MANCHESTER CITY COUNCIL

Planning

Delegated Officer Report

Summary of application details

Application reference:	PLA-2026-000068
Application type:	Full planning permission
Proposal:	Elevational alterations to building, raised platform to front with retractable canopy and disabled access.
Site address:	539A Wilbraham Road Manchester M21 0UE
Ward(s):	Chorlton Park
Date application valid:	18 June 2026
Applicant name:	Mr Christos Kasaras
Agent (if any):	Mr Ahmed Choudhry
Case officer:	Holly Wright
Recommendation:	Approve
Date of recommendation:	22 September 2026

Description of site, building and/or area

The application relates to a two-storey end-terraced building of redbrick with a grey slate dual-pitch roof. Along its principal elevation, fronting Wilbraham Road, the property has been painted mint green and features a shopfront at ground-floor level with white uPVC-framed windows at first-floor level and a projecting sign situated below the eaves. Along its side and rear elevations, the property features a number of blocked up windows. To the rear, the property features a very small external yard with no boundary treatment.

The submitted application form indicates that the property was formerly in use as a Barbers.

This stretch of Wilbraham Road is located within Chorlton District Centre, featuring a strong commercial precedent with an abundance of bars, shops, and restaurants evident in the surrounding area. The application site itself is bounded by Wilbraham Road to the north, an adjacent commercial unit to the east, and residential properties to the southwest.

The property is not listed, nor is it sited within a conservation area.


Wilbraham Rd
A6010
Wilbraham Rd
Chorlton Tap
Your Home Better
2A
PG Accountants
Corkland Rd
4
4B


KUKi
we make cookies
Fried Chicken


KUKi
Bite me!


Bite me!



Description of development

The applicant is seeking planning permission for elevational alterations to the building, the installation of a raised platform to the front with a retractable canopy above and a disabled access ramp.

Consultation, notification and publicity responses

Local residents – no response received.

Chorlton Civic Society made the following comments on the application:

- Chorlton Civic Society has no objection to the proposals in principle.
- However, we consider that the proposed late opening time of 2:00 am would be detrimental to the amenity of neighbouring residents.
- We also question whether the proposed fortnightly collection of waste is frequent enough.
- We welcome the proposed introduction of good disabled access but are disappointed that the new business has opened without installation of the ramp.

Environmental Health made the following comments on the application:

- I think the proposed opening hours (08:00 - 02:00hrs) would be detrimental to the amenity of nearby residents. I would recommend that the operating hours do not exceed 08:00 - 00:00hrs.

- The bin provisions have accounted for dry mixed recycling but have not clarified what this covers. Is pulpable waste included in this? If not, then they would need a separate bin for pulpable waste.

Following receipt and review of an amended Waste Management Strategy (received 27 August 2026), Environmental Health confirmed the acceptability of the WMS.

Highways made the following comments on the application:

- The proposal involves external alterations to the shopfront. This comprises the installation of a retractable canopy awning, a raised platform to the front of premises and a wheelchair accessible ramp.
- There is an area of unadopted forecourt land located between the edge of the adopted footway and the building line. However, MCC Land Registry records indicate that this area of forecourt does not fall within the applicant's ownership.
- Plans demonstrate that the proposed canopy, raised platform and wheelchair accessible ramp is to be situated within the area of unadopted forecourt land.
- *Therefore, the applicant should confirm that they have a formal written agreement to guarantee rights of access over any land which falls outside of the site's red line.
- *It would be useful to understand the retained footway width adjacent to the proposed raised platform and wheelchair accessible ramp. This should be clearly demonstrated on an updated plan.
- There is an existing access point from Wilbraham Road to the west of the site. Observations indicate that the access point is utilised by vehicles to access the rear of neighbouring properties.
- *Highways have concern that the proposed raised platform and accessible ramp may affect vehicular and pedestrian visibility at this access point. Further information is therefore required to demonstrate that adequate visibility can be maintained.
- It should be ensured that all aspects of the ramp including the gradient, resting/ landing platform and handrailing is DDA compliant, as referenced within Design for Access 2 documents.
- The proposed canopy aligns with highways minimum headroom clearance.
- 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.
- The applicant should be advised that all gated accesses (except fire exits) will need to provide inward opening gates to ensure they do not impact on the adopted footway or highway.
- Internal waste stores are to be provided – This is welcomed by highways.
- *An external refuse store is proposed to the rear of the site. However, Drawing (04)001 PL2, which is referenced within the Waste Strategy, has not been provided. Highways request that this drawing is submitted and clearly illustrates both Option 1 and Option 2 for the proposed external waste storage arrangements.
- Waste collection is to be fortnightly
- Bins are to be collected from the bin store by the waste collection contractor with waste servicing taking place from Wilbraham Road.
- Bins must be returned to the bin store immediately following collection.
- Highways request that waste servicing takes place outside of the AM and PM peak period.
- A Waste Management Strategy should be conditioned and attached to any planning permission.
- Should the application be approved, a brief Construction Management Plan is required prior to the start of any works and should be conditioned.

Relevant policies

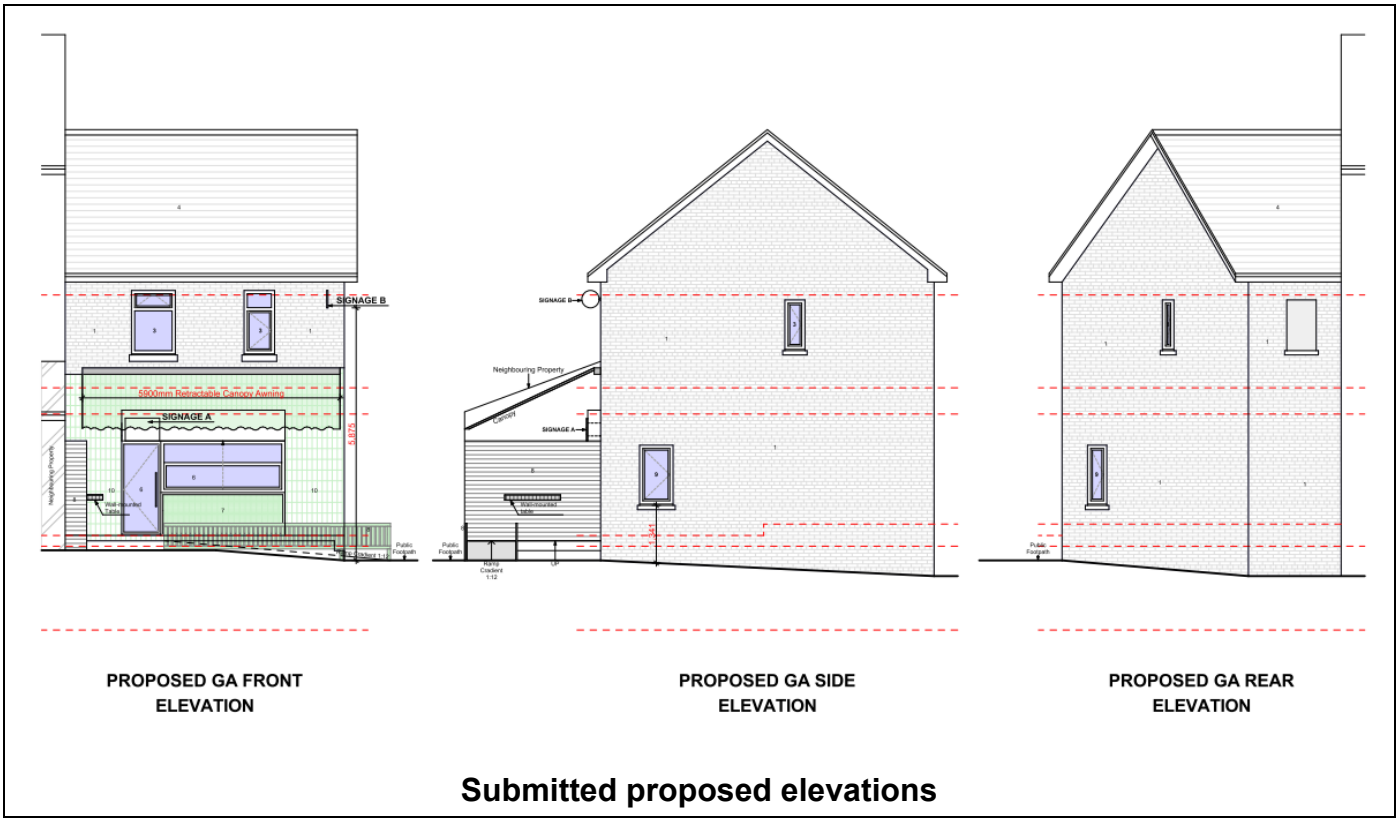
Unitary Development Plan (UDP) – The UDP has been superseded by the Core Strategy Development Plan, but certain policies are still considered of relevance:
- Policy DC14 – Shopfronts and Related Signs
- Policy DC26 – Development and Noise

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

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

Shopfront and Signage Design Guide (2024) – Manchester's Shopfront and Signage Design Guide establishes clear principles to ensure that shopfronts and advertisements contribute positively to their surroundings.

National Planning Policy Framework (NPPF, 2026)
- Chapter 14 – Achieving Well-Designed Places
- Policy DP3: Key principles for well-designed places



Submitted proposed elevations

Assessment

Principle – the principle of the proposal, to undertake elevational alterations to an existing commercial unit together with the installation of a raised platform to the front with a ramped access to the side and a retractable canopy above, is acceptable. Notwithstanding this, consideration must be given to the proposal's siting, scale and massing, appearance, and impact upon the visual and residential amenity, waste, parking, highways, amongst other matters.

Appearance and visual amenity – the proposal includes a number of external alterations to the application property, including the installation of a replacement shopfront, a raised platform to the front elevation, a disabled access ramp, and a retractable canopy above.

The proposed shopfront would be installed along the property's principal elevation and would consist of aluminium-framed glazing incorporating an inward-opening entrance door, a rectangular window, and a pale green porcelain tiled surround. A new uPVC window would also be installed at ground-floor level within the western side elevation. In addition, timber wall panelling and a wall-mounted table are proposed adjacent to the boundary shared with No.537-539 Wilbraham Road. The retractable canopy would be positioned approximately 4.3m above ground level above the fascia signage and would measure to approximately 5.9m in width, with the existing roller shutter box retained. The raised platform would measure to approximately 3.2m in length, 6m in width and 0.5m in height, with a disabled access ramp incorporating a gradient of 1:12 extending along its frontage.

It should be noted that the Council would not ordinarily support proposals of this type, as raised platforms and associated structures can introduce visual clutter and detract from the character and appearance of both the host property and the wider street scene. However, the proposal must be assessed within its immediate context. The application site is situated in close proximity to No.533 and No.537-539 Wilbraham Road, both of which feature substantially larger and more visually prominent single storey front extensions (see figures included below). By comparison, the proposed platform, ramp and canopy are modest in scale and would appear less visually intrusive within the surrounding streetscape, causing less harm.



No.533 Wilbraham Road



No.537-539 Wilbraham Road

On this basis, it is therefore considered that the presence of similar interventions within the immediate vicinity of the site has contributed to an established pattern of development along this section of Wilbraham Road and within the Chorlton District Centre more generally. In this context, the proposed works would not appear visually incongruous or out-of-character with the surrounding area and would cause less visual harm than the aforementioned structures. As such, whilst the Council does not generally favour developments of this type, it is considered that, in the specific circumstances of this case, the proposal would have an acceptable impact on the appearance of the host property and the visual amenity of the surrounding area.

Residential amenity – the proposed replacement shopfront and associated elevational alterations would result in a visual change to the building only and would not give rise to any harmful impacts upon neighbouring occupiers in terms of overshadowing, loss of light, outlook or privacy. The proposed ground-floor window within the western side elevation would face the shared alleyway to the side of the property and would not directly overlook any residential properties. As such, its impact upon residential amenity is considered acceptable.

The raised platform and associated access ramp would be modest in scale, measuring to approximately 0.5m in height, and are not considered capable of causing undue harm to residential amenity through increased overshadowing, loss of light, loss of outlook or overlooking.

Similarly, the retractable canopy would be positioned approximately 4.3m above ground level and below the first-floor windows of the building. Given its siting and distance from neighbouring residential properties, it is not considered to result in unduly harmful impacts in terms of overshadowing, loss of light, outlook or privacy.

Waste storage and management – it is acknowledged that concerns were raised regarding the adequacy of the site's waste storage and management arrangements/facilities.

The amended Waste Management Strategy (WMS), received on 27 August 2026, indicates that the property would be served by 1no. 240-litre general refuse bin, 1no. 180-litre mixed dry recycling bin, and 1no. 180-litre food waste bin, with collections undertaken on a fortnightly basis. The submitted WMS indicates that both internal and external waste storage facilities are proposed to be provided, with the external bins accommodated within a slatted timber bin store located to the rear of the site. The WMS indicates that, on collection days, bins would be presented on Wilbraham Road for collection. Following a review of the WMS, Environmental Health have confirmed that the proposed arrangements are acceptable.

Hours of opening/use – it is acknowledged that concerns were raised regarding the proposed opening hours of the premises, particularly in relation to late-night activity and the potential for disturbance to neighbouring residents.

The submitted application form indicates that the premises would operate between 08:00 and 02:00 daily. However, as the application does not seek permission for a change of use and there are no hours of use conditions attached to any of the previous planning permissions at the site (i.e., 018247 and 055465/FU/SOUTH2/98), the Council is unable to control the opening hours of the premises itself. Notwithstanding this, the proposed raised platform would encourage activity and intensify the use of the area immediately to the front of the unit. Therefore, a condition has been imposed restricting the use of the raised platform to the hours of 08:00 to 00:00 daily.

This restriction is considered necessary to limit activity outside the unit during unsociable hours and to mitigate the potential for noise and disturbance to neighbouring occupiers. Given the site's location within the Chorlton District Centre, where a degree of evening activity is to be expected, and subject to the imposed restriction on the use of the raised platform, it is

considered that the proposal would not result in an unacceptable impact on the residential amenity of surrounding occupiers.

Parking and highways impact – the proposal would not affect the existing parking arrangements associated with the site, which does not benefit from any off-street parking provision.

The proposed raised platform and access ramp would retain a footway width of approximately 2.5m to the front of the site. This is considered sufficient to enable pedestrians to pass comfortably along the frontage of the site without undue obstruction.

The access ramp would extend towards an existing vehicular access point located to the west of the site. However, this arrangement would not differ substantially from the relationship that currently exists between the adjacent footway and the access point. Consequently, the proposal is not considered to prejudice the safe operation of the access.

Highways officers raised concerns that the raised platform and access ramp could affect pedestrian and vehicular visibility at this location. Whilst these concerns are acknowledged, the platform and ramp are modest in scale, measuring to approximately 0.5m in height, and are not considered to result in a significant visual obstruction. Further to this, the access serves a relatively limited function, and similar arrangements already exist along the frontage.

On balance, it is considered that the proposal would not give rise to an unacceptable impact on highway safety or pedestrian movement.

Boundary treatments – in their consultation response, Highways Services advised that any fencing or railings adjacent to the adopted highway should be visually permeable above a height of 600mm in order to maintain adequate visibility, particularly for child pedestrians. They also advised that any gates, with the exception of those required for emergency egress, should open inwards so as not to obstruct the adopted footway or highway.

In this instance, the only boundary treatment proposed consists of a guard rail positioned adjacent to the access ramp and raised platform, intended to prevent pedestrians and wheelchair users from falling from the elevated surface. The guard rail would measure to approximately 1m in height at its tallest point. Whilst Highways Services have expressed a preference for visually permeable boundary treatments in such locations, the erection of a guard rail of this height could be undertaken under permitted development rights without the need to apply for planning permission. As such, it would be unreasonable and unnecessary to impose a planning condition requiring the railing to be visually permeable.

Further to this, no gates are proposed as part of the application and therefore no concerns arise in relation to gate design or operation. Accordingly, the proposed boundary treatment is considered acceptable.

Land ownership – in their consultation response, Highways Services queried the ownership of the land located immediately to the front of the application property, upon which the raised platform, access ramp and retractable canopy are proposed to be sited. In subsequent correspondence dated 13 July, the applicant's agent confirmed that the applicant owns the land in question.

For the avoidance of doubt, it remains the responsibility of the applicant to ensure that all relevant ownership certificates submitted in support of the application are accurate and that they possess the necessary legal interest in the land affected by the development. Any dispute

relating to land ownership or rights over the land is a private legal matter and falls outside the remit of the planning system.

Construction management plan – Highways Services have requested that a Construction Management Plan be secured by condition. However, given the limited scale and nature of the development, such a requirement is not considered necessary or proportionate.

The proposal relates to minor external alterations to an existing commercial unit and would not involve extensive construction works or generate significant disruption to the highway network. Any impacts arising during the construction period would be temporary in nature and could be managed through standard site practices.

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, waste storage and parking as it broadly complies with saved policies DC14 and DC26 of the Unitary Development Plan for the City of Manchester, policies DM1, SP1 and EN19 of the Manchester Core Strategy, policy JP-P1 of the Places for Everyone joint development plan document, and the requirements of the National Planning Policy Framework (2026).

Other Legislative Requirements

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

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

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

Recommendation: Approve

Article 35 Declaration:

Officers have worked with the applicant in a positive and proactive manner 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 site plan shown on the drawing titled ‘EXISTING & PROPOSED GA SITE PLANS’, numbered ’26-1447(01)001 REV PL5’, received by the City Council as Local Planning Authority on 3 August 2026.
- ‘PROPOSED GA ELEVATIONS’, numbered ’26-1447(05)001 REV PL5’, received by the City Council as Local Planning Authority on 3 August 2026.
- ‘PROPOSED GA FLOOR PLANS’, numbered ’26-1447(04)001 REV PL5’, received by the City Council as Local Planning Authority on 3 August 2026.
- ‘WASTE MANAGEMENT STRATEGY. 539A WILBRAHAM ROAD’, received by the City Council as Local Planning Authority on 27 August 2026.

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to saved policy DC1 of the Unitary Development Plan for the City of Manchester and 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 those as specified on approved drawing titled ‘PROPOSED GA ELEVATIONS’, numbered ’26-1447(05)001 REV PL5’, received by the City Council as Local Planning Authority on 3 August 2026.

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

4) Waste:

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

- WASTE MANAGEMENT STRATEGY. 539A WILBRAHAM ROAD’, received by the City Council as Local Planning Authority on 27 August 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.

5) Raised platform – hours of use:

The raised platform shall not be used outside the following hours:

- 08:00 to 00:00 Mondays to Sundays

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

Informatives:

1) The applicant is required to discuss and agree any requirements for licensing, hoarding / scaffolding, skips and temporary points of access (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.

3) This permission relates only to the operational development and alterations shown on the approved plans. Any fascia signage, projecting signs or other advertisements are not approved as part of this permission. The applicant is advised that separate Advertisement Consent may be required for any proposed signage.