

Planning

Growth & Development

Delegated officer report for planning application

Application no. 139602/FO/2024

Date registered valid: 5 April 2024

Proposal: Change of use of the upper floors into three self-contained flats and erection of a part single/part two storey rear extension to form ground floor storeroom with living accommodation above together with relocated extraction flue

Address: 410A Wilbraham Road, Manchester, M21 0SD

Ward(s): Chorlton Ward

Applicant: Mr. Riaz Ahmed Ali

Agent (if any): Mr. Niamat Ali NA Design

Case officer: Katie Raw
Tel: 0161 234 4164
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Recommendation: Approve

Date of recommendation: 30 May 2024

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 22 April 2024

Standard consultations:

Printed: 21 May 2024 Expired: 29 May 2024

Neighbour notifications

Printed: 21 May 2024 Expired: 29 May 2024

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

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

Description of area

The application site relates to 410A Wilbraham Road within the south Manchester ward of Chorlton. The application site relates to the Alabama's Fried Chicken takeaway shop to the ground floor and residential accommodation to the floors above. The property sits within a parade of 7 units, outside of but contiguous with Chorlton District Centre. The property is characterised by a terraced, red brick, four storey development. The property benefits from historic external decking to the front of the property and the rear of the property is characterised by an external courtyard, accessible from Buckingham Road.

The property sits in a largely residential context, with some parades of shops including the applicant's and to the south side of Wilbraham Road. The applicant site is located outside of the Chorlton District Centre to the east.

Description of development

The planning application seeks consent for the change of use of the upper floors into three self-contained flats and erection of a part single/part two storey rear extension to form ground floor storeroom with living accommodation above together with relocated extraction flue.

As existing, the upper floors consist of one large flat. As proposed, the first, second and third floor would be split into three flats, each with accommodation of:

Flat 1- 40 sqm, 1B1P (1 storey)

Flat 2- 37 sqm, 1B1P (1 storey)

Flat 3- 100 sqm, 3B3P (2 storeys)

The properties would be for market housing. All flats would be access from the personnel door located on Wilbraham Road.

A part single storey rear extension would be erected which would create a store room for the ground floor takeaway, replacing the existing covered yard. The single storey extension would have approximate dimensions of Height: 3.9 x Length: 6.6 x Width: 5.5 metres.

The part two storey rear extension would create a new living room for flat no.2 and would have approximate dimensions of Height: 6.8 x Length: 4 x Width: 3.8 metres.

The extension would involve the insertion of a door and window within the rear elevation.

Materials to be used throughout the proposal would match those within the host property.

Plans show a covered cycle store and refuse storage for both commercial and residential uses provided within the external rear courtyard.

The flue as existing would be relocated due to the extension to the rear of the property. The proposed location of the flue would come out from the part single storey extension and extend alongside the proposed rear window at first floor level. As existing, two flues are shown on the site, one would remain and be re-located as a result of the proposal.

Planning History

128503/FO/2020-Part retrospective application for the installation of 2 no. rear roof dormers to form additional living accommodation and elevational alterations to form French doors with a juliet balcony to rear elevation.

Approved 2 November 2021.

085145/FO/2007/S1-Erection of a part single, part 2 storey rear extension.

Approved 20 December 2007.

083851/FO/2007/S1-Erection of part two storey, part single storey rear extension and dormer to existing outrigger to facilitate loft conversion.

Refused 12 September 2007.

070887/FO/2004/S1-Retrospective planning permission for the erection of additional extractor flue at rear of property.

Approved 25 May 2004.

058317/FO/SOUTH1/00-Change of use of ground floor from newsagent to a hot food take away with alterations at rear.

Approved 2 March 2000.

048535/FO/CENTL1/95-Installation of a new shop front and roller shutter and change of use of first floor to office use.

Approved 27 October 1995.

Consultations & Notification Responses

Local Residents

Local residents were consulted, and no responses were received.

MCC Environmental Health

Environmental Health were consulted and recommended a number of conditions to deal with fumes and odours and noise from the relocated flue extraction system, construction hours, acoustic insulation of the residential units, waste management details, and acoustic treatment scheme for the relocated extraction equipment.

Environmental Health confirmed they have no objection to the proposed external design and height of the relocated flue pending the submission of an odour risk assessment and acoustic survey prior to commencement of construction.

MCC Highway Services

Raise no objections to the proposals on pedestrian or highway safety grounds or network capacity. Plans have been updated to provide details of the proposed cycle store this should provide parking for 3 cycles.

Chorlton Voice

Chorlton Voice were consulted, and no responses were received.

Policy

The National Planning Policy Framework (NPPF) (December 2023)

The document sets out the Government's Planning Policies for England and how these are expected to be applied. At the heart of the Framework is a presumption in favour of sustainable development in terms, "For plan-making" and "For decision-taking", (paragraph 11).

Paragraph 8 - Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives): a) an economic objective, b) a social, and c) an environmental objective.

The following specific policies are considered to be particularly relevant to the proposed development:

- i. Chapter 5. Delivering a sufficient supply of homes
- ii. Chapter 8. Promoting healthy and communities
- iii. Chapter 9. Promoting sustainable transport
- iv. Chapter 11. Making effective use of land
- v. Chapter 12. Achieving well-designed and beautiful places

The Manchester Core Strategy Development Plan Document 2012-2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. Updated March 2024 following the adoption of the Places for Everyone Joint Development Plan.

The Core Strategy is the key document in Manchester's Local Development Framework. It 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. Of relevance are:

Policy DM1 (Development Management)
Policy SP1 (Spatial Principles)
Policy EN1 (Design Principles and Strategic Character Areas)
Policy EN18 (Contaminated Land and Ground Stability)
Policy EN19 (Waste)
Policy H1 (Overall Housing Provision)
Policy H6 (South Manchester)
Policy T1 (Sustainable Transport)
Policy T2 (Accessible Areas of Opportunity and Need)

Guide to Development in Manchester Supplementary Planning Document and Planning Guidance, Adopted April 2007

The Guide aims to help to develop and enhance a unique and positive sense of place within Manchester and its neighbourhoods. The guidance is grouped under seven key principles recognised by CABI as being those urban design characteristics which create successful places. These are: character and context, continuity and enclosure, ease of movement, quality of the public realm, diversity, legibility, and adaptability. It advises that high quality design is a vital attribute of successful neighbourhoods.

Of relevance are paragraphs 2.3, 2.7, 2.14 and 2.16.

Unitary Development Plan Saved Policies

Large elements of the UDP have been superseded by the Core Strategy. The following saved policies are of relevance in the consideration of this application:

DC1.1 states that in determining planning applications for extensions to residential properties, the Council will have regard to:

- a. The general character of the property;
- b. The effect upon the amenity of the neighbouring occupiers;
- c. The desirability of enabling people to adapt their houses in appropriate ways to meet changing household needs;
- d. The overall appearance of the proposal in the a street scene;
- e. The effect of the loss of any on-site car parking.

DC1.2 states that extensions to residential properties will be allowed subject to compliance with other relevant policies of the Plan and the following criteria:

- a. They are not excessively large or bulky (for example resulting in structures which are not subservient to original houses or project out too far in front of original buildings);
- b. They do not create undue loss of sunlight, daylight or privacy;
- c. They are not out of character with the style of development in the area or the surrounding scene by virtue of design, use of materials or construction details.
- d. they would not result in the loss of off-street car-parking, in a situation where there is so severe an existing on-street parking problem that unacceptable additional pressures would be created.

DC1.3 Notwithstanding the generality of the above policies, the Council will not normally approve:

- a. rearward extensions greater than 3.65m (12 ft) in length;
- b. 2-storey extensions with a flat roof, particularly those which would be visible from the public highway;
- c. 2-storey extensions to terraced properties which occupy the full width of the house;
- d. flat roofed extensions to bungalows;
- e. extensions which conflict with the Council's guidelines on privacy distances (which are published as supplementary guidance).

DC7.1 states the Council will negotiate with developers to ensure that new housing is accessible at ground floor level to disabled people, including those who use wheelchairs, wherever this is practicable. All new developments containing family homes will be expected to be designed to be safe areas within which children can play and, where appropriate, the Council will also expect play facilities to be provided.

DC26.1 states the Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both: a. the effect of new development proposals which are likely to be generators of noise; and b. the implications of new development being exposed to existing noise sources which are effectively outside planning control.

DC26.2 states new noise sensitive developments (including large scale changes of use of existing land or buildings) such as housing, schools, hospitals, or similar activities, will be permitted subject to their not being in locations which would expose them to high noise levels from existing uses or operations, unless the effects of the noise can realistically be reduced. In giving effect to this policy, the council will take account both of noise exposure at the time of receiving a planning application and of any increase that may reasonably be expected in the foreseeable future.

DC26.4 states where the council believes that an existing noise source might result in an adverse impact upon a proposed new development, or where a new proposal might generate potentially unacceptable levels of noise, it will in either case require the applicant to provide an assessment of the likely impact and of the measures he proposes to deal satisfactorily with it. Such measures might include the following

- a) engineering solutions, including reduction of noise at source, improving sound insulation of sensitive buildings or screening by purpose-built barriers
- b) layout solutions, including consideration of the distance between the source of the noise and the buildings or land affected by it and screening by natural barriers or other buildings or noncritical rooms within a building; and
- c) administrative steps, including limiting the operating times of the noise source, restricting activities allowed on the site or specifying an acceptable noise limit. Any or all these factors will be considered appropriate for inclusion in conditions on any planning permission

DC26.5 states the council will control noise levels by requiring, where necessary, high levels of noise insulation in new development as well as noise barriers where this is appropriate.

Manchester Residential Quality Guidance 2016

Sets out the direction for the delivery of sustainable neighbourhoods of choice where people will want to live and raise the quality of life across Manchester. The delivery of high-quality, flexible housing will be fundamental to ensuring the sustainable growth of Manchester. To achieve the City's target of carbon neutrality by 2050, residential schemes will also need to be forward

thinking in terms of incorporating the most appropriate and up to date technologies to significantly reduce emissions. It is therefore essential for applicants to consider and integrate the design principles contained within the draft guidance into all aspects of emerging residential schemes. In this respect, the guidance is relevant to all stages of the development process, including funding negotiations, the planning process, construction and through to operational management. The guidance sets standards for securing high quality and sustainable residential development in Manchester. The document includes standards for internal space within new dwellings and is suitable for applications across all tenures.

Places for Everyone (2022-2039)

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.

The Plan and its policies now form part of the Manchester development plan.

The policies of relevance are:

JP- S1- Sustainable development,
JP- S2- Carbon and energy,
JP-H1- Scale, distribution and phasing of new housing,
JP-C1- An integrated network
JP-H2- Affordability of new housing
JP-S6- Clean Air

ISSUES

Principle of Development

The submitted development application is for the change of use of the upper floors into three self-contained flats and erection of a part single/part two storey rear extension to form ground floor storeroom with living accommodation above together with relocated extraction flue. The principle of an extension to the ground floor takeaway is considered acceptable given the existing covered yard is of a poor condition and the extension would be a welcome addition and would be built to match the materials within the host property. The existing 1no. 4 bed flat to the upper floors would be changed to 3 flats. This is considered acceptable to help overcome the current housing shortage across Manchester and would be pursuant to Policy H1 and H6 within the Core Strategy (2012). Further, the precedence of residential accommodation is already established at 410A Wilbraham Road and is common within the upper floors along the parade of shops in which the applicant property sits. This includes 406 Wilbraham Road (see planning reference: 122487/JO/2019) whereby the property has been significantly altered to accommodate additional flats at upper floor levels. However, consideration must be given to the impact on the neighbouring properties' residential amenity, the amenity of future occupiers, impact on the visual amenity of the area, the proposal's appearance, highway considerations and environmental considerations.

Visual/ Residential Amenity

Change of use of the upper floors into three self-contained flats:

The proposed accommodation would afford future residents an acceptable quality of living accommodation. Future residents would be provided with a good level of amenity, with all

habitable rooms served by windows. All flats would enter the accommodation from a door located on Wilbraham Road, as is the existing circumstances and would use an internal staircase- which is considered acceptable in terms of residential amenity.

The flats proposed would have the following internal dimensions:

Flat 1- 40 sqm, 1B1P (1 storey)

Flat 2- 37 sqm, 1B1P (1 storey)

Flat 3- 100 sqm, 3B3P (2 storeys)

All flats are considered to comply with Manchester's emerging space standards. Whilst it is unlikely flat 3 will only be for 3 people, the space proposed would align with Manchester's space standards for a 3 bedroom flat for both 4 and 5 people. As such, the level of internal accommodation is considered acceptable, pursuant to Policy DM1 and SP1 of the Core Strategy.

In addition, a condition would be placed on any approval granted restricting the use of the proposed flats to C3a only and for no other use. This is to ensure the proposed flats are used for family/ single person accommodation and to safeguard the character of the area and to maintain the sustainability of the local community, pursuant to paragraph 7.4 of the Guide to Development in Manchester: Supplementary Planning Document and Planning Guidance, the National Planning Policy Framework and policies SP1 and DM1 of the Core Strategy for the City of Manchester.

The rear courtyard would be available for all proposed residents' use, in addition to a waste storage area for the ground floor commercial use. At the time of the site visit, this area was in a poor condition and as such, a landscaping condition would be attached to any approval granted to ensure the space would be improved to provide private usable amenity space. This is necessary since the proposed development would have views onto the rear space and since the bins and cycle storage would be placed in this area, and so the area would experience an intensification of use. Although a timber cycle shed is shown in the rear courtyard, Highways Services still request further information to the number of cycles to be stored and locking system and a condition be attached to any approval to require the submission of finalised details of the type and location of the provision. Similarly, a condition to require further details of a bin store to house the bins and refuse strategy is recommended, as the additional information provided via plans dated 14 May 2024 did not overcome Highway Services nor Environmental Health's concerns.

Erection of a part single/part two storey rear extension:

As existing the ground floor covered yard has a projection of 4.5 metres and the proposed ground floor extension would have a projection of 6.6 metres. As such, both the adjoining neighbours would experience an additional 2 metres at ground floor level. The part two storey rear extension would have a projection of 4 metres but would align with the existing side wall facing onto neighbouring property no.408 Wilbraham Road. The residential accommodation accessed from the rear relating to no.412 Wilbraham Road would be most impacted by the proposal. Whilst the ground floor may create an overbearing feature, the first floor would align with the first floor rear window of the neighbouring property and could give rise to an overbearing feature. However, there is a precedence of similar relationships within the immediate area, including no.406 Wilbraham Road which extends significantly beyond the neighbours first floor rear window (see screenshot from Google Maps below) (see planning reference: 122487/JO/2019). Further, a 4 metre first floor extension has been previously approved at the site (see planning reference: 085145/FO/2007/S1), although it is acknowledged the application was determined prior to the current plan period. Although the extension at first floor level could be amended to have a hipped roof, the use of a gable roof would be in keeping with the roof formation within the parade of shops to the rear.

No.408 Wilbraham Road would also experience further built form. However, due to the existing relationship with the outrigger on the properties, the property is not considered to be any more impacted by loss of light than the existing circumstances- given the already highly constrained nature of the surrounding built form and amenity spaces.

A condition would be attached to any approval granted restricting the further insertion of windows or doors to ensure no adverse opportunities for overlooking occur for any of the neighbouring properties.



Figure 1, Rear outriggers and extensions of properties along Wilbraham Road and the applicant site.

Relocated extraction flue:

The relocated extraction flue gave rise to concerns from colleagues in Environmental Health. The flue was subsequently moved to have as less of an impact as possible located close to the shared boundary with no.412 Wilbraham Road. Environmental Health reviewed the amended location and accepted the design and location of the flue, given it was sited above the first floor rear extension windows and given the flue would be sited 10 metres from the existing dormer windows within the host property. This acceptance is on the basis of the pending submission of an odour risk assessment and acoustic survey prior to commencement of construction. Conditions to this effect would be attached to any approval granted.

A further condition would be placed on any approval granted for the flue to be coloured black to minimise visual harm to the surrounding residents.

On the basis of the above, given the use of conditions and given the historic development approved along this parade of Wilbraham Road, the proposed development is considered acceptable in terms of residential or visual amenity impacts and is consistent with Core Strategy policies SP1, DM1 and EN1, the Guide to Development in Manchester SPD, and provisions of the NPPF relating to achieving a good standard of amenity.

Design

Change of use of the upper floors into three self-contained flats:

Each of the proposed flats would have a living room/kitchen, bedroom and bathroom and is therefore acceptable in terms of design.

Erection of a part single/part two storey rear extension:

It is acknowledged the projection at both ground and first floor elements exceed the specified projections within Policy DC1.3 of the UDP and it is acknowledged with the previous development to the roof of the host and outrigger roof, the site could appear overly developed. However, the proposal is viewed in the context of development in the surrounding area whereby extensions are vast in projection. Further, the 6 metre ground floor extension would be an improvement on the existing poor quality extension and materials would be conditioned to match the host property so that a decent quality of design is created. The first floor extension follows the existing building line of the outrigger and the reduced projection aims to mitigate impacts to the adjoining property. For these reasons, the extensions are considered acceptable in design and form.

Relocated extraction flue:

The relocated extraction flue would be a 300mm dia extract duct installed with anti-vibration mounting system and would replace the two flues at the site currently. A condition for the colouration of the flue to be black would be attached to any approval granted. The position and height of the flue is therefore considered acceptable and has been agreed in principle by colleagues in Environmental Health.

Highways Considerations

Highway Services were consulted on the application and raised no objections to the provision of additional residential dwellings at the site and that this would not give rise to any adverse operational capacity demands to the highway. No off street parking is available and so any additional parking pressure would be on the surrounding roads. Highway Services raised no objection to this given the site is well accessed by sustainable modes. Regular bus services and Metrolink services are within walking distance of the site.

Highways requested a cycle storage condition be attached to any approval granted. Although a timber cycle shed is shown in the rear courtyard, further information to the number of cycles to be stored and locking system is required and a condition be attached to any approval to require the submission of finalised details of the type and location of the provision.

Highways Services were satisfied with the refuse and servicing arrangements for the site.

Highways also requested a Construction Management Plan informative be attached to any approval granted.

Environmental Considerations

Environmental Health were consulted on the application and requested several conditions be placed on any approval granted.

As discussed above, Environmental Health requested a fumes and external plant noise condition be attached to any approval granted so that they could accept the design and height of the proposal.

A construction management plan to be attached to any approval was requested by EH, however given the nature of works this is considered onerous given the overall minor scale of works proposed, however, construction/ demolition hours would be attached as an informative to any approval granted.

It is considered reasonable to attach the proposed condition relating to acoustic insulation to ensure the new accommodation offers a decent level of acoustic protection from external noise.

Whilst the agent did show on floor plans the location of commercial and residential bins, Environmental Health requested confirmation on the following points: where the residential bins will be presented for collection and how access will be restricted so only the residents will have access to the residential bins- the same applies to the commercial bins. This is in addition to the standard refuse condition which was requested by Environmental Health. A condition to this effect would be attached to any approval granted. A separate bin store condition would also be attached to ensure the bins are enclosed, to ensure the rear amenity space is kept in a good condition.

Conclusion

The proposed use is one that is compatible with the surrounding area and offers additional residential accommodation close to the District Centre of Chorlton. Given the precedence of existing development close to the applicant site, the impact of the proposal in terms of amenity is considered acceptable. The proposed design is considered sympathetic to the surrounding residential area. Several conditions have been attached to any approval granted to ensure any harm has been mitigated including odours from the relocated extraction flue.

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

The proposal was assessed with regards to policies outlined in the National Planning Policy Framework, Unitary Development Plan Saved Policies, Local Development Framework Core

Strategy Development Plan and other material considerations. In this instance officers have worked with the applicant in a positive and proactive manner, and additional information to try to overcome concerns has been submitted during the course of the application. Appropriate conditions have been attached to any approval granted.

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 documents:

-Application Form, stamped as received by the City Council as Local Planning Authority on 22 March 2024.

-Drawing- Site Plan- Location and Location, stamped as received by the City Council as Local Planning Authority on 22 March 2024.

-Drawing- Proposed- Floor Plans, numbered NA-P02, stamped as received by the City Council as Local Planning Authority on 14 May 2024.

-Drawing- Proposed- Elevations, numbered NA-P03, stamped as received by the City Council as Local Planning Authority on 20 May 2024.

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) 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 openings, including windows and doors, shall be inserted within the elevations of the extension, other than those shown on the approved drawings, unless Planning Permission is specifically granted.

Reason - In the interests of the amenities of the occupiers of the neighbouring dwellinghouse, pursuant to saved policy DC1 of the Unitary Development Plan for the City of Manchester, and policy DM1 of the Manchester Core Strategy.

4) The materials used to construct the external elevations of the extensions hereby approved shall match the existing dwellinghouse, in terms of colour, type, and method of coursing and pointing.

Reason - In the interests of the character and appearance of the dwellinghouse and surrounding area, pursuant to policy DC1 of the saved Unitary Development Plan for the City of Manchester, and policy DM1 of the Manchester Core Strategy.

5a) Fumes, vapours and odours shall be extracted and discharged from the premises in accordance with a scheme to be submitted to and approved in writing by the City Council as local planning authority prior to any above ground works.

Mixed use schemes shall ensure provision for internal ducting in risers that terminate at roof level. Schemes that are outside the scope of such developments shall ensure that flues terminate at least 1m above the eave level and/or any openable windows/ventilation intakes of nearby properties.

b) Prior to commencement of the use hereby approved confirmation shall be submitted for the approval of the City Council as local planning authority that the approved scheme has been implemented.

Reason - In the interests of the amenities of occupiers of nearby properties, pursuant to Core Strategy policies DM1 and SP1.

6a) Before the development commences 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. 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 commercial units/takeaways on Wilbraham Road.

The potential for overheating shall also be assessed and the noise insulation scheme shall take this into account. The approved noise insulation and ventilation scheme shall be completed before any of the dwelling units are occupied.

Noise survey data shall include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary.

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

Reason: To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance and to reduce the potential for overheating, pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester.

7a) Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. Prior to commencement of the use hereby approved the scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

b) Prior to the operation of the scheme a verification report shall be submitted to and approved in writing by the City Council as local planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the noise criteria have been met. Any instances of non-conformity with the recommendations in

the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site, pursuant to Policy DM1 in the Manchester Core Strategy and saved UDP Policy DC26.

8a) Notwithstanding the details shown within 'Drawing- Proposed- Floor Plans, numbered NA-P02', stamped as received by the City Council as Local Planning Authority on 14 May 2024, before the development commences 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 policies SP1 and DM1 of the Core Strategy.

9) Prior to the occupation of the development hereby approved, full details of a secure and ventilated bin storage area, including location and details of elevations, shall be submitted to the City Council as local planning authority for prior approval in writing. The bin storage area shall be implemented in accordance with the approved scheme and be in place prior to the first use of the development and shall be so maintained and retained at all times thereafter.

Reason - In the interests of the provision of off-street car parking, and the appearance of the street scene, pursuant to saved policy DC1 of the Unitary Development Plan for the City of Manchester, and policy DM1 of Manchester's Core Strategy.

10) Notwithstanding the details shown within 'Drawing- Proposed- Floor Plans, numbered NA-P02', stamped as received by the City Council as Local Planning Authority on 14 May 2024, prior to first use, details of the specifications, elevations, siting and appearance of the secured cycle storage shall be submitted to and approved in writing by the City Council as local planning authority.

The agreed details shall be fully implemented prior to the first use of development, retained and maintained thereafter.

Reason - In the interest of residential amenity and to promote sustainable transportation modes pursuant to policies SP1, T1, T2 and DM1 of the Core Strategy for the City of Manchester.

11) Prior to occupation of the development hereby approved, a hard and soft landscaping treatment scheme for the rear yard area 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 buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another

tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

12) 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 part of the residential units shall be used for any other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2015, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a) not precluding occupation by two unrelated people sharing a property.

Reason - In the exceptional circumstances of a proliferation of HMOs restricting housing choice and adversely affecting sustainability and in the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through the provision of accommodation that is suitable for people living as families pursuant to paragraph 7.4 of the Guide to Development in Manchester: Supplementary Planning Document and Planning Guidance, the National Planning Policy Framework and policies SP1 and DM1 of the Core Strategy for the City of Manchester.

13) Prior to becoming operational, the fume extraction flue hereby approved within details shown in 'Drawing- Proposed- Elevations, numbered NA-P03', stamped as received by the City Council as Local Planning Authority on 20 May 2024, shall be painted black.

Reason- To safeguard visual amenity, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

Informatives

1) The applicant is advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).

2) Construction/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

Appendix 1 – List of consultees & neighbours notified

Environmental Health
Highway Services
Chorlton Voice
Highway Services
Environmental Health
Chorlton Voice

Flat 3, 412A Wilbraham Road, Manchester, M21 0SD
Flat 2, 412A Wilbraham Road, Manchester, M21 0SD
Flat 1, 412A Wilbraham Road, Manchester, M21 0SD
Flat 4, 406A Wilbraham Road, Manchester, M21 0SD
Flat 3, 406A Wilbraham Road, Manchester, M21 0SD
Flat 2, 406A Wilbraham Road, Manchester, M21 0SD
Flat 1, 406A Wilbraham Road, Manchester, M21 0SD
Flat Above, 523 Wilbraham Road, Manchester, M21 0UF
Flat 7, 3 Silverdale Road, Manchester, M21 0SH
Flat 6, 3 Silverdale Road, Manchester, M21 0SH
Flat 5, 3 Silverdale Road, Manchester, M21 0SH
Flat 4, 3 Silverdale Road, Manchester, M21 0SH
414B Wilbraham Road, Manchester, M21 0SD
Top Flat, 519 Wilbraham Road, Manchester, M21 0UF
414 - 416 Wilbraham Road, Manchester, M21 0SD
414A Wilbraham Road, Manchester, M21 0SD
Flat 3, 5 Silverdale Road, Manchester, M21 0SH
Flat 3, 1 Silverdale Road, Manchester, M21 0SH
Flat 1, 1 Silverdale Road, Manchester, M21 0SH
521 Wilbraham Road, Manchester, M21 0UF
408A Wilbraham Road, Manchester, M21 0SD
3 Silverdale Road, Manchester, M21 0SH
1 Silverdale Road, Manchester, M21 0SH
525B Wilbraham Road, Manchester, M21 0UF
Flat 2, 5 Silverdale Road, Manchester, M21 0SH
Flat 1, 5 Silverdale Road, Manchester, M21 0SH
Flat 2, 1 Silverdale Road, Manchester, M21 0SH
408 Wilbraham Road, Manchester, M21 0SD
410 Wilbraham Road, Manchester, M21 0SD
The Creameries, 406 Wilbraham Road, Manchester, M21 0SD
7 Silverdale Road, Manchester, M21 0SH
519 Wilbraham Road, Manchester, M21 0UF
Animal Medical Centre, 412 Wilbraham Road, Manchester, M21 0SD
525 Wilbraham Road, Manchester, M21 0UF
523 Wilbraham Road, Manchester, M21 0UF

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M
Area Team Boundary - Name: SOUTH AREA