H3 of the Places for Everyone Joint Development Plan Document, chapter 12 of the National Planning Policy Framework (2024), chapter 14 of the draft

National Planning Policy Framework (2025), Manchester's Emerging Space Standards, and the Technical Housing Standards.

Siting, scale, and massing – the part-single / part-two storey extension would be sited at the back of the property, projecting southwards. At ground-floor level, it would project 3.699m rearwards from the existing building, with a width of 3.496m, and a flat roof height of 2.677m. It would be sited adjacent to the boundary shared with No.519 Wilbraham Road and would maintain a gap of 1.875m to the boundary shared with No.523 Wilbraham Road. At first-floor level, it would project 1.976m rearwards from the outrigger of the existing building, with a width of 3.378m, a pitched roof height of 8.614m and an eaves height of 6.269m (to match the existing outrigger). It would be sited adjacent to the boundary shared with No.523 Wilbraham Road and would maintain a gap of 2m to the boundary shared with No.519 Wilbraham Road.

The dormer extension would be sited at the back of the property, projecting southwards. It would measure to 2.919m in length, 4.69m in width, and 2.777m in height. It would be set approximately 2.499m below the existing ridge and 0.381m above the eaves. A gap of 0.3m would be maintained the boundary shared with No.519 Wilbraham Road and a gap of 0.584m would be maintained to the boundary shared with No.523 Wilbraham Road.

Whilst the siting, scale and massing of the proposed dormer extension is considered acceptable on the basis that it would read as a subservient addition to the host building with appropriate set-backs from the existing ridge, eaves, and shared boundaries, it is considered that the part-single / part-two storey rear extension would result in unacceptable impacts upon the residential amenity of neighbouring occupiers. Although there may be some scope to support the ground-floor element of the extension, given the presence of a substantial single storey addition at the neighbouring property (No.519 Wilbraham Road), the first-floor element of the extension by virtue of its excessive mass and bulk together with its siting along the shared boundary would give rise to unduly harmful impacts upon the first-floor window of No.523 Wilbraham Road, in terms of overshadowing, loss of light, loss of outlook, and the introduction of an overbearing feature.

For these reasons, the siting, scale, and massing of the proposal is considered unacceptable, conflicting with the principles of saved policy DC1 of the Unitary Development Plan for the City of Manchester, policies DM1, SP1 and EN1 of the Manchester Core Strategy, and chapter 12 of the National Planning Policy Framework (2024). The applicant's agent was made aware of these concerns; however, no revised plans/information have been submitted.

Appearance and visual amenity – the details on the submitted application form and plans indicate that the part-single / part-two storey rear extension would be constructed of brickwork and roof tiles to match the existing building with a single ply membrane flat roof at ground-floor level. At ground-floor level, the extension would feature blank side elevations and 1no. outward-opening door along its rear elevation (to match the existing). At first floor level, the extension would feature blank side and rear elevations and a blank roof slope.

The details on the submitted application form and plans indicate that the rear dormer extension would be clad in hanging roof tiles to match the existing building with a single ply membrane flat roof and uPVC-framed windows. Its side elevations would be blank, whereas its rear elevation would feature two windows.

The proposal also includes the following elevational alterations to the application property:

- 2no. skylights installed on the front-facing roof slope of the building.
- Repositioning of a ground-floor door on the rear elevation of outrigger.

- Installation of an additional window in the eastern side elevation of the outrigger (in the event of an approval, this would need to be conditioned to be obscurely glazed, in the interests of residential amenity).

Sited at the back of the existing property, the proposed rear extension and dormer extension would not be highly visible within the street scene. Further to this, their use of matching materials (i.e., brickwork, roof tiles, hanging tiles, and uPVC-framed windows) should provide a blended appearance with the existing building, ensuring that the extensions do not form overly prominent visual features within the locale. Hence, the proposal is not anticipated to result in an unduly harmful impact upon the visual amenity of the area.

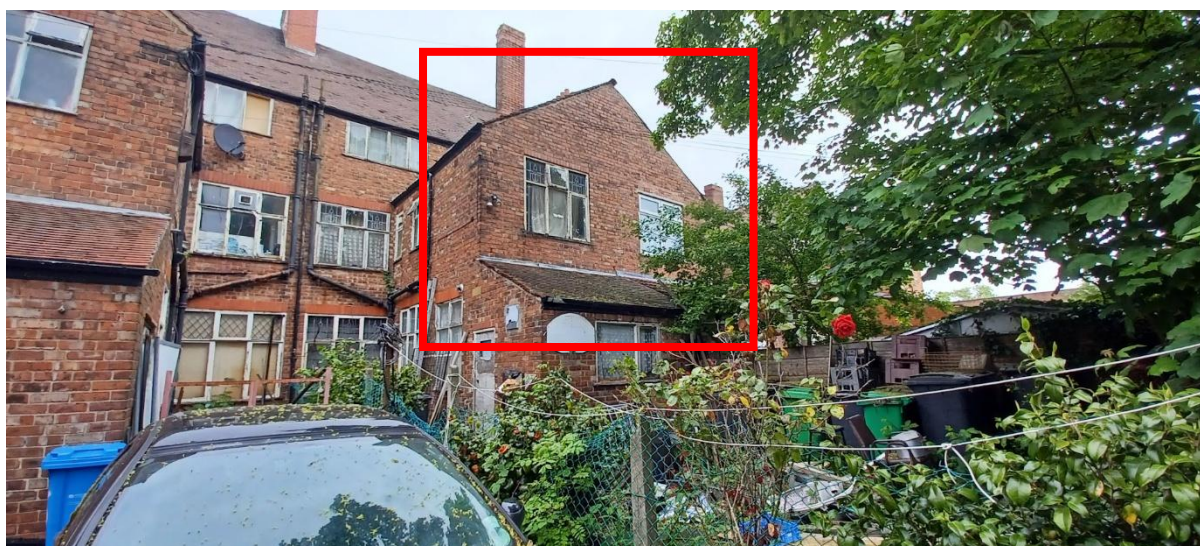
Residential amenity – the rear dormer's siting on the roof of the property, set below the existing ridge, above the existing eaves and away from the roof edges, should ensure that it does not cause issues associated with overshadowing, loss of light, or loss of outlook, particularly given that its mass and bulk would not impact the path of light to neighbouring properties beyond that of the application property itself. Further to this, the dormer's rear-facing windows would be set back from the eaves and, as such, should provide no further degree of overlooking than any existing windows at first-floor level.

Similarly, the ground-floor element of the rear extension is not anticipated to give rise to significant issues associated with overshadowing, loss of light, loss of outlook, or loss of privacy given that it would not project substantially beyond the single storey addition present at No.519 Wilbraham Road (see photograph included below), would retain an adequate gap to the boundary shared with No.523 Wilbraham Road, would feature a maximum flat roof height of 2.777m, and would not feature any side-facing windows.





Conversely, the first-floor element of the proposed rear extension, by virtue of its excessive scale, bulk, and projection combined with its siting along the shared boundary, would give rise to unacceptable impacts upon the residential amenity of the adjoining occupiers at No.523 Wilbraham Road. In particular, it would result in harmful and unacceptable levels of overshadowing, loss of light, and a reduction in outlook, whilst also introducing an overbearing and oppressive feature when viewed from the first-floor window of that property.



For these reasons, the first-floor element of the extension is not considered to be acceptable and fails to accord with the principles of good design and amenity protection set out in saved policy DC1 of the Unitary Development Plan for the City of Manchester, policies DM1, SP1 and EN1 of the Manchester Core Strategy, and chapter 12 of the National Planning Policy Framework (2024).

It is acknowledged that the applicant's agent has drawn attention to the extensions present at No.517 Wilbraham Road and No.406 Wilbraham Road, using these as examples to suggest a precedent for the works proposed. However, these examples are not considered to be directly comparable. This is on the basis that the extension present at No.517 Wilbraham Road was approved in 1997 under a materially different policy context and thus carries limited weight, whilst the extension present at No.406 Wilbraham Road features a different spatial relationship, being located to the north of the host building, and therefore would not give rise to the same degree of harm in terms of overshadowing or loss of light. For these reasons, the cited examples do not establish a robust precedent that would justify the current proposal.

Waste storage and management – the submitted Waste Management Strategy (WMS) indicates that the proposal would include 3no. 140L general refuse bins, 3no. 240L pulpable recycling bins, 3no. 240L mixed recycling bins, and 3no. 23L food waste bins.

The proposed site plan indicates that these bins would be stored within the rear yard, with residents responsible for moving them to and from the designated collection point on collection days.

However, the WMS further notes that residential and commercial waste would not be stored separately, and there is a discrepancy between the number of bins shown on the site plan and those specified within the WMS.



The Council's Environmental Health Service (EH) has reviewed the submitted details and considers them to be inadequate. EH advised that each proposed flat should be provided with its own set of bins, as communal bin provision is not considered acceptable for low-rise developments. Further to this, waste generated by the pharmacy must be stored separately from residential waste. Full details of the proposed residential and commercial bin storage arrangements are therefore required.

The applicant's agent was made aware of these concerns; however, no revised information has been submitted. Notwithstanding this, it is noted that the matters identified could be addressed through the imposition of an appropriately worded planning condition.

Parking and highways implications – the proposal does not include any off-street parking provision, nor does it provide details of any cycle storage.

Notwithstanding this, the Council's Highways Services indicated that the proposal is unlikely to generate a significant increase in the level of vehicular trips and therefore does not raise any network capacity concerns. However, it is noted that the surrounding streets appear to

experience high levels of on-street parking, and as such, any vehicular demand generated by the development would likely add to existing on-street parking pressures. Highways also highlighted that the submitted plans do not include any cycle parking provision and indicated that a minimum of one secure and sheltered cycle parking space per unit is required (totalling 4).

The applicant's agent was made aware of these concerns; however, no revised information has been submitted. Notwithstanding this, it is noted that the matters identified could be addressed through the imposition of an appropriately worded planning condition.

Access arrangements – the ground-floor pharmacy would continue to be accessed via its shopfront along Wilbraham Road, whilst access to the rear yard space would be facilitated via the proposed door in the rear elevation of the proposed single storey rear extension.

The submitted plans indicate that the 3no. proposed residential units would be accessed from the rear yard via the alleyway serving the rear of the site (see photographs of alleyway included below).





Both the Council's Highways Service and Greater Manchester Police (GMP) have raised concerns regarding this arrangement. GMP indicated that they would not support the proposal on the basis that the access to the apartments would be located to the rear of the building where there is limited natural surveillance which would leave residents and visitors vulnerable to criminality, fear of crime, and antisocial behaviour. Further to this, Highways raised concerns regarding the suitability of the rear access route which appears to function as an unlit alleyway with no clearly defined footways. This arrangement presents potential risks to pedestrian and cyclist safety, both in terms of highway safety and personal security, and therefore cannot be supported. The applicant's agent was made aware of these concerns; however, no revised information has been submitted.

It is acknowledged that the applicant's agent has referred to No.519 Wilbraham Road and No.527 Wilbraham Road as examples of residential properties featuring rear access arrangements. However, these examples are not considered to be directly comparable. This is on the basis that, in the case of No.519 Wilbraham Road, there is no relevant planning history to demonstrate that the residential use, and associated rear access, has been formally assessed or approved through the planning process. Similarly, the scheme at No.527 Wilbraham Road was approved in 2001 under a materially different policy framework and therefore carries limited weight in the assessment of the current proposal. For these reasons, the cited examples do not establish a robust precedent that would justify the current proposal.

Standard of accommodation – paragraph 135(f) of the National Planning Policy Framework (2024) states that planning decisions should ensure that developments create places with a high standard of amenity for existing and future users.

The proposed development would not provide an adequate standard of accommodation for future occupiers. The submitted plans indicate the following gross internal floor areas:

- Apartment 01 (first floor, 1-bed/2-person): 55 sqm
- Apartment 02 (second floor, 1-bed/2-person): 39 sqm
- Apartment 03 (loft floor, 1-bed/2-person): 37 sqm

Two of the proposed apartments (i.e., Apartment 02 and Apartment 03) fall below the Nationally Described Space Standards (2015), as well as Manchester's emerging space standards, which require a minimum of 50 sqm of gross internal floor area to be provided for 1-bedroom / 2-person dwellings set out across 1 storey. The proposal also fails to provide a high-quality, usable private outdoor amenity space for future occupiers as the rear yard space would be substantially limited by the ground-floor element of the rear extension as well as the proposed bin storage area. Whilst public open spaces are located within the wider area, including Beech

Road Park (approximately 525 metres away) and Chorlton Park (approximately 680 metres away), this does not adequately compensate for the lack of on-site provision.

The proposal is therefore considered to conflict with policy JP-H3 of Places for Everyone which indicates that all new dwellings must comply with the Nationally Described Space Standards as well as policy JP-H1 which indicates that new homes should be of good quality and design, saved policy DC5 of the Unitary Development Plan for the City of Manchester, and policies DM1 and H1 of the Manchester Core Strategy.

The applicant's agent was made aware of these concerns; however, no revised information has been submitted.

Landscaping – no improvements to the landscaping of the site are proposed. The submitted proposed site plan indicated that the rear yard space is to remain as hardstanding.

External yard space – the external yard space is proposed to be partitioned so that the access to the residential apartments is separate to the rear access of the existing pharmacy. 2no. lockable timber gates are proposed along the plot's rear boundary wall.

Conclusion

Overall, it is considered that the first-floor element of the rear extension would have an unduly harmful impact upon neighbouring occupiers, in terms of introducing an overbearing feature and causing issues associated with overshadowing, a loss of light, and a loss of outlook. The internal floor space of the proposed apartments also falls below national and local space standards for accommodation of this type, with the proposal also failing to provide adequate details of a usable private outdoor amenity space for the prospective occupiers of the apartments, an appropriate waste storage and management strategy for the proposed uses, sufficient cycle storage provisions, or safe access arrangements.

On this basis, the proposal is considered to conflict with saved policies DC1 and DC5 of the Unitary Development Plan, policies DM1, SP1, H1, EN19 and T1 of the Manchester Core Strategy, policies JP-H1, and JP-H3 of the Places for Everyone Joint Development Plan Document, chapter 12 of the National Planning Policy Framework (2024), chapter 14 of the draft National Planning Policy Framework (2025), Manchester's Emerging Space Standards, and the Technical Housing Standards.

The agent of the application was informed of the above issues and notified of the LPA's intent to refuse the proposal.

Other Legislative Requirements

Equality Act 2010

Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

Human Rights Act 1998 considerations

This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have a right to a fair hearing and to this end the local planning authority must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the recommendation given is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Article 35 Declaration

The proposal would not improve the social and environmental conditions of the area, nor does it comply with the development plan and therefore does not comprise sustainable development. There are no conditions which could reasonably have been imposed, which would have made the development acceptable, and it is therefore not possible to approve the application.

Recommendation: Refuse

Reasons for refusal

- 1) The proposal, by reason of the siting, scale, massing and proximity of the first-floor rear extension to the shared boundary, would result in an unacceptable impact upon the residential amenity of neighbouring occupiers, in particular those residing at No.523 Wilbraham Road. The development would give rise to overshadowing, loss of light, loss of outlook and an overbearing impact. The proposal is therefore contrary to saved policy DC1 of the Unitary Development Plan for the City of Manchester, policies DM1, SP1 and EN1 of the Manchester Core Strategy, chapter 12 of the National Planning Policy Framework (2024), and chapter 14 of the draft National Planning Policy Framework (2025).
- 2) The proposal, by reason of its inadequate internal floor space and the absence of usable private outdoor amenity space, would result in a poor standard of accommodation for future occupiers. The proposal is therefore contrary to saved policy DC5 of the Unitary Development Plan for the City of Manchester, policies DM1, SP1, H1, and H6 of the Manchester Core Strategy, policies JP-H1 and JP-H3 of the Places for Everyone Joint Development Plan Document, chapter 12 of the National Planning Policy Framework (2024), chapter 14 of the draft National Planning Policy Framework (2025), Manchester's Emerging Space Standards, and the Technical Housing Standards.
- 3) The proposal, by reason of the siting of the residential access from a poorly lit rear alleyway lacking natural surveillance and defined pedestrian routes, would result in poor and unsafe access arrangements and would give rise to issues of opportunistic crime, such as theft, and other criminal behaviour, as well as fear of crime, to the detriment of the safety and security of the property's prospective occupiers. The proposal is therefore contrary to saved policy DC5 of the Unitary Development Plan for the City of Manchester, policies SP1 and DM1 of the Manchester Core Strategy, chapter 12 of the National Planning Policy Framework (2024), and chapter 14 of the draft National Planning Policy Framework (2025).