

Planning

Growth & Development

Delegated officer report for planning application

Application no.	140224/FO/2024
Date registered valid:	17 July 2024
Proposal:	Erection of four storey building comprising a ground floor commercial unit (use class E (a) (b) (c) and (g)) and 5 apartments (use class C3) on the upper floors together with associated elevation alterations and works to 436 Barlow Moor Road and 571 - 575 Wilbraham Road
Address:	436-436A Barlow Moor Road And 571-575 Wilbraham Road, Manchester, M21 0AB
Ward(s):	Chorlton Park Ward
Applicant:	Mr Zunnurain Zulfiqar, RB Wilbraham Ltd
Agent (if any):	Mr Ralph Taylor, Paul Butler Associates
Case officer:	David Lawless Tel: 0161 234 4543 Email: david.lawless@manchester.gov.uk
Recommendation:	Approve
Date of recommendation:	23 April 2024



Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit: 7 August 2024

Standard consultations:

Printed: 30 July 2024 Expired: 20 August 2024

Neighbour notifications

Printed: 30 July 2024 Expired: 20 August 2024

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/area

The subject site comprises vacant land adjacent to 436 Barlow Moor Road, Chorlton, Manchester, M21 0AB (see below). The site is irregular in shape and approximately 0.044 hectares. It is located within Chorlton District Centre and fronts Barlow Moor Road which, together with Wilbraham Road, are the main roads through Chorlton. The site is located close to the junction of these roads and is in a central location in the District Centre.



The site includes 571 to 575 Wilbraham Road and 436 Barlow Moor Road which is a three storey terrace property. This accommodates a 'Café Nero' and 'Max Spielman' on the ground floor, with the upper floors of the building comprising office and residential accommodation. The properties directly to the north of the application site are within the ownership of the applicant and as part of the proposal minor alterations are proposed to the windows on the rear elevations of these properties.

To the south of the site is a vehicular service route / alleyway running to the rear of properties on Wilbraham Road. Beyond this are a row of mixed use commercial and residential properties. The nearest property (432 Wilbraham Road) is a property lettings agent with a residential property above. This building is two storeys with accommodation in the roofspace. To the rear (east) of the site there is a tall brick wall on the boundary and beyond this the rear yard of the adjoining property, namely 573 Wilbraham Road.

The site is currently vacant and comprises rough hardstanding following the clearance of earlier buildings. The current condition of the site is somewhat unattractive and presents a gap in the otherwise built frontage along this part of Barlow Moor Road. The site is enclosed by 2 metre high black metal fencing to the west and south with a gate affording access from Barlow Moor Road.

Listed building:	No
Conservation area:	No
Tree Preservation Order:	No

Description of development

The applicant is proposing the following:

- Erection of four storey building comprising a ground floor commercial unit (use class E (a) (b) (c) and (g)) with 5 apartments (use class C3) on the upper floors.
- Associated elevation alterations and works to 436 Barlow Moor Road and 571 - 575 Wilbraham Road

Consultations & Notification Responses

Local Residents – Correspondence, one objecting and one in support, has been received from two members of the public, the comments are summarised below:

In support:

- This scheme would be a positive introduction to Chorlton and provide well designed accommodation and retail space on a currently vacant plot. The back of pavement activity within the new retail space will be welcome and provide continuous activity from Four Banks along and up Barlow Moor Road. Having the main entrance to the apartments on the main street is positive, allowing safe entrance and egress from the apartments. The adherence to space standards within the apartments is welcome.
- Externally, the modern brick design with set back to the top floor is simple but has enough detailing to show it has been carefully designed.
- The one thing that needs further clarification is if the properties are sold on separately is bin access, but an easement can be created to resolve.
- Overall, a very positive addition.

In objection:

- The proposed development back right up to an existing beer garden used by the Dulcimer pub and further down from this is the beer garden of Elektrik. What thought has been given to extra sound proofing of the proposed development so that noise complaints aren't received by the council and ensure we keep the cultural assets that the design statement is boastful off.
- There is a bus stop directly in front of the building, flanked by two bike racks. You can see this on the street scene document provided. There is also a cycle lane cutting the entire way in front of the proposed development and no loading is allowed on the road out side, two yellow lines and hatches on the curbs. The design and access statement states that most delivery's will be made to the front of the building. However, I cannot see how this is viable, with a bus stop right outside, where a delivery couldn't be made from. There is a high potential for health and safety hazard if delivery vehicle is in way and someone must come out onto the road to hail the bus. They may also be forced into the road or onto they cycle path if a vehicle is blocking the pavement.
- This proposed development is an eyesore that would stick out and look very much out of place. The flat roof not in keeping with any of the adjacent buildings neither is the 'contemporary' look there are no other examples of a modern building fused into an existing building in Chorlton. All the examples given are free standing buildings. The proposed building doesn't not meet historic heritage of the area, and is insensitive to existing typology, with no harmonic balance whatsoever.
- Footfall is already high in the area, an increase will have very minimal effect on crime. It may worsen crime by enclosing off the road behind and making it harder to see. Currently its open and can see due to the car park.
- If there is to be no parking for cars then there must be adequate space for bikes, this should be on a per person basis.
- What offset car parking will there be as it is losing car parking spaces?
- Claimed increase in local jobs during construction from the cover letter. How will this be achieved. As other project across is being built by a contractor from Preston.

Environmental Health – Suggests the imposition of a number of conditions designed to protect public health and residential amenity.

Highway Services – Highway Services have made the following comments:

- Based on the proposed scale of development and accessible location, a detailed trip generation assessment is not considered necessary by Highways.
- No car parking is proposed the for the development. Given the accessible location of the site and the car parking restrictions surrounding the site the level of car parking provision is acceptable to highways
- A ground-floor cycle store is proposed. Highways require clarification on the number proposed. This should ensure that at least 100% provision is made available for residents along with adequate staff cycles parking provision for the ground floor commercial unit which will need to align with MCC Core Strategy standards. Highways note that a number of short-stay 'Sheffield' cycle stands are located externally along Barlow Moor Road which would cater for any customer/visitor cycle parking demand.
- Highways would recommend that a Travel Pack is produced for future occupiers of the site which could include useful details of the nearest public transport services, journey planning etc.
- The servicing and delivery arrangements are considered acceptable by Highways.
- A construction management plan condition should be attached to any consent granted.

Sustainable Travel – This is a sustainable location for the proposed uses, in the district centre and within easy walking distance of buses and trams, and also on the cycle route into the city centre. They are proposing to include cycle storage for both the flats and, separately, the commercial use. This proposal is in line with what we would want to see re: sustainable transport. The travel plan condition is not needed here as it's a small development and has good transport facilities already.

Flood Risk Management – In accordance with the Flood Risk Assessment Guidance for Local Planning Authorities (LPAs), the LPA should assess the FRA under the Standing Advice. The proposal can be approved with no condition required

United Utilities Water PLC – Suggests the imposition of a drainage condition.

Policies

The National Planning Policy Framework (December 2024) – The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other development can be produced. Planning law requires that applications for planning permission be determined in accordance with the development plan, i.e. the Core Strategy Development Plan Document and accompanying policies, unless material considerations indicate otherwise. The National Planning Policy Framework is a material consideration in planning decisions.

Paragraph 11 states that plans and decisions should apply a presumption in favour of sustainable development, which for decision-taking means:

- c) approving development proposals that accord with an up-to-date development plan without delay; or
- d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear strong reason for refusing the development proposed; or
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.

Paragraph 12 states that the presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision-making. Where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.

In addition to the above, Section 5 (Delivering a sufficient supply of homes) is of relevance:

Paragraph 61 in section 5 states that to support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay. The overall aim should be to meet an area's identified housing need, including with an appropriate mix of housing types for the local community.

Paragraph 73 states that small and medium sized sites can make an important contribution to meeting the housing requirement of an area, are essential for Small and Medium Enterprise housebuilders to deliver new homes and are often built-out relatively quickly. To promote the development of a good mix of sites local planning authorities should:

- a) identify, through the development plan and brownfield registers, land to accommodate at least 10% of their housing requirement on sites no larger than one hectare; unless it can be shown, through the preparation of relevant plan policies, that there are strong reasons why this 10% target cannot be achieved;
- b) seek opportunities, through policies and decisions, to support small sites to come forward for community-led development for housing and self-build and custom-build housing;
- c) use tools such as area-wide design assessments, permission in principle and Local Development Orders to help bring small and medium sized sites forward;
- d) support the development of windfall sites through their policies and decisions – giving great weight to the benefits of using suitable sites within existing settlements for homes; and
- e) work with developers to encourage the sub-division of large sites where this could help to speed up the delivery of homes.

The Places for Everyone Plan – This plan was adopted on 21 March 2024, as such the Plan and its policies are now 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. The relevant policy is set out below:

Policy JP-Strat9 (Southern Areas) – This policy states that the economic competitiveness, distinctive local neighbourhood character and environmental attractiveness of the southern areas will be protected and enhanced. There will be a strong emphasis on making as much use as possible of suitable previously developed (brownfield) land and promoting the roles of the areas' town centres and its other key assets.

Policy JP-G8: A Net Enhancement of Biodiversity and Geodiversity – This policy states that through local planning and associated activities a net enhancement of biodiversity resources will be sought. It states further than in relation to development, proposals would be expected to:

- a) Follow the mitigation hierarchy of: i. Avoiding significant harm to biodiversity, particularly where it is irreplaceable, through consideration of alternative sites with less harmful impacts, then ii. Adequately mitigating any harm to biodiversity, then iii. Adequately compensating for any remaining harm to biodiversity
- b) Avoid fragmenting or severing connectivity between habitats;
- c) Achieve a measurable net gain in biodiversity of no less than 10%
- d) Make appropriate provision for long-term management of habitats and geological features connected to the development;
- e) Where appropriate, development should: mitigate air pollution impacts on Manchester Mosses SAC; mitigate urban edge, functionally linked land and recreation disturbance impacts on the South Pennine Moors SAC/SPAs; and assess and potentially mitigate boat movement, water pollution, and light spillage and shading impacts on the Rochdale Canal SAC; and
- f) Development proposals should be informed by the findings and recommendations of the appropriate biodiversity/ecological assessment(s) in the PfE evidence base and/or any updated or appropriate biodiversity/ecological assessments submitted as part of the planning application process.

Core Strategy Development Plan Document – 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.

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. Relevant policies in the Core Strategy are detailed below.

Policy SP1, Spatial Principles, - Development in all parts of the City should make a positive contribution to neighbourhoods of choice including creating well designed places that enhance or create character and protect and enhance the built and natural environment.

Policy DM1, Development Management – This policy states that all development should have regard to a number of specific issues, of which the following are of most relevance:-

- Appropriate siting, layout, scale, form, massing, materials and detail.
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Community safety and crime prevention.
- Design for health.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Flood risk and drainage.

Policy H6, South Manchester – South Manchester will accommodate around 5% of new residential development over the lifetime of the Core Strategy. High density development in South Manchester will generally only be appropriate within the district centres of Chorlton, Didsbury, Fallowfield, Levenshulme, and Withington, as part of mixed-use schemes. Outside the district centres priorities will be for housing which meets identified shortfalls, including family housing and provision that meets the needs of elderly people, with schemes adding to the stock of affordable housing.

Policy EN19, Waste – States that developers will be required to submit a waste management plan to demonstrate how the waste management needs of the end user will be met.

Saved UDP Policy DC26, "Development and Noise" – Policy DC26.1 states that the Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both:

- a) the effect of new development proposals which are likely to be generators of noise; and
- b) the implications of new development being exposed to existing noise sources which are effectively outside planning control.

Policy DC26.2 states that new noise-sensitive developments (including large-scale changes of use of existing land or buildings), such as housing, schools, hospitals or similar activities, will be permitted subject to their not being in locations which would expose them to high noise levels from existing uses or operations, unless the effects of the noise can realistically be reduced. In giving effect to this policy, the Council will take account both of noise exposure at the time of receiving a planning application and of any increase that may reasonably be expected in the foreseeable future.

Issues

Principle of the Proposal – It is recognised that Policy H6 promotes apartment schemes, if part of a mixed-use scheme, within district centres such as Chorlton District Centre. As such the erection of this development is considered acceptable in principle, especially given the approval of the following scheme (137425/FO/2023, approved in September 2023) on the opposite side of Barlow Moor Road and which is currently being constructed:

Erection of a three storey rear extension and elevational alterations to the Barlow Moor Road and Wilbraham Road frontages, in connection with the creation of two retail units (Class E) on the ground floor with six self-contained flats above (Class C3)

Notwithstanding this, the impact of the proposal upon existing levels of visual and residential amenity must be assessed, as well as any impact upon existing levels of pedestrian and highway safety along this section of Barlow Moor Road and Wilbraham Road.

Standard of accommodation – The City Council adopted the Manchester Residential Quality Guidance in December 2016 and within that document reference is made to the use of a combination of the Nationally Described Space Standards and the London Housing Design Guide space standards to form Manchester's space standards for residential developments.

The amount of floor space proposed for each apartment and that required under the guidance is detailed below:

- Apartment 01 - 1 bed 51m² (Space Standard – 50m²)
- Apartment 02 - 2 bed 61m² (Space Standard – 61m²)
- Apartment 03 - 1 bed 52m² (Space Standard – 50m²)
- Apartment 04 - 2 bed 61m² (Space Standard – 61m²)
- Apartment 05 - 1 bed 59m² (Space Standard – 50m²)

Given the above it is considered that the proposal complies with Manchester's space standards.

Affordable Housing – Policy H8 of the Core Strategy states that an affordable housing requirement applies where 15 or more residential units are proposed. The proposal does not meet this threshold as the number of apartments proposed is five.

Parking – The City Council does not have a prescribed policy standard for residential schemes. Notwithstanding this, it is anticipated that all new developments should provide appropriate car parking facilities and new developments should improve access to jobs and services by being located on sites that reduce the need to travel and provide good access to sustainable transport provision.

This desire to links trips and minimise travel times by locating developments in sustainable locations would allow the ability to minimise car travel and take advantage and facilitate the use of sustainable forms of transport.

Given the sustainable nature of the site within a district centre, the number of apartments proposed and availability of local amenities and public transport, the lack of any dedicated off-street parking spaces for this development is considered acceptable and consistent with similar developments found in other district centre locations.

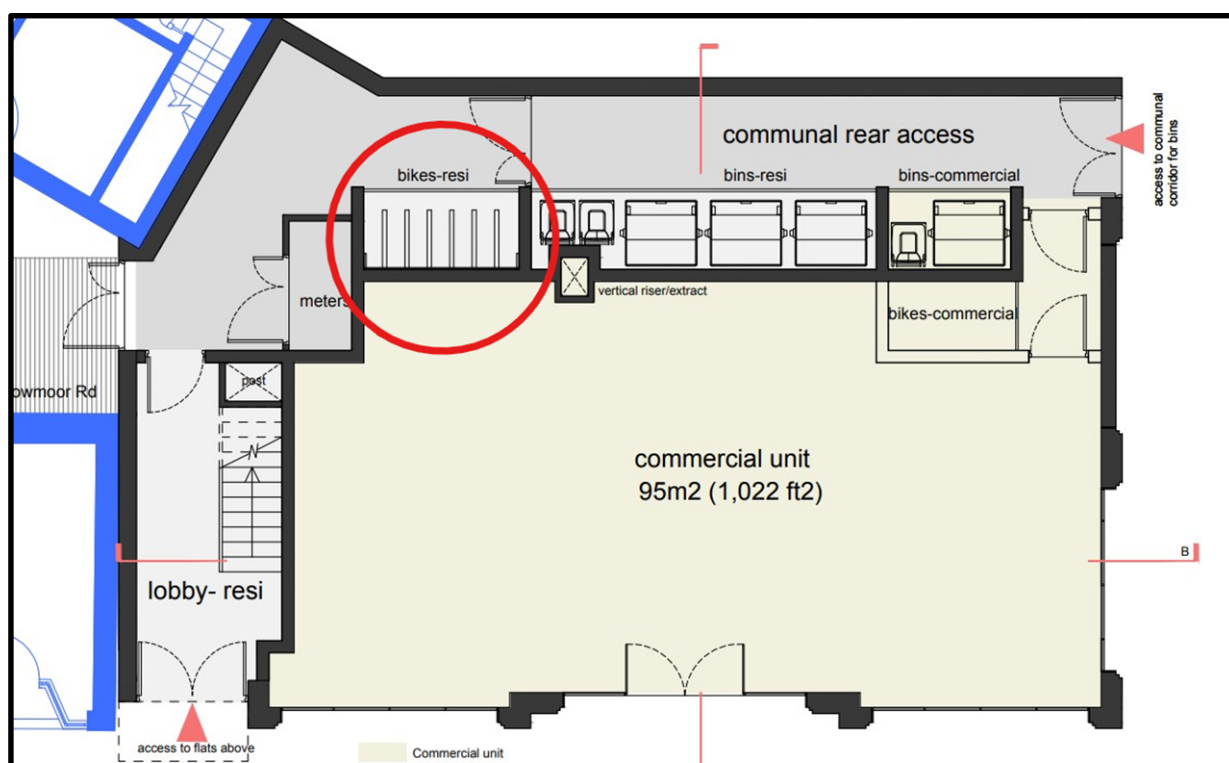
In conclusion, given the sustainable location of the site and the prevalence of public transport within its vicinity, the provision of no parking is considered to be acceptable in this instance.

Parking, Traffic Generation and Highway Safety – Given the lack of off-street parking provision, due to the site's sustainable location, it is not anticipated that the additional dwellings would generate such significant levels of traffic or concentrated traffic movements so as to prove detrimental to the levels of pedestrian and highway safety currently enjoyed along Barlow Moor Road and Wilbraham Road.

Furthermore, it is not considered that the proposal would generate excessive numbers of traffic movements to and from the site so as to exacerbate any existing congestion experienced in Chorlton District Centre.

Concerns have been raised by a local resident that the proposal would have an impact on the safe use of a nearby bus stop on Barlow Moor Road. Highway Services have assessed the proposal and do not consider that the proposal would conflict with the safe operation of this bus stop.

Cycle Provision – The scheme includes a cycle storage at ground level, off the communal rear entrance, which will accommodate between 6 to 7 bicycles. This level of provision is considered to be acceptable.



Design and Scale – The original scheme consisted of a flat roof and windows that did not line up with the adjoining property, i.e. 436 Barlow Moor Road. The design of the proposed building has since been amended as seen below. It would be constructed from brick and topped by a grey slate/tiled roof to complement the existing building to the north and, despite having a taller ridge line, it is considered to respond to the architectural rhythm of 436 Barlow Moor Road in terms of window proportions and soldier courses at the differing floor levels. It is also noted that the inclusion of two gables, as seen below in the proposed front elevation, has been informed by the existing building at 579-581 Barlow Moor Road, (the application site is annotated by a yellow dot). Overall, the design of the proposed building is considered acceptable.

The design of the associated elevational alterations to the rear of nos. 436 Barlow Moor Road and 571 - 575 Wilbraham Road are modest and also considered acceptable.



While the design of the proposal is considered acceptable a condition re: window and recess detailing, is to be attached (condition no. 4).

Environmental Standards – City Council policy requires that developers focus on achieving low carbon and energy efficient developments and therefore development should be expected to demonstrate its contribution to these objectives. The applicant has submitted supporting documentation to demonstrate how this would be achieved, accordingly a condition is suggested to ensure that the proposal is implemented in accordance with this document.

Visual Amenity – Given the design, scale and massing of the proposal, it is not considered that this development would have a detrimental impact upon the levels of visual amenity enjoyed along this stretch of Barlow Moor Road.

Residential Amenity – A number of factors have been assessed in order to judge the impact of the proposal upon residential amenity:

Impact upon Privacy – The proposed apartments would not directly overlook any of the residential accommodation above the commercial units on Wilbraham Road. While oblique views could be possible, the intervening distance between the proposal and the accommodation on Wilbraham Road is 10 to 24 metres, as a result it is not considered that the proposal would lead to undue overlooking and loss of privacy.

In terms of the residential accommodation under construction on the opposite side of Barlow Moor Road, that is over 21 metres away so again it is not considered the proposal would lead to the overlooking of that site.

Noise– The activity associated with the proposed apartments would not have a detrimental impact upon the levels of amenity enjoyed by the occupants of any of the nearest accommodation. The accommodation would be acoustically insulated to prevent noise ingress from the adjoining roads, this insulation would also prevent noise escaping from the building. The ground floor commercial unit would also be acoustically insulated to protect existing amenity.

To ensure that any possible plant does not impact upon local residents and those living in the proposed accommodation, a condition would be imposed requiring that any plant complies with current noise guidelines. While living within or adjacent to a district centre affords a different level of residential amenity when compared to a wholly residential area, it is recognised that there is still a need to protect the amenities of nearby residents and it is considered that the imposition of the aforementioned conditions would ensure that existing levels of amenity are not unduly impacted upon.

Daylight/Overshadowing – Given the orientation and height of the proposed building it is not considered that any of the existing accommodation above the adjoining commercial units would be subjected to any undue overshadowing.

Overall, it is not considered that the proposal would have an unduly detrimental impact upon the levels of residential amenity currently enjoyed within the vicinity of the site. Notwithstanding this, to protect the levels of amenity of the future occupants of the flats, three acoustic insulation conditions (*residential, commercial and external plant*) are to be attached to any consent granted.

Amenity space – Given the location of the site within the district centre no external amenity space is to be provided, this is considered acceptable in this instance.

Refuse Storage – The applicant has demonstrated that separate bins stores are proposed for the commercial and residential elements, both of which are accessed off the communal rear access. To ensure that the correct bin sizes are used a Waste Management Strategy condition is suggested in this instance.

Air Quality – During the construction phase of the development there is the potential for air quality impacts. However, assuming dust control measures are implemented as part of the proposed works, the significance of potential air quality impacts from dust generated by earthworks, construction and trackout activities is predicted to be negligible. It is considered that the imposition of a Construction Management Condition would ensure that appropriate measures are implemented during the construction phase.

It is recognised that during the operational phase of the development there is the potential for air quality impacts as a result of vehicle exhaust emissions associated with traffic generated by the commercial element of the proposal. However, given the proposal's location within the district centre and the existing traffic movements associated with existing businesses, the overall significance of potential impacts is considered to be low.

As a result of the above, it is considered that the proposal would not have a detrimental impact upon the air quality levels experienced within the vicinity of the site.

Biodiversity Enhancements – A condition requiring the incorporation of biodiversity enhancements within the finished development is suggested in this instance.

Security – A condition is attached to require the development to attain Secured by Design accreditation.

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 issues arising from the consideration of this application.

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, received on 15 April 2025:

- a) 396(PL)01 REV A-LOCATION PLAN
- b) 396(PL)10 REV A-GROUND FLOOR-PROPOSED
- c) 396(PL)11 REV A-FIRST FLOOR-PROPOSED
- d) 396(PL)12 REV A-SECOND FLOOR-PROPOSED
- e) 396(PL)13 REV A-THIRD FLOOR-PROPOSED
- f) 396(PL)14 REV A-ROOF-PROPOSED
- g) 396(PL)20 REV A-FRONT ELEVATION-PROPOSED
- h) 396(PL)21 REV A-REAR ELEVATION-PROPOSED
- i) 396(PL)22 REV A-SIDE ELEVATIONS-PROPOSED
- j) 396(PL)23 REV A-CROSS SECTION A&B-PROPOSED

the following received on 17 July 2024:

- k) Environmental Standards Statement

and the following received on 7 June 2024:

- l) 396(PI) 30 - ELEVATIONS TO EXISTING BUILDING EXISTING & PROPOSED

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.

3) No above ground works, except demolition works, shall commence unless and until samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as local planning authority.

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.

4) Prior to the commencement of above ground works, details of the following shall be submitted to and be approved by the City Council as Local Planning Authority. Thereafter the development shall be implemented in accordance with the approved details.

- a) Detail specification of windows and doors including elevation and cross section drawings at 1:20.
- b) Detail specification of shopfronts.
- c) Cross section drawings at min scale 1:50 of the façade showing depth of window reveals.

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.

5) 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 and the guidance contained within the National Planning Policy Framework.

6) Above-ground construction works shall not commence until details of the measures to be incorporated into the development (or phase thereof) to demonstrate how Secured by Design accreditation will be achieved have been submitted to and approved in writing by the City Council as local planning authority. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a Secured by Design accreditation.

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.

7) a) Fumes, vapours and odours shall be extracted and discharged from the premises in accordance with a scheme to be submitted to and approved in writing by the City Council as local planning authority before the use commences. Mixed use schemes shall ensure provision for internal ducting in risers that terminate at roof level. Schemes that are outside the scope of such developments shall ensure that flues terminate at least 1m above the eave level and/or any openable windows/ventilation intakes of nearby properties.

b) Prior to commencement of the use hereby approved confirmation shall be submitted for the approval of the City Council as local planning authority that the approved scheme has been implemented.

Reason - In the interests of the amenities of occupiers of nearby properties, pursuant to Policy DM1 in the Manchester Core Strategy.

8) The commercial premises hereby approved shall not be open outside the following hours:-

- a) Mondays to Fridays - 0700hrs to 2200hrs
- b) Saturdays - 0700hrs to 2200hrs
- c) Sundays and Bank Holidays - 0900hrs to 1800hrs

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

9) Deliveries, servicing and collections, including waste collections, to the commercial premises hereby approved shall not take place outside the following hours:

- a) Mondays to Saturdays - 0730hrs to 2000hrs
- b) Sundays/Bank Holidays - No deliveries/waste collections

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

10) a) The commercial premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

b) Prior to occupation of the commercial premises a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that acceptable criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby residential properties, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Manchester Core Strategy.

11) a) Prior to the commencement of above ground works, a scheme for acoustically insulating the proposed residential accommodation against noise from Barlow Moor Road and Wilbraham Road shall be submitted to and approved in writing by the City Council as local planning authority. There may be other actual or potential sources of noise which require consideration on or near the site, including any local commercial/industrial premises such as the first floor commercial premises.

b) Prior to first occupation of the residential units, a verification report shall be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that the internal noise criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the internal noise criteria.

Reason - To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance and to reduce the potential for overheating, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Manchester Core Strategy.

12) a) Externally mounted ancillary plant, equipment and servicing shall be selected and/or 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. Prior to commencement of the use hereby approved the scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

b) Prior to the operation of the scheme 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 report shall be detailed along with any measures required 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 saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Manchester Core Strategy.

13) a) Prior to the commencement of above ground works, 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 Policy DM1 in the Manchester Core Strategy.

14) a) A scheme for a clean air intake shall be submitted to and approved in writing by the City Council as local planning authority.

b) Prior to occupation of the development any agreed mitigation measures shall be implemented and verified as such in writing by the City Council as local planning authority and shall remain in situ whilst the use or development is in operation.

Reason - To secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution, pursuant to Policies EN16, SP1 and DM1 of the Manchester Core Strategy.

15) a) Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority.

The measures for investigating the site identified in the Site Investigation Proposal shall be carried out, before development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

b) When the development within each phase commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority.

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development in each phase is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to Policy DM1 in the Manchester Core Strategy.

16) The cycle storage facilities shown on Drawing 396(PL)10 REV A-GROUND FLOOR-PROPOSED, received on 15 April 2025, shall be made ready for use prior to the first occupation of the development hereby approved. The approved space 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 mode of transport in order to comply with policies SP1, T1 and DM1 of the Manchester Core Strategy.

17) Above grounds works shall not commence until details of biodiversity enhancements, including a timetable for their installation and maintenance regime, have been submitted to and been approved by the City Council as local planning authority. The development shall be carried out in accordance with the agreed details.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended in order to comply with Policy EN15 of the Manchester Core Strategy.

18) The development hereby approved shall be implemented in full accordance with the measures as set out within the Environmental Standards Statement, received on 17 July 2024, including: measures to secure predicted carbon emissions and the attainment of specified environmental efficiency and performance. Within 3 months of the completion of the construction of the authorised development a verification statement shall be submitted to and approved in writing, by the City Council as local planning authority, confirming the incorporation of the specified measures at each phase of the construction of the development, including dated photographic documentary evidence of the implementation and completion of required works.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Core Strategy for the City of Manchester and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

19) Prior to the commencement of development, a construction management plan outlining working practices shall be submitted to and approved in writing by the City Council as Local Planning authority, which for the avoidance of doubt shall include as a minimum:

- o Measures to control noise and vibration;
- o Dust suppression measures;
- o Compound locations where relevant;
- o Details of an emergency contact telephone number;
- o A community consultation plan and;
- o Sheeting of construction vehicles.

The development shall only be carried out in accordance with the approved management plan.

Reason - To safeguard the amenities of nearby residents, pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy.

20) Prior to the first use of the development hereby approved, a scheme of highway works for the reinstatement/repaving of the public footway adjoining the site along Wilbraham Road and Barlow Moor Road, along with any necessary tactile paving to vehicle crossovers, shall be submitted for approval in writing by the City Council, as Local Planning Authority.

This shall include the following:

Footway improvement/replacement of materials and reinstatement works around the perimeter of the application site including any necessary public realm works;

The approved scheme shall be implemented and be in place prior to the first occupation of the residential element of the development hereby approved and thereafter retained and maintained in situ for as long as the development remains in use.

Reason - in the interests of amenity and highways safety, pursuant to policies DM1 and SP1 of the Manchester Core Strategy and the National Planning Policy Framework.

Informatives

1) Informative for Condition 10 - Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 5dB below the LA90 (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63Hz and 125Hz octave frequency bands shall be controlled so as not to exceed (in habitable rooms) 47dB and 41dB (Leq,5min), respectively.

2) Informative for Condition 11 - The potential for overheating shall also be assessed and the noise insulation scheme shall take this into account. The approved noise insulation and ventilation scheme shall be completed before any of the dwelling units are occupied.

Noise survey data shall include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The following noise criteria shall be required to be achieved:

- a) Bedrooms (night time - 23.00 - 07.00) 30 dB LAeq (individual noise events shall not exceed 45 dB L_{Amax,F} by more than 15 times)
- b) Living Rooms (daytime - 07.00 - 23.00) 35 dB LAeq
- c) Gardens and terraces (daytime) 55 dB LAeq

Where applicable (entertainment/music): Additionally, where entertainment noise is a factor in the noise climate the sound insulation scheme shall be designed to achieve internal noise levels in the 63Hz and 125Hz octave centre frequency bands so as not to exceed (in habitable rooms) 47dB and 41dB (Leq,5min), respectively.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Oliver West (Sustainable Travel)
MCC Flood Risk Management
United Utilities Water PLC
Greater Manchester Police
Chorlton Voice

464B Wilbraham Road, Manchester, M21 9AS
Kentoms Garage, Silverwood Avenue, Manchester, M21 8BN
579 - 581 Barlow Moor Road, Manchester, M21 8AE
Flat 4, 13 Keppel Road, Manchester, M21 0AT
Flat 1, 7 Keppel Road, Manchester, M21 0AT
First Floor, 436 Barlow Moor Road, Manchester, M21 0AB
Flat 1, 432 Barlow Moor Road, Manchester, M21 8AD
444A Wilbraham Road, Manchester, M21 0AG
567 Wilbraham Road, Manchester, M21 0AE
456A Wilbraham Road, Manchester, M21 0AG
First Floor, 553 Wilbraham Road, Manchester, M21 0AE
422 Barlow Moor Road, Manchester, M21 8AD
Flat 2, 442A Wilbraham Road, Manchester, M21 0AG
559A Wilbraham Road, Manchester, M21 0AE
585A Wilbraham Road, Manchester, M21 9AF
First Floor, 575 Barlow Moor Road, Manchester, M21 8AE
Royal Oak, 440 Barlow Moor Road, Manchester, M21 0BQ
424A Barlow Moor Road, Manchester, M21 8AD
432 Barlow Moor Road, Manchester, M21 8AD
Flat 2, 432 Barlow Moor Road, Manchester, M21 8AD
573 Barlow Moor Road, Manchester, M21 8AE
Flat 3, 1 Silverwood Avenue, Manchester, M21 8BN
577 Barlow Moor Road, Manchester, M21 8AE
Flat 1, 446 Wilbraham Road, Manchester, M21 0AG
565 Wilbraham Road, Manchester, M21 0AE
448A Wilbraham Road, Manchester, M21 0AG
571 Wilbraham Road, Manchester, M21 0AE
43 Needham Avenue, Manchester, M21 8AA
39 Needham Avenue, Manchester, M21 8AA
557 Wilbraham Road, Manchester, M21 0AE
557A Wilbraham Road, Manchester, M21 0AE
Flat 2, 587 Wilbraham Road, Manchester, M21 9AF
577 Wilbraham Road, Manchester, M21 9AF
585B Wilbraham Road, Manchester, M21 9AF
577A Barlow Moor Road, Manchester, M21 8AE
1A Silverwood Avenue, Manchester, M21 8BN
4 Silverwood Avenue, Manchester, M21 8BN
6 Silverwood Avenue, Manchester, M21 8BN
10 Silverwood Avenue, Manchester, M21 8BN
Flat 3, 7 Keppel Road, Manchester, M21 0AT
Flat At, Royal Oak, 440 Barlow Moor Road, Manchester, M21 0BQ
3 Keppel Road, Manchester, M21 0AT
Flat 4, 460 Wilbraham Road, Manchester, M21 0AG

424 Barlow Moor Road, Manchester, M21 8AD
426A Barlow Moor Road, Manchester, M21 8AD
561 Wilbraham Road, Manchester, M21 0AE
450B Wilbraham Road, Manchester, M21 0AG
434 Barlow Moor Road, Manchester, M21 0AB
Naz Barber Shop, 569 Wilbraham Road, Manchester, M21 0AE
436A Barlow Moor Road, Manchester, M21 0AB
Flat 1, 442A Wilbraham Road, Manchester, M21 0AG
555A Wilbraham Road, Manchester, M21 0AE
464 Wilbraham Road, Manchester, M21 9AS
Second Floor, 575 Barlow Moor Road, Manchester, M21 8AE
2 Silverwood Avenue, Manchester, M21 8BN
Flat 3, 13 Keppel Road, Manchester, M21 0AT
Flat 3, 11 Keppel Road, Manchester, M21 0AT
Flat 1, 11 Keppel Road, Manchester, M21 0AT
Flat 2, 11 Keppel Road, Manchester, M21 0AT
Flat 5, 460 Wilbraham Road, Manchester, M21 0AG
430 Barlow Moor Road, Manchester, M21 8AD
Flat 2, 1 Silverwood Avenue, Manchester, M21 8BN
434A Barlow Moor Road, Manchester, M21 8AD
448 Wilbraham Road, Manchester, M21 0AG
Ground Floor, 454 Wilbraham Road, Manchester, M21 0AG
33 Needham Avenue, Manchester, M21 8AA
442 Wilbraham Road, Manchester, M21 0AG
583 Barlow Moor Road, Manchester, M21 8AE
15 Keppel Road, Manchester, M21 0AT
Flat 2, 7 Keppel Road, Manchester, M21 0AT
Flat 1, 460 Wilbraham Road, Manchester, M21 0AG
Flat 3, 571A Barlow Moor Road, Manchester, M21 8AE
Flat 2, 446 Wilbraham Road, Manchester, M21 0AG
1 Keppel Road, Manchester, M21 0AT
452B Wilbraham Road, Manchester, M21 0AG
456 Wilbraham Road, Manchester, M21 0AG
Ground Floor, 553 Wilbraham Road, Manchester, M21 0AE
45 Needham Avenue, Manchester, M21 8AA
422A Barlow Moor Road, Manchester, M21 8AD
559 Wilbraham Road, Manchester, M21 0AE
555 Wilbraham Road, Manchester, M21 0AE
575 Barlow Moor Road, Manchester, M21 8AE
Flat 1, 13 Keppel Road, Manchester, M21 0AT
438 Barlow Moor Road, Manchester, M21 0NW
Flat 3, 460 Wilbraham Road, Manchester, M21 0AG
Flat 2, 460 Wilbraham Road, Manchester, M21 0AG
460A Wilbraham Road, Manchester, M21 0AG
Max Spielmann, Basement And Ground Floor, 436 Barlow Moor Road, Manchester, M21 0AB
426 Barlow Moor Road, Manchester, M21 8AD
428 Barlow Moor Road, Manchester, M21 8AD
Car Park Adjacent 436, Barlow Moor Road, Manchester, M21 0AB
571 Barlow Moor Road, Manchester, M21 8AE
Flat 2, 571A Barlow Moor Road, Manchester, M21 8AE
Flat 1, 1 Silverwood Avenue, Manchester, M21 8BN
452A Wilbraham Road, Manchester, M21 0AG
35 Needham Avenue, Manchester, M21 8AA
Flat 2, 573A Barlow Moor Road, Manchester, M21 8AE

464A Wilbraham Road, Manchester, M21 9AS
579 Wilbraham Road, Manchester, M21 9AF
Lewis Bookmakers, 581 - 585 Wilbraham Road, Manchester, M21 9AF
1B Silverwood Avenue, Manchester, M21 8BN
581A Wilbraham Road, Manchester, M21 9AF
Flat 2, 13 Keppel Road, Manchester, M21 0AT
430A Barlow Moor Road, Manchester, M21 8AD
563 Wilbraham Road, Manchester, M21 0AE
446 Wilbraham Road, Manchester, M21 0AG
450A Wilbraham Road, Manchester, M21 0AG
452 Wilbraham Road, Manchester, M21 0AG
First Floor And Second Floor, 454 Wilbraham Road, Manchester, M21 0AG
37 Needham Avenue, Manchester, M21 8AA
422B Barlow Moor Road, Manchester, M21 8AD
593A Wilbraham Road, Manchester, M21 9AF
587 Wilbraham Road, Manchester, M21 9AL
Flat 1, 573A Barlow Moor Road, Manchester, M21 8AE
8 Silverwood Avenue, Manchester, M21 8BN
11 Keppel Road, Manchester, M21 0AT
9 Keppel Road, Manchester, M21 0AT
5 Keppel Road, Manchester, M21 0AT
458 Wilbraham Road, Manchester, M21 0AG
Flat 6, 460 Wilbraham Road, Manchester, M21 0AG
573 - 575 Wilbraham Road, Manchester, M21 9AB
Flat Rear Of, 428 Barlow Moor Road, Manchester, M21 8AD
Flat 1, 571A Barlow Moor Road, Manchester, M21 8AE
444 Wilbraham Road, Manchester, M21 0AG
41 Needham Avenue, Manchester, M21 8AA

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) -
Susceptible to Surf Water Flood (Middle) -
Area Team Boundary - Name: SOUTH AREA