

Planning

Growth & Development

Delegated officer report for planning application

Application no. 145034/FO/2026

Date registered valid: 3 March 2026

Proposal: Change of Use from 8 independent C3 apartments to 8 C2 units and ancillary rooms with external alterations.

Address: 619 Wilbraham Road, Manchester, M21 9AT

Ward(s): Chorlton Ward

Applicant: Mysa Care

Agent (if any): Miss Ellie Howard, Planning Potential Ltd.

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

Recommendation: Approve

Date of recommendation: 27 April 2026

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 17 March 2026

Standard consultations: Printed: 10 March 2026 Expired: 31 March 2026

Neighbour notifications: Printed: 10 March 2026 Expired: 31 March 2026

Site notice: Posted: 17 March 2026 Expired: 9 April 2026

Press advert: Published: 17 March 2026 Expired: 9 April 2026

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

Listed building: Not applicable

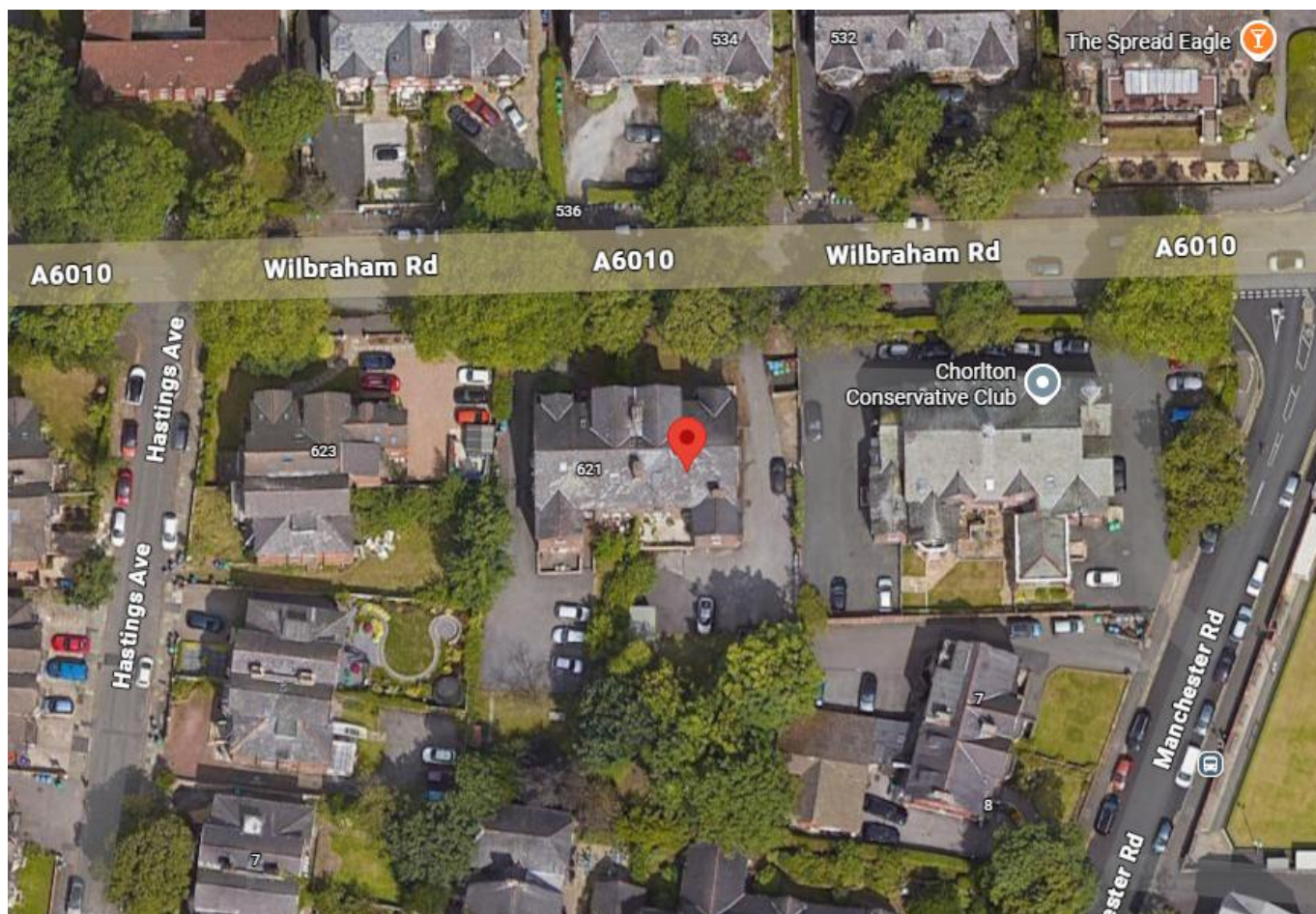
Conservation area: Wilbraham Road/Edge Lane Conservation Area 2005

Tree Preservation Order: No specific TPOs, however, all trees benefit from protection within the conservation area

The application relates to a large semi-detached villa property of redbrick and black and white timber detailing with a grey slate dual-pitch roof. The property features white uPVC-framed windows, including a two-storey bay to the front, two lightwells to the front, an inset front porch, a tarmac driveway and generous front garden bordered by a mid-level stone wall with gateposts, a bin store area to the side, a two-storey rear outrigger, a raised terrace area to the rear, a car parking area to the rear and a detached outbuilding situated within the rear garden. The property appears to accommodate 8no. self-contained apartments.

This stretch of Wilbraham Road is predominantly residential in terms of its character, consisting of detached and semi-detached dwellinghouses and is situated in relative proximity to Chorlton District Centre.

The property is not listed; however, it is sited within the Wilbraham Road/Edge Lane Conservation Area.







Description of development

The applicant is seeking planning permission for the “Change of Use from 8 independent C3 apartments to 8 C2 units and ancillary rooms with external alterations”.

Planning history

107771/FO/2015/S1 – Conversion of basement to form 2no. additional apartments, making 8 apartments in total, elevational alterations including installation of Juliet balconies to rear and side – Approved (2015).

123641/TCA/2019 - Works to trees proposed felling of T2,T3,T4,T5,T6, T8 self-seeded Sycamores and T31, T34 2 x Ash and pruning works to T7, Lime – No objection (2019).

132117/TCA/2021 - Works to tree - proposed felling of sycamore (T1) - tree is rotten (see photos) and there is a large hole at its base. A large limb has already snapped off in bad weather – No objection (2021).

Consultations & Notification Responses

Two representations were received from **local residents** in response to the application; the comments are summarised as follows:

- No issues regarding the application itself, however, the trees to the rear of the site appear to be outgrowing their position and may lead to damage to neighbouring properties.
- The proposed use would be incompatible with current use of the property which houses existing tenants, causing harm to residential amenity as well as conflicting with protected tenancy rights.
- The proposed use would disrupt the life, privacy, and wellbeing of existing tenants.
- The introduction of a care home, (C2) use would introduce an institutional-level of activity, resulting in significantly increased noise compared to the current household residential use. This includes multiple staff shifts (likely 24-hour operation with handover periods at changeover times, often noisy), increased/frequent visitors, including family members of residents, professionals (e.g., doctors, social workers, other health professionals.), and delivery/services, potential for increased noise from communal living, staff interactions, alarms, equipment, or potential noise from multiple residents with care needs. These elements would significantly disrupt the quiet enjoyment of existing tenants, particularly at night and early mornings, in a way that far exceeds normal domestic use.
- The proposed change of use would make it difficult or impossible for the building to function safely and appropriately as a care home whilst existing tenants remain (e.g., limiting adaptations for accessibility, fire safety, or communal space requirements). Approving the application in these circumstances risks creating an unworkable or unsafe mixed-use arrangement, potentially leading to future pressure on existing tenancies or inadequate care standards.
- The property and surrounding neighbourhood is a residential road, homes and long-term residents. Introducing a care home would introduce a non-domestic, institutional character out of keeping with the area, contrary to policies preserving residential areas from inappropriate intensification.
- Existing tenants with security of tenure have the legal right to continue occupying the property.
- The additional comings and goings of staff, visitors, and service vehicles would place extra demand on-street parking and access in an area that is already, on a major road,

close to a busy junction. This could exacerbate congestion and hazards for pedestrians and residents.

- Potential for future pressure on existing tenancies if the use is approved but cannot operate properly.

MCC's Highways Services made the following comments in response to the application:

- The development does not give rise to highway safety concerns nor result in a severe impact on the local road network.
- The site is located adjacent to the adopted highway, the A6010 Wilbraham Road. The highway extends to the boundary wall line of the property with no kerbside restrictions operational adjacent to the site. The street is subject to a 30mph speed limit.
- The current use of the site is as 8 No independent apartments. The application site would remain as 8 no. self-contained independent apartments. However, each unit will accommodate one individual with support staff available on site. Staffing levels will be governed by the residents need.
- The change of use is likely to change the trip patterns but is unlikely to generate a significant increase in vehicle trips, therefore no unacceptable traffic impact on the adopted highway is envisaged. A Travel Plan is not considered to be necessary.
- The site is well accessed by sustainable modes, with trams and a minimum of five bus services located within a walkable radius of the site. Several opportunities for walking and cycling exist, with a comprehensive footway and cycle network nearby.
- Access to the proposed property is gained from the Wilbraham Road elevation via an existing vehicular crossover.
- Plan '2089 – 01b Rev B / Site Plan' and the applicant confirm that the development will provide 6 formal demarked parking spaces. The applicant confirms that the car park will be used by staff and visitors and residents will not have access to a vehicle. It is noted that stacked parking could take place if required.
- One of the parking spaces will have an EV Charging Point. This is acceptable to Highways.
- Plan '2089 – 01b Rev B / Site Plan' indicates that a secure cycle store accommodating two staff bicycles will be provided. In addition, two wall-mounted cycle parking spaces for visitors will be installed at the front of the site. This is welcomed and acceptable to Highways
- No highway boundary works are proposed.
- Appropriate bin storage has been indicated within the site's curtilage Highways are satisfied with this arrangement, as it avoids the storage of bins on the highway.
- A Construction Management Plan is not required as there are minimal works proposed to accommodate the change of use. Additionally the site is considered to be sufficiently large to accommodate operative parking and plant.

MCC's Environmental Health Services indicated "It appears that there's no proposed change to the existing WMS arrangements, including bin numbers and external store location, and these are considered adequate for the proposed development, so we have no comments."

MCC's Supported Housing indicated that they were fully supportive of the proposal, with no objections or concerns raised.

Chorlton Civic Society – no response received.

Policies

The following policies are considered relevant in the consideration of this application.

Unitary Development Plan (UDP) – The UDP has been superseded by the Core Strategy Development Plan, but certain policies are still considered of relevance:

- Policy DC2 – Rest Homes and Nursing Homes
- Policy DC18 – Conservation Areas
- Policy DC26 – Development and Noise

The Manchester Core Strategy – Development Plan Document 2012-2027 (“the Core Strategy”) was adopted by the City Council on the 11th of July 2012:

- Policy DM1 – Development Management
- Policy SP1 – Spatial Principles
- Policy H10 – Housing for People with Additional Support Needs
- Policy T2 - Accessible Areas of Opportunity and Need
- Policy EN3 – Heritage
- Policy EN19 – Waste

The National Planning Policy Framework (NPPF, 2024)

- Chapter 12 – Achieving Well-Designed Places
- Chapter 16 – Conserving and Enhancing the Historic Environment

Places for Everyone - is a long-term plan of nine Greater Manchester districts for jobs, new homes, and sustainable growth. It has been published by the GMCA on behalf of the nine districts and took effect and became part of the statutory development plan on March 21, 2024.

- Policy JP-P1: Sustainable Places
- Policy JP-P2: Heritage
- Policy JP-S1: Sustainable Development

Draft National Planning Policy Framework (NPPF, 2025) – The Government has published a consultation draft of the NPPF, intended to improve housebuilding rates through a clearer, more predictable and faster policy basis for decision and plan making. While this draft is not yet adopted, it is a material consideration.

- Chapter 14 – Achieving Well-Designed Places
 - Policy DP3: Key principles for well-designed places



Submitted proposed floor plans

Issues

Principle – the principle of the proposal, to change the use of an existing building from 8no. independent Class C3 apartments to 8no. Class C2 units with ancillary rooms and external alterations, is acceptable. Notwithstanding this, consideration must be given to the proposal's siting, scale, and massing, appearance, impact upon visual and residential amenity, designated assets, waste, parking, and highways, amongst other matters.

Use – the proposed use falls within Use Class C2, which comprises residential institutions providing care and accommodation, including care homes, hospitals, nursing homes, residential colleges and similar facilities.

The development would operate at a relatively modest scale, with activity levels broadly comparable to the site's lawful Class C3 residential use. The proposal comprises two residential units on each floor, with each unit intended to provide an independent home for one individual. This represents an equivalent overall occupancy to the existing arrangement of eight self-contained apartments within the building. As such, the intensity of use would not materially differ from the established residential use of the site, and there is no objection in principle to the proposed use at this location.

Notwithstanding this, policy H10 of the Manchester Core Strategy and saved policy DC2 of the Unitary Development Plan for the City of Manchester require consideration of whether the proposal would result in an overconcentration of Class C2 uses. In this regard, Manchester City Council's Supported Housing Service has assessed the proposal using a "heat map" identifying the approximate locations of existing supported housing schemes in the surrounding area. This assessment confirms that there is no existing overconcentration of Class C2 uses either in the immediate vicinity of the application site or within the wider surrounding area.

Furthermore, the Supported Housing Service has raised no objections to the proposal and has confirmed its full support, having identified no concerns in relation to the level of existing Class C2 provision or the proposed operational arrangements of the development.

On this basis, the proposed use of the building as eight Class C2 residential units is considered to comply with the locational requirements of policy H10 of the Manchester Core Strategy and saved policy DC2 of the Unitary Development Plan for the City of Manchester. Given the modest scale of the development, it is not considered likely to place undue pressure on local services or to cause harm to the residential character of the area. The principle of using the property as a residential facility to support adults with learning disabilities, autism and other complex needs is therefore considered acceptable.

Operations – the submitted information indicates that the service would provide supported accommodation for adults with learning disabilities, autism and other complex needs, with the aim of promoting greater independence. Support would be focused on developing daily living skills, accessing and participating in the local community, maintaining and forming relationships with family, peers and others, and facilitating access to education, training and employment-related opportunities where appropriate.

Residents would be supported by a dedicated staff team comprising support workers, senior support workers and a service manager. Staffing arrangements would be tailored to the assessed needs of individual residents. A minimum of one core staff member would be present on site at all times, ensuring 24-hour support availability. The overall number of staff on site at any one time would vary depending on residents' care requirements.

Night-time provision would include a minimum of one waking night staff member on duty each night. Where individual residents require additional support, including a sleep-in member of staff or enhanced waking night cover, this would be provided in accordance with their individual care plans. Staff accommodation has therefore been incorporated within the proposed layout to allow for this flexibility where required.

Staff would operate on a shift pattern of 07:00–21:00 and 21:00–07:00, ensuring continuous support throughout both daytime and night-time periods. Shift changeovers would generally occur at the same time to support operational efficiency. This staffing model would enable residents to live independently whilst having reassurance that appropriate support is available on site whenever required.

Standard of accommodation – At basement level, the property would accommodate one two-bedroom unit measuring 61sqm and one one-bedroom unit measuring 49sqm. At ground-floor level, the proposal would provide two one-bedroom units measuring 44.5sqm and 52.5sqm respectively, along with a staff area measuring 15sqm. At first-floor level, the property would accommodate one two-bedroom unit measuring 66sqm, one one-bedroom unit measuring 50sqm, and staff accommodation measuring 7.5sqm. At second-floor level, the property would accommodate two one-bedroom units measuring 41sqm and 42.5sqm respectively.

Each unit is intended to provide an independent home for one individual. All proposed units meet or exceed the minimum national space standard of 39sqm for one-person, one-bedroom dwellings, and are therefore considered to provide an acceptable standard of internal accommodation.

The majority of habitable rooms are served by at least one window. Any rooms without a window remain unchanged from the previous layout associated with the established Class C3 use of the building as eight residential apartments, and the proposal would not worsen the existing situation.

In addition, sufficient external amenity space is available to the rear of the site, with further recreational opportunities accessible at nearby facilities including Longford Park, Ivy Green and Chorlton Water Park.

On this basis, the proposed standard of accommodation is considered acceptable

Siting, scale, and massing – as no extensions are proposed, the siting, scale, and massing of the building would be unaffected by the works.

Appearance and visual amenity – the proposal involves the replacement of three sash windows at first-floor level on the front elevation and one window at first-floor level on the rear elevation with mock sash windows designed to match those existing elsewhere on the property. Given that the replacement windows would reflect the design, proportions and appearance of the existing windows, the proposed changes are considered to integrate well with the application property. As such, the alterations would result in a minimal change to the appearance of the property and would have a negligible impact upon the visual amenity of the surrounding area.

Impact upon the Wilbraham Road/Edge Lane Conservation Area – the property currently features a mixture of window types, with the majority comprising later top-opening uPVC windows. The existing timber sash windows are considered to be more sympathetic to the architectural character of the building and the wider Conservation Area, and a like-for-like replacement in timber would therefore be preferable to the proposed uPVC alternatives.

However, it is also noted that the applicant is seeking to have a consistent window style throughout the property and the replacement windows, which would match the others on the building, would also be visually beneficial through providing greater coherency across the property. On this basis, the harm to heritage significance and impact upon the Conservation Area is considered to be negligible.

The proposal is therefore considered to comply with saved policy DC18 of the Unitary Development Plan for the City of Manchester, policy EN3 of the Manchester Core Strategy, policy JP-P2 of the Places for Everyone joint development plan document, and the guidance contained within chapter 16 of the National Planning Policy Framework.

Residential amenity – the proposed development would provide accommodation for up to eight residents, supported by up to four members of staff, as detailed on the submitted application form. At least one core staff member would be present on site at all times, with staffing levels varying according to residents' individual care requirements. Night-time care would include a minimum of one waking night staff member on duty. Where additional support is required, such as a sleep-in staff member or enhanced waking night provision, this would be delivered in accordance with individual care plans.

The proposal would operate at a modest scale, with activity levels broadly comparable to the site's current Class C3 residential use. The building would accommodate two residential units per floor; each designed as an independent home for a single individual. This results in an overall occupancy comparable to the existing arrangement of eight self-contained apartments within the building. Accordingly, the intensity of use would not materially exceed that of the established residential use of the site.

In terms of general activity associated with the proposed use, it is considered that such activity would be domestic in nature and scale. As such, it is not anticipated that it would result in any significant harm to the residential amenity of neighbouring occupiers.

Waste storage and management – the proposal will utilise the existing bin store located to the east of the site, which will accommodate eight general refuse bins and eight dry recycling bins. Adequate bin storage provision is therefore available within the site's curtilage. The Council's Highways Service is satisfied with this arrangement, as it ensures that bins can be stored and managed on-site and avoids the placing of refuse or recycling bins on the public highway.

Further to this, MCC's Environmental Health Services reviewed the proposal indicating "it appears that there's no proposed change to the existing WMS arrangements, including bin numbers and external store location, and these are considered adequate for the proposed development, so we have no comments."

Parking and highways impact – the site benefits from on-site parking provision, comprising six formally demarcated parking spaces as shown on the submitted proposed site plan, with scope for stacked parking to operate if required. In their email correspondence dated to the 16th April, the applicant's agent confirmed that the car park would be used by staff and visitors only, with no parking available to residents. The Council's Highways Service has advised that this level of parking provision is sufficient to accommodate staff and visitor demand associated with the proposed use.

The Council's Highways Services have reviewed the proposal and confirmed that it would not give rise to highway safety concerns or result in a severe impact on the local highway network. The site is located adjacent to the adopted highway, Wilbraham Road (A6010), which extends

to the boundary wall of the property. There are no kerbside parking restrictions in operation adjacent to the site, and the street is subject to a 30mph speed limit.

The existing use of the site comprises eight self-contained Class C3 apartments, and this arrangement would remain unchanged in terms of residential unit numbers. Each unit would accommodate a single individual, with support staff available on site as required. Whilst the proposed use may result in a change to trip patterns, staffing levels would be governed by residents' individual needs and are not expected to generate a significant increase in vehicle movements when compared to the existing residential use. As such, no unacceptable traffic impact on the adopted highway network is anticipated, and a Travel Plan is not considered necessary.

The site is well served by sustainable transport options. Tram services and a minimum of five bus routes are located within a walkable distance of the property. In addition, the surrounding area benefits from a comprehensive footway and cycle network, offering further opportunities for walking and cycling.

Vehicular access to the site is gained from Wilbraham Road via an existing crossover, and the on-site parking provision would adequately accommodate staff and visitors. Given that residents would not have access to private vehicles, the proposal is not expected to give rise to parking or highways concerns.

Cycle storage – Drawing 2089 – 01b Rev B (Site Plan) indicates that a secure cycle store accommodating two staff bicycles will be provided within the site. In addition, two wall-mounted cycle parking spaces for visitors are proposed at the front of the site. This level and type of cycle parking provision is welcomed and considered acceptable by the Council's Highways Service.

EV charging – one of the on-site parking spaces will be equipped with an electric vehicle (EV) charging point. The Council's Highways Service has confirmed that this provision is acceptable.

Other matters - the proposed change of use would result in the loss of existing residential tenancies within the building. This impact is acknowledged; however, it must be assessed in the context of the overall planning balance and the benefits arising from the scheme.

The proposal would continue to provide residential accommodation on the site, maintaining the existing number of self-contained units and overall occupancy levels. As such, the development would not result in a net loss of residential floorspace or a reduction in housing capacity. Instead, the scheme would enable the delivery of specialist supported accommodation tailored to individuals with specific care needs, addressing an identified local and societal demand that is not readily met by the general housing market.

The provision of high-quality supported housing delivers significant public benefits, including promoting independent living, reducing pressure on acute health and social care services, and supporting vulnerable individuals to live safely and sustainably within the community. These benefits carry substantial weight in planning terms, particularly where accommodation is delivered within an existing residential building and at a scale compatible with its surroundings.

Further to this, the proposal makes efficient use of an existing building, ensuring its continued occupation and long-term viability, whilst avoiding the need for new development elsewhere. The use would remain compatible with neighbouring residential properties and would not give rise to material adverse impacts in terms of amenity, highways or character.

On balance, while the loss of existing tenancies is noted, the harm is outweighed by the significant social and community benefits associated with the delivery of supported accommodation and the retention of residential use on the site.

It is noted that, at present, only one of the existing residential units within the building is occupied. The applicant, Mysa Care, has confirmed that they will engage openly and constructively with the existing tenant to discuss and agree appropriate arrangements to support their relocation, should this be required to facilitate the proposed use. Any such engagement is expected to be undertaken sensitively and in accordance with relevant legal and tenancy obligations, with the aim of ensuring that the tenant is supported throughout the process.

Conclusion – given the above issues, it is considered that the proposal is acceptable in terms of its principle, siting, scale and massing, appearance, impact upon visual and residential amenity, designated assets, waste storage and parking as it broadly complies with saved policies DC2, DC18 and DC26 of the Unitary Development Plan for the City of Manchester, policies DM1, SP1, H10, T2, EN3, and EN19 of the Manchester Core Strategy, policies JP-P1, JP-P2 and JP-S1 of Places for Everyone, chapters 12 and 16 of the National Planning Policy Framework (2024).

Other Legislative Requirements

Equality Act 2010

Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

Human Rights Act 1998 considerations

This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have a right to a fair hearing and to this end the local planning authority must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the recommendation given is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation: Approve

Article 35 Declaration

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

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

1) 3-year time limit:

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

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

2) Specified plans:

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

'PROPOSED PLANS', numbered '2089-03b', received by the City Council as Local Planning Authority on the 16th April 2026.

Proposed works shown on the drawing titled 'ELEVATIONS EXISTING/PROPOSED', numbered '2089-04a', received by the City Council as Local Planning Authority on the 16th April 2026.

'SITE PLAN', numbered '2089-01b', received by the City Council as Local Planning Authority on the 16th April 2026.

Operational details outlined in the document titled 'Supported Needs – Request for further information', received by the City Council as Local Planning Authority on the 12th February 2026.

'Planning Statement', received by the City Council as Local Planning Authority on the 3rd March 2026.

'Appendix E – Waste Management Strategy', received by the City Council as Local Planning Authority on the 16th April 2026.

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

3) Materials:

The materials used in the external surfaces of the development hereby approved shall be similar in appearance to the existing building in terms of type, size, colour and texture.

Reason - In order to ensure a satisfactory appearance in the interests of visual amenity in accordance with policies SP1 and DM1 of the Core Strategy and the requirements of the National Planning Policy Framework.

4) Use:

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification), the premises shall only be used as supported living apartments and for no other purposes within Class C2 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 and highway safety, pursuant to policies SP1 and DM1 of the Manchester Core Strategy and the National Planning Policy Framework.

5) Occupancy levels:

The development hereby approved shall be occupied by no more than eight residents receiving care at any one time. For the avoidance of doubt, this restriction shall not apply to care, support or ancillary staff or visitors present on the site in connection with the operation of the development.

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

6) Car parking:

The car parking arrangements shown on the approved drawing titled 'SITE PLAN', numbered '2089-01b', received by the City Council as Local Planning Authority on the 16th April 2026, shall

be laid out and made fully available for use of those employed at or visiting the development prior to the first use of the development.

The parking spaces shall thereafter be retained and kept available at all times for their intended purpose whilst the development is in use.

Reason - In the interest of highway safety and the free flow of traffic and in accordance with policies DM1 and SP1 of the Manchester Core Strategy and the National Planning Policy Framework.

7) Electric vehicle charging:

The electric vehicle charging provisions shown on the approved drawing titled 'SITE PLAN', numbered '2089-01b', received by the City Council as Local Planning Authority on the 16th April 2026, shall be installed and made fully available for use of those employed at or visiting the development prior to the first use of the development.

The electric vehicle charging facilities shall thereafter be retained and kept available at all times for their intended purpose whilst the development is in use.

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

8) Cycle parking:

The proposed cycle storage arrangements, shown on the approved drawing titled 'SITE PLAN', numbered '2089-01b', received by the City Council as Local Planning Authority on the 16th April 2026, shall be installed and made fully available for use of those residing at, employed at or visiting the development prior to the first use of the development.

The cycle storage facilities shall thereafter be retained and kept available at all times for their intended purpose whilst the development is in use.

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.

9) Waste:

The development hereby approved shall be carried out in accordance with the details specified in the following approved documents titled:

'Appendix E – Waste Management Strategy', received by the City Council as Local Planning Authority on the 16th April 2026.

'SITE PLAN', numbered '2089-01b', received by the City Council as Local Planning Authority on the 16th April 2026.

The approved waste related arrangements and facilities shall be implemented, maintained and retained thereafter for their intended purpose whilst the development is in use.

Reason - In the interests of amenity and public health pursuant to policies, SP1, DM1, and EN19 of the Manchester Core Strategy and to ensure that there are adequate waste storage receptacles for occupiers of the development.

Informatives:

1) The applicant is required to discuss and agree any requirements for licensing, hoarding / scaffolding, skips and temporary access points (Section 50) with MCC's Highways Licensing Team via Email to: highwaylicences@manchester.gov.uk.

2) 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

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Heritage & Urban Design
MCC Supported Housing Monitoring Group
Chorlton Civic Society

Flat 6, 623 Wilbraham Road, Manchester, M21 9AT
Flat 8, 619 Wilbraham Road, Manchester, M21 9AT
Flat 8, Hamstead House, 540 Wilbraham Road, Manchester, M21 9LD
Flat 7, Hamstead House, 540 Wilbraham Road, Manchester, M21 9LD
Flat 4, 532 Wilbraham Road, Manchester, M21 9LD
Flat 6, Hamstead House, 540 Wilbraham Road, Manchester, M21 9LD
Flat 5, 1 Hastings Avenue, Manchester, M21 9JS
1 Hastings Avenue, Manchester, M21 9JS
3 Hastings Avenue, Manchester, M21 9JS
Flat 5, 5 Hastings Avenue, Manchester, M21 9JS
Flat 4, 619 Wilbraham Road, Manchester, M21 9AT
Flat 3, 621 Wilbraham Road, Manchester, M21 9AT
Flat 2, 621 Wilbraham Road, Manchester, M21 9AT
Flat 2, Hamstead House, 540 Wilbraham Road, Manchester, M21 9LD
Flat 7, 617 Wilbraham Road, Manchester, M21 9AN
Flat 6, 617 Wilbraham Road, Manchester, M21 9AN
Chorlton Methodist Church, Manchester Road, Chorlton, Manchester, M21 9JG
Flat 3, 530 Wilbraham Road, Manchester, M21 9LD
Flat 8, 623 Wilbraham Road, Manchester, M21 9AT
Flat 2, 1 Hastings Avenue, Manchester, M21 9JS
Flat 1, 5 Hastings Avenue, Manchester, M21 9JS
Flat 2, 619 Wilbraham Road, Manchester, M21 9AT
Flat 2, 536 Wilbraham Road, Manchester, M21 9LD
Flat 5, 621 Wilbraham Road, Manchester, M21 9AT
Flat 9, 617 Wilbraham Road, Manchester, M21 9AN
Flat 12, 617 Wilbraham Road, Manchester, M21 9AN
Flat 5, 617 Wilbraham Road, Manchester, M21 9AN
Flat 1, 7 Manchester Road, Chorlton, Manchester, M21 9JG
5 Manchester Road, Chorlton, Manchester, M21 9JG
Flat 3, 532 Wilbraham Road, Manchester, M21 9LD
Flat 6, 532 Wilbraham Road, Manchester, M21 9LD
Flat 4, 623 Wilbraham Road, Manchester, M21 9AT
Flat 2, 623 Wilbraham Road, Manchester, M21 9AT
Flat 4, 1 Hastings Avenue, Manchester, M21 9JS
Flat 3, 1 Hastings Avenue, Manchester, M21 9JS
Flat 4, 621 Wilbraham Road, Manchester, M21 9AT
538 Wilbraham Road, Manchester, M21 9LD
Flat 5, 530 Wilbraham Road, Manchester, M21 9LD
Flat 5, 532 Wilbraham Road, Manchester, M21 9LD
Flat 1, 532 Wilbraham Road, Manchester, M21 9LD
Flat 3, 617 Wilbraham Road, Manchester, M21 9AN
Flat 5, 623 Wilbraham Road, Manchester, M21 9AT
Flat 7, 623 Wilbraham Road, Manchester, M21 9AT
Flat 1, 623 Wilbraham Road, Manchester, M21 9AT
The Edge Theatre And Arts Centre, Chorlton Methodist Church, Manchester Road, Chorlton, Manchester, M21 9JG

Flat 5, Hamstead House, 540 Wilbraham Road, Manchester, M21 9LD
 Flat 6, 619 Wilbraham Road, Manchester, M21 9AT
 Flat 1, 621 Wilbraham Road, Manchester, M21 9AT
 Flat 3, Hamstead House, 540 Wilbraham Road, Manchester, M21 9LD
 617A Wilbraham Road, Manchester, M21 9AN
 Flat 4, 7 Manchester Road, Chorlton, Manchester, M21 9JG
 Flat 4, 530 Wilbraham Road, Manchester, M21 9LD
 Flat 1, 530 Wilbraham Road, Manchester, M21 9LD
 534 Wilbraham Road, Manchester, M21 9LD
 Flat 7, 532 Wilbraham Road, Manchester, M21 9LD
 Flat 4, Hamstead House, 540 Wilbraham Road, Manchester, M21 9LD
 Flat 6, 5 Hastings Avenue, Manchester, M21 9JS
 Flat 4, 5 Hastings Avenue, Manchester, M21 9JS
 Flat 1, 536 Wilbraham Road, Manchester, M21 9LD
 Flat 5, 536 Wilbraham Road, Manchester, M21 9LD
 Flat 6, 621 Wilbraham Road, Manchester, M21 9AT
 Flat 1, Hamstead House, 540 Wilbraham Road, Manchester, M21 9LD
 Flat 8, 617 Wilbraham Road, Manchester, M21 9AN
 Flat 3, 623 Wilbraham Road, Manchester, M21 9AT
 Flat 1, 1 Hastings Avenue, Manchester, M21 9JS
 Flat 3, 5 Hastings Avenue, Manchester, M21 9JS
 Flat 2, 5 Hastings Avenue, Manchester, M21 9JS
 Flat 1, 619 Wilbraham Road, Manchester, M21 9AT
 Flat 5, 619 Wilbraham Road, Manchester, M21 9AT
 Flat 3, 619 Wilbraham Road, Manchester, M21 9AT
 Flat 7, 619 Wilbraham Road, Manchester, M21 9AT
 Flat 3, 536 Wilbraham Road, Manchester, M21 9LD
 Flat 4, 536 Wilbraham Road, Manchester, M21 9LD
 Flat 11, 617 Wilbraham Road, Manchester, M21 9AN
 Flat 10, 617 Wilbraham Road, Manchester, M21 9AN
 Flat 3, 7 Manchester Road, Chorlton, Manchester, M21 9JG
 Flat 2, 7 Manchester Road, Chorlton, Manchester, M21 9JG
 Flat 2, 530 Wilbraham Road, Manchester, M21 9LD
 530 Wilbraham Road, Manchester, M21 9LD
 Flat 1, 617 Wilbraham Road, Manchester, M21 9AN
 5 Hastings Avenue, Manchester, M21 9JS
 The Dressing Room Cafe, Chorlton Methodist Church, Manchester Road, Chorlton,
 Manchester, M21 9JG
 Flat 7, 621 Wilbraham Road, Manchester, M21 9AT
 Flat 2, 617 Wilbraham Road, Manchester, M21 9AN
 Flat 4, 617 Wilbraham Road, Manchester, M21 9AN
 7 Manchester Road, Chorlton, Manchester, M21 9JG
 Flat 2, 532 Wilbraham Road, Manchester, M21 9LD

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
 Conservation Area - Wilbraham Road/Edge Lane Conservation Area 2005
 Area Team Boundary - Name: SOUTH AREA