

Planning

Growth & Development

Delegated officer report for planning application

Application no. 137425/FO/2023

Date registered valid: 26 July 2023

Proposal: 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)

Address: 577-579 Wilbraham Road, Manchester, M21 9AF

Ward(s): Chorlton Park Ward

Applicant: Ahuja Vedanta Partners Ltd

Agent (if any): Mr Paul Harrison, Just-H Architects

Case officer: Steven McCoombe
Tel: 0161 234 4607
Email: steven.mccoombe@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 19 September 2023

Application details

Type of application: Full Application Consent

Development type: Minor Office

Date of site visit: 18 August 2023

Standard consultations:

Printed: 11 August 2023 Expired: 1 September 2023

Neighbour notifications

Printed: 11 August 2023 Expired: 1 September 2023

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

The application site relates to a prominent 3 storey building with pitched roof, situated adjacent to a traffic- controlled junction at Wilbraham Road/Barlow Moor Road. The building is encased with a rough white render with blue painted cills/parapet and has been subject to a number of insensitive alterations.



View of application site from Barlow Moor Rd/Wilbraham Rd junction

The former bank is now in use at ground floor level as a vintage clothes shop. The upper floors are in use as 2 residential flats.

The Wilbraham Road frontage incorporates a series of steps and a ramped access. A new cycle lane as part of wider highway improvement works is current under construction immediately adjacent to the building, along with an existing pedestrian crossing.

To the Barlow Moor Road frontage, the building is partially enclosed by a low brick wall and shrubbery. A shared vehicular access serves a small, ad hoc parking area and bin storage area/yard.

The rear of the building which faces onto a residential property and the side gable of a commercial parade, includes a number of later, poorly arranged, flat roof extensions.

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

Description of area

The application site lies adjacent to a busy junction know locally as 4 banks corners. The applicant in their submission refer to its earlier name of Kemps Corners.

The site lies within Chorlton district centre – a large, busy neighbourhood centre containing a wide variety of small-scale retail, food and drink and other commercial uses.

Description of development

Planning permission is sought for the 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, two-bedroom apartments above.



Image of proposed development when viewed from the junction

The aim is to infill a messy, informal car park / yard, with dark vacant corners and replace these together with later extensions with a new 3 storey extension, along with the introduction of new

retail units at ground floor level to activate the street, incorporating an enclosed canopy to facilitate an for outdoor seating/terrace area in place of the existing steps/ramp.

The proposed extension is attached to the existing building via a recessed link. The exterior of the building is be rationalised with the replacement of the existing render with brickwork for the existing building and new sympathetic, contrasting material for the proposed extension. The window fenestration is to be retained, aside from the introduction of 2 new bay windows at first floor level to the Wilbraham Road frontage to reflect the original building design. The rear of the proposed is extension is recessed in part to allow the creation of enclosed balcony areas for 2 of the proposed apartments. A further balcony is proposed to the first floor, Wilbraham Road frontage.

The rear of the building includes an integral waste storage/servicing area, along with cycle store and lift access to the upper floors.

Consultations & Notification Responses

Local Residents/Occupiers – 2 representations have been received. 1 in support and 1 which objects to the proposed development. Comments are summarised below:

-Chorlton Voice support the alterations to this property and are satisfied that the scheme will contribute to the regeneration of the local centre.

-If the applicant is serious about commemorating the building's past, they should recreate the famous Kemp's clock.

-The only access and parking to the flats and offices is at the rear. The proposed application is using up all of the existing carpark and it is unclear who owns the land at this present time.

-The proposed build has too much massing for the location and will take much needed carparking from the area and also light from the surrounding properties at the rear.

-At the front the proposed front extension towards the pavement at the front will do the same and a permanent structure sticking out beyond the existing building line of the shops is unacceptable.

Local Ward Members – Councillor Rawson questions whether a social landlord would be part of the scheme. It is also questioned what space available for deliveries.
scheme?

Environmental Health – No objection. Conditions are advised in relation to construction management, air quality, servicing hours, waste management, acoustic insulation and external equipment.

Highway Services – It is noted that the adopted highway extends halfway across the footway on Barlow Moor Road and Wilbraham Road whilst there are sections of footway are private land to the front of the properties. Barlow Moor Road and Wilbraham Road are both subject to no stopping and no waiting at any time traffic regulation orders.

A loading bay is proposed on Silverwood Street to the south of the proposed development.

The Manchester to Chorlton Cycleway is currently under construction within the vicinity of the site.

The following comments are made:

Accessibility

The site is located within Chorlton district centre, with access to high frequency bus services along Barlow Moor Road and Wilbraham Road. Chorlton Metrolink stop is also a short walk from the site. Therefore, the accessible location of the site and the car parking restrictions surrounding the site would deter car parking.

Car Parking

No car parking is proposed 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.

Cycle Parking

A cycle store is provided for the residential apartments on the first and second floors, providing 6 cycle parking spaces, one per each apartment. This provision is acceptable.

Terrace Extension

The applicant should confirm that the ground floor terrace extension is contained within land owned by the applicant and would not impact upon the adopted highway.

Servicing

It is understood that a management company will be responsible for transferring residential refuse receptacles from the bin store to the collection point.

The existing traffic regulation orders and the currently under construction Manchester to Chorlton Cycleway would prevent loading and servicing from being undertaken from Barlow Moor Road. Further information is requested from the applicant as to how the site will be serviced given the changes to the local highway network.

TfGM

TfGM were consulted and the following comments were provided:

The quantum of development would not trigger the requirement for a highway impact review by TfGM.

It is recommended that the cycle spaces are covered and lockable, suitable for overnight accommodation, with security measures such as lighting and CCTV.

It is recommended that a Travel Pack is produced for future occupiers of the site.

Relevant Planning History

130112/FO/2021

Elevational alterations in association with the conversion of the property to form 2no. commercial units. *Approved 6 July 2021.*

048786/FO/SOUTH2/95

Construction of a disabled persons access ramp. *Approved 8 December 1995.*

046189/FO/SOUTH2/94

Elevational alterations including new glass entrance door. *Approved 26 September 1994.*

F07550

Elevational alterations to the ground floor of 577 Wilbraham Road and extension to existing bank premises at 579 Wilbraham Road. Approved 9 November 1977.

F06602

Change of use of 577 Wilbraham Road from shop and living accommodation to banking premises and alterations to existing bank 579 Wilbraham Road to form extension. *Refused 5 October 1977.*

F03303 (No.577)

Use of ground floor of house and shop for banking purposes. *Approved 19 September 1975.*

F00425 (No.577)

Internal alterations at 1st and 2nd floor levels of house and hot food shop, to form 2 self-contained flats. *Approved 13 September 1974.*

Policy

The following policy and guidance is considered relevant to the consideration of this application:

- Policies DM1, SP1, T2, EC1-3, EC9, H1, H6, C1, C2, C6, EN4, EN6, EN14, EN16-19;
- Saved policies E3.3 and DC26 of the UDP;
- National Planning Policy Framework (NPPF)
- Guide to Development in Manchester (SPD)

Issues

Principle

With reference to Development Plan policy and national planning guidance, the principle of the development is considered acceptable.

The proposed use would upgrade the appearance and function of a building on a prominent district centre junction, whilst adding to the diversity of housing stock and retail offer in the area.

The proposed development would create an improved environment for existing and prospective occupiers, in terms of energy efficiency, circulation and access, whilst allowing for an upgrade to the building fabric.

The proposal is considered to accord with policies H1 and H6 of the Core Strategy which outline that central Manchester will accommodate new residential development, with priority being given to family housing and other high value, high quality development where this can be sustained. Policy H6 in particular, states that higher density housing will be permitted within district centre locations.

The proposed development would make good use of a brownfield site, contribute to the Council's housing supply and be of an appropriate density in a highly sustainable location.

The proposed extension and upgrade to the building would also serve to improve the appearance of the site adjacent to a prominent junction and replace sub-standard accommodation with contemporary, accessible accommodation, more appropriate for modern living.

On this basis, the principle of development is considered satisfactory.

Specific planning issues are considered further below.

Standard of Accommodation

The apartments comply with the Council's internal space standards and comprise 6 x 2-bedroom apartment ranging from 78 – 89 sqm consisting of 3 apartments to the first floor and 3 apartments to the second floor. Each bedroom has an en-suite bathroom.

The apartments exceed City Council internal space standards and would provide a good standard of accommodation, with satisfactory ventilation and natural light to primary living areas.

Design, Scale and Appearance

The proposed elevational alterations are considered to represent an upgrade to the existing external fabric which has been subject to unsympathetic white render that encases the building exterior.

The proposed alterations would expose the brickwork to the existing building and comprise lighter coloured, contrasting brickwork to the proposed extension. The exact specification of external materials would be agreed pursuant to an attached planning condition.

In terms of scale, the proposed extension would be consistent with the immediate surroundings and would help consolidate the rear of the building which currently includes a number of ad hoc, unbalanced, mismatched flat roof extensions. The proposed extension would be of appropriate scale and would provide a coherent, uniform design that responds effectively with host building in terms of the original architectural rhythm, window proportions and features and also to neighbouring buildings, enabling the resultant building to have a presence at a prominent junction, whilst integrated appropriately into the street-scene. The proposed extension includes a lower roof ridge profile which coupled with the contrasting material helps facilitate a degree of subservience.

Whilst the proposed works include a projecting enclosed terrace at ground floor level to the Wilbraham Road frontage, the forecourt area at this point is already consumed by a bulky access arrangement in the form of steps and ramp. As the upper floors would maintain the established building line along this section of Wilbraham Road, it is not believed that the forward projecting element would be unduly harmful in terms of over-dominance. It is considered that the junction would benefit from a presence in the form of landmark development and in this respect the impact of the enclosed terrace upon the appearance of the street-scene can be sustained. Moreover, TGFM and Highways consider that the width of the public footway would not compromise pedestrian movement around the junction.

On this basis, it is considered that the development would complement the context of neighbouring buildings and satisfactorily assimilate into the immediate area.

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 at the site would rise from 2 to 6, representing a net increase of 4 units.

As the number of new units proposed falls below the relevant threshold, there is no requirement for affordable provision in this instance.

Access

In comparison to the existing situation, the proposed development incorporates both stepped and ramped access to the building. Due to existing floor levels and as the development would still include ease of access for all, access arrangements are considered acceptable.

Further, in contrast to the existing configuration, the proposed extension allows for lift access to the upper floors, therefore representing an access improvement to the existing situation.

Waste Management

Space is shown to the rear of the proposed extension for internal waste storage areas for both residential and commercial uses. Waste will be placed outside the storage areas on collection day and returned to the stores by a management company. As is currently the case, the waste storage area would be accessed for collection via the shared access of Barlow Moor Road.

Whilst both Highways and Environmental Health consider the position of the storage areas acceptable, further details have been requested in terms of portable waste provision for the commercial floorspace, along with a more detailed servicing strategy. Suitable conditions have been included.

Residential Amenity

With reference to the proposed rear extension and the impact to neighbouring occupiers it is not considered that any significant, undue impact would result in terms of any over-dominance, overlooking or overshadowing.

Whilst introducing a closer relationship between facing buildings at the rear, due to the interface distance, building orientation and facing blank elevations, there would be no significant impact as a consequence of the physical presence of the building.

In terms of activity, the proposed development would result in the addition of 4 further apartments and 1 retail unit. Within the context of a busy district centre environment, it is not considered that resulting levels of activity would be significant or capable of being sustained in a location where a lesser degree of amenity would be expected. Conditions have been included in terms of acoustic insulation, hours of opening and servicing arrangements to ensure any impact is suitably controlled.

Landscaping

At present the site has limited vegetation on site. The rear of the site is hard landscaped with the Barlow Moor Road side elevation incorporating a couple of poor quality shrubs adjacent to the boundary wall.

Whilst limited, due to the constraints of the site, the proposed development would improve the exiting landscaping offer with planting to the perimeter of the proposed terrace which would create a more attractive setting for the building. A condition requiring further details of the planting has been included.

Ecology

The site largely comprises buildings and hardstanding and therefore given the characteristics of the site would be unlikely to result in any significant or undue harm to local ecology. The

Highway Impact

The proposed development would result in the removal of a small number of poorly arranged car parking spaces, resulting in zero provision for the development.

Highways consider that given the highly accessible location of the site and the car parking restrictions surrounding the site which would deter parking, the lack of off-road car parking provision can be accepted in this location. This is particularly so, given the sustainable location of the site within Chorlton district centre, with access to a range of shops and services, high frequency bus services along Barlow Moor Road and Wilbraham Road and with Chorlton Metrolink stop a short walk from the site.

A servicing strategy is requested to ensure no undue impact to the operation of the highway. An appropriate condition has been included.

A further condition has been included which requires a repaving strategy for areas of pavement adjacent to the application site. This would tie in with wider highway upgrade work in the area and ensure a satisfactory surface for a footway around a junction with a high pedestrian footfall.

Climate Change

As the proposal would result in the addition of a modest number of residential units and 1 further retail unit within the context of a busy district centre, adjacent to busy, radial routes, it is not believed there would be any significant impact to air quality, particularly given the development would lead to a net loss of parking spaces and would be car free.

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. A condition has therefore been included which requires further details of what measures are to be incorporated within the proposal in terms of energy efficiency and carbon dioxide emission reduction targets.

Construction Management

To ensure demolition and construction is effectively controlled and to prevent any disruption to existing occupiers in the area, or along key routes throughout this part the city, a condition is included which requires the submission and approval of a construction management/demolition

plan which details amongst other matters, working practices, working hours, dust suppression, the parking of construction vehicles and the removal of waste.

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 / agent in a positive and proactive manner to guide the application through all stages of the planning process and resolve any issues that arose in dealing with the planning 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) Notwithstanding details submitted, no development that is hereby approved, 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. The development shall only be implemented in accordance with the agreed materials.

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, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

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

Drawings referenced AP.01 (location plan), AL.01 (proposed ground floor plan), AL.02 (proposed first floor plan), AL.03 (proposed second floor plan), AV.01 (Barlow Moor Road proposed elevation), AV.02 (proposed rear elevation), AV.03 (Wilbraham Road proposed elevation), AX.01 (proposed section AA) and AX.02 (proposed section EE) received by the City Council as Local Planning Authority on 28 June 2023.

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.

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

- Measures to control noise and vibrations;
- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Detail of an emergency contact telephone number;
- Parking of construction vehicles; and
- Sheeting over of construction vehicles.

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

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

5) a) Prior to commencement of the development, 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.

6) Notwithstanding details submitted, the development hereby approved shall not be occupied until a scheme for the storage (including segregated waste recycling) and disposal of refuse has been submitted to and approved in writing by the City Council as Local Planning Authority. 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. No bins shall be stored outside the curtilage of the site at any time.

Reason - Details are required in relation to pulpal waste and in the interests of public health and residential amenity, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

7) a) Any externally mounted ancillary plant, equipment and servicing to be installed 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 its installation, 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.

b) Prior to any externally mounted ancillary plant, equipment and servicing to be installed becoming operational, an approved 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 DM1 and SP1 of the Manchester Core Strategy.

8) a) Before above ground development commences a scheme for acoustically insulating the proposed residential accommodation against noise from Wilbraham Road and Barlow Moor Road shall be submitted to and approved in writing by the City Council as Local Planning Authority. 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 hereby approved are occupied.

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 DM1 and SP1 of the Manchester Core Strategy.

9) The retail units (Class E) hereby approved shall not be open outside the following hours:-

07:00 to 22.00 hrs daily.

Reason - To safeguard residential amenity, 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.

10) Deliveries, servicing and collections, including waste collections shall not take place outside of the following hours:

07.30 to 20.00 hrs Monday to Saturday;
No deliveries/waste collections on Sundays and Bank Holidays.

Reason - To safeguard the amenities of nearby occupiers, pursuant to Policies DM1 and SP1 of the Manchester Core Strategy.

11) Notwithstanding details submitted, none of the residential units hereby approved shall be occupied until space and facilities for bicycle parking have been provided in accordance with details to be submitted to and approved in writing by the City Council as Local Planning authority. The bicycle parking shall be secure and weatherproofed and 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.

12) Notwithstanding details submitted, prior to the first occupation of the retail units (Class E) hereby approved, a Servicing Strategy shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The strategy shall include details of the servicing location, the number and frequency of deliveries/collections, vehicle sizes, delivery times, noise management, access and safety arrangements. The agreed Strategy shall be implemented as part of the development and remain in use so long as the approved units are operational.

Reason - To mitigate harm to the operation of the highway and the amenity of noise sensitive occupiers, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

13) 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.

14) Prior to the first use of the development hereby approved, details of a soft landscaping treatment scheme for the site boundary shall be submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 6 months from the date the development first comes into use and shall thereafter be maintained and retained.

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

15) The extension hereby approved shall not be occupied until details of the security measures to be incorporated into the development 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 which shall be retained thereafter.

Reason - To reduce the risk of crime, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

16) Prior to above ground development commencing, an Environmental Standards Statement shall be submitted to, and approved in writing by, the City Council, as Local Planning Authority. The statement shall demonstrate measures to be incorporated into the development to achieve energy efficiency and approved measures shall be implemented in the construction of the approved development.

Reason - In order to minimise the environmental impact of the development, pursuant to policies DM1 and SP1 of Manchester's Core Strategy and the National Planning Policy Framework.

17) 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) the residential accommodation hereby approved 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.

18) The residential accommodation hereby approved shall be used only as private dwellings (which description shall not include serviced properties or similar uses where sleeping accommodation (with or without other services) is provided by way of trade for money or money's worth and occupied by the same person for less than ninety consecutive nights) and for no other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity such as short-term lets, serviced apartments/apart hotels, do not commence without prior approval; 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.

Informative

1) Any new signage or advertisements may require separate application for advertisement consent.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Greater Manchester Police
Transport For Greater Manchester
Chorlton Voice

573 - 575 Wilbraham Road, Manchester, M21 9AB
571 Wilbraham Road, Manchester, M21 0AE
456A Wilbraham Road, Manchester, M21 0AG
438 Barlow Moor Road, Manchester, M21 0NW
Flat Rear Of, 428 Barlow Moor Road, Manchester, M21 8AD
First Floor, 436 Barlow Moor Road, Manchester, M21 0AB
Flat 6, 460 Wilbraham Road, Manchester, M21 0AG
Flat 5, 460 Wilbraham Road, Manchester, M21 0AG
Flat 4, 460 Wilbraham Road, Manchester, M21 0AG
Flat 3, 460 Wilbraham Road, Manchester, M21 0AG
Flat 2, 460 Wilbraham Road, Manchester, M21 0AG
Flat 1, 460 Wilbraham Road, Manchester, M21 0AG
460A Wilbraham Road, Manchester, M21 0AG
585A Wilbraham Road, Manchester, M21 9AF
430A Barlow Moor Road, Manchester, M21 8AD
Flat 1, 432 Barlow Moor Road, Manchester, M21 8AD
581A Wilbraham Road, Manchester, M21 9AF
430 Barlow Moor Road, Manchester, M21 8AD
436A Barlow Moor Road, Manchester, M21 0AB
464B Wilbraham Road, Manchester, M21 9AS
464A Wilbraham Road, Manchester, M21 9AS
464 Wilbraham Road, Manchester, M21 9AS
585B Wilbraham Road, Manchester, M21 9AF
577B Wilbraham Road, Manchester, M21 9AF
Flat 2, 432 Barlow Moor Road, Manchester, M21 8AD
Max Spielmann, Basement And Ground Floor, 436 Barlow Moor Road, Manchester, M21 0AB
434 Barlow Moor Road, Manchester, M21 0AB
432 Barlow Moor Road, Manchester, M21 8AD
428 Barlow Moor Road, Manchester, M21 8AD
583 Barlow Moor Road, Manchester, M21 8AE
579 - 581 Barlow Moor Road, Manchester, M21 8AE
Lewis Bookmakers, 581 - 585 Wilbraham Road, Manchester, M21 9AF
577A Wilbraham Road, Manchester, M21 9AF
458 Wilbraham Road, Manchester, M21 0AG
456 Wilbraham Road, Manchester, M21 0AG
Naz Barber Shop, 569 Wilbraham Road, Manchester, M21 0AE
2 Silverwood Avenue, Manchester, M21 8BN

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -

Area Team Boundary - Name: SOUTH AREA