MANCHESTER CITY COUNCIL

Planning

Growth & Development

Delegated officer report for planning application

Application no.	142427/FO/2025
Date registered valid:	14 March 2025
Proposal:	External works to facilitate the subdivision of the retail unit including shopfront alterations, blocking up and creation of new door openings, installation of a parcel service locker, cycle parking, bollards and ATM, replacement plant equipment and enclosure, installation of boundary treatment and car park works alongside amendments to Sunday opening hours
Address:	Co-Op, 135 - 141 Withington Road, Manchester, M16 8EE
Ward(s):	Whalley Range Ward
Applicant:	Co-operative Group
Agent (if any):	Jordan Clark, Stantec
Case officer:	Sue Wills Tel: 0161 234 4524 Email: sue.wills@manchester.gov.uk
Recommendation:	Approve

Date of recommendation: 10th June 2025

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 11 April 2025

Standard consultations:
Printed: 14 April 2025 Expired: 8 May 2025

Neighbour notifications
Printed: 8 April 2025 Expired: 1 May 2025

Site notice
Posted: 11 April 2025 Expired: 4 May 2025 Posted: 11 April 2025 Expired: 4 May 2025

Press advert
Published: 15 April 2025 Expired: 6 May 2025

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building/area
The property is a food store lying to the south of Whalley Range Local Centre within Whalley Range Conservation Area. The shop is a single storey brick-built building fronting onto Withington Road with the car park and service yard to the rear. The car park is accessed via Mayfield Road to the south and the service yard via the gated access on Withington Road to the north. There are staff parking spaces in the service area in addition to parking spaces in the main parking area for customers.

Whilst there a commercial premises to the north and east, there are residential dwellings to the south and east.
The existing site is separated from the pavement on Withington Road and Mayfield Road by a narrow open paved forecourt area. There are two planters and a bench on the footway, together with a street tree facing Withington Road. There is an existing trolley bay area on the forecourt alongside the Mayfield Road frontage, together with cycle storage facilities. Mid grey bollards are in place alongside both street frontages of the existing building.

The premises are open 07:00 – 22:00 Mondays to Saturdays and 10:00 – 16:00 on Sundays and Bank Holidays in line with the hours approved as part of planning permission ref: 096967/JO/2011/S1.

Listed building: Not applicable

Conservation area: Whalley Range Conservation Area 1992

Tree Preservation Order: Not applicable

Planning History
133270/TCA/2022- Works to trees - proposed felling of a Birch, Cherry and a Sycamore from the rear car park.
135 - 141 Withington Road – Deemed approved 20.05.2022

131304/FO/2021 - External works to facilitate the subdivision of the retail unit into 3 units to include shopfront works, two new entrance doors, rear service access doors, installation of plant and enclosure, bollards, cycle stands, external roller shutters, reconfigured car park, new service bay and amended servicing proposals.
135 - 141 Withington Road
Refused 04.02.2022
Reason for refusal - The proposed hours of use would have an adverse impact upon the residential amenity of surrounding occupiers due to its potential generation of an unacceptable level of pedestrian and vehicular activity, associated noise and disturbance and the congregation of people in and adjacent to the premises, which would thereby affect the amenity of neighbouring and local residents. the proposed use is therefore considered to be contrary to saved policies DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Manchester Core Strategy.
Appeal dismissed.

135724/FO/2022- Installation of InPost parcel locker
135 - 141 Withington Road
Refused 28.04.2025
Reason for refusal - The proposal would, by reason of its siting, scale design and materials, form an incongruous and obtrusive feature within the street scene to the detriment of the visual amenities of neighbouring occupiers and businesses. The development would thereby be harmful to the character and visual amenity of the Whalley Range Conservation area and be contrary to policies SP1, EN1, DM1 and saved policy DC18 of the Core Strategy for the City of Manchester, and the National Planning Policy Framework.

096967/JO/2011/S1- Variation of condition no. 6, attached to planning permission 40052 and Condition 4 of planning permission 091008/FO/2009/S1 to allow the premises to open between hours of 7:00am to 10.00pm Mondays to Saturdays and the hours of 10.00am to 4.00pm on Sundays.
135-141 Withington Road, Whalley Range.
Approved 30.09.2011 subject to conditions

084870/FO/2007/S1- Installation of ATM to front of existing supermarket
135 - 137 Withington Road
Refused – 19.12.2007
Reason for refusal - The presence of parking restrictions adjacent to the proposed ATM along Withington Road would lead to users of the ATM parking in the car park to the rear of the supermarket. This would lead to customers and their cars being isolated and vulnerable particularly at night and when the supermarket is closed, in an area that suffers from a high incidence of crime. As such, the proposal would compromise the safety of customers and their vehicles and would therefore be contrary to Policy E3.5 of the Unitary Development Plan for the City of Manchester.

Description of development
External works to facilitate the subdivision of the retail unit into 2 units include the creation of a new door opening and incorporation of a glazed shopfront to the frontage facing Withington Road, rear access doors, installation of a parcel service locker to the rear elevation, installation of replacement plant and associated enclosure, installation of bollards, cycle parking (3 Sheffield stands), and installation of an ATM to the Withington Road frontage, internal roller shutters to the proposed new shop front, boundary treatment and car park works alongside amendments to Sunday opening hours.

Th existing food store would be reduced in size from 692sqm gross floor area to 406sqm gross floor area, with the resulting second unit comprising a floor area of 286sqm.

The existing shopfront which would no longer form part of the food store accommodation would be redecorated, so that the colouration of fascia's etc would be same and form a coherent approach to the frontage in the street scene.

The replacement plant would be located within a fenced enclosure at ground level to the rear of the building in proximity to the location of the existing plant. The existing first floor mounted AC units and existing cat ladder are to be removed, together with the two AC units located within a recessed area on the northern elevation of the building

The scheme would also involve the rebuilding of a brick wall forming the rear eastern boundary of the car park on reusing the bricks from the wall which has been removed. An existing gate between the site and 54 Mayfield Road is proposed to be reinstalled, and a section of 1.1m high hit and miss timber fence is proposed to be installed along the eastern boundary northwards of the reinstated brick wall.

Consultations & Notification Responses
Local residents - 4 objections (2 from one individual) have been received from local residents on the following grounds:

- Loss of silver birch tree on the rear boundary of the car park. The offer to erect bird or bat boxes is an ill-informed suggestion and is no compensation for the loss of the tree which will leave the car park without any greenery or shade
- A local resident would appear to have related the loss of a tree to one of the street trees on Withington Road which are not affected by the proposed development.
  They have stated they walk under that tree and breath fresh air while under the tree on a daily basis; that the tree is on public land, and the store operator are removing something not in their ownership. They request the authority put a note around the tree and see how many neighbours will respond. They state the site notice was on a grey lamppost out of the walkway. Other neighbours would be furious when they realise the store operator would remove the tree on the public road.
  They further advise that ride their bike slowly on the footway in front of the store due to Withington Road narrowing in proximity to the store, and if the store start taking over the pavement and removing the tree, it will make the pavement more dangerous to manoeuvre for pedestrians, cyclist on the pavement, cyclist on the road.
  They go on to state they don't need rods /railings to lock up our bikes. There is black metal railing right in front of the front the door, where 3 or 4 bikes can be locked up. Furthermore, if the store reduces the width the public pavement, they will increase the number of accidents on the pavement and the road.

Whalley Range Forum – No comments received.

Whalley Range Conservation Area Group - No comments received.

Highway Services – 14.04.2025

TRIP GENERATION AND JUNCTION CAPACITY: The existing Coop store will be renovated and floor area reduced to provide a gross internal floor area of 406sqm. The new unit will have a gross floor area of 285sqm.

Consented Development Flows:
o TRICS assessment has been undertaken.

o Consented Coop convenience store (692sqm) will generate 37 two-way trips in the AM peak and 52 two-way trips in the PM peak.
o Noted that a number of these trips will be pass-by or diverted trips.

Proposed Development:
o TRICS assessment undertaken.
o Development will provide a new retail unit with a gross floor area of 285sqm.
o Proposed development will generate 32 two-way trips in the AM peak and 54 two way trips in the PM peak.
o As per the consented development it is noted that a number of these trips will be pass-by or diverted trips.

Traffic Generation Comparison:
o Proposed development will result in a reduction of 5 two-way trips in the AM peak and 4 two-way trips in the PM peak.

SITE ACCESSIBILITY:
o The site is well accessed by sustainable modes.
o Regular bus services and Metrolink services are available within walking distance of the site.

PARKING AND ACCESS:
Pedestrian Access:
o Pedestrian access to be retained from Withington Road to Coop store - acceptable in principle.
o New pedestrian access provided to new unit from Withington Road - acceptable in principle.
Vehicle Access:
o Existing vehicular access to be retained.
o Customer and staff access from Mayfield Road.

Car Parking:
o Existing 26 customer car parking spaces (including 2 accessible spaces) will be retained.
o Existing staff car parking spaces will be reduced to 6 staff parking spaces.
o TS notes that this is based on Coop experience of parking levels at the existing store.
o Request that further justification of the proposed levels of car parking is provided.
o TS suggest that Coop retains information in relation to parking levels - this should be provided for comment.
o Car Parking Accumulation assessment should be undertaken.

CYCLE PARKING:
o 3 Sheffield stands (6 cycles) will be provided as part of the proposals.
o Meets MCCs Core Strategy and therefore acceptable to Highways in principle.

BOUNDARY TREATMENTS:
o It is recommended that all fencing / railings adjacent to the adopted highway are visually permeable from a distance of 600mm upwards to ensure adequate visual permeability for child pedestrians.
o The applicant should be advised that all gated accesses will need to provide inward opening gates to ensure they do not impact on the adopted footway or highway.

REFUSE AND SERVICING:
o Existing service arrangements of access from Withington Road and egress onto Mayfield Road will be retained - acceptable in principle.
o Noted that the car park arrangement will allow a vehicle to enter, manoeuvre and leave in forward gear - this is acceptable in principle.

o Swept path analysis has been undertaken for a 13.4 metre articulated HGV, 10.35 metre rigid HGV and a 10m rigid and HGV.
o Demonstrates that manoeuvres are possible within the boundary of the site - acceptable in principle.

CONSTRUCTION MANAGEMENT: The CMP should be submitted prior to the start of works. This should include:
o Phasing and quantification / classification of vehicular activity. o Routeing of vehicles both within the site and on the adjacent highway - evidenced with appropriate swept-path assessment.
o Consideration of ongoing construction works and contractor parking in the locality.
o A dilapidation survey including photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site. The applicant is 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) Email -highwaylicences@manchester.gov.uk.

FURTHER HIGHWAY COMMENTS 6TH MAY 2025:

A Transport Note produced by Eddisons has been provided. The Note provides an assessment on the existing and proposed parking demand.

Existing Car Parking Demand:

- Car park beat surveys were undertaken on Friday 25th and Saturday 26th April 2025. It is noted that these are the typical busiest trading days.
- The surveys were undertaken between 07:00 – 22:00 to reflect the opening hours.
- Noted that these surveys cover the 26 customer parking spaces and 12 staff parking spaces.
- The above methodology is acceptable to Highways.

- The survey found that peak accumulation on Friday 25th was 16 vehicles between 16:00 – 16:10, which results in a spare capacity of 22 vehicles (15 customer and 7 staff).
- The survey found that peak accumulation on Saturday 26th was 11 vehicles between 17:20 – 17:30, which results in a spare capacity of 27 vehicles (16 customer and 11 staff spaces).
- Based on the above it is acknowledged that the car park currently operates well within capacity.

Impact of Development Proposals:

- Noted that proposals will result in a minimal increase in vehicle movements when compared to the consented floor space.
    - Proposals forecasted to result in an increase of 2 vehicles in the AM and PM peak period.
- Noted that this would result in 13 vehicles on a Friday and 12 vehicles on a Saturday.
- The assessment found that there will be spare capacity within the staff and customer car park. In principle this is acceptable to Highways.

- It is noted that the maximum staff parking accumulation was 6 vehicles. The existing staff parking will be reduced to 6 parking spaces. It is requested that staff car parking is monitored.

- The above is acceptable to Highways in principle.

FURTHER HIGHWAYS COMMENTS 10TH JUNE 2025:

A revised Transport Statement has been provided.

The TA confirms the existing servicing arrangements at the site.

- Service vehicles access from Withington Road in forward gear, turn around within the service yard and reverse into the dedicated service area, before existing via Withington Road.

Noted that the above is in line with the previously consented scheme.

The TA therefore confirms that the proposed servicing arrangements will be that of existing arrangement via Withington Road. Taking this into account Highways will accept the consented servicing arrangements via Withington Road in principle. Subject to the previous planning condition of no entry / exit of service vehicles via Mayfield Road being conditioned to this application.

Environmental Health - recommend that conditions related to external plant being acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location, and a condition related to the submission of a scheme for the storage and disposal of refuse are attached to any approval.

Following additional information received from the applicant's acoustician (15.05.2025) , further comments were received on 02.06.2025 advising that the predicted rating is well below the LA90, and therefore they can accept the content and discharge part a of the external plant condition. A verification report would still be required for part b.

UDC – The existing building is a modern structure which is of no particular architectural interest or heritage value. The proposals to introduce more glazing to the elevations should improve the appearance and create a more active frontage, provided the glazing is not covered in vinyls.

The drawings show the new and existing window frames finished in a RAL 7043 which is a dark grey, which is acceptable provided that other elements of the building are given a similar treatment to ensure some co-ordination of the elements, otherwise there is a danger that it will appear ill considered and disjointed. The proposals seem to change the cladding above the shop fronts, but only to the sections over the new elements and to what will be the co-op store. As this element of the original design runs across the whole facade and continues to the gable features, it will look odd if the same treatment is not given to the whole facade. We'll need to see details of this proposed new cladding.

The new shop front frames and doors should also match the existing to ensure consistency across the facade.

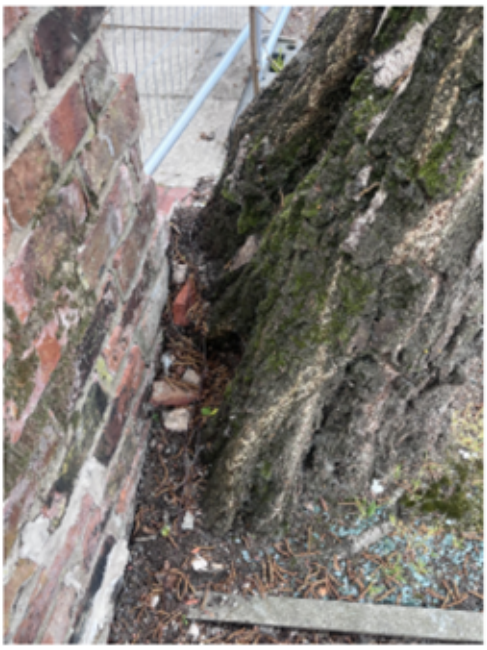
The proposed new bollards are not shown on the elevations, but are shown on the plans. The existing bollards are not particularly nice, and it would be good to try and get a better design across the frontage or look at trying to integrate it into the shopfront design if technically possible. Maybe alternatively look at whether planters may look better as they will introduce some softer more attractive landscaping to this area in front of the building

Matters such as the tree removal and plant enclosure were discussed, but have not raised any concerns.

Arboricultural officers – Advise that they have noted the information submitted by the applicant which states' *The Silver Birch tree in the car park is causing structural damage to the wall along the northern boundary of the Site. It, therefore, needs to be felled to prevent further damage. The principle of removing this tree has previously been accepted by the Council under application reference 133270/TCA/2022. The loss of this tree as part of the proposed development should, therefore, be considered acceptable.*

Whilst they did agree to the removal due to the heavy wall lean and no apparent solution to rectify the wall with the trees in situ (on the basis that it did not appear that the trees could be retained). The majority of the wall has now been dismantled and it now apparent, that the silver birch could be retained with a simple engineering solution, such as a lintel to bridge the section where the tree is located. The tree appears to be having very little impact on the wall.





The residents in this area love the area for their magnificent tree lined streets and areas of greenery, it seems to me that a simple engineering solution would enable the retention of this tree and therefore the option should be used if possible.

Further comments 25.06.2025
The lintel would be acceptable.

Local Lead Flood Authority – 25.04.2025. Originally requested a condition related to the submission of a surface water drainage scheme be attached to any approval.

Updated comments 30.04.2025 –The proposal can be approved with no further comment.

Greater Manchester Ecology Unit - There appears to be no ecological reports submitted as part of this application. Therefore, we have the following comments:

A Preliminary Ecological Appraisal (PEA) has not been provided, however given that the site is predominantly hardstanding (car park/access), it is likely to have limited ecological value. However, given that the proposal includes the removal of one tree, we would expect a bat

Ground Level Tree Assessment (GLTA) to be undertaken so that we are satisfied bats have been considered.

The following is also recommended:

- Protected species can turn up in unexpected places and the granting of planning permission does not negate the need to abide by the laws which are in place to safeguard biodiversity. An informative should be used so that the applicant is aware that they must seek ecological advice should they find or suspect that the proposals will impact on protected species.
- Work that will impact on habitats where nesting birds may be present (for example building works/demolition or removal of trees/vegetation), should not be undertaken in the main bird nesting season (March – August) unless suitable checks for active bird nests have been undertaken.
- Planning policy encourages enhancements and net gains for biodiversity to be delivered through the planning system. Wherever possible measures to enhance the site for biodiversity should be secured as part of this planning application and could include integration of a bat and bird box onto the building or suitable trees.

The Application Form states that the proposal would not be subject to a Biodiversity Net Gain (BNG) assessment under the de minimis exemption (less than 25m^2 of habitat removal). However, one tree (even a small tree >7.5cm dbh) has a minimum estimated area of 41m^2 (associated with the root protection zone and canopy), therefore as one tree is proposed to be removed, the de minimis exemption cannot be applied. Either the tree must be retained so that the works are restricted to hardstanding/building only or a BNG assessment must be undertaken, and the mandatory minimum 10% net gain must be achieved either onsite or offsite.

In summary, insufficient information has been provided regarding what level of suitability the proposed tree to be removed has for roosting bats and a Biodiversity Net Gain (BNG) assessment must be provided given that tree loss is proposed. The application should not be determined until this information has been provided.

Environment Agency- Advise that their Flood Risk Standing Advice would apply in this case.

Design for Security –

ATM

Have not raised concerns with the proposed ATM, on the basis of its position on the front elevation will allow it to be overlooked from Withington Road and the businesses/residences opposite which will provide it with high levels of passive surveillance. The street appears to be well illuminated with street lighting and there will be bollards protecting the ATM.
They recommend that the following security measures are included:

- Dedicated lighting source
- CCTV camera
- Defensible space demarcation (i.e. 1sq m hatched area)

External Works/Shopfront

With regards to all other aspects of the building they recommend:

- Any new aspects of the shopfront and the building (i.e. escape doors) are certified to Secured by Design standards.
- Any internal shutters should be certified to LPS 1175 SR1/2.
- The new unit should have the infrastructure for the easily installation of an alarm, CCTV and access control systems.

Policy Context

The following local and national policies and documents are considered relevant in the determination of the application proposals.

National Planning Policy Framework (December 2024)
The document states that the 'purpose of the planning system is to contribute to the achievement of sustainable development. The document clarifies that the 'objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs' (paragraph 7). In order to achieve sustainable development, the NPPF states that the planning system has three overarching objectives - economic, social and environmental. Relevant sections of the NPPF are Section 8 ‘Promoting healthy and safe communities’, Section 12 'Achieving Well Designed Places’, and Section 16 ‘Conserving and enhancing the historic environment’

National Planning Policy Guidance (NPPG)
The relevant sections of the NPPG are noise, and design.

Places for Everyone
The plan was approved on 21st March 2024. The Plan and its policies are a material planning consideration in the determination of planning applications. The Plan and its policies must therefore be given significant weight in the planning balance. Paragraph 1.43 states that the plan has adopted a ‘brownfield preference’ through its policies. Policy JP-S1 relating to sustainable development reflects this, stating that ‘preference will be given to using previously developed land and vacant buildings to meet development needs’.
Policy JP-J2 – Employment sites and premises states that a diverse range of employment site and accessible premises , both new and second hand will be made available across the Plan area in terms of location , scale, type and cost to offer opportunities for all minds and sizes of businesses , including start – ups , firms seeking to expand and large scale inward investment , which will help tackle inequalities.
Policy JP-P2- Heritage states that there will be proactive management and work with partners to conserve, sustain and enhance the historic environment and heritage assets and their setting

Manchester Core Strategy Development Plan Document (2012)
The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development. Appendix C of the Core Strategy has a list of superseded policies and their replacements. A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.
The following specific policies are considered to be particularly relevant to the proposed development:

- Policy SP1 – Spatial Principles
- Policy DM1 – Development Management
- Policy C1 – Centre Hierarchy
- Policy EN3 – Heritage

- Policy T2 - Accessible Areas of Opportunity and Need.
- Policy EN1 - Design Principles and Strategic Character Areas.

The Unitary Development Plan (UDP) for the City of Manchester (1995)
The Unitary Development Plan for the City of Manchester was adopted in 1995 and has largely been replaced with the policies contained within the Core Strategy. However, there are a number of policies that are extant.

The relevant UDP policies for this application are:
DC26 – Development and Noise
DC14.1 and DC14.2- Shopfronts and Related Signs.
DC18.1: Conservation Areas.

The Manchester City Council Shopfront and Signage Design Guide are material considerations.

Legislative requirements.
Section 72 of the Listed Building Act 1990 provides that in considering whether to grant planning permission for development that affects the setting or character of a Conservation Area the local planning authority shall have special regard to the desirability of preserving or enhancing the character or appearance of that area.

Issues

Principle
It is permitted development to alter the internal layout of the building to provide two separate Class E uses within the existing Class E unit. The floorspace would remain the same.

Heritage/ Impact on the character of the Whalley Range Conservation Area
In determining this application, it is necessary to consider the direct impact of the proposal on the significance of the existing buildings, and the impact of the proposal upon the character and appearance of the Whalley Range Conservation Area. The proposed development site is located towards the north of the Whalley Range Conservation Area.

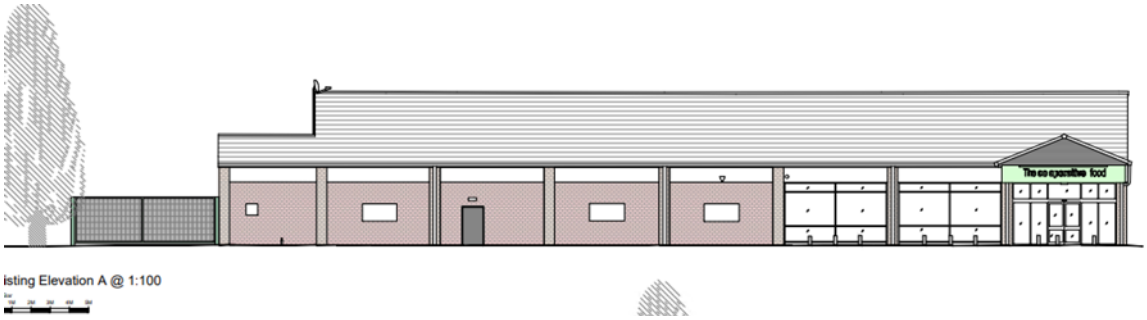
The application is accompanied by a Heritage Statement. This identifies that the designated heritage assets listed below have been identified as having the potential to be affected by the proposed development: - Whalley Range Conservation Area; St Bede's College (NHLE 1207517); Church of St Edmund (NHLE 197826) and Alexandra Park, Manchester (NHLE 1001330). The nearest of these designated heritage assets is 235m to the east of the site - St Bede's College.

Given that the proposed works are largely cosmetic in nature, it is considered, however, that the only potential for visual impacts is to the character of the Whalley Range Conservation Area, rather than any of the identified designated heritage assets.

External works are proposed to facilitate the subdivision of the retail unit into 2 units and include the creation of a new door opening and incorporation of a glazed shopfront to the frontage facing Withington Road , rear access doors, installation of a parcel service locker to the rear elevation, installation of replacement plant and associated enclosure, installation of bollards, cycle parking (3 Sheffield stands) , and installation of an ATM to the Withington Road frontage, internal roller shutters to the proposed new shop front, boundary treatment.

The external alterations proposed, include the shopfront works, a new entrance door to serve the second unit created, personnel access doors to the rear facade, installation of plant and an associated enclosure, bollards, and cycle stands. The design would be sympathetic to the

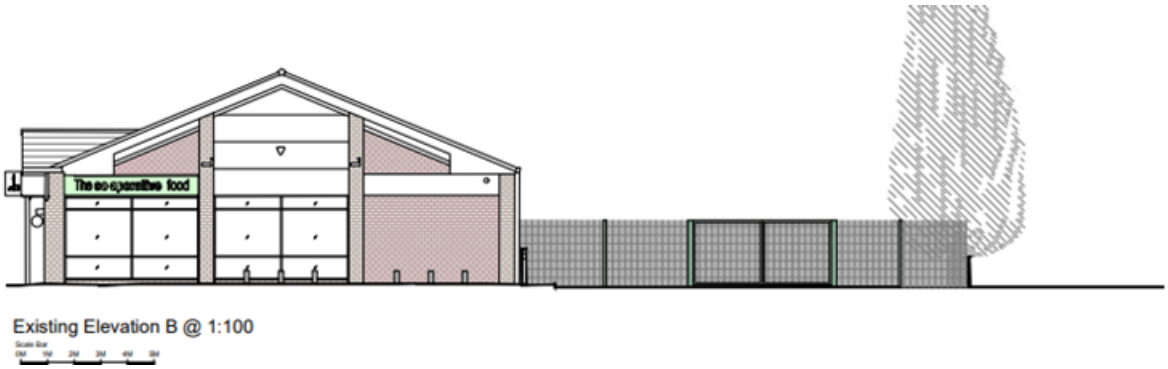
building in terms of its scale, proportions and materiality. The proposed bollards to the front of the Co-op are sought to reduce the risk of ram raid attacks and the level access ensures both units created are accessible.



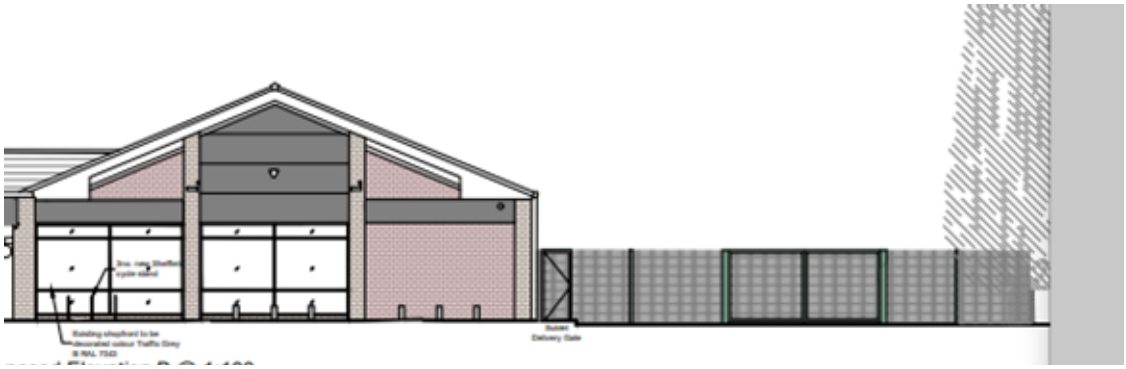
Existing front elevation



Proposed front elevation



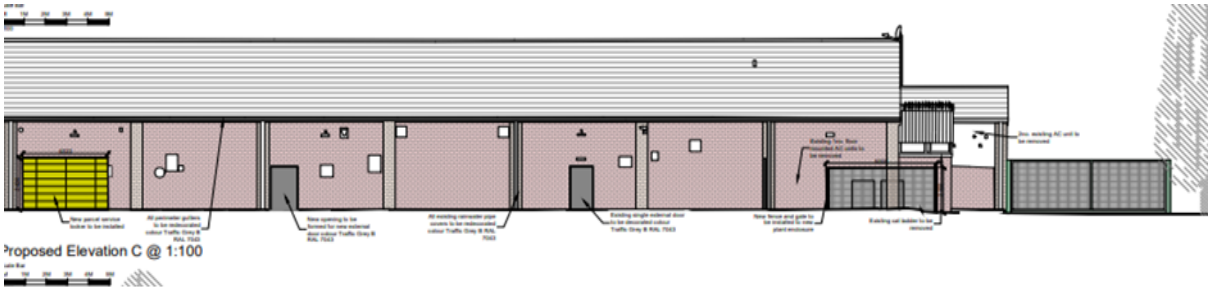
Existing southern elevation



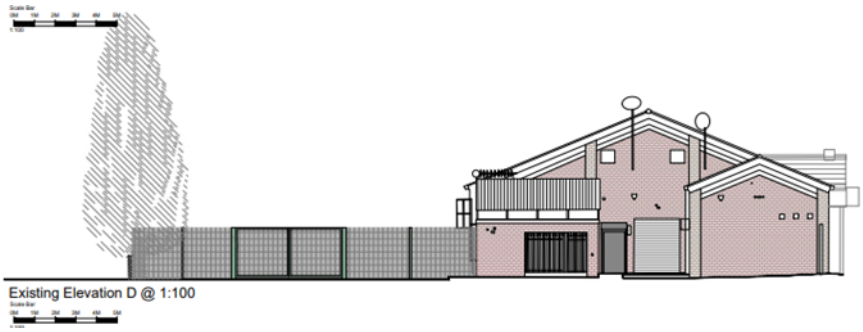
Proposed southern elevation



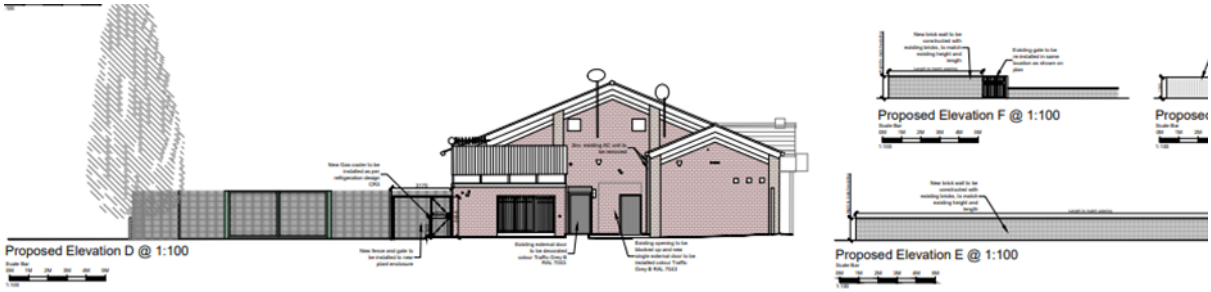
Existing rear elevation



Proposed rear elevation



Existing north elevation



Proposed north elevation

The proposed shop front and associated elevation alterations, and including the incorporation of rear personnel access doors are considered to be in keeping with the design of existing building. The incorporation of additional glazing to the elevation facing Withington Road would enable the creation of a more active frontage. Confirmation has been received from the planning agent that the three sections of full height to the site frontage would not include vinyls, but that a very short section of half height vinyl would likely to be proposed to screen the location of the kiosk only, but that does not form part of the proposals, and the glazing would mostly remain free from vinyl.

The plans show the new and existing window frames finished in a RAL 7043 (Traffic grey), together other elements of the building including fascias, personnel doors, and cladding panels to the gable of the southern elevation which will ensure consistency across the facades. This is considered to be an acceptable approach and would not detract from the character of the Conservation Area.

Plans for bollards have been provided, and the design detail is shown elsewhere in this report. The proposed design represents an improve in visual terms in respect of the bollards currently present on site. A condition is recommended in respect of the finalised colouration of the proposed bollards. The applicant was requested to replace the existing bollards with the new designed bollards, but raised concerns over costs. They have, however, confirmed their intention to refurbish the existing bollards and redecorate them to match the proposed new bollards at the foodstore unit. As per the approach towards the frontage (painting the sub-let unit to tie in with the foodstore branding) this approach is considered consistent to marry up the existing and new bollards.

Furthermore, in regard to roller shutters, the existing external roller shutters to the current entrance are to be retained and no changes are proposed. Whilst the retained shutters are housed in an existing grey projecting shutter box, this is set under an existing entrance feature, and not highly visible in the street scene.



In relation to the proposed new entrance to Withington Road internal roller shutters are proposed which will be in grey.

The click and collect locker and plant have also been located to the rear of the building in the car park and service area to minimise their visual impacts from Withington Road, and from the wider Conservation Area.

Paragraph 213, of the NPPF acknowledged that not all elements of a Conservation Area will necessarily contribute to its significance. In this instance the proposed development is considered to lead to less than substantial harm under paragraph 208, taking into account the relative significance of the element affected and its contribution to the significance of the Conservation Area as a whole.
It is considered the proposed alterations have a neutral impact upon the character of the area and the Whalley Range Conservation Area.

Noise
The proposed Co-op plant would be in the existing location and the proposals will result in the removal of wall-mounted AC units and the rooftop condenser unit.
When the Environmental Noise Survey and Noise Impact Assessment Report accompanying the application was reviewed, concerns were raised in relation to how the background noise levels had been calculated. As such a condition related to external plant being acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location was recommended to be attached to any approval.
Further information was received from the authors of the report in regard to noise levels calculation in relation to external plant, advising that the predicted rating is well below the LA90. Environmental Health officers have confirmed that they can accept the content and part a of the external plant condition (which they sought) has been satisfied. A verification report would still be required for part b.
The agent has confirmed that the proposed plant would only serve the co-op, and a separate planning application would be submitted if plant is required to serve the sublet unit.

Hours of Use
The proposed operating hours are 07.00 to 22.00 Mondays to Sundays solely in relation to Unit to be occupied by the food store (northern unit). The hours of operation of the existing store are

limited by the planning application ref: 096967/JO/2011/S1 to 07.00 to 22.00 hrs Monday to Saturday, and 10.00 to 16.00 hrs on Sundays. These hours of use would remain in place for the retained unoccupied southern unit. This planning permission also restricts the hours of deliveries to 07.00 to 19.00 hrs Monday to Saturday and 08.00 to 16.00 on Sundays and Bank Holidays. The current application would lead to an increase in the hours of operation of three hours in the morning on a Sunday and six hours in the evening. The submitted Noise Impact Assessment indicates that the noise generated (including the car park) between the hours of 16:00 – 22:00 on a Sunday would not have a significant adverse impact on the residential amenity of neighbouring dwellings.
Retail stores with smaller floorplates below 280sq.m are not controlled by Sunday trading legislation, which the current store is restricted by, in terms of hours of operation. The increase of the hours of use on Sundays reflects the current hours of use of the existing store on Mondays to Saturdays. No objections have been received from local residents or consultees in regard to the increase hours of operation on Sundays.
On balance, and taking account of the content of the Noise Impact Assessment, it is considered that the increase hours of operation on Sundays would not lead to a significantly adverse impact relation to residential amenity.

Servicing
An updated Transport Statement has been submitted to accompany the application. This states that the existing vehicular access arrangements for the site would be retained, with customer and staff access off Mayfield Road. The Statement confirms that Withington Road is to be the only point of servicing access and egress. This is in line with Condition 3 of planning permission 096967/JO/2011/S1. It is recommended that any approval has a condition to prevent servicing taking place from Mayfield Road attached for clarity. This approach has been accepted by Highway Services.
Servicing for both units would take place within the existing service area, with a pedestrian gate connecting the service yard to the footway directly adjacent to the rear façade of the building to service the southern unit to enabling goods to be transferred to the rear door serving the southern unit.

Car Parking
Due to the location of a pedestrian crossing directly in front of the existing store entrance there are associated parking and stopping restrictions in front of the premises on Withington Road. There are also Traffic Regulation Order's in place on Mayfield Road in proximity to the site to prevent parking on street. On this basis consideration has been had to the availability of adequate off street parking in conjunction with the proposal, but also considering no uplift in floorspace is proposed.

There are currently 24 spaces and two spaces for disabled users available for customers, and 11 spaces for staff within the existing car park. The scheme proposed the loss of 5 staff spaces. As such the site would accommodate an overall provision of 30 spaces.
Highway Services sought further justification of the proposed levels of car parking being provided, that existing data in relation to parking at the existing store be submitted, and a car parking accumulation assessment be undertaken. Subsequently, a further Transport Note was submitted which includes 2 car park beat surveys which have been undertaken and concludes that the car park is operating well within capacity, which Highways accept.

It is therefore considered that the level of car parking provision to be retained would be acceptable for the two Class E units proposed.

Cycle Storage
Currently there are facilities to store 2 cycles along the Mayfield Road frontage. The proposed development would increase this to 6 spaces with the incorporation of 3 Sheffield cycle stands

along the frontage to Mayfield Road. It is recommended that this aspect of the scheme is conditioned.

Trolley Storage
It is understood that trolley storage would take place within the Unit which is to be occupied by the foodstore (northern) unit, but no information is available in respect of the second (southern) unit. In view that the proposed cycle storage arrangement would be located in the area where the existing trolley bay to serve the exiting premises is located, it is proposed to attach a condition to any approval to require the storage of trolleys inside the two retail units to be created.

Flood Risk
The application is accompanied by a flood risk assessment as the building lies within Flood zone 2 and the rear car park is in Flood zone 3. The proposals involve internal alterations and only minor external works, which would not alter rainwater run-off or impact the flood risk of the site. On the basis that the premises would be retained in retail use the Flood Risk Vulnerability Classification is 'Less Vulnerable.'
As the site is existing with no alterations to the floor area a sequential test is not required.
It is however, recommended that the applicant subscribes to the EA flood warning service.

Boundary Treatment
Matters raised by Highway officers in respect of inward opening gates and all fencing adjacent to the adopted highway are permeable from 600mm has been noted. However, there is currently no boundary treatment to Mayfield Road, and none is proposed in this location.
The mesh fencing shown on the submitted elevational plans is relates to the subdivision of the service area from the customer parking area to the rear of the building.

A replacement brick wall to the boundary alongside no 54 Mayfield Road with existing bricks to match the former wall in in terms of height and length is indicated. A gate between the site and 54 Mayfield Road is proposed to be reinstalled, and a section of 1.1m high hit and miss timber fence is proposed to be installed along the eastern boundary northwards of the reinstated brick wall. Elevational plans have been submitted for consideration, together with a lintel detail to the section of replacement wall in proximity to the retained tree which is located alongside the eastern boundary. It is recommended that a condition be attached to any approval to require the implementation of the submitted details.

Tree
Permission was granted to fell the Birch tree on the eastern boundary of the rear car park, together with two other trees (a Sycamore and Cherry) in May 2022. Whilst the Cherry and Sycamore were removed, the Birch tree currently remains in situ. As this consent remained valid for a period of two years, which has now lapsed, the removal of the Birch tree formed part of the originally submitted proposed development.

Following concerns raised in respect of the loss of this tree, further consideration has been had to the condition of the tree and any impacts of the reinstatement of the eastern boundary wall to be car park. It is now proposed to retain the existing Birch tree. It is therefore proposed that a condition be attached to any consent to ensure the protection of the tree during the reinstatement of the wall and any other works on site in connection with the subdivision of the existing retail unit.

Furthermore, whilst the comments received from Greater Manchester Ecology Unit have been noted, the site, other the tree comprises hard standing, with the two moveable planters to the Withington Road frontage being located on the public footpath. As the tree would be retained,

and the scheme would not require the removal of the planters, it is not considered that a bat survey or a Biodiversity Net Gain Assessment is required.

Parcel Service Locker

An application for an InPost Parcel Locker was refused in 2023 on the grounds of visual amenity. This scheme however, involved the siting of the locker in front of the building on the forecourt facing Withington Road.

The current scheme relates to the siting of a Parcel Service Locker adjacent to the rear façade of the existing property towards the southern end of the building. Whilst the parcel locker would be visible from Mayfield Road it is not considered that any significant visual intrusion in the streetscene would result from the installation of the proposed parcel locker.

Waste Management

Clarity was sought in relation to the location of the storage and disposal of refuse for each of the units following the subdivision of the property. The planning agent has confirmed by email that the food store would locate their waste storage within their unit. However, as the future of occupier of the southern unit is not known , whilst the planning agent envisages they would also store their waste within the southern premises, it is proposed to attach a condition to require that before the development commences a scheme for the storage and disposal of refuse and 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.

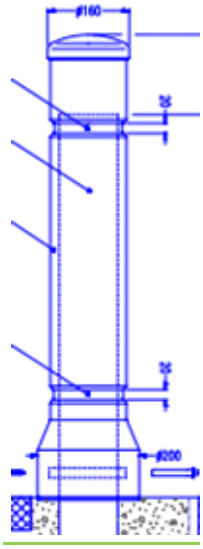
Employment

The information accompanying the application indicates that there are current 20 full time and 5 part time staff at the premises and these figures would not change.

Security

18no. new bollards are proposed. It is advised by the planning agent, that this number cannot be reduced due to crime impact and safety reasons.

The proposals will result in an enhancement in terms of additional glazing but the anti-ram bollards are necessary due to crime in the area and the minimum spacing which has to be achieved.



In regard to roller shutters, the existing external roller shutters to the current entrance are to be retained and no changes are proposed. In relation to the proposed new entrance to Withington Road internal roller shutters are proposed which will be in grey. These works would not require planning permission.

Design for security officers have provided advice in relation to measure to improved security for users of the proposed ATM. It is recommended that these elements are conditioned.
The security matters raised in relation to the elevational changes to the shopfront and the building (i.e. escape doors) being certified to Secured by Design standards, internal shutters being certified to LPS 1175 SR1/2 and the new unit having the infrastructure for the easily installation of an alarm, CCTV and access control systems are proposed to be attached as an informative.

Other issues

Parking Overflow:
Concerns regarding cars currently parking on the double yellow lines adjacent to the trolley parking to go into the shop, and the prevention of this occurring have been noted. However, as this section of highway is already subject to traffic regulation orders, this would be a matter for other agencies to enforce compliance.

Mobile Phone Mast:
A telecommunications application for a mobile phone mast was submitted, but this was withdrawn in July 2024 (140169/TEL/2024). The application under consideration does not include the erection of a telecommunications mast.

Cash Machine Safety:
The glazed shop front would provide surveillance over the ATM and front of the food store during opening hours i.e from 7am until 10pm. The applicant has indicted that a camera would also be in situ to deter crime outside these hours.

Traffic & Disabled Access Concerns:
Concerns that existing cash machines along Withington Road frequently attract cars that pull up, sometimes double parking have been noted. However, as this section of highway is already subject to traffic regulation orders, this would be a matter for other agencies to enforce compliance.
The query providing dedicated parking bays for cashpoint users and disabled visitors near the new entrance has been considered. However, the provision of parking bays on Withington Road would need to be layby parking spaces which would reduce the footway provision close to a signalised pedestrian crossing. This has the potential to discourage use by pedestrians, and restrict the footway width for wheelchair users. A further query regarding the creation of a rear entrance to improve accessibility was raised with the planning agent. However, they have advised that the internal configuration of the store and the need to have a back of house area would not allow for a dual entrance.

Litter Bins:
The request for four bins at the foodstore entrance, new sublet unit, car park, and near the garage was raised by the Councillor with the planning agent prior to the application being submitted. The agent has indicated that the bins would not be included as part of the planning application as they do not require planning permission. However, they further advise that the food store operator is committed to providing a bin at the entrance to their store and in the car park, but it would be the sub-let tenant's responsibility to provide a bin outside their unit (if required).

Other matters raised by residents
The issue in relation to orientation and north point on the originally submitted plans has been corrected and revised plans reflecting this have been received on 19th May 2025.

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 polices 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 to resolve any problems arising in relation to dealing with the planning application. In this case maters regarding servicing, bollard design, a consistent approach to the colouration of fascias, window frames etc for both units were raised with the planning agent. Thes matters have been satisfactorily resolved, and conditions have been attached as appropriate.

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

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

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

2. The development hereby approved shall be carried out in accordance with the following drawings and documents:

CR3 Plant Layout plan ref: CR3-CBES- WHALLEY

Planning Agent letter dated 13th March 2025

Environmental Noise Survey and Noise Impact Assessment Report ref: 31862/NIA dated 5 March 2025

Heritage Statement February 2025 ref: 333101668 revision 2

Transport Statement ref: 4701 dated March 2025 Issue 3

Received 14th March 2025

Flood Risk Statement ref: STR 19525 rev.A03 dated 17th March 2025

Received 18th March 2025

Transport Note 01 ref: 4701 May 2025 received 2nd May 2025

Agent email 15.05.2025 incorporating a reply from the applicant's acousticians related to the noise levels in connection with external plant and background noise levels.

Agent email 15.05.2025 5.01PM in relation to application of vinyl to glazing

Agent email 15.05.2025 confirming tree retention

.

Existing Site Plan, Location and Block Plan ref: 8816.55-BOW-A1-ZZ-ZZ-ZZ-A-0001 rev. P2

Proposed floorplan plan ref: 8816.55-BOW-A1-01-DR-A-0002 rev. P2

Tree Survey report rev.2 dated 19th May 2025

Appendix B – Tree Constraints Plan ATS 00001

Appendix D Tree Constraints Plan ATS 00002

Received 19th May 2025

Proposed Elevations plan ref: 8816.55-BOW-A1-01-DR-A-0005 rev.P2 and Bollard design ref: 11S019-S01- Issue-08 Received 22nd May 2025

Fascia Materials Specification (Main Signage : VE Fascia plan and Slat Engineering detail plan) received 30th May 2025

Proposed site plan ref: 8816.55-BOW-A1-01-DR-A-0003 rev. P3 received 5th June 2025.

Agent email dated 6th June 2025 in respect of retained bollard treatment.

Transport Statement ref: 4701 Issue 4 dated June 2025 received 6th June 2025

Agent email dated 10th June 2025 relating to the storage of refuse in relation to the northern unit.

Agent email dated 20th June 2025; Fairfaced lintel data sheet, and Proposed External wall design detail in proximity to retained tree plan ref: H346-001 rev.A received 20th June 2025.

Reason - To ensure that the development is carried out in accordance with the approved plans. pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

3) Prior to the commencement of the development a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include;

o Phasing and quantification / classification of vehicular activity.

o Routeing of vehicles both within the site and on the adjacent highway - evidenced with appropriate swept-path assessment.

o Details of the location and arrangements for contractor parking and consideration of ongoing construction works and contractor parking in the locality.

o The details of an emergency telephone contact number for the site contractor to be displayed in a publicly accessible location;

o A highway dilapidation survey including photographs and commentary on the condition of carriageway/footways on construction vehicle routes surrounding the site.

o Identification of measures to reduce noise emissions.

Development shall be carried out in accordance with the approved construction management plan.

Reason - To safeguard the amenities of nearby residents and highway safety pursuant to policies SP1, EN9, EN19 and DM1 of the Manchester Core Strategy (2012).

4a) Notwithstanding the details submitted with the application, prior to the installation of the fascia to the northern unit, as referenced on the Fascia Materials Specification (Main Signage : VE Fascia plan and Slat Engineering detail plan) received 30th May 2025, a sample of the material shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be carried out in accordance with the approved material.

b) The fascia panels, external doors and frames to proposed curtain walling/glazed areas, as related to each unit shall be coloured RAL 7043.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Manchester Core Strategy (2012).

5a) The storage and disposal of refuse for the northern unit shall take place within the northern unit in accordance with the content of the email from the planning agent dated 10th June 2025. The approved scheme shall be implemented prior to first occupancy of the northern unit and shall remain in situ whilst the use or development is in operation within the northern unit.

b) Before the southern unit is occupied a finalised scheme for the storage and disposal of refuse shall be submitted to and approved in writing by the City Council as local planning authority.

c) The details of the approved scheme for the southern unit shall be implemented prior to first occupancy of 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 SP1, EN19 and DM1 of the Manchester Core Strategy (2012).

6a) The development shall be implemented in accordance with CR3 Plant Layout plan ref: CR3-CBES- WHALLEY , and Environmental Noise Survey and Noise Impact Assessment Report ref: 31862/NIA dated 5 March 2025, as updated by contents of email from the planning agent dated 15th May 2025 incorporating a reply from the applicant's acousticians related to the noise levels in connection with external plant and background noise levels.

b) Prior to the operation of the units, a verification report shall be submitted to and approved in writing by the City Council as local planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the noise criteria have been met. Any instances of non-conformity with the recommendations in the verification report shall be detailed along with
any measures required to be undertaken prior to operation of the scheme to ensure compliance with the agreed noise criteria.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site pursuant to policies SP1, and DM1 of the Manchester Core Strategy (2012), and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

7) a) The northern unit (food store) (406sq.m) hereby approved shall not operate outside the following hours:

- 07.00 to 22.00 Monday to Sunday

b) The retained southern unit (285sq.m.) shall not operate outside the following hours:

- 07.00 to 22.00 hrs Monday to Saturday, and 10.00 to 16.00 hrs on Sundays.

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with policies SP1 and DM1 of the Manchester Core Strategy (2012),and saved policy DC26 of the Unitary Development Plan for the City of Manchester.

8) No deliveries, servicing and collections, including waste collections, shall be carried out on the site outside the hours of:

07.00 to 19.00 hrs Monday to Saturday and 08.00 to 16.00 on Sundays and Bank Holidays.

Reason - In order to protect the amenity of local residents and in accordance with policies SP1 and DM1 of the Manchester Core Strategy (2012).

9) The space and facilities for bicycle parking cycle storage facilities in the location shown on plan ref: Proposed site plan ref: 8816.55-BOW-A1-01-DR-A-0003 rev.P2 received 19th May 2025 and Proposed Elevations plan ref: 8816.55-BOW-A1-01-DR-A-0005 rev.P2 received 22nd May 2025 shall be implemented , prior to the development hereby approved being brought into use. The approved spaces and facilities shall then be retained and permanently reserved for bicycle parking.

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 transport mode, pursuant to policy T1 of the City of Manchester Core Strategy (2012).

10) The storage of trolleys associated with operational requirements of the northern and southern units shall take place inside the two units to be created.

Reason - In the interests of visual amenity, pursuant to policies SP1 and DM1 in the Manchester Core Strategy (2012), and DC18.1 of the Unitary Development Plan for the City of Manchester.

11) Servicing and delivery vehicles shall use the Withington Road entrance only and shall not use the Mayfield Road entrance at any time.

Reason - In the interests of residential amenity and highway safety, pursuant to pursuant to policies SP1 and DM1 in the Manchester Core Strategy (2012).

12) The service yard shall be used for loading and unloading purposes only and shall not be used for the open storage of goods, pallets, loading trolleys and refuse at any time.

Reason - In order to prevent obstructions to delivery vehicles and in the interests of visual amenity, pursuant to policies SP1 and DM1 in the Manchester Core Strategy (2012), and DC18.1 of the Unitary Development Plan for the City of Manchester.

13) Prior to the implementation of the ATM hereby approved finalised details of the location and design of security measures (including a dedicated lighting source, CCTV coverage and defensible space demarcation (i.e. 1sq m hatched area) shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be implemented in accordance with the approved details.

Reason - To reduce the risk of crime pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and to reflect the guidance contained in the National Planning Policy Framework.

14) Prior to the installation of the proposed of bollards shown on Bollard design ref: 11S019-S01- Issue-08, finalised details of the colouration shall be submitted to and approved in writing

by the City Council as local planning authority. The development shall be implemented in accordance with the approved details.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Manchester Core Strategy (2012).

15) In this condition ""retained tree"" means an existing tree, which is to be as shown as retained in Tree Survey report rev.2 dated 19th May 2025 ;Appendix B – Tree Constraints Plan ATS 00001 ;Appendix D Tree Constraints Plan ATS 00002 received 19th May 2025, specified in condition no.2 and particulars; and paragraphs (c) and (d) below shall have effect until the expiration of 5 years from the date of the first occupation of the development for its permitted use.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Manchester Core Strategy (2012).

16) The boundary treatment to the eastern boundary of the car park shall be implemented in accordance with the details shown on plan refs: Proposed site plan ref: 8816.55-BOW-A1-01-DR-A-0003 rev. P3, Proposed Elevations plan ref: 8816.55-BOW-A1-01-DR-A-0005 rev.P2 and Proposed External wall design detail in proximity to retained tree plan ref: H346-001 rev.A, prior to either of the units being brought into use, and the boundary treatment to the eastern boundary of the car park shall thereafter be retained and maintained in situ.

Reason - In the interests of visual amenity and site security, pursuant to policies SP1 and DM1 in the Manchester Core Strategy (2012).

Informative

1. In relation to security measures :
   - any new aspects of the shopfront and the building (i.e. escape doors) should be certified to Secured by Design standards.
   - Any internal shutters should be certified to LPS 1175 SR1/2.
   - The northern unit should have the infrastructure for the easily installation of an alarm, CCTV and access control systems.

2. It is recommended that the applicant subscribes to the EA flood warning service.
The site management should prepare a flood response plan outlining information of flood risk and actions to be taken in an event of a flood.

Appendix 1 – List of consultees & neighbours notified

Environment Agency
Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Heritage & Urban Design
Greater Manchester Ecology Unit
Whalley Range Forum
Whalley Range Conservation Area Group

Flat B, 44 Mayfield Road, Manchester, M16 8EU
Flat 1, 50 Mayfield Road, Manchester, M16 8EU
Flat 3, 52 Mayfield Road, Manchester, M16 8EU
Flat 3, 54 Mayfield Road, Manchester, M16 8EU
141 Withington Road, Manchester, M16 8ED
Flat 21, The Gallery, 31 Range Road, Manchester, M16 8FS
Flat 18, The Gallery, 31 Range Road, Manchester, M16 8FS
Flat 3, The Gallery, 31 Range Road, Manchester, M16 8FS
Flat 17, The Gallery, 31 Range Road, Manchester, M16 8FS
Flat 4, The Gallery, 31 Range Road, Manchester, M16 8FS
Flat 2, 35 Mayfield Road, Manchester, M16 8FU
Flat 4, 35 Mayfield Road, Manchester, M16 8FU
43 Mayfield Road, Manchester, M16 8FU
40C Mayfield Road, Manchester, M16 8EU
134A Withington Road, Manchester, M16 8FB
Flat B, 46 Mayfield Road, Manchester, M16 8EU
Flat 1, 48 Mayfield Road, Manchester, M16 8EU
Flat 3, 48 Mayfield Road, Manchester, M16 8EU
Flat 1, 54 Mayfield Road, Manchester, M16 8EU
Flat 6, The Gallery, 31 Range Road, Manchester, M16 8FS
Flat 11, The Gallery, 31 Range Road, Manchester, M16 8FS
131 Withington Road, Manchester, M16 8EE
Flat 1, 41 Mayfield Road, Manchester, M16 8FU
Flat 6, 145 Withington Road, Manchester, M16 8FD

Flat 2, 145 Withington Road, Manchester, M16 8FD
Flat 5, 145 Withington Road, Manchester, M16 8FD
Flat 23, The Gallery, 31 Range Road, Manchester, M16 8FS
Flat A, 44 Mayfield Road, Manchester, M16 8EU
Flat 3, 50 Mayfield Road, Manchester, M16 8EU
Flat 2, 52 Mayfield Road, Manchester, M16 8EU
Flat 15, The Gallery, 31 Range Road, Manchester, M16 8FS
Flat 12, The Gallery, 31 Range Road, Manchester, M16 8FS
Flat 7, The Gallery, 31 Range Road, Manchester, M16 8FS
Flat 1, 35 Mayfield Road, Manchester, M16 8FU
33 Mayfield Road, Manchester, M16 8FU
Flat 2, 41 Mayfield Road, Manchester, M16 8FU
Flat 8, The Gallery, 31 Range Road, Manchester, M16 8FS
40A Mayfield Road, Manchester, M16 8EU
42B Mayfield Road, Manchester, M16 8EU
Flat 2, 48 Mayfield Road, Manchester, M16 8EU
Flat 4, 50 Mayfield Road, Manchester, M16 8EU
Flat 1, 52 Mayfield Road, Manchester, M16 8EU
Flat 2, 54 Mayfield Road, Manchester, M16 8EU
126 Withington Road, Manchester, M16 8FB
Flat 20, The Gallery, 31 Range Road, Manchester, M16 8FS
Flat 5, The Gallery, 31 Range Road, Manchester, M16 8FS
133 Withington Road, Manchester, M16 8EE
Flat 3, 41 Mayfield Road, Manchester, M16 8FU
Second Floor, The Madina Hall, 122 Withington Road, Manchester, M16 8FB
Flat C, 46 Mayfield Road, Manchester, M16 8EU
Flat A, 46 Mayfield Road, Manchester, M16 8EU
Flat 24, The Gallery, 31 Range Road, Manchester, M16 8FS
Flat 16, The Gallery, 31 Range Road, Manchester, M16 8FS
Whalley Range Dental Practice, 132 Withington Road, Manchester, M16 8FB
136 Withington Road, Manchester, M16 8FB
Flat C, 44 Mayfield Road, Manchester, M16 8EU
46 Mayfield Road, Manchester, M16 8EU
Flat 2, 50 Mayfield Road, Manchester, M16 8EU
Flat 2, The Gallery, 31 Range Road, Manchester, M16 8FS
Flat 10, The Gallery, 31 Range Road, Manchester, M16 8FS
Flat 3, 35 Mayfield Road, Manchester, M16 8FU
Flat 4, 145 Withington Road, Manchester, M16 8FD
42C Mayfield Road, Manchester, M16 8EU
132A Withington Road, Manchester, M16 8FB
134 Withington Road, Manchester, M16 8FB
The Madina Hall, 122 Withington Road, Manchester, M16 8FB
First Floor, The Madina Hall, 122 Withington Road, Manchester, M16 8FB
Flat 13, The Gallery, 31 Range Road, Manchester, M16 8FS
Flat 1, The Gallery, 31 Range Road, Manchester, M16 8FS
Flat 5, 35 Mayfield Road, Manchester, M16 8FU
143 Withington Road, Manchester, M16 8EE
Flat 1, 145 Withington Road, Manchester, M16 8FD
Flat 8, 145 Withington Road, Manchester, M16 8FD
Flat 22, The Gallery, 31 Range Road, Manchester, M16 8FS
42A Mayfield Road, Manchester, M16 8EU
130 Withington Road, Manchester, M16 8FB
128 Withington Road, Manchester, M16 8FB
Flat 9, The Gallery, 31 Range Road, Manchester, M16 8FS

Flat 14, The Gallery, 31 Range Road, Manchester, M16 8FS
Flat 19, The Gallery, 31 Range Road, Manchester, M16 8FS
131B Withington Road, Manchester, M16 8EE
Flat 3, 145 Withington Road, Manchester, M16 8FD
Flat 7, 145 Withington Road, Manchester, M16 8FD
40B Mayfield Road, Manchester, M16 8EU

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Conservation Area - Whalley Range Conservation Area 1992
Flood Zones Type 2 (low to medium risk) -
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: SOUTH AREA