

Planning

Growth & Development

Delegated officer report for planning application

Application no. 141938/FO/2025

Date registered valid: 28 February 2025

Proposal: Erection of a two storey residential dwellinghouse (with living accommodation in the roof space) together with the erection of a single storey rear outbuilding with associated car parking and landscaping following the demolition of the existing dwellinghouse

Address: 401 Wilbraham Road, Manchester, M21 0UT

Ward(s): Chorlton Park Ward

Applicant: Mr. O. Fiaz

Agent (if any): Mr. Waseem Azam, LMP Architects

Case officer: David Lawless
Tel: 0161 234 4543
Email: david.lawless@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 25 July 2025



Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit: 17 March 2025

Standard consultations:

Printed: 7 March 2025 Expired: 28 March 2025

Neighbour notifications

Printed: 7 March 2025 Expired: 28 March 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/area

401 Wilbraham Road is a two storey detached dwellinghouse located within a predominantly residential area. The front is used primarily as a driveway/car parking area, while there is a garden to the rear.

Listed building: No

Conservation area: No

Tree Preservation Order: No

Description of development

The applicant is proposing the following:

- Erection of a two-storey residential dwellinghouse (with living accommodation in the roof space), following the demolition of the existing dwellinghouse
- Erection of a single storey rear outbuilding with associated car parking and landscaping

Consultations & Notification Responses

Local Residents – No comments received.

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

United Utilities Water PLC – No objections to the proposal.

Highway Services – Have made the following comments:

- Level of trips generated by the proposed dwelling is expected to be minimal. There is no highway safety or capacity concerns.
- The site is well accessed by sustainable modes. Regular bus services are routed along Wilbraham Road. Chorlton Metrolink Stop is located within a short walking distance from the site.
- There is an existing vehicular access point to the site from Wilbraham Road with dropped kerbs present. Confirmation is sought from the applicant on whether the existing vehicular access point is to be retained. Based on neighbouring properties, the proposed driveway is acceptable in principle.
- It is required, in line with MCC Residential Guidelines, that the provision of an Electrical Vehicle charging point (minimum 7kW) is made available.
- 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. Clarification is sought from the applicant on whether there will be any alterations to the existing boundary treatment. If so, this should be demonstrated on an updated dimensioned plan. The applicant should be advised that all gated accesses will need to provide inward opening gates to ensure they do not impact on the adopted footway or highway.
- It is noted that refuse bins associated with the dwelling will be located within the curtilage of the site. This arrangement is acceptable in principle.
- A Demolition & Construction Management Plan should be submitted prior to the start of works and should be conditioned.

Greater Manchester Ecology Unit – Have made the following comments:

- The main building was found to have low bat roosting potential due to the presence of small gaps around the windows and small areas of lifted lead flashing and dislodged mortar, while the shed was also found to have very low roosting potential, due to small areas of lifted and missing roofing felt and small gaps within the timber and soffit. Based on the information provided, GMEU have no reason to disagree with this assessment, and agree that based on their size, condition, and the surrounding habitat, the features identified have very minimal potential to support roosting bats. Furthermore, all features were closely inspected using the appropriate equipment, and no evidence of roosting bats was identified.
- No additional nocturnal bat surveys have been recommended. However, the ecologist proposes that the works are undertaken under precautionary working methods, which are outlined in Section 5 of the report. However, if works are not undertaken by May 2026, the building will need to be reassessed, and the additional survey may then be required.
- Any vegetation clearance should only be carried out between September and February inclusive, (i.e., outside the bird nesting season), unless it is confirmed by a suitably experienced ecologist that no active nests are present. Bird boxes should also be installed on site as per Section 5.8
- Precautionary working methods and enhancements for small mammals outlined within Section 5.12 – 5.14 should be adhered to and secured via condition.
- Bat boxes should be installed on site as per Section 5.5. of the ecology report. The lighting strategy outlined in Section 5.15 should also be adhered to.

Policies

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

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

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

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

In addition to the above, Section 5 (*Delivering a sufficient supply of homes*) and 12 (Achieving well-designed places) are of relevance:

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

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

- a) identify, through the development plan and brownfield registers, land to accommodate at least 10% of their housing requirement on sites no larger than one hectare; unless it can be shown, through the preparation of relevant plan policies, that there are strong reasons why this 10% target cannot be achieved;
- b) seek opportunities, through policies and decisions, to support small sites to come forward for community-led development for housing and self-build and custom-build housing;

- c) use tools such as area-wide design assessments, permission in principle and Local Development Orders to help bring small and medium sized sites forward;
- d) support the development of windfall sites through their policies and decisions – giving great weight to the benefits of using suitable sites within existing settlements for homes; and
- e) work with developers to encourage the sub-division of large sites where this could help to speed up the delivery of homes.

Paragraph 131 in Section 12 states that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

Paragraph 137 states that design quality should be considered throughout the evolution and assessment of individual proposals.

Paragraph 138 states that development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design⁵⁴, taking into account any local design guidance and supplementary planning documents such as design guides and codes. Conversely, significant weight should be given to:

- a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or
- b) outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

The Places for Everyone Plan – This plan was adopted on 21 March 2024, as such the Plan and its policies are now a material planning consideration in the determination of planning applications. The Plan and its policies must therefore be given significant weight in the planning balance. The relevant policy is set out below:

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

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

- a) Follow the mitigation hierarchy of:
 - i. Avoiding significant harm to biodiversity, particularly where it is irreplaceable, through consideration of alternative sites with less harmful impacts, then
 - ii. Adequately mitigating any harm to biodiversity, then
 - iii. Adequately compensating for any remaining harm to biodiversity
- b) Avoid fragmenting or severing connectivity between habitats;
- c) Achieve a measurable net gain in biodiversity of no less than 10%
- d) Make appropriate provision for long-term management of habitats and geological features connected to the development;

- e) Where appropriate, development should: mitigate air pollution impacts on Manchester Mosses SAC; mitigate urban edge, functionally linked land and recreation disturbance impacts on the South Pennine Moors SAC/SPAs; and assess and potentially mitigate boat movement, water pollution, and light spillage and shading impacts on the Rochdale Canal SAC; and
- f) Development proposals should be informed by the findings and recommendations of the appropriate biodiversity/ecological assessment(s) in the PfE evidence base and/or any updated or appropriate biodiversity/ecological assessments submitted as part of the planning application process.

Core Strategy Development Plan Document – The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development.

A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents. Relevant policies in the Core Strategy are detailed below:

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

Policy H1, Overall Housing Provision – This policy states that the proportionate distribution of new housing, and the mix within each area, will depend on a number of factors and goes on to state that new residential development should take account of the need to:

- Contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population;
- Reflect the spatial distribution set out above which supports growth on previously developed sites in sustainable locations and which takes account of
- the availability of developable sites in these areas;
- Contribute to the design principles of Manchester LDF including in environmental terms. The design and density of a scheme should contribute to the character of the local area. All proposals should make provision for appropriate usable amenity space. schemes should make provision for parking cars and bicycles (in line with policy T2) and the need for appropriate sound insulation;
- Prioritise sites which are in close proximity to centres of high frequency public transport routes;
- Be designed to give privacy to both its residents and neighbours.

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

Policy DM1, *Development Management* – This policy states that all development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:-

- Appropriate siting, layout, scale, form, massing, materials and detail.
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- Community safety and crime prevention.
- Design for health.
- Adequacy of internal accommodation and external amenity space.
- Refuse storage and collection.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Green Infrastructure including open space, both public and private.
- The use of alternatives to peat-based products in landscaping/gardens within development schemes.
- Flood risk and drainage.
- Existing or proposed hazardous installations.
- Subject to scheme viability, developers will be required to demonstrate that new development incorporates sustainable construction techniques.

Guide to Development in Manchester Supplementary Planning Guidance – Recognises the importance of an area 's character in setting the context for new development; New development should add to and enhance the area's distinct sense of place; Each new development should be designed having full regard to its context and the character of the area; Seeks to ensure high quality development through good and inclusive design; Buildings should front onto streets; Site boundaries and treatment should contribute to the street scene; There should be a clear definition between public and private space; The impact of car parking areas should be minimised; New developments will be expected to meet designing out crime principles; The impact of development on the global environment should be reduced.

The scale, position and external appearance of new buildings should respect their setting and relationship to adjacent buildings, enhance the street scene and consider their impact on the roof line and skyline. Buildings should recognise the common building line created by the front face of adjacent buildings.

Issues

Principle of the Proposal – There is no objection to the erection of replacement dwellinghouses along Wilbraham Road, as is evidenced by the previous approvals for similar developments listed below, the nearest of which is at 409 Wilbraham Road.

Furthermore, there is no objection in principle to the erection of the single storey outbuilding in the rear garden given the presence of similar structures at nos. 403 and 411 Wilbraham Road.

108604/FO/2015/S1 Recv: 28.04.2015 Application Approved - 23.09.2015	385 Wilbraham Road, Chorlton, Manchester, M21 0UT,	Erection of two-storey dwellinghouse (Class C3) following demolition of existing
123054/FO/2019 Recv: 07.05.2019 Application Approved - 04.07.2019	312 Wilbraham Road, Manchester, M21 0UU	Erection of a 2 storey detached dwellinghouse with accommodation in the roofspace, with associated car parking and vehicle access including boundary treatment
131200/FO/2021 Recv: 29.07.2021 Application Approved - 21.10.2021	409 Wilbraham Road, Manchester, M21 0UT	Erection of dwellinghouse following demolition of the existing dwellinghouse, together with the erection of a single storey outbuilding in rear garden
132886/FO/2022 Recv: 29.04.2022 Application Approved - 13.07.2022	550B Wilbraham Road, Manchester, M21 9LB,	Erection of a three storey dwellinghouse (C3 use) with basement together with associated landscaping and car parking following demolition of existing bungalow
137140/FO/2023 Recv: 12.06.2023 Application Approved - 10.10.2023	334 Wilbraham Road, Manchester, M21 0UX,	Erection of a two storey residential dwellinghouse with living accommodation in the roof space together with associated external works following demolition of existing dwellinghouse.



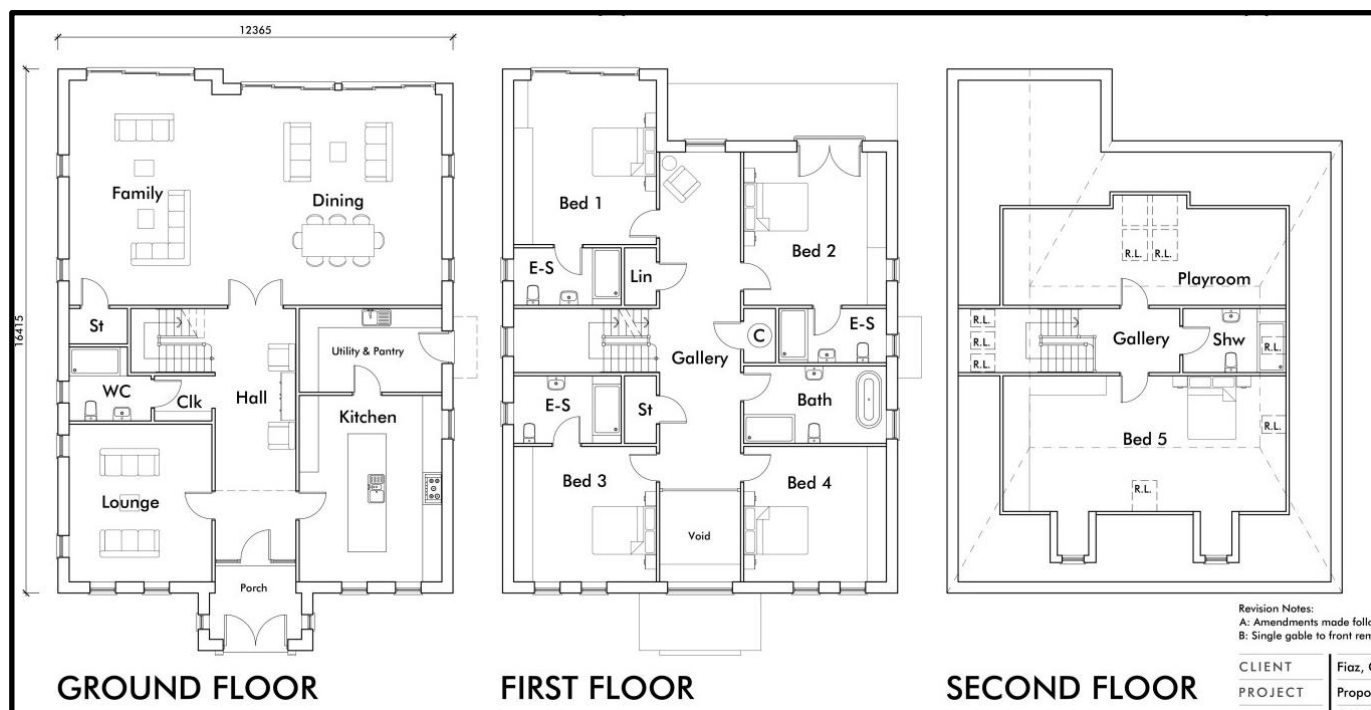
Given the predominantly residential character of the neighbourhood and the above planning permissions granted on nearby sites, there is no objection in principle to the erection of a single dwellinghouse on this site. Notwithstanding this, the impact on pedestrian safety and residential and visual amenity must be assessed, as well as any impacts upon existing ecological features.

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

For a dwelling of this size (5 bed and 3 storeys high) the guidance states that between 116 to 134m² of accommodation should be provided, depending on the number of people who would reside at the property.

As 427.19m² of accommodation is to be provided the proposal exceeds Manchester's space standards.

Disabled Access – Given the proposed floor area and layout of the accommodation, which can be seen here, the circulation space is considered sufficient to allow ease of access, for both wheelchair users and the ambulant disabled, throughout the dwelling. Furthermore, the provision of WCs on all floors is welcomed.



Pedestrian and Highway Safety – Subject to the design of any replacement gates and boundary treatment, which would be the subject of condition 21, it is not considered that the comings and goings of residents' vehicles from the site would have an unduly detrimental impact upon the levels of pedestrian safety enjoyed along this stretch of Wilbraham Road.

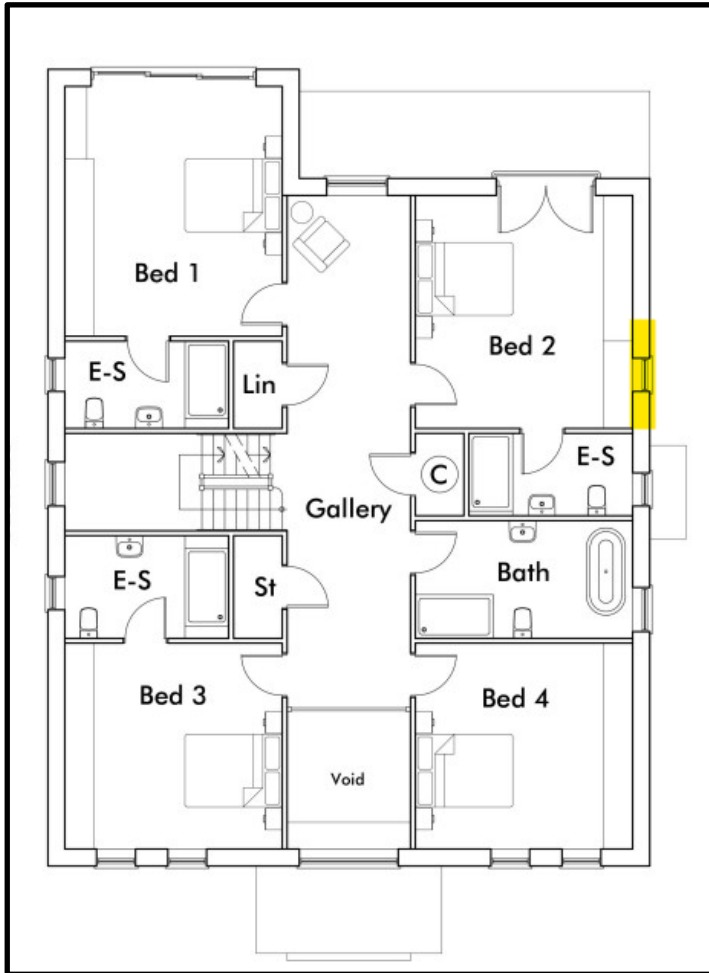
Given the domestic nature of the proposal and the anticipated vehicle movements associated with the day-to-day activity of such a property, it is not considered that the proposal would have a detrimental impact upon the levels of highway safety enjoyed along Wilbraham Road.

Car Parking – The area to the front of the proposed dwellinghouse would be hardsurfaced with a permeable material to provide off-street parking facilities for the future residents of the property. This level of provision is considered acceptable.

Electric Vehicle Charge Points – In line with the comments of Highway Services, a condition requiring the provision of an electric vehicle charging point would be attached to any consent granted.

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

Impact upon Privacy – The proposed dwelling would be orientated on the north-west axis and as such none of the primary habitable room windows would directly overlook nos. 399 and 403 Wilbraham Road. There is one secondary habitable room window in the side elevation at first floor level (highlighted) but these, along with the other first floor side windows are required to be obscurely glazed (condition no. 19).



The windows in the rear elevation would overlook a playing field, while those at the front would be approximately 45 metres away from the dwellings on the opposite side of Wilbraham Road. As such, it is not considered that the proposal would lead to undue overlooking and an associated loss of privacy.

Noise – Given the proposal is for a single dwelling and the domestic nature of the activity that would be associated with it, it is not considered that the proposal would be an inherently noise generating development.

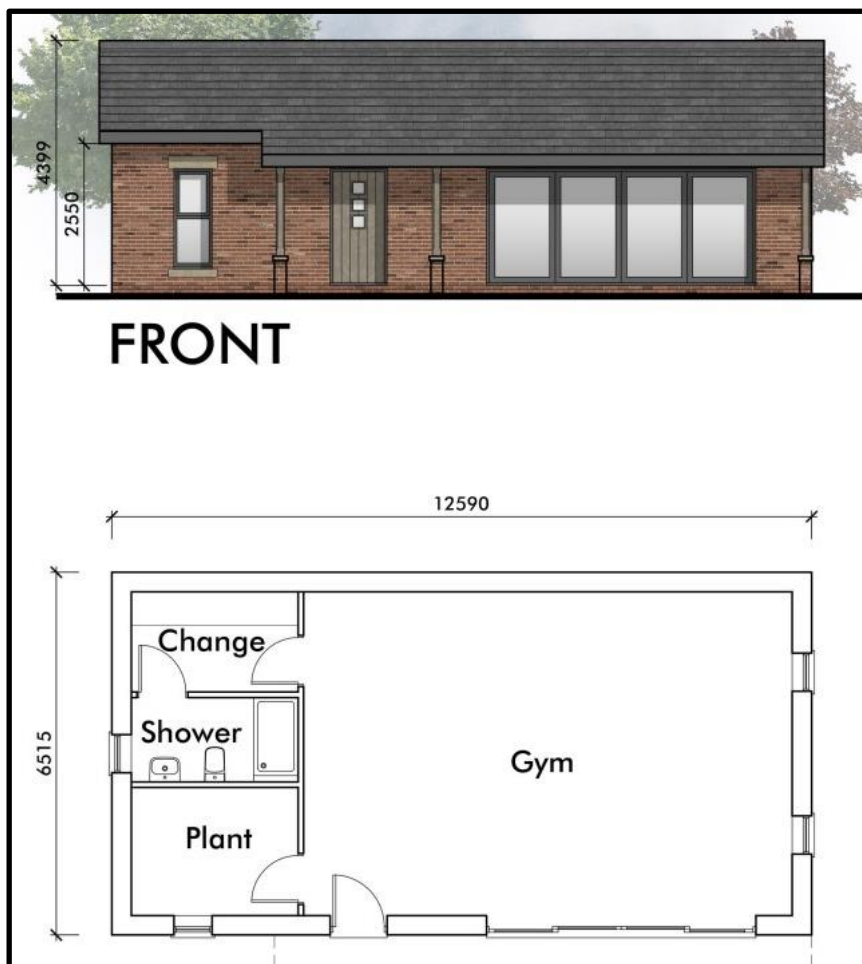
Daylight/Overshadowing – Given the orientation and height of the proposed dwelling it is not considered that any of the existing dwellings or associated gardens would be subjected to an undue overshadowing. The relationship to neighbouring houses is one that is part of the character along this part of Wilbraham Road.

Overall, it is not considered that the proposal would have an unduly detrimental impact upon the levels of residential amenity currently enjoyed within the vicinity of the site.

Design – The dwelling would be constructed from red brick and topped by either a slate or a clay tiled roof. The window frames would be light grey and would be enclosed by stone cills, headers and casings, while contrasting string courses of brick and stone would be located at the ground and first floors. Overall, the design of the proposed dwellinghouse, which can be seen here, is considered acceptable.

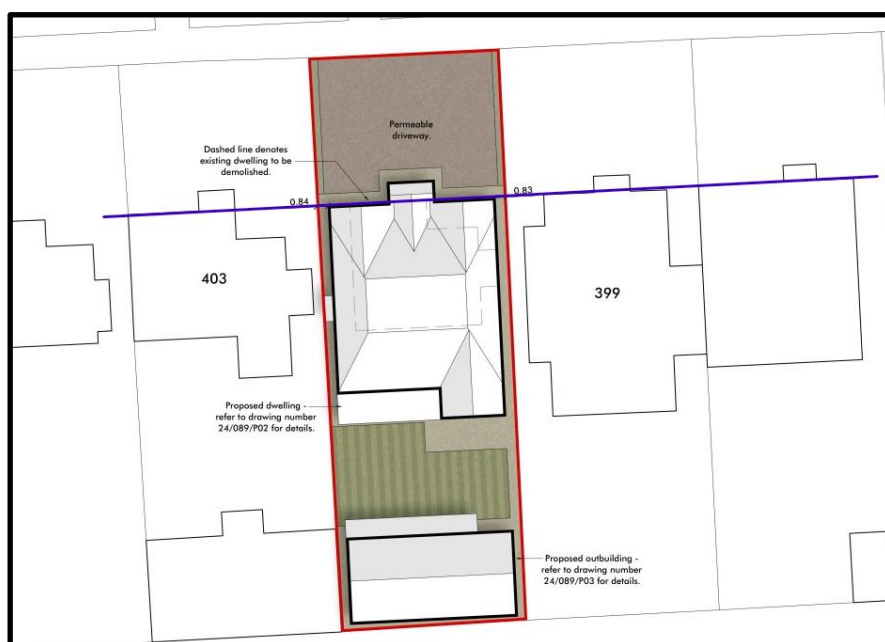


The outbuilding, which can also be seen below, would also be constructed from brick and topped by a dual pitched roof of slate or tile, with large, glazed sliding windows to the front elevation. The design of this building is also considered acceptable.



Siting – The proposed dwellinghouse lines up with the established building line, as such the siting of the proposal is considered acceptable.

Gaps would be retained to either side of the property to retain access to the rear garden and provide some relief between existing properties on Wilbraham Road.



Visual Amenity – Given the residential character of the neighbourhood and the fact it is made up predominantly of two and three storey semi-detached and detached dwellings, it is not considered that erecting a replacement detached dwellinghouse on this site would have an unduly detrimental impact upon the existing levels of visual amenity enjoyed within the vicinity of the site.

Drainage – The site is not within Flood Zones 2 or 3, as a result the submission of a Flood Risk Assessment was not required. It is noted that United Utilities have not objected to the proposal.

Notwithstanding the above, it is still felt prudent to require details of the permeable parking area to be submitted for approval to ensure that water run-off onto Wilbraham Road is prevented.

Landscaping – Two trees at the rear of the site would need to be felled to accommodate the outbuilding, as well as several shrubs and bushes. To compensate for their removal a landscaping condition is suggested which would require the planting of a suitable replacement(s) as part of a landscaping scheme for the site.

Ecology – The application was accompanied by an ecological bat survey which concluded that the existing buildings and vegetation do not support any obvious suitable bat roosting features, this includes cavities, crevices, splits, areas of lifting bark, woodpecker holes or areas of ivy. Greater Manchester Ecology Unit has confirmed that they are in agreement with these findings.

Given the type of development proposed, i.e. self-build, there is not a requirement to submit a formal BNG plan resulting in a 10% uplift. Notwithstanding this, the applicant is proposing to install a number of bat, bird and hedgehog boxes and this is welcomed by Greater Manchester Ecology Unit as sufficient biodiversity enhancements.

Overall the ecological impact is considered negligible.

Crime Prevention – The proposal does not raise any crime prevention issues. A condition requiring the development to achieve *Secured by Design* accreditation is suggested in this instance.

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

It is recognised that during the operational phase of the development there is the potential for air quality impacts as a result of vehicle exhaust emissions associated with traffic generated by the proposal, i.e. the comings and goings of residents and visitors to the site. However, given the proposal is for one dwellinghouse, the overall significance of potential impacts is considered to be low.

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

Environmental Standards – A condition is recommended relating to the submission of details of appropriate environmental standards and associated renewable energy features.

Waste Storage – A condition requiring the submission and implementation of a Waste Management Plan is suggested in this instance.

Other Matters – Whilst the proposals are considered to be acceptable for the reasons set out above, additions to the property above those considered as part of this application could unduly impact on the character of the area and residential amenity. As such it is proposed to add a condition to any approval to remove permitted development rights for further alterations and additions to the property to allow proper consideration of such matters through a future planning application process.

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 to resolve any problems arising in relation to 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) The development hereby approved shall be carried out in accordance with the following drawings and supporting information:

- a) Location Plan, received on 20 January 2025
- b) Site Plan, received on 20 January 2025
- c) Drawing no. 24/089/P01B - Site Layout Plan, received on 25 July 2025
- d) Drawing no. 24/089/P02C - Plans and Elevations, received on 14 August 2025
- e) Drawing no. 24/089/P03 - Outbuilding Plans and Elevations, received on 20 January 2025
- f) Preliminary Ecological Appraisal (Echo Calls Bat Surveys), received on 28 February 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.

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

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Manchester Core Strategy.

4) The residential use hereby approved shall be used only as a private dwelling (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 private residential purposes and to ensure the achievement of the public benefit identified pursuant to policies SP1, DM1, EN3, H1, H6 and H11 of the Manchester Core Strategy and the guidance contained within National Planning Policy Framework including section 16.

5) 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) no garages, outbuildings or extensions shall be erected other than those expressly authorised by this permission.

Reason - To ensure the satisfactory development of the site and in the interest of residential and visual amenity, pursuant to policy DM1 of the Manchester Core Strategy.

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

Reason - To reduce the risk of crime pursuant to policies SP1 and DM1 of the Manchester Core Strategy and to reflect the guidance contained in the National Planning Policy Framework.

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

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

8) No removal of or works to any hedgerows, trees or shrubs shall take place during the main bird breeding season 1st March and 31st July inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to 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 in order to comply with policy EN15 of the Manchester Core Strategy.

9) Prior to any site clearance or construction works a Reasonable Avoidance Measures (RAM) method statement, in relation to hedgehogs and other mammals, shall be submitted to and approved in writing by the City Council as local planning authority. The approved RAMS shall be implemented as part of the development and remain in place for the duration of the construction period.

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 Manchester Core Strategy.

10) Above-ground construction works shall not commence until details of the measures to be incorporated into the development to allow for the provision of an electric vehicle charging point have been submitted to and approved by the City Council as Local Planning Authority. The approved charging point shall be provided prior to first occupation and retained thereafter.

Reason - To promote sustainable development and in the interests of residential amenity, pursuant to Policies DM1 and EN16 in the Manchester Core Strategy.

11) Prior to the commencement of above ground works, details of the permeable surfacing to be used on the driveway and car parking spaces shall be submitted to and be approved by the City Council as Local Planning Authority. The development shall be implemented and thereafter maintained in accordance with the approved details.

Reason - To prevent the increased risk of flooding, pursuant to policy EN14 & EN17 of the Manchester Core Strategy.

12) Prior to the commencement of above ground works an Environmental Standards Statement, which addresses sustainability ratings and the provision of renewable energy within the development, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The development shall be carried out in accordance with those details.

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.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4, EN6 and DM1 of the Manchester Core Strategy and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

13) a) Prior to the commencement of above ground works, a scheme for acoustically insulating the proposed residential accommodation against noise from Wilbraham Road shall be submitted to and approved in writing by the City Council as local planning authority.

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

Reason - To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance, pursuant to Policy DM1 in the Manchester Core Strategy

14) a) Prior to the commencement of above ground works, a scheme for the storage and disposal of refuse shall be submitted to and approved in writing by the City Council as local planning authority.

New developments shall have refuse storage space for segregated waste collection and recycling. Internal and external storage areas are required.

b) The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of amenity and public health, pursuant to Policy DM1 in the Manchester Core Strategy

15) 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.

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.

16) Prior to the occupation of the development hereby approved, a Contaminated Land Verification Report shall be submitted to the City Council as local planning authority.

Reason - To confirm that appropriate remedial action has been taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Manchester Core Strategy.

17) Before first occupation, the first floor windows in the side elevations of the development hereby approved shall be obscurely glazed to a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent and shall remain so in perpetuity.

Reason - To protect the amenity and living conditions of adjacent residential property from overlooking or perceived overlooking and in accordance with policies SP1 and DM1 of the Manchester Core Strategy.

18) Prior to the commencement of above ground works a replacement tree planting scheme shall be submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the dwellinghouse is first occupied. If within a period of 5 years from the date of the planting of any tree, that tree or any tree 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.

19) Prior to the commencement of above ground works, detailed drawings of any boundary treatment, including the entrance gates and gate posts, shall be submitted to and approved in writing by the City Council as local planning authority. The approved boundary treatment scheme shall be implemented prior to the occupation of the development hereby approved and shall remain in-situ thereafter.

Reason - In the interests of residential amenity and pedestrian and highway safety, pursuant to policy DM1 in the Manchester Core Strategy.

20) Prior to the commencement of development a Construction Management Plan shall be submitted to and approved by the Council. The Construction Management Plan shall contain the following:

- Details of Wheel Washing;
- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Routing strategy and swept path analysis;
- Parking of construction vehicles and staff;

- Hours of working

The development shall be carried out in accordance with approved details.

Reason - To safeguard the amenities of the occupiers of nearby residential and commercial properties during the construction/demolition phase, pursuant to Policy DM1 in the Manchester Core Strategy.

Informatives

1) Demolition and Construction Hours - To safeguard the amenities of nearby residents construction and demolition works shall be confined to the following hours unless otherwise agreed in writing by the City Council as local planning authority:

Monday - Friday: 7.30am - 6pm

Saturday: 8.30am - 2pm

Sunday / Bank holidays: No work

2) Informative for Condition 13 - There may be other actual or potential sources of noise which require consideration on or near the site, including any local commercial/industrial premises such as the adjacent football Club. The approved noise insulation and ventilation scheme shall be completed before any of the dwelling units are occupied.

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

Bedrooms (night time - 23.00 - 07.00)	30 dB LAeq (individual noise events shall not exceed 45 dB L _{Amax,F} by more than 10 times)
Living Rooms (daytime - 07.00 - 23.00)	35 dB LAeq
Gardens and terraces (daytime)	55 dB LAeq

Appendix 1 – List of consultees & neighbours notified

Highway Services

Environmental Health

Greater Manchester Ecology Unit

United Utilities Water PLC

Whalley Range Afc, Kings Road, Manchester, M21 0XX

312 Wilbraham Road, Manchester, M21 0UU

314 Wilbraham Road, Manchester, M21 0UU

310 Wilbraham Road, Manchester, M21 0UU

403 Wilbraham Road, Manchester, M21 0UT

399 Wilbraham Road, Manchester, M21 0UT

397 Wilbraham Road, Manchester, M21 0UT

308 Wilbraham Road, Manchester, M21 0UU

405 Wilbraham Road, Manchester, M21 0UT

St Bedes College Sport Grounds, Brantingham Road, Whalley Range, Manchester, M16 8NA

Appendix 2 – Planning constraints

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

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Middle) -

Area Team Boundary - Name: SOUTH AREA