

Planning

Growth & Development

Delegated officer report for planning application

Application no. 142883/FO/2025

Date registered valid: 23 June 2025

Proposal: Change of use of basement and ground floor from Doctors Surgery to create 5no. apartments, in association with the reconfiguration of 4no. existing apartments to form a total of 9 no. 1 and 2 bedroom apartments with associated elevational alterations and works including creation of lightwells and roof lights

Address: 7 And 9 Corkland Road, Manchester, M21 8UP

Ward(s): Chorlton Park Ward

Applicant: Mr Sujoy Jaiswal

Agent (if any): Mr Lee Harper, IH

Case officer: Holly Wright
Tel: 0161 219 6381
Email: holly.wright@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 22 August 2025

Application details:

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit: 9 July 2025

Standard consultations: Printed: 3 July 2025 Expired: 24 July 2025

Neighbour notifications: Printed: 3 July 2025 Expired: 24 July 2025

Site notice: No site notice has been produced

Press advert: No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

Listed building: Not applicable

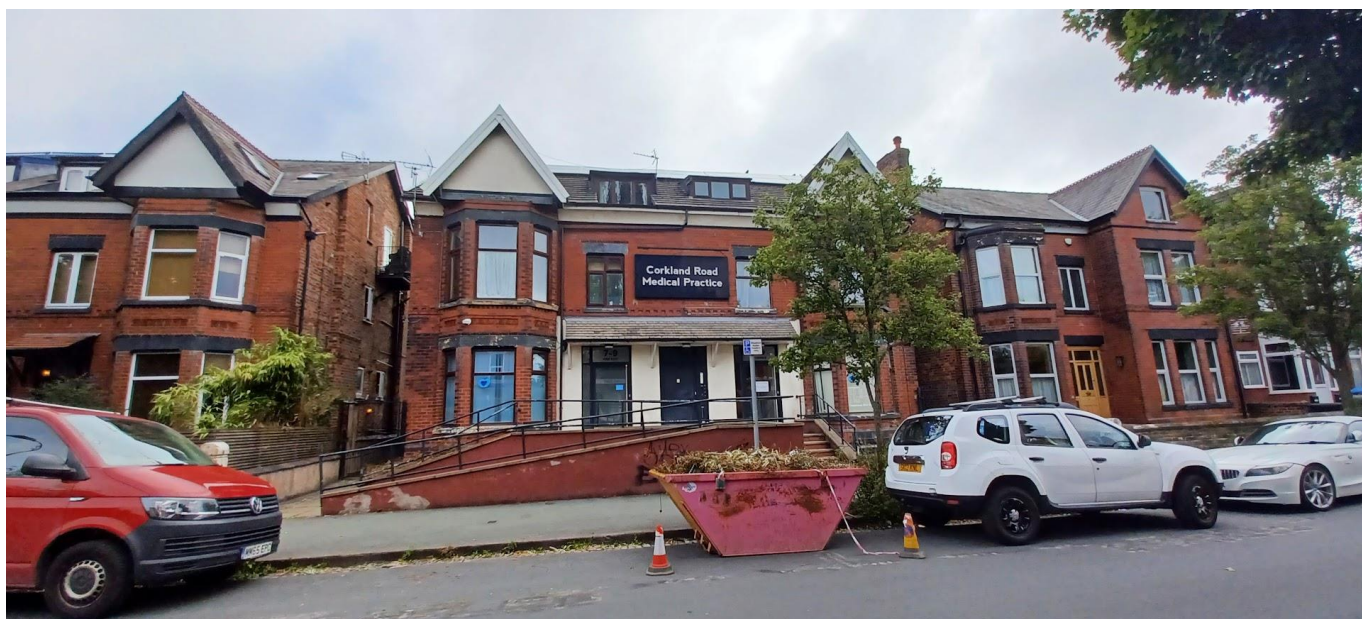
Conservation area: Not applicable

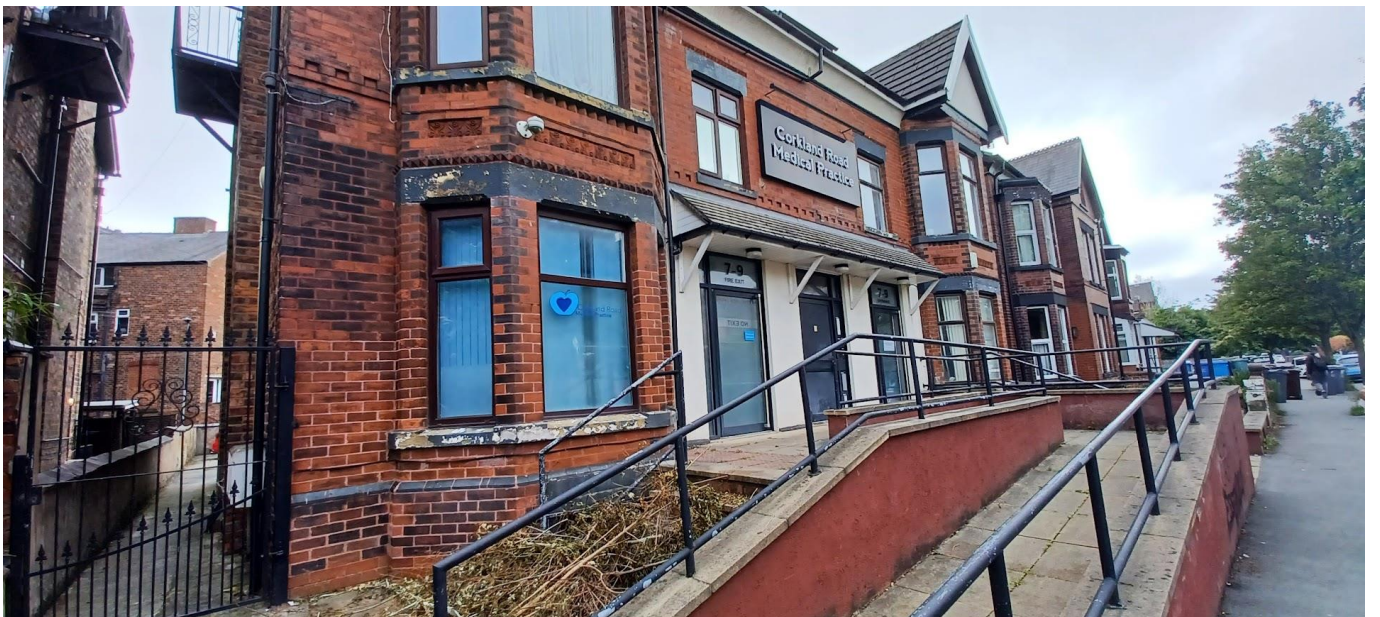
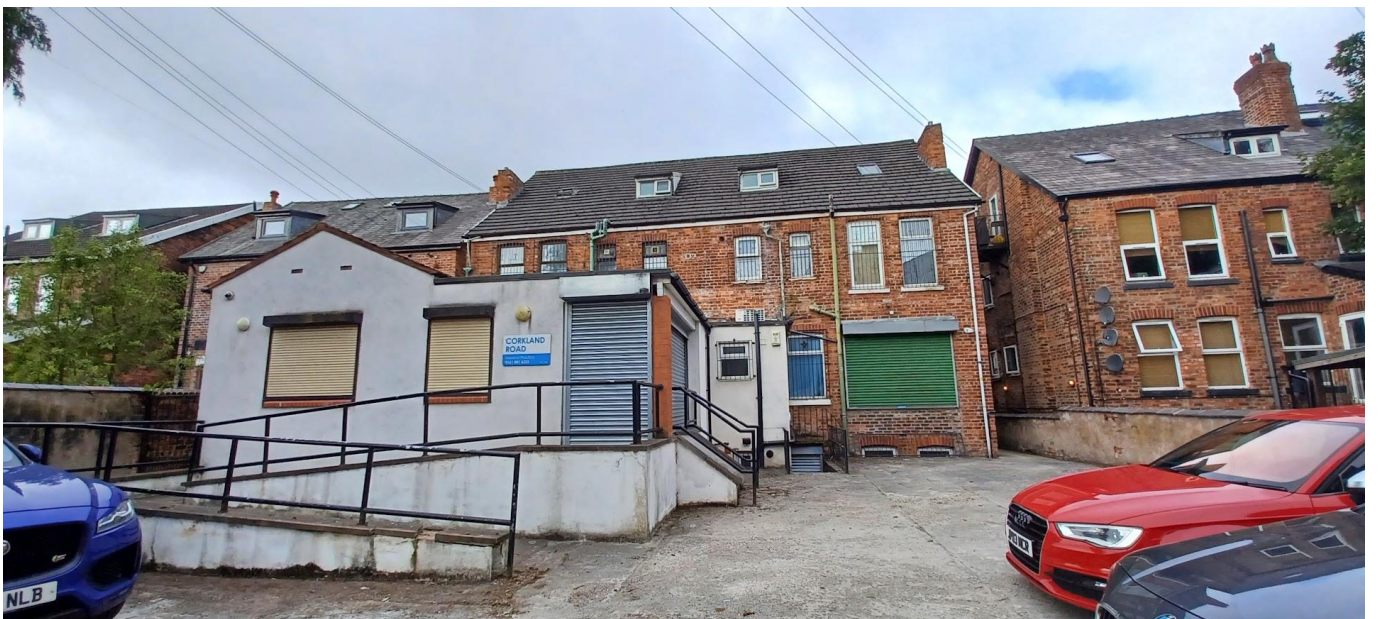
Tree Preservation Order: Not applicable

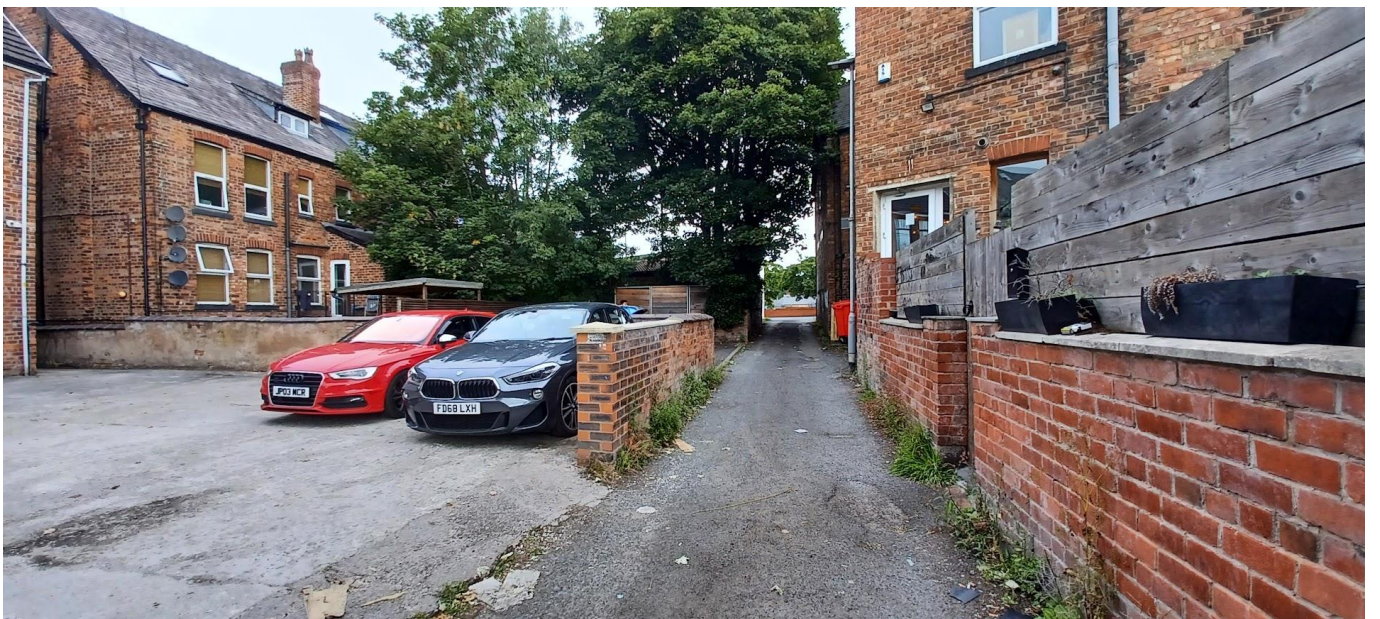
The application relates to a two-storey detached building of redbrick and cream coloured render with a grey slate dual pitch roof with gable end features to the front. The property features brown timber-framed windows, including 2no. two storey bays to the front, 2no. front dormers, and 2no. rear dormers, a front porch canopy, an access ramp and stairs to the front, 2no. lightwells to the front, 1no. lightwell to each side, a first floor projecting balcony to each side, 2no. lightwells and stairs facilitating access to the basement to the rear, a single storey rear extension with associated access ramp and stairs, and a large hard surfaced parking area to the rear.

The property previously featured a Doctors' Surgery at ground floor and lower-ground floor level with 4no. residential apartments above at first floor and second floor level.

The property is not listed, nor is it sited within a Conservation Area. Situated within the Chorlton Park ward of Manchester, close to Chorlton District Centre, Chorlton Metrolink tram station, and Wilbraham Road, the property benefits from its proximity to commercial and retail facilities.







Description of development

The applicant is seeking permission for the change of use of basement and ground floor from Doctors Surgery to create 5no. apartments, in association with the reconfiguration of 4no. existing apartments to form a total of 9no. 1 and 2 bedroom apartments with associated elevational alterations and works including creation of lightwells and roof lights.

Planning history

073988/FO/2004/S1 - Change of use of ground floor of No. 7 from flat to additional consulting room to doctors surgery at no 9 and creation of an additional 6 parking spaces at rear of property – Approved (18.01.2005).

098169/FO/2011/S1 – Retrospective application for the installation of solar panels to the front slope of the roof of doctors surgery 0 Approved (30.01.2012).

Consultations & Notification Responses

Local residents – 5 letters of objection received (one further letter made comments neither in support or objection to), comments summarised as follows:

- The drawings are inaccurate in terms of their depiction of the property's existing elevational features.
- Inconsistencies existing between the proposed ground floor plan and proposed side elevation, in terms of window openings shown.
- Concerns relating to loss of privacy and overlooking if any new side windows are proposed.
- The bin storage area on the southern corner of the site would affect the neighbouring property's outlook and residential amenity.
- The proposal's parking provisions are inadequate for the number of occupiers proposed. This would result in an increase in on-street parking, traffic congestion, noise, and poorer air quality around the site.
- The proposal would increase pressures placed upon local services, such as doctors and dentists, which are already struggling to cope with demand.
- The proposal would not provide sufficient internal living space for its prospective occupiers.
- The proposal would be out-of-keeping with the residential character of the street due to its high density. It would be unsustainable to this location.

Highways Services made no objection to the proposal indicating that, with the closure of the medical centre, the addition of five residential units is unlikely to generate an unacceptable increase in vehicle trips. The site is located within the centre of Chorlton within an acceptable walking distance to Chorlton Metrolink station. The site is also in close proximity of local amenities and to regular bus services into Manchester City Centre. Comments were made in relation to the removal of current parking spaces present at the property, however, these have since been addressed through the submission of a revised scheme with off-street parking provisions to the rear. Cycle storage details were requested; these will be secured via condition.

Environmental Health made no objection to the proposal, requesting conditions relating to the control of external plant and a waste management scheme be attached to any approval. However, as no external plant is proposed, this condition will not be imposed.

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 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 T1 – Sustainable Transport
- Policy H1 – Overall Housing Provision
- Policy H6 – South Manchester

The National Planning Policy Framework (NPPF, 2024)

- Chapter 2 – Achieving Sustainable Development
- Chapter 5 – Delivering a Sufficient Supply of Homes
- 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-H1: Scale, Distribution, and Phasing of New Housing Development
- Policy JP-H3: Type, Size, and Design of New Housing
- Policy JP-P1: Sustainable Places

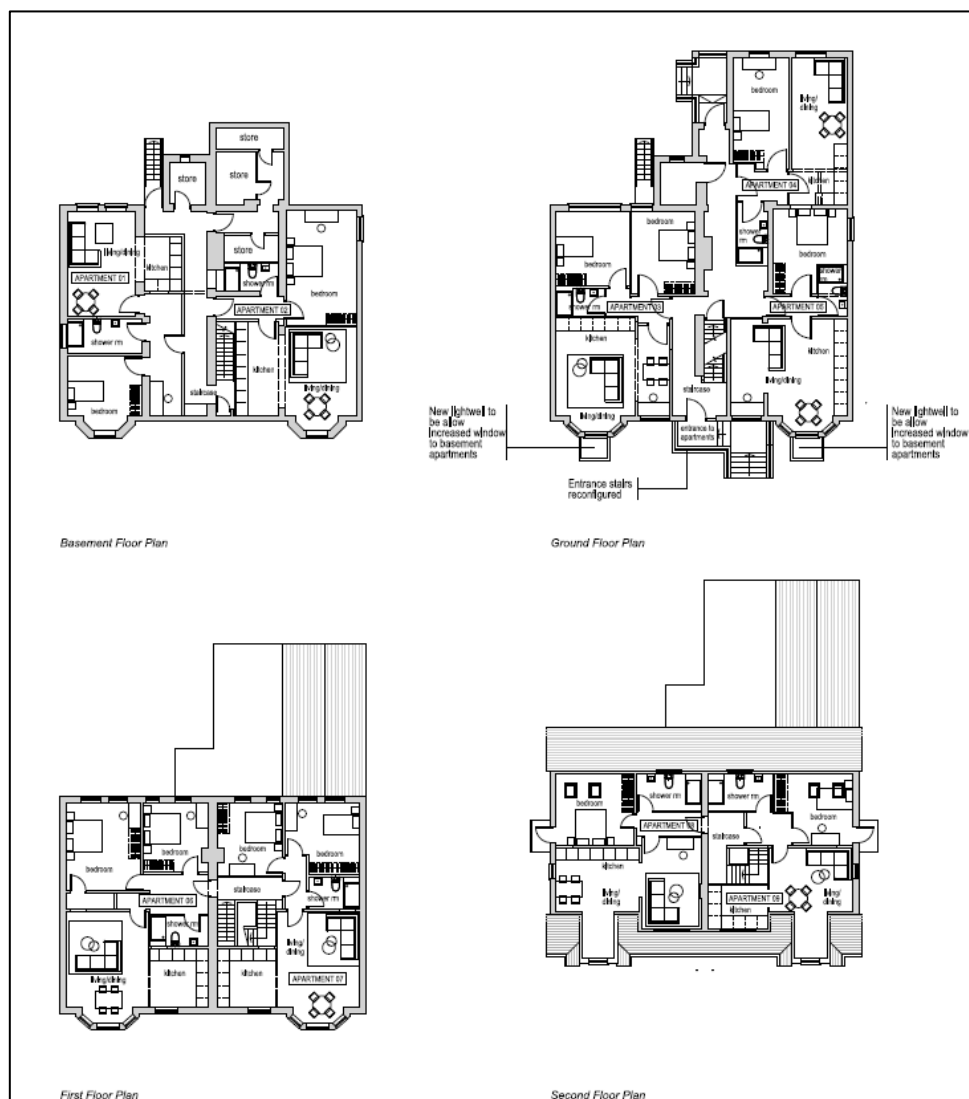
Manchester Residential Quality Guidance (2017)

- Appendix - Manchester’s Emerging Space Standards

Technical Housing Standards – Nationally Described Space Standard (2015)
Issues



Submitted proposed elevations



Submitted proposed floor plans



Submitted proposed site plan



Submitted swept path analysis

Issues

Principle – the principle of changing the use of the property’s basement and ground floor from a Doctors Surgery to 5no. residential apartments in association with the reconfiguration of 4no. existing apartments to form a total of 9no. 1 and 2 bedroom apartments with associated elevational alterations and works including creation of lightwells and rooflights is acceptable given the commitment to delivering a sufficient supply of homes (as detailed within chapter 5 of the National Planning Policy Framework) through making effective use of land (as detailed within chapter 11 of the National Planning Policy Framework).

Further to this, it should also be noted that this would revert the building to its original residential use, which is considered to be more appropriate and in-keeping with the residential character of the surrounding area, in comparison to the current commercial use.

Notwithstanding this, the proposal must be assessed on a range of relevant issues including its appearance, and impact upon visual and residential amenity, waste storage and management arrangements, cycle and car parking provisions, highways impact, space standards, landscaping and boundary treatment, etc.

Siting, scale, and massing – the proposal does not include any extensions to the existing building, however, does involve the removal of the existing access ramps to the front and rear in addition to the insertion of 2no. larger lightwells to the front of the property. The new lightwells would measure to 1.748m in width, 1.121m in length, and 0.787m in depth, and would allow for the installation of larger windows serving apartments 1 and 2 in the basement, facilitating a greater degree of natural light for prospective occupiers. These alterations are not considered to substantially alter the scale and massing of the existing building. Access to the building would be retained via a set of steps to the front and rear.

Appearance and visual amenity – the proposal includes the following external alterations to the property:

- Removal of the front access ramp.
 - This alteration would improve the overall appearance of the application property within the street scene as it would allow for a greater setback from the public footpath and highway, thus creating a clearer visual distinction between the private versus public realm, as well as providing space for improved landscaping, soft planting and boundary treatments which will be secured via condition discharge.
- Removal of the rear access ramp.
 - This alteration would have a minimal impact upon the property’s appearance within the street scene, given its siting to the rear. The removal of the rear access ramp would facilitate the provision of a parking area and amenity space to the rear, to the benefit of the property’s prospective occupiers as well as working towards mitigating on-street parking pressures around the site.
- Insertion of 2no. larger lightwells to the front, with larger windows at lower ground floor level.
 - This alteration would have a minimal impact upon the property’s appearance within the street scene, given that it would be set below eye level and represents a relatively minor intervention to the property overall.
- Installation of 2no. windows at second-floor level on the front elevation.

- This alteration would have a minimal impact upon the property's appearance within the street scene, given that the windows used would match the existing.
- Installation of 2no. skylights to the rear roof of the host building.
 - This alteration would have a minimal impact upon the property's appearance within the street scene, given its siting to the rear of the building.

Residential amenity – the proposal's impact upon the residential amenity of the area is not considered to be unduly harmful given that no extensions to the building are proposed, nor any new side-facing windows. Issues associated with overlooking, loss of privacy, loss of outlook, loss of light, or the introduction of an overbearing feature are therefore not anticipated.

In terms of whether the proposal would lead to additional comings and goings or an intensified use of the site, these are not considered to be significant issues given the current commercial use of the site and the levels of activity associated with it. Further to this, the Council's Highways Service indicate that, in comparison to the former use of the site, the level of trips generated is not anticipated to be dissimilar. As such, it is considered that the proposal would not substantially alter the existing conditions and residential amenity of the surrounding area.

Waste – it is acknowledged that concerns were raised in relation to the adequacy of waste storage provisions included under the proposal and their potential to affect the residential amenity of the area.

Some waste storage and management details were provided as part of the planning submission with the submitted waste management strategy indicating 7no. 140L general refuse bins, 0 pulpable recycling bins, 5no. 240L mixed recycling bins, 0 garden waste bins, and 9no. 23L food caddies, with a lockable timber bin store provided to the front of the site. The Council's Environmental Health Services reviewed these details and highlighted that they were inadequate as each flat will need its own set of bins. In order to overcome these issues, a condition relating to the submission of a waste storage and management scheme has been attached.

Whilst it is acknowledged that a local resident raised concerns in relation to the proximity of the bin storage area to adjacent residential properties, it should be noted that the bin store would be located at least 1.279m away from the front elevation of the neighbouring residential property, located to the southeast. Moreover, the storage of refuse bins adjacent to plot boundaries is a relatively common practice, particularly in residential areas where external space is limited. The submitted plans indicate that the bin storage area would be enclosed, and all refuse bins would be lidded, therefore issues associated with excessive odours are not anticipated. Impacts associated with the location of the bin storage area are therefore not considered to be unduly harmful, nor would they warrant refusal of the application.

A condition requiring the submission of updated bin store details has been attached in order to ensure that the bin store is able to accommodate the bins provided under an updated waste management and storage bins (also secured via condition discharge).

Parking and highways impact – it is acknowledged that concerns were raised in relation to the adequacy of the parking provisions included under the proposal as well as their resultant impact to the surrounding highway network.

However, the proposal provides details of 4no. parking bays to the northeast of the building within the curtilage of the application site. These bays would scale to at least 2.4m by 4.8m, in line with Council policy, and would be accessed off Wilbraham Road via the existing shared

alleyway. The submitted site plan also indicates that there would be adequate space to allow vehicles to access and egress the site and manoeuvre into the parking bays safely.

Though parking has not been provided at a ratio of 1 bay per residential unit, in this instance, these arrangements are considered acceptable given the sustainable location of the application site in close proximity to regular bus and tram services, together with cycle parking details to be secured via condition discharge. Issues associated with an unacceptable increase in on-street parking are therefore not anticipated.

Cycle parking – no details of cycle parking have been provided as part of the planning submission. The Council's Highways Services highlighted that secure and sheltered cycle storage should be provided as a minimum provision of one-per-unit, in line with MCC Residential Guidelines. These details will be secured via condition discharge.

Landscaping – the submitted site plan indicates that the proposal would include an external amenity space to the rear of the building, together with a hard surfaced car parking area to the northeast. Areas of soft landscaping are proposed to the rear of the building along the plot's northwestern boundary and southeastern corner. Further soft landscaping elements should be included to the front of the building to soften its appearance within the street scene. As such, full and final details of the hard and soft landscaping of the scheme are proposed to be secured and finalised via condition discharge. This will seek to provide a high standard of accommodation for prospective occupiers of the apartments, in addition to improving the appearance of the site overall.

Boundary treatment - no details of the site's boundary treatment have been provided as part of the planning submission. As such, these details will be secured via condition discharge in order to improve the overall appearance of the site.

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

The submitted plans indicate that Apartment 1 on the lower ground floor (1-bedroom / 1-person) would scale at 42 square metres and would include a single bedroom (serviced by 1no. window), a shower room (serviced by 1no. window), and a kitchen / dining / living room (serviced by 2no. windows).

Apartment 2 on the lower ground floor (1-bedroom / 2-person) would scale at 56 square metres and would include a double bedroom (serviced by 1no. window), a kitchen / living / dining room (serviced by 1no. window), and a shower room.

Apartment 3 on the ground floor (2-bedroom / 3-person) would scale at 63 square metres and would include a double bedroom (serviced by 1no. window), a single bedroom (serviced by 1no. window), a shower room, and a kitchen / living / dining room (serviced by 4no. windows).

Apartment 4 on the ground floor (1-bedroom / 1-person) would scale at 44 square metres and would include a single bedroom (serviced by 1no. window), a kitchen / living / dining room (serviced by 1no. window), and a shower room.

Apartment 5 on the ground floor (1-bedroom / 2-person) would scale at 50 square metres and would include a double bedroom (serviced by 1no. window), a shower room, and a kitchen / living / dining room (serviced by 4no. windows).

Apartment 6 on the first-floor (2-bedroom / 4-person) would scale at 72 square metres and would include a double bedroom (serviced by 2no. windows), a double bedroom (serviced by 2no. windows), a shower room, and a living / dining / kitchen room (serviced by 4no. windows).

Apartment 7 on the first-floor (2-bedroom / 3-person) would scale at 62 square metres and would include a double bedroom (serviced by 2no. windows), a single bedroom (serviced by 2no. windows), a shower room, and a kitchen / living / dining room (serviced by 4no. windows).

Apartment 8 on the second floor (1-bedroom / 2-person) would scale at 54 square metres and would include a double bedroom (serviced by 1no. balcony and 2no. skylights), a shower room (serviced by 1no. window), and a kitchen / living / dining room (serviced by 3no. windows).

Apartment 9 on the second floor (1-bedroom / 1-person) would scale at 46 square metres and would include a single bedroom (serviced by 1no. balcony and 2no. skylights), a shower room (serviced by 1no. window), and a kitchen / living / dining room (serviced by 3no. windows).

The above details accord with Manchester's space standards.

In terms of the adequacy of light provided to the apartments, the submitted plans indicate that all habitable rooms would be serviced by at least 1no. window and, given the existing space surrounding the application building, these windows would be unobstructed by adjacent built form, receiving sufficient levels of sunlight and daylight throughout the daytime.

A shared external amenity space would also be provided to the rear of the building, as shown on the submitted proposed site plan. Access to further outdoor amenity spaces would also be available at Chorlton Park and Beech Road Park, located nearby.

The proposal would enable a mix of property types available, including an additional two bed three person unit.

These arrangements are considered acceptable.

Sustainability of location and impact upon local services – it is acknowledged that concerns were raised in relation to the proposal's potential to exacerbate existing pressures placed upon local public services and the overall sustainability of the area.

However, the proposal is considered to represent a modest intensification of residential use that is unlikely to place undue pressure on local public services. The scale of the development is relatively small, and the addition of 5no. residential units together with the reconfiguration of 4no. existing residential units is considered to align with the Council's objectives to increase housing supply in sustainable urban locations.

Moreover, while the change of use results in the loss of a healthcare facility, alternative medical services are available within the wider area, and the overall impact on infrastructure—such as waste collection, transport, and utilities—is expected to be manageable.

Character of the area – it is acknowledged that concerns were raised in relation to the proposal being out-of-keeping with the residential character of the street due to its high density.

However, it should be noted that the proposal would revert the building to its original residential use, which is considered to be more appropriate and in-keeping with the residential character of the surrounding area, in comparison to the current commercial use. Further to this, the proposal is also considered to be in-keeping with the existing precedent of flat conversions present in the surrounding area, with 5no. self-contained flats approved at No.13 Corkland Road under 103154/FU/2013/S1 and 4no. self-contained flats approved at No.14 Corkland Road under 063891/FO/SOUTH1/02, amongst other historic examples.

Construction impacts – any impacts associated with construction would be short-lived and would not represent material planning considerations which could be used to refuse planning permission. If there are any issues relating to noise or pollution associated with the construction phase, then these would be controlled through separate legislation such as the Environmental Pollution Act.

Other matters – it is acknowledged that concerns were raised in relation to the accuracy of the existing drawings as well as inconsistencies amongst the proposed. However, it should be noted that revised plans and elevations have since been received which address these concerns.

Permitted development fallback position – it should also be noted that the permitted development fallback position must be taken into account during the consideration of the proposal. Under Class MA of Part 3 of Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015, the applicant could submit a prior approval application for the change of use of the property from Class E (commercial, business, and service) to Class C3 (dwellinghouses) whereby the proposal would be assessed on limited matters, including the transport impacts of the development, contamination and flooding risks of the building, impacts of noise from commercial premises on intended occupiers, the provision of adequate natural light to all habitable rooms, and the loss of the medical centre upon local provision.

Given that the proposal also includes external and elevational alterations to the application property, the prior approval process is not possible in this instance, resulting in the applicant applying for full planning permission for the development. This has allowed the proposal to be assessed on a much broader suite of matters and planning considerations than is possible under the prior approval process, which has ultimately ensured the suitability and acceptability of the proposal.

Conclusion – given the above issues, it is considered that the proposal is acceptable in terms of its principle, standard of accommodation provided, external appearance, impact upon the visual and residential amenity of the area, parking and highways, with further details of waste, landscaping, and boundary treatment to be secured via condition discharge. The proposal is considered to broadly comply with saved policy DC5 of the Unitary Development Plan for the City of Manchester, policies SP1, DM1, H1, H6, T1, T2, and EN19 of the Manchester Core Strategy, policies JP-P1, JP-S1, JP-H1, and JP-H2 of Places for Everyone and chapters 5, 9, 11, and 12 of the National Planning Policy Framework.

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.

Recommendation: Approve

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Minor issues have arisen during the consideration of this application and the officer negotiated with the agent to reach a satisfactory resolution.

Condition(s) to be attached to decision for approval OR Reasons for recommendation to refuse

1) 3-year time limit:

The development must be begun not later than the expiration of three years beginning with the date of permission.

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Act Planning Act 1990.

2) Specified plans:

The development hereby approved shall be carried out in accordance with the following documents labelled:

'Proposed Elevations', numbered '007 REV 2', stamped as received by the City Council as Local Planning Authority on the 10th August 2025.

'Proposed Floor Plans', numbered '005 REV 2', stamped as received by the City Council as Local Planning Authority on the 5th August 2025.

'Proposed Site Plan', numbered '003 REV 1', stamped as received by the City Council as Local Planning Authority on the 24th July 2025.

Reason - To ensure the development is carried out in accordance with the approved plans, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

3) Materials:

The materials to be used on the external surfaces of the development hereby permitted shall match those specified on the documents listed under condition no.2 of this approval.

Reason - To ensure the appearance of the site to be developed is not adversely affected by the materials to be used in the construction of the development, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

4) C3 use:

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification), no part of the development shall be used for any purpose other than the purpose(s) of Class C3(a) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - In the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Manchester Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

5) Parking provisions:

The car parking shown on the drawing labelled 'Proposed Site Plan', numbered '003 REV 1', stamped as received by the City Council as Local Planning Authority on the 24th July 2025, shall be surfaced, demarcated and made available for use before first occupation of the development hereby approved.

Reason - To ensure that there are adequate arrangements for the parking of cars pursuant to policy DM1 of the Manchester Core Strategy.

6) EVC provisions:

Prior to the first occupation of the development hereby approved, details of electric vehicle charging points shall be submitted to and approved in writing by the City Council as Local Planning Authority.

The approved electric vehicle charging points shall be implemented and be in place prior to the first occupation of the development and shall be so maintained and retained at all times thereafter.

Reason - To ensure that adequate provision is made for electric vehicle charging, pursuant to policies SP1, T1 and DM1 of the Manchester Core Strategy.

7) Cycle storage provisions:

Prior to first occupation of the development hereby approved, details of the space and facilities for bicycle parking to be installed at the site shall be submitted to and approved in writing by the City Council as Local Planning Authority.

For the avoidance of doubt, the bicycle parking must be sheltered and secure.

The development shall be carried out in accordance with the approved details and shall be retained and made available for use at all times thereafter.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with policies SP1, T1 and DM1 of the Manchester Core Strategy.

8) Waste storage and management scheme:

a) Before the development commences, a scheme for the storage and disposal of refuse shall be submitted to and approved in writing by the City Council as Local Planning Authority.

New developments shall have refuse storage space for segregated waste collection and recycling. Internal and external storage areas are required.

b) The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of amenity and public health, pursuant to policies DM1, SP1, and EN19 of the Manchester Core Strategy.

9) Bin store details:

Prior to first occupation of the development hereby approved, updated details of a secure and ventilated bin store shall be submitted to and approved by the City Council as Local Planning Authority.

The bin storage area shall be implemented in accordance with the approved scheme and shall thereafter be so maintained.

Reason - In the interests of amenity and public health, pursuant to policies EN19, SP1 and DM1 of the Manchester Core Strategy.

10) Landscaping scheme:

Notwithstanding the details included within the documents listed under condition no.2 of this approval, prior to first occupation of the development, details of a hard and soft landscaping scheme, including details of the materials and permeability of the car parking area, shall be submitted to and approved in writing by the City Council as Local Planning Authority.

The approved scheme shall be implemented not later than 12 months from the date the building is first occupied.

If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the Local Planning Authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Manchester Core Strategy.

11) Boundary treatment:

Prior to first occupation of the development, details of the boundary treatment to be installed along the Corkland Road frontage of the site shall be submitted to and approved in writing by the City Council as Local Planning Authority.

The works shall be carried out in accordance with the approved details.

Reason – In the interests of the visual amenity of the area, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

Informatives:

1) The applicant should be advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004)

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Chorlton Civic Society

Cartmel, 529 - 531 Wilbraham Road, Manchester, M21 0UE
Rydal, 529 - 531 Wilbraham Road, Manchester, M21 0UE
Kendal, 529 - 531 Wilbraham Road, Manchester, M21 0UE
Grasmere, 529 - 531 Wilbraham Road, Manchester, M21 0UE
Flat Above, 533 Wilbraham Road, Manchester, M21 0UE
4B Corkland Road, Manchester, M21 8UT
4A Corkland Road, Manchester, M21 8UT
9B Corkland Road, Manchester, M21 8UP
9A Corkland Road, Manchester, M21 8UP
Flat 2, 6 Corkland Road, Manchester, M21 8UT
15 Corkland Road, Manchester, M21 8UP
Flat 4, 13 Corkland Road, Manchester, M21 8UP
Flat 3, 13 Corkland Road, Manchester, M21 8UP
Flat 2, 13 Corkland Road, Manchester, M21 8UP
Flat 1, 13 Corkland Road, Manchester, M21 8UP
529 Wilbraham Road, Manchester, M21 0UE
6A Corkland Road, Manchester, M21 8UT
2 Cavendish Terrace, Wilbraham Road, Manchester, M21 0UA
3 Cavendish Terrace, Wilbraham Road, Manchester, M21 0UA
7B Corkland Road, Manchester, M21 8UP
7A Corkland Road, Manchester, M21 8UP
Flat Above, 535 Wilbraham Road, Manchester, M21 0UE
Flat 1, 537 - 539 Wilbraham Road, Manchester, M21 0UE
Brewski, 537 - 539 Wilbraham Road, Manchester, M21 0UE
Flat 2, 537 - 539 Wilbraham Road, Manchester, M21 0UE
Flat 3, 537 - 539 Wilbraham Road, Manchester, M21 0UE
Flat 4, 537 - 539 Wilbraham Road, Manchester, M21 0UE
Flat 4, 5 Corkland Road, Manchester, M21 8UP
Flat 1, 5 Corkland Road, Manchester, M21 8UP
Flat 1, 1 Corkland Road, Manchester, M21 8UP
Flat 4, 8 Corkland Road, Manchester, M21 8UT
1A Corkland Road, Manchester, M21 8UP
1 Cavendish Terrace, Wilbraham Road, Manchester, M21 0UA
8A Corkland Road, Manchester, M21 8UT
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Flat 3, 5 Corkland Road, Manchester, M21 8UP
Flat 2, 5 Corkland Road, Manchester, M21 8UP
Flat 3, 1 Corkland Road, Manchester, M21 8UP
Flat 2, 1 Corkland Road, Manchester, M21 8UP
Flat 4, 6 Corkland Road, Manchester, M21 8UT
Flat 1, 6 Corkland Road, Manchester, M21 8UT
Flat 2, 8 Corkland Road, Manchester, M21 8UT
Flat 1, 8 Corkland Road, Manchester, M21 8UT
10 Corkland Road, Manchester, M21 8UT
9 Corkland Road, Manchester, M21 8UP
11 Corkland Road, Manchester, M21 8UP
3 Corkland Road, Manchester, M21 8UP
539A Wilbraham Road, Manchester, M21 0UE

535 Wilbraham Road, Manchester, M21 0UE
The Bar, 531 - 533 Wilbraham Road, Manchester, M21 0UE
Flat 1A, 1 Corkland Road, Manchester, M21 8UP

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: SOUTH AREA