

Planning

Growth & Development

Delegated officer report for planning application

Application no. 144423/FO/2025

Date registered valid: 11 November 2025

Proposal: Erection of 3-storey building to provide 9 no. apartments (Class C3), landscaping and associated works following demolition of all existing structures.

Address: 541 Wilbraham Road, Manchester, M21 0AH

Ward(s): Chorlton Park Ward

Applicant: Southway Housing Trust

Agent (if any): Rebecca Hilton Eden Planning and Development

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

Recommendation: Approve

Date of recommendation: 30 December 2025

Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit: 28 November 2025

Standard consultations:

Printed: 14 November 2025

Expired: 5 December 2025

Neighbour notifications

Printed: 14 November 2025

Expired: 5 December 2025

Site notice

No site notice has been produced

Press advert

No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building and surroundings

The application site comprises a vacant two-storey building, with additional accommodation within the roof space, located at the junction of Corkland Road and Wilbraham Road, at the eastern edge of Chorlton District Centre. The building has remained vacant since the former children's day nursery ceased operation.

The surrounding area is mixed in character: to the south and east, the site adjoins semi-detached residential properties, whilst to the north, across Wilbraham Road, is a three-storey parade featuring commercial uses at ground level. A Morrisons supermarket lies to the north-east, beyond which is Chorlton Metrolink stop. Immediately to the west is a single-storey post office, with further commercial premises associated with the district centre situated beyond.



View of application site from opposite side of Wilbraham Rd



View of application site from post office to the west



View of application site from Corkland Rd to the east

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

Description of development

Planning permission is sought for the erection of a three-storey apartment building (Use Class C3) comprising nine social-rented units, following the demolition of the existing building. The apartments would be managed by Southway, a registered social landlord. The scheme also includes associated works such as landscaping, new pedestrian access and an open-top roof garden. No off-street parking is proposed as part of the development.



Proposed Building CGI

Consultations & Notification Responses

Local Residents/Occupiers – 6 representations have been received from neighbouring occupiers, including 4 objections, 1 in support and 1 neutral response raising issues. Principal comments are summarised below:

-Adding 9 flats without parking will only add to parking problems in the area.

-Whilst in a poor state of repair, the existing building is not without architectural merit and is an established, positive contributor to the Wilbraham Road street scene. The application does not include any detailed consideration of whether the building can be retained / repurposed for residential uses

-There is no architectural relevance to this design and it does not align to surrounding houses at all. The lack of greenery and lack of parking will also negatively affect Corkland Road which is already congested.

-The gates to the site are half way down a newly introduced passage at the western side of the site. This means there is some potential for litter from the street to build up and potentially anti-social behaviour in the passageway. It is suggested that the gate line is brought forward.

-The Council's stated target of reaching carbon neutrality cannot be achieved if they continue to allow buildings which could be refurbished and reused to be knocked down.

-The proposed building is out of proportion to its surroundings and the choice of materials out of keeping.

-It is questioned if there would be fencing to divide No. 2 Corkland from the new building.

-Parking, traffic and servicing including waste collection would be affected along Corkland Road.

-Concern is raised about overlooking and loss of light to adjoining properties.

-The scale of building is appropriate to the site and location. The absence of parking provision is positive. The biodiversity measures, whilst minimal, are appropriate.

Chorlton Civic Society - No objection to the use of this site for residential use. However, the proposed design is not considered appropriate.

The proposed architectural design and choice of materials is considered weak and out of keeping with the area. The preference would be for the existing building to be retained and converted, which would be both more attractive and would save embedded carbon.

Environmental Health – No objection. Conditions are requested in relation the demolition/construction management, acoustic insulation, external plant, waste management and ground conditions remediation.

Highway Services – The following principal comments are made:

- The site is well accessed by sustainable modes given its District Centre location.
- The proposed site is unlikely to generate an unacceptable increase in vehicle trips.
- Parking survey have been undertaken. Based on the submitted assessment, Corkland Road can accommodate the forecasted car ownership at the site which is 7no. vehicles.
- Based on the submitted assessment, there are no concerns about highway safety issues within the vicinity of the site.
- A S278 agreement will be required for any highway works which impact the adopted highway.
- 14 no. cycle parking spaces will be provided, which is considered acceptable in principle.
- It is recommended that all fencing / railings adjacent to the adopted highway are visually permeable from a distance of 600mm upwards to ensure adequate visual permeability for child pedestrians.
- A Waste Management Strategy should be conditioned and attached to any planning permission that may be granted.
- It is recommended that Travel Packs are provided to future residents.
- A detailed Demolition and Construction Management Plan will be required prior to any construction works taking place and conditioned with any planning approval.

Greater Manchester Ecology Unit (GMEU) - The application is accompanied by a PEA which has identified that the building has moderate potential to support roosting bats, and further bat surveys (emergence surveys) have been undertaken (e3p Nocturnal Bat Survey Report, 30/09/2025). No bats were observed emerging from the building, and reasonable survey effort has been carried out to be confident that bats are not roosting in the building.

- Any new external lighting must be designed in line with best practice guidelines.
- A condition should be secured to ensure that building demolition is undertaken in line with section 4.2 of the PEA report, with regards to nesting birds.

-An informative should be used so that the applicant is aware of the legal protection that certain species receive and that the granting of planning permission does not negate the need to abide by the laws that are in place to protect biodiversity.

-An Ecological Enhancement Plan should be secured via a condition to include provision of bat and bird boxes.

-A BNG Metric Report (e3p, May 2025) and accompanying BNG metric has been provided. This shows that the site has a very low baseline (0.13units). The development will deliver a 19.28% gain for habitats on the site through planting of new trees and creation of some grassland/landscaping. The LPA can therefore be confident that the Biodiversity Gain Condition can be discharged.

-The Biodiversity Gain Condition will apply should this planning application receive permission. To discharge this condition additional information will need to be submitted which includes a Biodiversity Gain Plan, final landscape plan, final version of the BNG metric, and HMMP.

Flood Risk Management – No comments received.

United Utilities - All options for the sustainable management of surface water must be thoroughly investigated before any surface water connections from new development to the public sewer are accepted. Where a new surface water connection to the public sewer is proposed, robust evidence to demonstrate the drainage hierarchy has been fully investigated and there are no more sustainable options available for the management of surface water, is required.

Conditions are requested in relation to a surface water drainage scheme and for subsequent maintenance.

Cadent – No objection. An 'informative' is requested with respect to their assets and infrastructure.

Greater Manchester Police (Design for Security) - Ideally, the entrance would be taken from the front of the building where it can be overlooked from the public highway; however, the applicant has mitigated against the risk of criminality by gating the access to the rear of the building. It is recommended the apartment building is built to Secured by Design standards.

Planning History

060672/FO/SOUTH1/00

Installation of a temporary building for 5 years in playground area to form baby unit to accommodate 8 additional children. *Approved 22 December 2000.*

F16427

Conversion of whole of premises to form a day nursery and construction of a fire escape staircase at rear. *Approved 4 November 1981.*

Policy

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

-Saved policies E3.3 and DC26 of the UDP;

-Policies SP1, DM1, T1, T2, C2, C6, H1, H6 EN1, EN4, EN6, EN8, EN9, EN14-19 of the Manchester Core Strategy

-Policies JP-S1, JP-J1, JP-S2, JP-H2, JP-H3, JP-H4 and JP-G8 of Places for Everyone Joint Development Plan.

-Manchester's Green and Blue Infrastructure Strategy (2022)

-Manchester City Council Climate Change Action Plan (2020-2025)

-The Guide to Development in Manchester (SPD)'

-National Planning Policy Framework (NPPF).

-Draft National Planning Policy Framework (December 2025)

-National Planning Practice Guidance (NPG)

Issues

Principle

The proposed development is acceptable in principle. It would secure the efficient use of a brownfield site that is currently underused and in poor condition, whilst contributing to both local and national housing delivery targets.

Policy H1 establishes the strategic approach to housing growth across the city, identifying a requirement for approximately 60,000 new homes between 2009 and 2027. Growth is predominantly directed towards the North, East, City Centre and other inner-urban areas within the Regional Centre, reflecting Manchester's expanding economy and its projected population increase over the next two decades. New housing schemes are therefore expected to support this planned growth by being appropriately located, meeting identified housing needs, and helping to create high-quality, attractive neighbourhoods.

Policies SP1 and H1 also encourage the redevelopment of previously developed sites and support the regeneration of areas with outdated or poor-quality housing.

Policy H6, which applies specifically to this part of the city, places emphasis on delivering family housing and high-quality, higher-value developments where viable. However, it also supports higher-density residential development within or adjacent to the Regional Centre, district centres, or along corridors served by frequent public transport services.

At a wider strategic level, the proposal aligns with Policy JP-H1 of the Greater Manchester Places for Everyone (PfE) Plan, which sets a requirement for Manchester to deliver an average of 3,533 new homes per year between 2022 and 2039. Whilst the nine units proposed fall below the SHLAA's indicative capacity of 18 units for this site, the proposal offers a context-appropriate, deliverable form of development that respects local character, achieves a suitable density, and would provide a meaningful contribution to housing needs.

Overall, the site is considered suitable in principle for new housing. Its redevelopment provides an opportunity to bring a neglected building back into use, enhance the local housing offer, and deliver affordable homes.

The site's sustainable and accessible district centre location ensures excellent connections to public transport, employment areas, educational facilities, and local amenities.

More detailed consideration of site-specific planning issues is provided below.

Demolition

Whilst concerns have been expressed regarding the loss of the existing building, which does possess a degree of architectural interest and contributes to the local character, the building is in a deteriorated condition. Bringing it back into use would require substantial reconfiguration, and such works would not realistically allow the building to meet modern accessibility requirements or contemporary environmental performance standards. Retention would therefore not represent an efficient or effective use of the site. Furthermore, the building has no statutory protection and is not safeguarded from demolition.

Loss of Employment Use

Although the proposal would lead to the loss of a an employment use in the form of day nursery (Class E), the building is now vacant and no longer operational.

Whilst the host building could legitimately continue to operate as a commercial premises within Class E, the building is not considered likely to represent a viable or attractive proposition for modern commercial requirements, due to the internal layout, financial viability and condition of the building.

Policy EC2 of the Core Strategy represents the overarching policy in relation to existing employment sites and states that:

The Council will seek to retain and enhance existing employment space and sites. Alternative uses will only be supported on sites allocated accordingly, or if it can be demonstrated that:

- The existing use is un-viable in terms of business operations, building age and format;
- The existing use is incompatible with adjacent uses;
- The existing use is unsuitable for employment having had regard to the Manchester-Salford - Trafford -SFRA; or
- On balance, proposals are able to offer greater benefits in terms of the Core Strategy's vision and spatial objectives than the existing use.

The supporting narrative to the policy states further that although the Council values employment land, there are circumstances where it will be appropriate to support alternative uses such as when employment is un-viable, particularly if the site has remained empty or vacant for a period of time and the employment space no longer serves the needs of businesses due to its age and the conditions of the property; or, when an alternative use would bring more benefits to the City, either because the employment use is not the optimum use for the site or because any harm is outweighed by the benefits of the new use.

In this case, the proposal would seek to regenerate a vacant site in a poor condition which is largely incompatible with adjoining uses residential properties, with the potential for attracting greater vehicular activity, noise and disturbance.

The site is not allocated for an employment use and is identified within the Council's Strategic Housing Land Availability Assessment (SHLAA) for residential use.

It is believed that the proposal development offers substantial material benefits for which the Council considers outweighs any harm, including the contribution to local affordable residential accommodation in the Chorlton area and environmental improvements. It is therefore maintained an alternative use is justified in this location.

Layout

The application site is of an irregular shape, with the proposed layout designed to respond to neighbouring properties, whilst allowing for the proposed residential units to be street facing. The configuration seeks to safeguard the amenity and setting of neighbouring residential properties along Corkland Road and Wilbraham Road.

The proposed development comprises three apartments set across three floors, resulting in a total of nine apartments. Each apartment benefits from a private balcony or terrace, to provide suitable amenity space, as well as access to a communal roof garden amenity space for residents to use. Access to the main building is achieved from both Wilbraham Road and to the rear via a dedicated route from Corkland Road, adjacent to a new cycle store.

It is considered that the layout achieves an appropriate balance between built form, landscaping and amenity space, whilst respecting the constraints imposed by neighbouring land uses and realises the site's potential without compromising the character or appearance of the surrounding area. The proposal is therefore considered acceptable in design terms and compliant with relevant planning policies and guidance.

Design, Scale and Appearance

The proposed development consists of a single, three storey block, broadly matching the height of the building it replaces and reflecting the scale of surrounding properties, including the three-storey parade situated opposite on Wilbraham Road.

Its form has been modelled to respond sensitively to the local context. A subtle step-down towards the south-east reduces the building's perceived height and softens its visual presence when viewed from residential streets to the south. The use of a flat roof contributes to a contemporary architectural approach while allowing for a clean, unobtrusive roofline that integrates well with neighbouring buildings. The structure is also set back from the shared boundary with the Chorlton Post Office, preventing any sense of over-dominance and ensuring an appropriately scaled relationship with adjoining development.

The height, massing, and proportions are considered well balanced, enabling the building to sit comfortably within the existing streetscape. Architecturally, the proposed building proposes a robust masonry façade articulated with projecting hit-and-miss brick banding, adding depth, rhythm, and visual interest to the elevations. Light-coloured window frames and balcony railings introduce contrast and help break up the massing, whilst an external metal-mesh staircase serving the roof terrace provides a lightweight, modern feature that adds to the building's contemporary expression.

The quality and detailing of the materials are considered appropriate for this prominent gateway location into Chorlton District Centre. The palette achieves a strong, modern identity whilst maintaining a respectful relationship with nearby residential properties.

Overall, the development represents a high-quality and contextually responsive design that would significantly uplift the appearance of the site. It would enhance the wider street scene and

contribute positively to local character without appearing intrusive, overbearing, or out of place. A condition is included to ensure the quality and appropriateness of the external materials, with details to be submitted and agreed.

Standard of Accommodation

The proposal involves the creation of 3 x 1 no bedroom and 6 x 2 no. bedroom apartment across three floors.

All proposed apartments comply with the Nationally Described Space Standards (NDSS) as well as the City Council's own internal space standards, with every habitable room benefiting from sufficient levels of natural daylight. This ensures that each unit provides an appropriate amount of usable, comfortable, and well-proportioned living space for future residents.

In addition, and in recognition of the ongoing demand for accessible homes, particularly those suitable for people with mobility needs, the scheme includes units designed to fully meet M4(2) accessibility requirements. Given this level of compliance, the overall standard of accommodation is considered satisfactory.

Residential Amenity

Given the established mixed use character of the immediate area and the district centre location of the site and existing levels of background activity, coupled with the site's location adjacent to a main arterial route, the introduction of a new residential development for a modest 9 units, is not anticipated to result in any significant or unacceptable impacts on the amenity of nearby occupiers in terms of noise, disturbance, or general activity.

Whilst it is acknowledged that the proposed development would generate a different level and pattern of activity compared to the site's former use as a day nursery, it is considered that the impact is likely to be lesser in terms of coming and goings, parking demand and associated noise and disturbance, particularly given the fallback position whereby the building could operate for any commercial operation within Use Class E.

Any associated impacts are expected to be modest and capable of being appropriately mitigated.

Regarding any impact resulting from the physical presence of the proposed building, including any impact associated with over-dominance, overshadowing, or overlooking, it is believed that given the interface distances, relationship/orientation with neighbouring properties, proposed window, balcony and roof top garden positioning and the overall district centre location context, there is unlikely to be any significant adverse impact on neighbouring living conditions.

Noise

It is not anticipated that the proposal would give rise to undue noise disturbance. Conditions are included to ensure satisfactory acoustic insulation and controls over the noise levels for the use of any associated, ancillary external equipment.

Daylight/Sunlight

The scale and massing of the proposed building is considered appropriate and would not cause any unacceptable loss of daylight, sunlight, or outlook for surrounding properties.

A Daylight and Sunlight Assessment has been submitted with the application, confirming that the development performs well in these respects. All proposed units are shown to receive excellent natural light, with no harmful effects on neighbouring amenity through overshadowing or reduced light.

All neighbouring properties assessed achieve Vertical Sky Component (VSC) values above 27%, exceeding the BRE Guidelines (BR209:2022) for acceptable daylight levels. The greatest reduction in VSC for any nearby property is 8.3%, which is well below the 20% threshold generally associated with a noticeable impact.

Private gardens in the surrounding area would retain between 93.4% and 100% of their existing sunlight levels, ensuring that high-quality outdoor amenity is maintained.

Given the above, the impact to daylight/sunlight is considered acceptable.

Highway Impact

In comparison with the existing use, the proposed development does not provide any off-street parking. However, the number of trips generated is expected to be lower than if the former day nursery or alternative Class E commercial uses were brought back into operation.

Given the small number of units proposed and the site's highly sustainable location, situated within a district centre and within walking distance of Chorlton Metrolink stop and bus services along Wilbraham Road and Barlow Moor Road, the anticipated volume and frequency of vehicle movements are not considered significant enough to compromise highway or pedestrian safety or to cause congestion. Highway Services have raised no objections on this matter.

Whilst a modest increase in demand for on-street parking is possible, a parking survey requested by Highways confirms that Corkland Road has sufficient capacity to accommodate the expected level of car ownership. This will be further supported through the provision of Travel Packs encouraging sustainable transport choices and the inclusion of 14 covered cycle parking spaces.

On this basis, the development is considered to have an acceptable impact on the operation of the highway network.

Waste Management

Sufficient space is shown with the rear curtilage for the necessary number of waste receptacles, including recycling, with collection anticipated to take place from Corkland Road, with existing dropped kerbs on the western side providing a step-free route from the bin store to the collection point. At the request of Environmental Health, a condition is included which requires agreement of a more detailed waste management strategy.

Trees and Landscaping

The proposal includes hard and soft landscaping, comprising a combination of textured paving slabs and tarmac surfacing for pedestrian routes, a lightweight decorative gravel finish for the flat roof, and low brick walls and garden fencing for boundary treatment. Soft landscaping includes the retention of existing trees, with the exception of 1 tree to the Wilbraham Road frontage which requires removal. Whilst any tree loss is regrettable, the tree is not protected and can be satisfactorily compensated for by the planting of three new trees, along with the planting of ornamental grass and shrub planting, planting to the roof space and the inclusion of turfed areas to provide soft green space across the property to deliver an overall enhancement

and cohesive landscaping proposal at the site, to the benefit of visual amenity and local biodiversity.

In terms of boundary treatment, whilst the existing brick wall to the front boundary is shown as being retained, the side and rear boundaries are dilapidated and require replacement boundary treatment. A condition is included which requires the agreement of a more detailed boundary treatment proposal to ensure an acceptable quality, to enclose the site to improve security and to safeguard the amenity of neighbouring occupiers.

Ecology and Biodiversity

Greater Manchester Ecology Unit (GMEU) concur with the findings of the submitted Bat Scoping Assessment and further bat emergence survey that reasonable effort has been carried out to be confident that bats are not roosting in the building. Conditions are included to ensure biodiversity enhancement, the specification of external lighting and 'informatives' advising of the legal protection for certain species.

In terms of statutory biodiversity net gain, the accompanying BNG metric report shows that the site has a very low baseline (0.13units) and that the proposed development would deliver a 19.28% gain for habitats on the site through planting of new trees and creation of some grassland/landscaping. It has therefore been satisfactorily demonstrated that 10% net gain can be achieved on site.

Affordability

Whilst the proposal only relates to 9 units and thereby falls below the policy threshold set out within Policy H8 of the Core Strategy for residential development requiring an assessment of affordability, it is intended that all the apartments are managed by Southway for affordable social rent, thereby contributing to the Council's affordable housing supply.

Flood Risk and Drainage

The application site is located in flood zone 1 'low probability of flooding'.

A pre commencement condition has been included to ensure that a surface water drainage is submitted and approved in writing by the City Council prior to the commencement of development.

Climate Change

As the proposal would result in the addition of only 9 residential units within the context of a busy mixed use, district centre environment, the impact upon climate change is considered negligible.

The site does not include any parking provision and is located near to a busy, main arterial route and transport corridor. It is therefore unlikely that there would be any significant or harmful contribution to air quality or climate change as a consequence of vehicular movements or ongoing activity.

An Air Quality Assessment was submitted with the application to establish baseline conditions and determine whether construction or operational activities could materially affect local air quality. The assessment includes analysis of the impacts during the construction and operational phases.

In summary, the proposed development is not expected to result in significant air quality impacts and therefore does not present a constraint to planning approval. Compliance with the mitigation measures outlined in the assessment is to be secured through an attached planning condition.

Environmental Standards

City Council policy places significant emphasis on the delivery of low-carbon, energy-efficient development, and all proposals are expected to demonstrate a clear and robust commitment to these principles.

This application is supported by an Energy Statement, which evaluates the projected energy performance of the scheme. The design has been thoughtfully developed to optimise opportunities for reducing both energy demand and carbon emissions, with careful consideration given to site layout, building orientation, and passive design measures that naturally minimise energy use.

A suite of low and zero-carbon technologies, including the use of photovoltaic panels to the roof has been integrated into the development, set to achieve 83% reduction in CO₂ emissions against the requirements of Part L (2021) of the Building Regulations. This high standard of performance directly responds to Policy CC1 of the Core Strategy, which prioritises sustainable construction, improved energy efficiency, and effective retrofitting. It also aligns with Policy CC2, which encourages the incorporation of renewable and low-carbon energy solutions. Furthermore, the scheme fully supports the ambitions of PfE Policy JP-S2 (Carbon and Energy), contributing positively toward regional carbon-reduction objectives.

Crime and Security

The application is accompanied by a Crime Impact Statement in associated with Greater Manchester Police (Design for Security). The Statement makes a number of recommendations in relation to security measures, including CCTV, electronic access control, and secure cycle storage to be secured by way of a condition which requires 'Secure by Design' accreditation to be achieved.

It is considered that provided the recommendations of the Crime Impact Statement are implemented, the impact to crime and security is satisfactory.

Demolition/Construction Management

To ensure construction and demolition is effectively controlled and to prevent any disruption to existing occupiers in the area, a condition is included which requires the submission and approval of a construction management plan which details 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) No above ground 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 1105(PL)001 (Block and Location Plan), 1105 (PL)001 (Demolition Plan), 1105 (PL)101 (Proposed Ground and First Floor Plan), 1105 (PL)102 (Proposed Second Floor and Roof Plan), 1105 (PL)103 (Proposed Elevations 1 of 2), 1105 (PL)104 (Proposed Elevations 2 of 2) and 1105 (PL)105 (Proposed Street Scene), received by the City Council as Local Planning Authority on 3 November 2025.

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

4) a) Prior to the commencement of demolition, a Demolition Management Plan outlining working practices during demolition development shall be submitted to and approved in writing by the City Council as Local Planning Authority.

For the avoidance of doubt, the Demolition Management Plan should include:

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

The development shall only be carried out in accordance with the approved Demolition Management Plan.

b) Prior to the commencement of development (excluding demolition), a Construction Management Plan outlining working practices during development shall be submitted to and approved in writing to the City Council as Local Planning Authority.

For the avoidance of doubt, the Construction Management Plan 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.

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

5) No works to trees or shrubs shall occur between the 1st March and 31st August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation provided that no active bird nests are present which has been agreed in writing by the local planning authority.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended and to comply with policy EN15 of the Core Strategy and policy JP-G7 of the Places for Everyone Joint Development Plan Document.

6) Prior to the commencement of the development (excluding demolition) hereby approved, a surface water drainage scheme for the development site, based on sustainable drainage principles, shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include:

-Progression through the drainage hierarchy must be evidence based and supported by site investigation including assessments of ground conditions and infiltration testing in accordance with BRE365. Proposals of attenuation should achieve half drain time within 24 hours.

-For surface water connections, evidence of agreement in principle from the relevant authority/service provider is required to ensure there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed new connection will suffice.

-Finalised surface water drainage layout including all components, levels, connectivity and proposed overland flow routes for extreme events.

-Hydraulic calculations of the proposed drainage system, including all design parameters. Results must demonstrate no surcharge for the 1 in 2, no flooding in the 1 in 30 and no flooding of buildings for the 1 in 100 + 45% Climate Change.

- Where flows less than 5 l/s are proposed, a blockage risk assessment must be undertaken. If the risk cannot be adequately managed, a higher minimum discharge rate should be considered / agreed with relevant authority.

- A plan indicating easement SuDS features (including attenuation tanks) should be appropriately positioned, including a 2.5m easement from the existing highway and a 5m easement from any dwellings, guaranteeing accessibility for future maintenance and contingency for asset failure. This practice is in accordance with SuDS Manual (C753).

- A maintenance scheme.

The development shall be constructed and completed in accordance with the approved details prior to the first occupation/use of the development hereby approved.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN8 and EN14 and policy JP-S4 of the Places for Everyone Joint Development Plan.

7) a) With the exception of development, 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) Prior to the first occupation of the development, a Completion/Verification Report shall be submitted to and approved in writing by the City Council as Local Planning Authority, to validate that the development conforms with the approved Site Investigation Report and/or Remediation Strategy.

c) In the event of any non-conformity with the approved Site Investigation Report and/or Remediation Strategy, then any further measures that are required to remediate the land shall be carried out. Any required measures/remediation and validation shall continue until conformity has been achieved and agreed in writing by the City Council as Local Planning Authority, prior to first use/occupation of the development.

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 policies DM1 and EN18 of the Manchester Core Strategy and policy JP-S1 of the Places for Everyone Joint Development Plan.

8) 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 after development commences, 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 is submitted to and approved in writing by the City Council as local planning authority. The development shall then be carried out in accordance with these details, together with any previously approved 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 policies DM1 and EN18 of the Manchester Core Strategy and policy JP-S1 of the Places for Everyone Joint Development Plan.

9) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

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

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

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

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in

accordance with policies EN9 and EN15 of the Core Strategy and policy JP-G7 of the Places for Everyone Joint Development Plan.

10) The building hereby approved shall not be occupied until there has been submitted to and approved in writing by the City Council as Local Planning Authority, a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed prior to first occupation of the apartments and the development shall be carried out in accordance with the approved details which shall thereafter be retained.

Reason - In the interests of security and 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, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

11) Notwithstanding details submitted, no above ground development shall commence until a hard and soft landscaping treatment scheme, including replacement tree planting, has been submitted to and approved in writing by the City Council as Local Planning Authority. The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Manchester Core Strategy and policies JP-S1, JP-P1 and JP-H3 of the Places for Everyone Joint Development Plan.

12) Prior to first occupation of the development hereby approved and in addition to statutory biodiversity net gain requirements, a scheme for the enhancement of the site for ecological purposes shall be submitted to and agreed in writing by the City Council as Local Planning Authority. Details should include bat and bird boxes. The agreed scheme shall be implemented in accordance with a timescale to be agreed and retained and maintained thereafter.

Reason - Pursuant to biodiversity enhancement of the site, in accordance with policy EN15 of the Core Strategy and the National Planning Policy Framework and policy JP-G8 of the Places for Everyone Joint Development Plan.

13) The development hereby approved shall only be carried out in accordance with mitigation measures detailed within the submitted Air Quality Assessment produced by Miller Goodall (Ref: : AQ103381 dated 9 October 2025, received by the City Council, as Local Planning Authority on 3 November 2025).

Reason - To minimise the impact upon air quality and in order to minimise the environmental impact of the development, pursuant to policy EN16 of the Manchester Core Strategy, National Planning Guidance and National Planning Policy Framework (NPPF).

14) a) Prior to the first occupation of the approved development, external lighting shall be designed and installed in accordance with a scheme submitted to and approved in writing by the City Council as Local Planning Authority so as to control glare and overspill onto nearby residential properties.

b) Prior to occupation of the development a verification report shall be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved light 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 criteria.

Reason - To safeguard the amenities of the occupiers of nearby properties and to minimise impacts on protected species that may commute and forage in the area pursuant to Core Strategy policies DM1 and EN15 and policies JP-P1 and JP-G8 of the Places for Everyone joint development plan.

15) Prior to first occupation of the development hereby approved, the City Council as Local Planning Authority must acknowledge 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 and policies JP-S1 and JP-P1 of the Places for Everyone Joint Development Plan.

16) Notwithstanding details submitted, no above ground development shall commence until a more detailed 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.

Reason - In the interests of public health and residential amenity, pursuant to policies DM1 and SP1 of the Manchester Core Strategy and policy JP-P1 of the Places for Everyone Joint Development Plan.

17) Notwithstanding details submitted, prior to the commencement of above ground works (excluding demolition), full details for the provision of secure and covered cycle parking provision for the development shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved details shall be installed prior to the first occupation of the development and be retained thereafter for use by people residing and visiting the development.

Reason - To ensure that there is adequate cycle parking for the development in order to comply with policies T1,T2 and DM1 of the Manchester Core strategy and policy JP-C6 of the Places for Everyone joint development plan.

18) a) Prior to the commencement of above ground works a scheme for acoustically insulating the proposed residential accommodation against noise from Wilbraham Road and Corkland 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.

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.

b) Prior to first occupation of the residential units, a verification report shall be submitted to validate that the work undertaken throughout the development conforms to the recommendations and requirements approved as part a) of this condition. The validation report shall also undertake post completion testing to confirm that the internal noise criteria have been met.

c) In the event of any non-conformity with the approved acoustic insulation scheme, then any further measures that are required to ensure conformity shall be carried out. Any required measures/mitigation shall continue until conformity has been achieved and agreed in writing by the City Council as local planning authority, prior to first occupation of the development.

Reason -To secure a reduction in noise from traffic and other sources in order to protect future residents from noise disturbance and to reduce the potential for overheating pursuant to policy DM1 of the Manchester Core Strategy, saved policy DC26 of the Unitary Development Plan for the City of Manchester and policy JP-P1 of the Places for Everyone Joint Development Plan.

19) a) Any 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 first occupation of the units hereby approved a 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 prior to first occupation of the development.

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 approved under part a) of this condition. The report shall also undertake post completion testing to confirm that the noise criteria have been met.

c) In the event of any non-conformity with the approved scheme, then any further measures that are required to ensure conformity shall be carried out. Any required measures/mitigation shall continue until conformity has been achieved and agreed in writing by the City Council as Local Planning Authority, prior to first occupation of the development.

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 policy DM1 of the Manchester Core Strategy, saved policy DC26 of the Unitary Development Plan and policy JP-P1 of the Places for Everyone Joint Development Plan.

20) a)The development hereby approved shall be implemented in accordance with the measures contained with the submitted Energy Statement prepared by Base Energy dated October 2025, received by the City Council as Local Planning Authority on 3 November 2025.

b) 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, including dated photographic documentary evidence of the implementation and completion of required works.

c) Any non-conformity from the approved scheme shall be clearly set out along with measures required to ensure compliance with the agreed details.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Manchester Core Strategy and policies JP-S1, JP-P1 and JP-S2 of the Places for Everyone Joint Development Plan.

21) Prior to the first occupation of the development, a Travel Information Pack to be issued to future occupiers of the development hereby approved shall be submitted to and approved in writing by the City Council as Local Planning Authority. The Travel Information Pack shall include, but not be limited to:

- Information on local walking and cycling routes;
- Public transport services, timetable information and ticketing options;
- Details of the nearest bus stops, rail and tram stations, and community transport (where applicable);
- Information on car-sharing schemes and any on-site or nearby electric vehicle charging provision;
- Promotion of sustainable travel behaviour, including any incentives or discounts available to new occupiers.

The approved Travel Information Pack shall be provided to all first occupiers at the point of occupation of each apartment. The development shall thereafter be carried out in accordance with the approved details.

Reason - To assist promoting the use of sustainable forms of travel, pursuant to policies SP1, T2 and DM1 of the Manchester Core Strategy and policies JP-S1, JP-S1, JP-P1 and JP-C1 of Places for Everyone Joint Development Plan.

22) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) none of the residential units hereby approved shall be used for any other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2020, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a).

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 Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

23) The residential units hereby 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 - 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 Core Strategy for Manchester, guidance contained within the National Planning Policy Framework, and policies JP-S1, JP-P1 and JP-H3 of Places for Everyone Development Plan.

Informatives

1) Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. There may be a legal interest (easements and other rights) in the land that restrict activity in proximity to Cadent assets in private land. The applicant must ensure that the proposed works do not infringe on legal rights of access and or restrictive covenants that exist.

If buildings or structures are proposed directly above the apparatus the development may only take place following diversion of the apparatus. The applicant should apply online to have apparatus diverted in advance of any works, by visiting cadentgas.com/our-services/gas-diversions Prior to carrying out works, including the construction of access points, please register on www.linesearchbeforeudig.co.uk to submit details of the planned works for review, ensuring requirements are adhered to.

2) The statutory framework for biodiversity net gain requires a Biodiversity Gain Plan to be submitted and approved to discharge the biodiversity gain condition prior to the commencement of development.

A developer must submit the Biodiversity Gain Plan to the planning authority in writing, no earlier than the day after planning permission has been granted. The use of the Biodiversity Gain Plan template is strongly encouraged to bring together the required information into one document for approval.

The following content of a Biodiversity Gain Plan is required for development:

- information about the steps taken or to be taken to minimise the adverse effect of the development on the biodiversity of the onsite habitat and any other habitat;
- the pre-development biodiversity value of the onsite habitat;
- the post-development biodiversity value of the onsite habitat;
- any registered off-site biodiversity gain allocated to the development and the biodiversity; and
- any biodiversity credits purchased for the development.

In addition, the following is required:

- name and address of the person completing the Plan, and (if different) the person submitting the Plan;
- a description of the development and planning permission reference number (to which the plan relates);
- the relevant date, for the purposes of calculating the pre-development biodiversity value of onsite habitats and if proposing an earlier date, the reasons for using this earlier date;
- the completed biodiversity metric calculation tool(s), stating the publication date of the tool(s), and showing the calculation of the pre-development onsite value on the relevant date, and post-development biodiversity value;
- a description of arrangements for maintenance and monitoring of habitat enhancement to which paragraph 9(3) of Schedule 7A to the 1990 Act applies (habitat enhancement which must be maintained for at least 30 years after the development is completed);
- (except for onsite irreplaceable habitats) a description of how the biodiversity gain hierarchy will be followed and where to the extent any actions (in order of priority) in that hierarchy are not followed and the reason for that;

- pre-development and post-development plans showing the location of onsite habitat (including any irreplaceable habitat) on the relevant date, and drawn to an identified scale and showing the direction of North;
- a description of any irreplaceable habitat on the land to which the plan relates which exist on the relevant date, and any part of the development for which planning permission is granted where the onsite habitat of that part is irreplaceable habitat arrangements for compensation for any impact the development has on the biodiversity of the irreplaceable habitat; and
- if habitat degradation has taken place:
a statement to this effect,
the date immediately before the degradation activity,
the completed biodiversity tool showing the calculation of the biodiversity value of the onsite habitat on that date, and
any available supporting evidence for the value.

There is a standard Biodiversity Gain Plan template available to complete which brings together many of these matters into one document.

The submission of a Biodiversity Gain Plan to a local planning authority falls under Regulation 16 of the Town and Country Planning (Fee for Applications, Deemed Applications, Requests and Site Visit) (England) Regulations 2012 (as amended), which covers fees for the written confirmation of compliance with a condition or conditions attached to a grant of planning permission.

3) Should the presence of bats be found at any time during demolition or development, all works at the site should cease and notification should be made to the City Council as Local Planning Authority. A licensed bat consultant and/or ecologist should undertake a survey of the site and buildings and report any findings to the City Council and methods of mitigation agreed, by the City Council, as Local Planning Authority, prior to the progression of any further works.

4) The applicant is required to discuss and agree any requirements for temporary pedestrian and traffic management with MCC's Event and Traffic Management Team via Email to highwaynetworkmanagement@manchester.gov.uk.

5) Construction/demolition works shall be confined to the following hours:

Monday - Friday: 7.30am - 6pm

Saturday: 8.30am - 2pm

Sunday / Bank holidays: No work

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Greater Manchester Police
Greater Manchester Ecology Unit

434 Wilbraham Road, Manchester, M21 0AS
432 Wilbraham Road, Manchester, M21 0AS
Wm Morrison Supermarkets Plc, Wilbraham Road, Manchester, M21 0SD
4 Corkland Road, Manchester, M21 8UT
430A Wilbraham Road, Manchester, M21 0AS
434A Wilbraham Road, Manchester, M21 0AS
432A Wilbraham Road, Manchester, M21 0AS
Postbox Cafe, 543 Wilbraham Road, Manchester, M21 0AE
2 Cavendish Terrace, Wilbraham Road, Manchester, M21 0UA
426 Wilbraham Road, Manchester, M21 0AS
426A Wilbraham Road, Manchester, M21 0AS
Chorlton Delivery Office, Needham Avenue, Manchester, M21 0AA
3 Cavendish Terrace, Wilbraham Road, Manchester, M21 0UA
E G Cadman, 420A Wilbraham Road, Manchester, M21 0AS
426B Wilbraham Road, Manchester, M21 0AS
Flat 1, 537 - 539 Wilbraham Road, Manchester, M21 0UE
Chorlton Post Office, 543 Wilbraham Road, Manchester, M21 9PP
Brewski, 537 - 539 Wilbraham Road, Manchester, M21 0UE
Flat 2, 537 - 539 Wilbraham Road, Manchester, M21 0UE
Flat 3, 537 - 539 Wilbraham Road, Manchester, M21 0UE
Flat 4, 537 - 539 Wilbraham Road, Manchester, M21 0UE
Flat 4, 5 Corkland Road, Manchester, M21 8UP
Flat 1, 5 Corkland Road, Manchester, M21 8UP
Flat 1, 1 Corkland Road, Manchester, M21 8UP
424 Wilbraham Road, Manchester, M21 0AS
1A Corkland Road, Manchester, M21 8UP
2 Corkland Road, Manchester, M21 8UT
1 Cavendish Terrace, Wilbraham Road, Manchester, M21 0UA
Flat Above, 420 Wilbraham Road, Manchester, M21 0AS
Chemist, 420 Wilbraham Road, Manchester, M21 0AS
Flat 5, 5 Corkland Road, Manchester, M21 8UP
Flat 3, 5 Corkland Road, Manchester, M21 8UP
Flat 2, 5 Corkland Road, Manchester, M21 8UP
Flat 3, 1 Corkland Road, Manchester, M21 8UP
Flat 2, 1 Corkland Road, Manchester, M21 8UP
3 Corkland Road, Manchester, M21 8UP
430 Wilbraham Road, Manchester, M21 0AS
422 Wilbraham Road, Manchester, M21 0AS
2A Corkland Road, Manchester, M21 8UT
539A Wilbraham Road, Manchester, M21 0UE
Flat 1A, 1 Corkland Road, Manchester, M21 8UP

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4

Flood Zone Plus Climate Change -
Area Team Boundary - Name: SOUTH AREA