



Planning

Growth & Development

Delegated officer report for planning application

Application no. 138619/FO/2023

Date registered valid: 21 November 2023

Proposal: Conversion of the building to form 8no. apartments, erection of a three-storey rear extension, together with elevational alterations including installation of 2no. front dormers, roof extension over existing two storey rear outrigger, enlargement of existing rear roof dormer, extension to basement, formation of lightwells to front, side and rear of the property, and installation of bin store, cycle storage, car parking, and associated landscaping

Address: 398 Wilbraham Road, Manchester, M21 0UH

Ward(s): Chorlton Ward

Applicant: Mr Peter Armistead, APL

Agent (if any): Mr Simon James, Simon James Arq Ltd

Case officer: Joshua Lee
Tel: 0161 219 2851
Email: joshua.lee@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 01/02/2024

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 15/12/2023

Standard consultations:

Printed: 24 November 2023

Expired: 15 December 2023

Neighbour notifications

Printed: 24 November 2023

Expired: 15 December 2023

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

Proposal relates to a large semidetached property on the corner of Wilbraham Road and Ellesmere Road. The property was formerly in use as a Veterinary Clinic. The property features a two-storey rear extension, hardstanding for vehicle parking and landscaping.

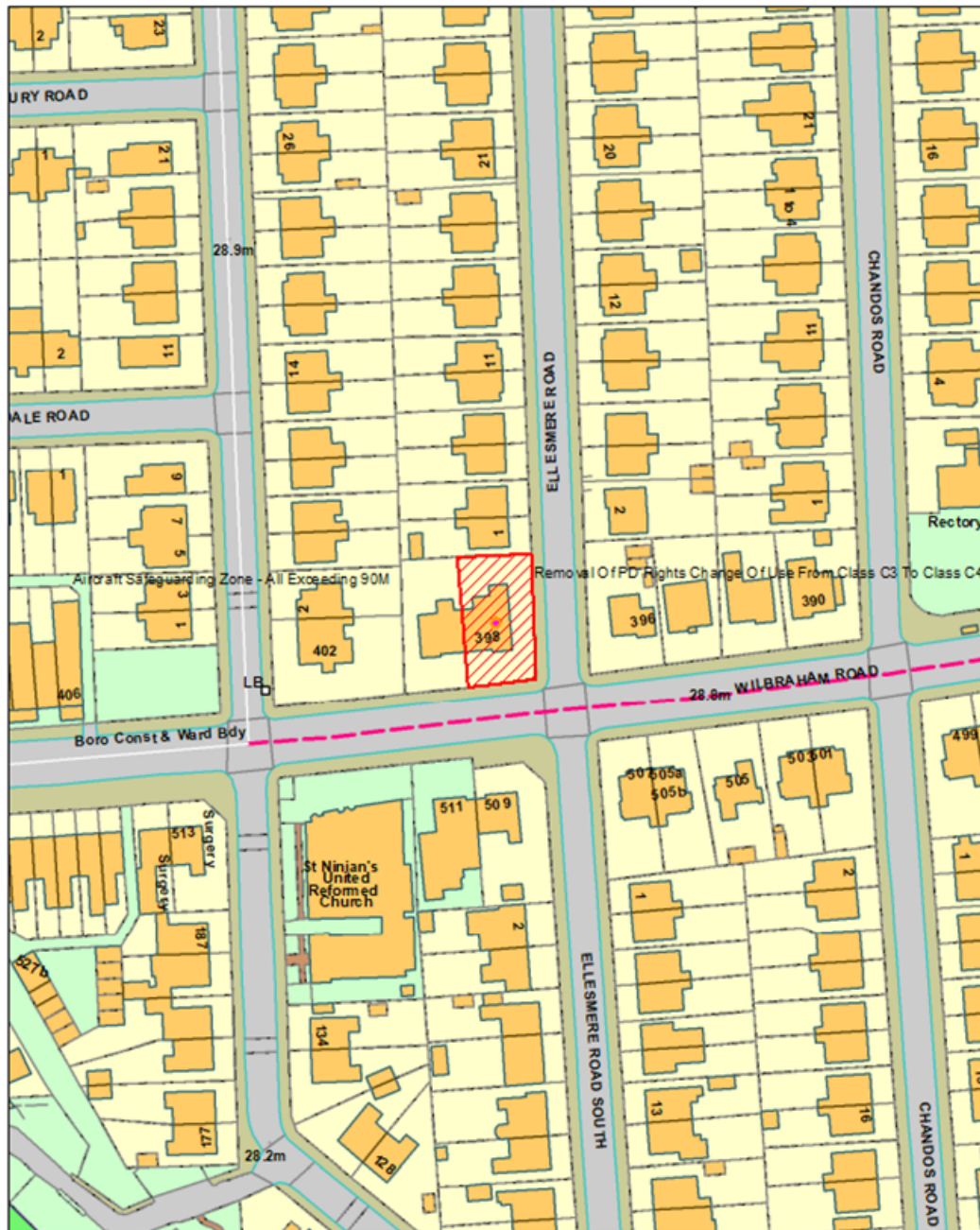
Listed building: Not applicable

Conservation area: Not applicable

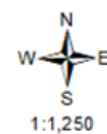
Tree Preservation Order: Not applicable

Description of area

The property is located in a predominantly residential part of the Chorlton Ward of Manchester



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Description of development

The applicant proposes the conversion of the building to form 8no. apartments, erection of a three-storey rear extension, together with elevational alterations including installation of 2no. front dormers, roof extension over existing two storey rear outrigger, enlargement of existing rear roof dormer, extension to basement, formation of lightwells to front, side and rear of the property, and installation of bin store, cycle storage, car parking, and associated landscaping.

Conversion of the building to form 8no. apartments

The property formerly operated as a vet practice with associated space, prior approval was sought and obtained from the local planning authority as to the acceptability of the conversion to residential under permitted development under reference 138628/P3/MA/2023.

The application as submitted provides for eight 2-bedroom apartments.

Erection of a three-storey rear extension

The main elevational change to allow the 2-bedroom apartments relates to a 2-storey rear extension measuring 4000mm by 3700mm which sits behind the existing outrigger and follows the roofline of the main building.

Installation of 2no. front dormers, roof extension over existing two storey rear outrigger, enlargement of existing rear roof dormer.

The proposal adds 2no roof dormers to the front roof of the property and enlarges an existing rear roof dormer. The main roof line is extended over the new extension.

Extension to basement, formation of lightwells to front, side and rear of the property

The basement is extension to match the footprint of the new rear extension. And multiple lightwells have been added to provide light into the proposed basement properties.

Installation of bin store, cycle storage, car parking, and associated landscaping.

The proposal adds a shared secure bicycle storage for 7 bikes, a bin store and landscaping.

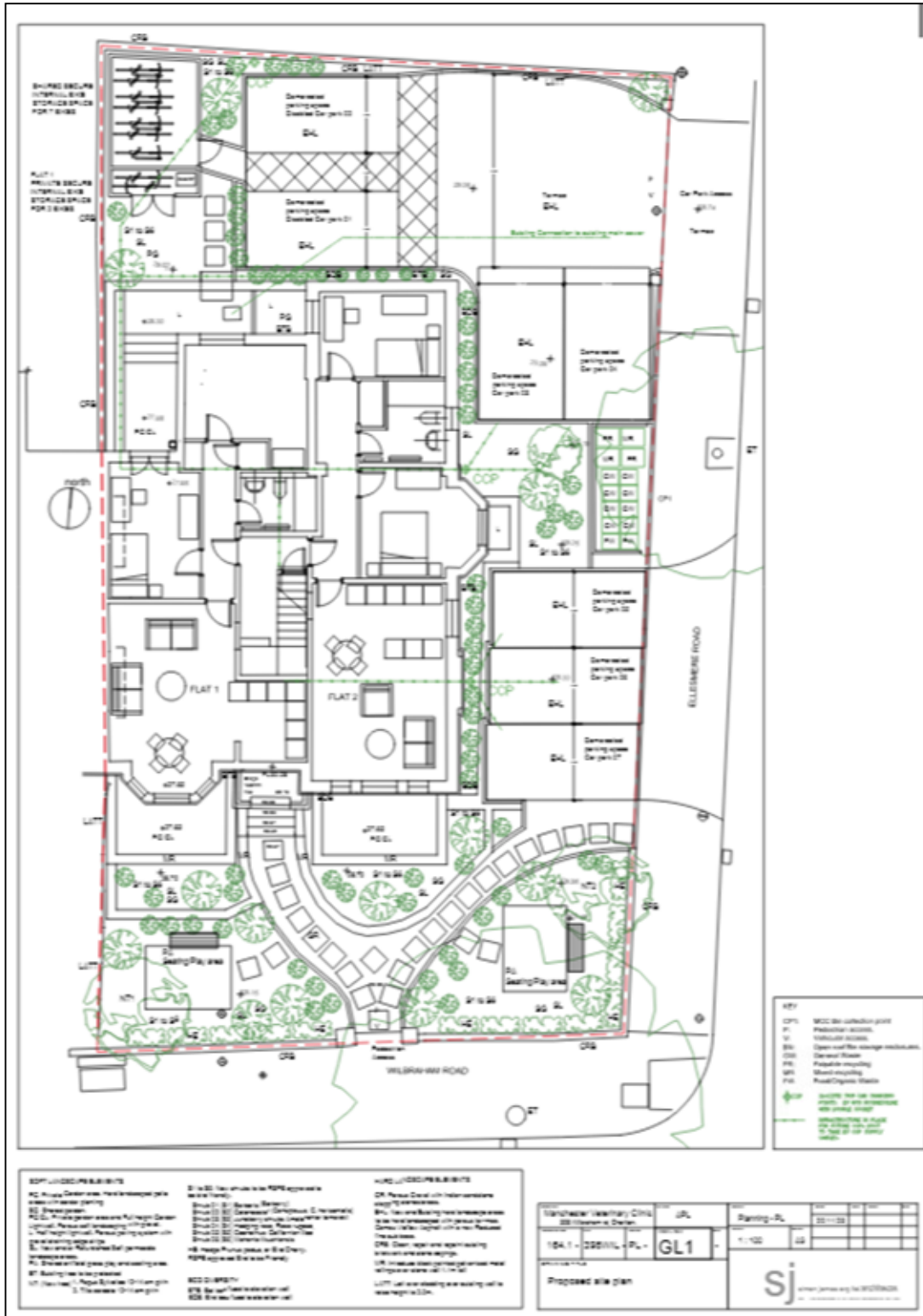


Figure 1. Proposed Site plan

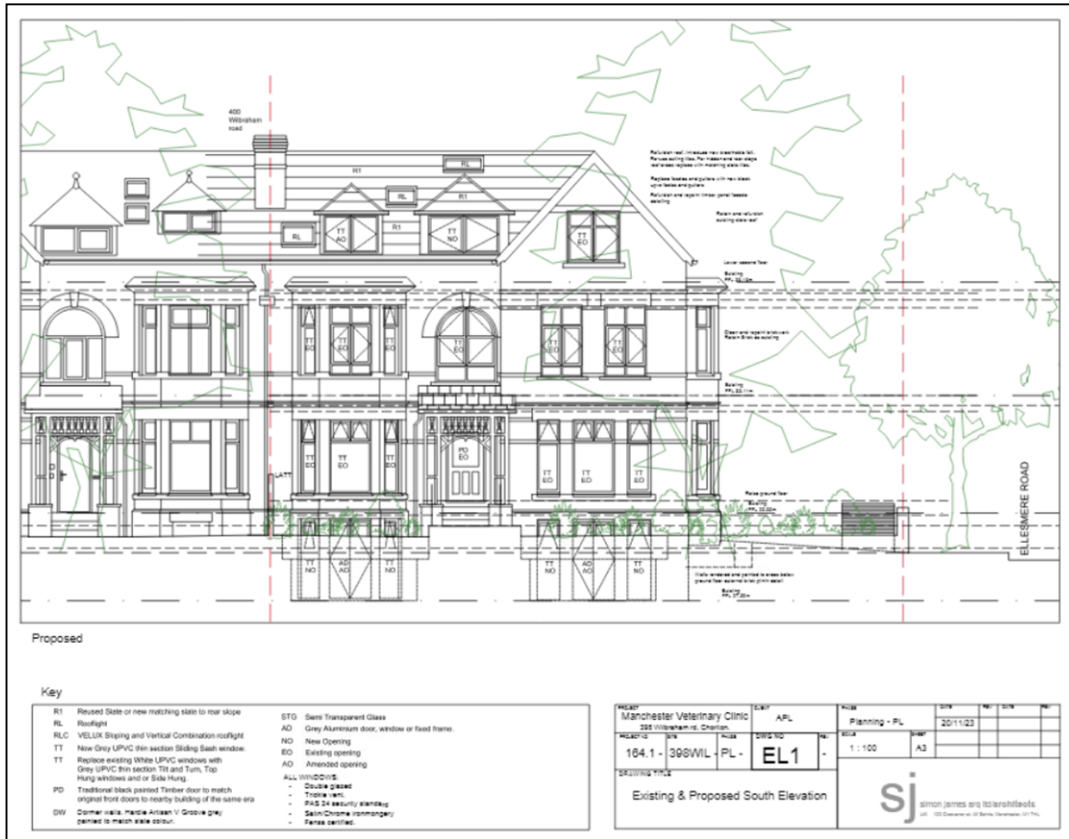


Figure 2. Proposed elevation (Wilbraham Road)



Planning History

138028/P3MA/2023

Description: Prior Approval application for the conversion of existing veterinary clinic into 8 no. apartments.

Decision: Approved 16/10/2023

ENF/09669/09

Description: Use of property for residential purposes and change of front door

Decision: Closed 13.05.2011

ENF/06969/06

Description: Brick wall partially demolished, looks unsightly

Decision: Closed 26.03.2008

Consultations & Notification Responses

Consultations

Manchester City Council Highways Services

Manchester City Council Highways Service were consulted on this application.

They asked for a swept path assessment and confirmation on refuse bin collection.

The agent provided the extra details and Highway Services have no objection to the proposed development.

Manchester City Council Environmental Health

Manchester City Council Environmental Health were consulted on this application.

They have no objection to the proposed development and have added a number of conditions.

Manchester City Council Arboriculture

Manchester City Council Arboriculture were consulted on this application.

They have assessed the arboriculture report and are happy for this development to go ahead subject to BS:5837 being strictly adhered to.

Manchester City Council Sustainable Travel Policy.

The Sustainable Travel Policy officer welcomed the travel plan and suggested a condition for the maintenance of the cycle storage.

Notifications

Local Residents

As stated in Appendix 1, people who live near the area were told about the proposal.

1no comments were made neither supporting nor objecting to the proposal. Their comments were summarised below.

- Supportive of the reuse of the building as apartments in principle but objection to the location of the proposed bin store

8no comments were made in objection to the proposal. Their comments were summarised below.

- Impact on light caused by the proposed rear extension.
- Concerns on overdevelopment
- Effect on vehicle parking in the area
- Noise and disruption of building work.
- Effect on surface water drainage
- Affordability of the development

Policies & Principle

Summary of relevant policy

Applications for planning permission must be assessed against the local development plan, unless there are important reasons not to, as stated in planning law.

In considering this application, we consider the following policies relevant.

- [The Manchester Core Strategy Development Plan Document 2012-2027](#) The City Council adopted the core strategy on July 11, 2012. It is the key document in the Manchester Local Plan. The plan determines how Manchester will grow and is used to review development applications. We consider the following Core Strategy Policies relevant to this proposal.
 - DM 1 - Development Management
 - SP 1 - Spatial Principles
 - H 1 – Overall Housing Provision
 - H 6 – South Manchester
 - EN 1 - Design Principles and Strategic Character Areas
 - EN 8 – Adaptation to Climate Change
 - EN 9 – Green Infrastructure
 - EN 16 – Air Quality
 - EN 19 - Waste
 - T 1 – Sustainable Transport
- [Places for Everyone Plan -](#) The Places for Everyone Plan is a strategic plan for nine of the 10 boroughs in Greater Manchester. Once Manchester adopts the Places for Everyone Plan, it will become part of the city's development plan.
- [Extant Unitary Development Plan \(UDP\)](#) - The Core Strategy replaced most of the UDP. However, some UDP Development Control policies are still in effect. The following extant policy are still considered relevant to this proposal.
 - DC7 - New Housing Development
 - DC26 - Development and Noise
- [The National Planning Policy Framework \(The NPPF\)](#) - The Government released the NPPF on March 27, 2012, and updated it on September 5, 2023. Here, you can find the

government's planning policies for England. It also explains how to apply them. We consider the following sections relevant to this proposal.

- Section 4 – Decision-making
- Section 5 – Delivering a sufficient supply of homes
- Section 9 – Promoting sustainable transport
- Section 11 – Making effective use of land
- Section 12 – Achieving well-designed places
- Section 14 - Meeting the challenge of climate change, flooding and coastal change

Principle of the development

The proposal's principle is acceptable and has been established by the previously submitted prior approval. No factors in amenity terms would warrant refusal.

After careful consideration, it is concluded that the proposed development aligns with the Manchester Core Strategy, Extant UDP, and the NPPF. This conclusion is based on the assessment in the sections that follow.

The Manchester Core Strategy Development Plan (2012-2027)

We have assessed the proposal against the following policies of the Core Strategy.

DM 1 – Development Management

New developments must adhere to the 'Development Principles' and design guidance in the Supplementary Planning Documents.

We have assessed the proposal against the following issues.

Appropriate siting, layout, scale, form, massing, materials, and detail

The applicant is seeking the conversion of the building to form 8no. apartments, erection of a three storey rear extension, together with elevational alterations including installation of 2no. front dormers, roof extension over existing two storey rear outrigger, enlargement of existing rear roof

dormer, extension to basement, formation of lightwells to front, side and rear of the property, and installation of bin store, cycle storage, car parking , and associated landscaping.

It is of note that Prior Approval was sought and approved reference 138028/P3MA/2023.

The changes within this Full application increase the 1 bed apartments to 2 bed apartments by adding a rear extension, basement conversion and other elevational changes.

The new additions are designed to match the style and features of the current building. This includes the windows.

The proposal uses brick and tile to match the existing property (according to the application form).

The two-storey side extension is set back behind the existing outrigger to overcoming any massing concerns facing onto the street scene.

The proposal is designed to be subservient to the original building.

Officers consider the new development to be acceptable in its 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.

The elevational changes and rear extension would fit in with the existing street scene.

The proposed development won't significantly change the areas character, so its appearance is acceptable.

The proposal is similar in size and scale to others nearby. Therefore, it can fit on the property site and won't disrupt the areas existing features.

The proposals design would match the nearby properties. It would use the specified brick and tile materials.

In general, the proposed development has little impact on the surrounding areas. The design, scale, and appearance are all in line with the development management principle.

Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation.

The proposal adds roof dormer windows in the front of the building. It doesn't affect privacy unduly due to there being other windows to this elevation.

The proposal includes adding new windows at the back of the building. These windows face towards 1 Ellesmere Road South however, boundary treatment and its distance help overcome any privacy concerns.

The proposal adds an extension to the rear. The extension maintains a 2340mm gap to the shared boundary and its total projection of 3720mm (existing 2530mm) ensures any massing does not have an overbearing effect on adjacent neighbours.

It is of note that the rear of these properties are north facing so the windows to this elevation do not receive direct sunlight and the proposed extension would not impact on direct sunlight.

The proposal is expected to have a minimal effect on Air Quality. A condition has been added for a scheme for clean air intake for future residents. To help further reduce air pollution a condition has been added for a scheme for electric vehicle charging and /or boiler emissions.

The proposal in of itself has a negligible effect on local noise levels. We understand that demolition and construction can be loud and disruptive to the local residents. Contractors should use construction guidance to reduce emissions and minimize disruptions for residents. A condition has been added for the submission of a construction management plan and limitation on Construction hours.

The number of vehicular trips associated with site is expected to not be significant, especially having regard to what can be achieved under prior approval and therefore it is accepted that the

adjacent highway network can facilitate such additional demands with no highway safety or capacity concerns.

Overall, the proposal has a negligible impact on privacy, light, noise, air quality, and other factors. So, it follows this principle of development management.

Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.

The proposal does not change how people can get in and out of the building.

The proposal is therefore in accordance with this development management principle.

Adequacy of internal accommodation and external amenity space.

The proposal adds space inside the property with minimal effect to the outdoor area.

This follows the development management principle.

Refuse storage and collection.

The applicant has provided plans for a secured bin storage and submitted a waste proforma detailing the proposed waste provision.

The applicant confirmed bin collection will take place along Ellesmere Road. This is acceptable to Highways.

We recognize that demolition and/or construction works often generate commercial waste. We expect contractors to follow best practices in waste management. A condition has been added for the submission of a construction management plan and limitation on Construction hours.

The proposal is in accordance with this development management principle.

Vehicular access and car parking

A car parking area will be in place on the northern edge of the site and will provide 2 standard car parking spaces and 2 disabled parking spaces. Access will be provided via an existing dropped kerb on Ellesmere Road. A further 2 car parking spaces are provided directly from Ellesmere Road. Vehicles will access via a new dropped kerb arrangement. Highways are satisfied with this arrangement pending Section 278 Agreement for alterations to the existing highway.

A swept path analysis was provided by the applicant. The plan demonstrates that cars can access, manoeuvre and egress into the spaces safely and without impacting other vehicles on-site.

The applicant has confirmed that the car park will be managed on a first come first served basis and residents will be informed of this prior to occupation. Highways are satisfied with this arrangement.

In line with MCC Residential Guidelines, secure and sheltered cycle parking provision should be made, within the curtilage of the site, at a provision of one-per-unit. Plans show that 8 cycle spaces (100% provision) will be provided. This is acceptable to Highways.

The site is well accessed by sustainable modes. Regular bus services are routed along Wilbraham Road and provides connections to Piccadilly Gardens, Gorton, Arrowfield Estate, The Trafford Centre and Chorlton.

The closest Metrolink facility is located at Chorlton and provides connections to Manchester Airport, Victoria via Market Street, Shaw & Crompton, East Didsbury and Rochdale Town Centre.

A condition has been added to ensure the ongoing maintenance of the proposed bicycle storage.

Effects relating to biodiversity, landscape, archaeological or built heritage

The applicant and consultees did not find any contamination or stability issues at the site. A condition has been added for in the event of contaminated land being identified at the site.

A condition has been added for a post completion report on any imported soils used during construction and landscaping.

The proposal does not sit within a Conservation Area or near a designated heritage asset.

On balance the proposal has minimal effect on local biodiversity, landscape, archaeological or built heritage and is therefore in accordance with this development management principle.

Green Infrastructure including open space, both public and private

The dwelling benefits from a garden beyond the siting of the proposed development.

The proposal would introduce new green infrastructure at the location and would balance new development with existing green space.

The applicant proposes a new landscape plan.

The Arboriculture team have assessed the arboriculture report and are happy for this development to go ahead subject to BS:5837 being strictly adhered to.

The proposal is therefore in accordance with this development management principle.

Flood risk and drainage.

The site is not located in a flood risk area and therefore does not require a flood statement or assessment.

The proposal has a negligible impact on drainage using the existing drainage on site.

The proposal is therefore in accordance with this development management principle.

SP 1 - Spatial Principles

This policy outlines the guiding spatial principles and core development principles of Manchester City Council.

Most notably the core development principles highlight development should 'make a positive contribution to neighbourhoods of choice'.

We consider this proposal to accord with the principles of this policy.

H 1 – Overall Housing Provision

This policy explains how housing will be provided in Manchester and sets targets for development. The goal is to increase high-quality housing in sustainable locations. This will address demographic needs and help economic growth.

We consider this proposal to accord with the principles of this policy.

H 6 – South Manchester

This policy outlines the strategy for housing provision in South Manchester in particular.

We consider this proposal to accord with the principles of this policy.

EN 1 – Design Principles and Strategic Character Areas

This policy outlines the key design principles for development in Manchester. All development in Manchester will be expected to follow the seven principles of urban design.

This proposal sits within the 'Southern Character Area'.

We consider this proposal to accord with the principles of this policy.

EN 8 – Adaption to Climate Change

This policy outlines the key principles of how all new development will be expected to be adaptable to climate change.

We consider this proposal to accord with the principles of this policy.

EN 9 – Green Infrastructure

This policy outlines the principles to maintain existing green infrastructure in terms of its quantity, quality, and multiple function.

A number of conditions regarding green infrastructure have been added.

The development is considered to accord with the aspirations of this policy.

EN 16 – Air Quality

This policy sets out the key principles of air quality management in the city. The policy seeks to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes and at Manchester Airport.

A number of air quality management conditions have been added.

We consider this proposal to accord with the principles of this policy.

EN 19 – Waste

This policy sets out the key principle of waste management in the city. In a district such as Manchester with a significant existing population and a vision for a growing economy and population a key issue is that of ensuring that this does not automatically lead to a proportionate increase in waste arisings.

We consider this proposal to accord with the principles of this policy.

T 1 – Sustainable Transport

This policy outlines the key principles of creating a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport.

A condition for the submission and approval of a full travel plan has been added.

We consider this proposal to accord with the principles of this policy.

Extant Unitary Development Plan (UDP)

The Core Strategy replaced most of the UDP, but some UDP policies still apply to this proposal.

DC7 - New Housing Development

This policy seeks to ensure that that disabled people have access to new developments, so that they are not disadvantaged, and developments containing family homes are expected to be designed to be safe areas within which children can play.

We consider this proposal to accord with the principles of this policy.

DC26 - Development and Noise

This policy outlines the key issues to reduce the impact of noise on people living and working in, or visiting, the City.

We consider this proposal to accord with the principles of this policy.

Places for Everyone Plan

The Places for Everyone Plan is a Joint Development Plan Document, providing a strategic plan and policies, for nine of the 10 boroughs which make up Greater Manchester. Once the Places for Everyone Plan is adopted it will form part of Manchester's development plan.

To date, five consultations have taken place in relation on the Plan. The Examination of Plan, following its submission in February 2022, began in November 2022. Following the completion of the Examination of the Plan, main modifications have now been proposed which will now become the subject of further public consultation.

The City Council's Executive agreed the Main Modification on 4 October 2023 and endorsed an 8-week period of public consultation on the Main Modifications commencing no earlier than 9 October 2023.

Any representations will be forwarded to the Examination team managing the Plan. The Inspectors will consider all representations on the proposed Modifications before finalising the examination report.

Given the stage the Plan has reached, and level of public consultation and scrutiny it has received, the Plan and its policies is 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.

This proposal is considered to accord with the aspirations of the Places for Everyone Plan.

The National Planning Policy Framework (NPPF)

The National Planning Policy Framework explains the government's planning policies for England. It also explains how to use these policies.

At all stages of the application, we have adhered to and considered the NPPF.

Section 4 - Decision-making

Section 4 of the NPPF outlines how local planning authorities should approach decisions on proposed development in a positive and creative way.

Section 4 of the NPPF has been adhered to and considered at all stages of the proposal.

Section 5 - Delivering a sufficient supply of homes

Section 5 of the NPPF outlines the need to deliver a sufficient supply of homes.

Section 9 - Promoting sustainable transport

Section 9 of the NPPF highlight the development management principles to promote sustainable transport

Section 11 - Making effective use of land

Section 11 of the NPPF outlines the need to make effective use of land.

Section 12 - Achieving well-designed places

Section 12 of the NPPF outlines the need to achieve well-designed places.

Section 14 - Meeting the challenge of climate change, flooding and coastal change

Section 12 outlines how the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change.

We consider this proposal to accord with the principles of the NPPF.

Other Material Considerations

Other material considerations & policy may be relevant to the proposal as follows:

- [Guide to Development in Manchester Supplementary Planning Document and Planning Guidance \(April 2007\)](#)
- [Manchester Residential Quality Guide \(July 2016\) \(MRQG\)](#)
- [Manchester, Salford, and Trafford Strategic Flood Risk Assessment](#)
- [Manchester City Council Highways Developer Design Guidance – Sustainable Drainage Systems](#)
- [Manchester City Council Planning and Noise Technical Guidance \(2022\)](#)

- [Air Quality & Planning Technical Guidance \(2022\)](#)
- [Planning and Contaminated Land Technical Guidance \(2021\)](#)
- [Greater Manchester Joint Waste Development Plan Document \(GMJWDPD\)](#)
- [Waste Storage and Collection Guidance for New Developments \(2017\)](#)
- [Hot Food Takeaway Supplementary Planning Document \(2017\)](#)
- [Manchester City Council Houses in Multiple Occupation Guidance and Amenity Standards \(2020\)](#)
- [Manual for Streets \(2007\)](#)
- [National design guide](#) & [National Model Design Code](#) (2021)
- [Outdoor advertisements and signs: a guide for advertisers \(2007\)](#)

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.

Conclusion

We find the proposal's design, size, and appearance acceptable for this location. It won't harm nearby properties or the street's character. There are no other material considerations of enough weight to say otherwise. Due to these reasons, the proposal is not likely to have a negative impact. It aligns with the relevant Core Strategy, Extant UDP, NPPF policies, and other material considerations.

Recommendation: Approve

Article 35 Declaration

Officers have collaborated with the applicant in a positive and proactive manner. We assessed the proposal 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. Minor issues have arisen but have been easily rectified in collaboration.

Condition(s) to be attached to decision for approval

1. 3-year time limit

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. Specified plans

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

- a. Drawing - Location Plan 21 Nov 2023 OS1 THE LOCATION PLAN
- b. Drawing - Existing & Proposed 21 Nov 2023 PLANS AND ELEVATIONS
- c. Drawing – Proposed 17 Jan 2024 240117 - 164.1 - 398Wilb - PL - GL1revA Landscape Plan
- d. Correspondence 21 Nov 2023 COVERING LETTER
- e. Noise assessment or information 21 Nov 2023 NOISE IMPACT ASSESSMENT
- f. Tree survey or information 21 Nov 2023 TREE SURVEY
- g. Tree survey or information 21 Nov 2023 TREE SURVEY (METHOD STATEMENT)
- h. Transport or Travel information 21 Nov 2023 TRAVEL PLAN
- i. Ecology report 24 Nov 2023 PRELIMINARY BAT ROOST ASSESSMENT REPORT

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies DM 1, SP 1 and EN 1 of the Core Strategy.

3. Specified materials

The materials to be used on the external surfaces hereby permitted shall match those as specified on the application form in type, size, colour, and texture.

Reason - To ensure the appearance of the building to be extended is not adversely affected by the materials to be used in the construction of the structure. Pursuant to policies DM 1, SP 1 and EN 1 of the Core Strategy.

4. Class C3(a) restriction

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification) no part of the development shall be used for any purpose other than the purpose(s) of Class C3(a) of the Schedule to the Town and Country

Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification). For the avoidance of doubt, this is use by a single person or by people living together as a family for each separate dwelling within the building.

Reason - In the exceptional circumstances of a proliferation of HMOs and short term lets 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.

5. Additional glazing restriction

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Amendment) Order 2015, (or any order revoking and re-enacting that Order with or without modification), no additional glazing, windows, or doors, other than those shown on the approved plans, shall be inserted at the property unless Planning Permission is specifically granted.

Reason - In the interests of the amenities of the occupiers of the neighbouring residences, pursuant to policy DM 1 of the Core Strategy for the City of Manchester and saved policy DC1 of the Unitary Development Plan.

6. Construction Management Plan

Prior to the commencement of development, a construction management plan outlining working practices shall be submitted to and approved in writing by the City Council as Local Planning authority, which for the avoidance of doubt shall include as a minimum:

- a. Measures to control noise and vibration;
- b. Dust suppression measures;
- c. Compound locations where relevant;
- d. Details of an emergency contact telephone number;

- e. A community consultation plan
- f. phasing and quantification / classification of vehicular activity associated with planned construction (to include commentary on types and frequency of vehicular demands together with evidence (including appropriate swept-path assessment) of satisfactory routeing both within the site and on the adjacent highway)
- g. Sheeting of construction vehicles.
- h. Dilapidation survey (The survey should include photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site.)

The development shall only be carried out in accordance with the approved management plan.

The applicant should refer to our noise from building sites [webpage](#) for further information/guidance and also [IAQM/EPUK Construction Guidance](#) on controlling emissions.

Reason - To safeguard the amenities of nearby residents pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy.

7. Demolition and Construction Hours

Construction/demolition works shall be confined to the following hours unless otherwise agreed in writing by the City Council as local planning authority:

- a. Monday - Friday: 7.30am - 6pm
- b. Saturday: 8.30am - 2pm
- c. Sunday / Bank holidays: No work

Reason - To safeguard the amenities of nearby residents pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy.

8. Contaminated land

In the event that ground contamination, groundwater contamination and/or ground gas are encountered on the site at any time before the development is occupied during the watching brief, then development shall cease and/or the development shall not be occupied until a report detailing what measures, if any, are required to remediate the land (the Remediation Strategy), is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the agreed Remediation Strategy and validated. If no contamination is found, then a post-completion report shall be submitted to evidence this prior to occupation of the development.

Reason – To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety. Pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy.

9. Imported soils

Any soils imported for use in the landscaped area shall be validated as suitable for use and a minimum of 600mm subsoil and topsoil over a no dig marker layer shall be placed. Prior to occupation a post completion report shall be submitted to the LPA for approval to evidence this.

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 SP1, EN19 and DM1 of the Manchester Core Strategy.

10. Air quality

- a. Prior to commencement of the development, a scheme for electric vehicle charging and /or boiler emissions, shall be submitted to and approved in writing by the City Council as local planning authority.
- b. Prior to occupation of the development any agreed mitigation measures shall be implemented and verified as such in writing by the City Council as local planning authority and shall remain in situ whilst the use or development is in operation.

Reason: To secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution, pursuant to policies EN16, SP1 and DM1 of the Core Strategy.

11. Clean Air Intake

- a. Prior to commencement of the development, a scheme for a clean air intake shall be submitted to and approved in writing by the City Council as local planning authority.
- b. Prior to occupation of the development any agreed mitigation measures shall be implemented and verified as such in writing by the City Council as local planning authority and shall remain in situ whilst the use or development is in operation.

Reason: To secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution, pursuant to policies EN16, SP1 and DM1 of the Core Strategy.

12. Cycle Storage

The cycle store as noted on the plans is maintained and available for use for the lifetime of the development by the property manager/freeholder (managed so that it isn't filled up with abandoned bikes or other junk over time) and is available to all residents and their visitors.

Reason: To ensure the modal shift to sustainable travel pursuant to policies T1, SP1 and DM1 of the Core Strategy.

13. Arboriculture

All work on this site must be conducted in accordance with BS:5837 and a copy of the Arboriculture Impact Assessment and Method Statement, as received 21 Nov 2023, should be on site, understood by contractors and followed closely.

Reason - To safeguard the arboriculture of the site and surrounding area pursuant to policies EN 1, SP 1, EN 9, and DM1 of the Manchester Core Strategy.

14. Landscaping plans

The hard and soft landscaping scheme approved by the City Council as local planning authority shown on the following drawings shall be implemented not later than 12 months from the date of commencement of works.

- a. Drawing – Proposed 17 Jan 2024 240117 - 164.1 - 398Wilb - PL - GL1revA
Landscape Plan

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.

15. Bin store

The secure and ventilated bin store for the storage of waste containers, including segregated and recyclable waste, as listed with the drawings above, shall be implemented prior to the first use of the extension hereby approved and thereafter retained and maintained, in perpetuity.

Reason - In the interests of residential and visual amenity pursuant to saved policy DC1 of the Unitary Development Plan for Manchester and policies SP1 and DM1 of the Core Strategy for Manchester

Informative(s) to be added to decision for approval

1. Highways Licenses

The applicant should be advised that any requirements for licensing, hoarding /scaffolding, skips and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highway Applications and Network Resilience teams via Contact Manchester (Tel: 0161 234 5004 / Email:highwaylicences@manchester.gov.uk).

2. Highways Section 278 agreement

The applicant is expected to enter into a Section 278 agreement for modifications and alterations to the existing highways.

It is expected that all modifications / improvements to the public highway are achieved with a maximum carbon footprint of 40%. Materials used during this process must also be a minimum of 40% recycled and fully recyclable.

This will require the agreement with MCC's Highways Applications and Network Resilience teams and can be applied for online at https://www.manchester.gov.uk/directory_record/451887/permission_to_work_on_the_highways_-_section_278_agreements/category/355/highways_and_pavements

Appendix 1 – List of consultees & neighbours notified

Highway Services

Environmental Health

Neighbourhood Team Leader (Arboriculture)

Oliver West (Sustainable Travel)

Flat 1, 398 Wilbraham Road, Manchester, M21 0UH

Flat 3, 402 Wilbraham Road, Manchester, M21 0UH

Flat 10, 402 Wilbraham Road, Manchester, M21 0UH

394 Wilbraham Road, Manchester, M21 0UH

505A Wilbraham Road, Manchester, M21 0UJ

Flat 4, 400 Wilbraham Road, Manchester, M21 0UH

Flat 3, 400 Wilbraham Road, Manchester, M21 0UH

Flat 2, 400 Wilbraham Road, Manchester, M21 0UH

Flat 1, 400 Wilbraham Road, Manchester, M21 0UH

Wilbraham St Ninians United Reformed Church, Egerton Road South, Manchester, M21 0XJ

Flat At, 511 Wilbraham Road, Manchester, M21 0UB

505B Wilbraham Road, Manchester, M21 0UJ

400 Wilbraham Road, Manchester, M21 0UH

Flat 3, 2 Ellesmere Road, Manchester, M21 0SR

Flat 1, 6 Egerton Road North, Manchester, M21 0SF

Flat 3, 6 Egerton Road North, Manchester, M21 0SF

Flat 4, 394 Wilbraham Road, Manchester, M21 0UH

Flat 1, 394 Wilbraham Road, Manchester, M21 0UH

396 Wilbraham Road, Manchester, M21 0UH

Flat 3, 4 Egerton Road North, Manchester, M21 0SF

Flat 1, 4 Egerton Road North, Manchester, M21 0SF

509 Wilbraham Road, Manchester, M21 0UB

Flat 9, 402 Wilbraham Road, Manchester, M21 0UH

Flat 8, 402 Wilbraham Road, Manchester, M21 0UH

Flat 7, 402 Wilbraham Road, Manchester, M21 0UH

Flat 6, 402 Wilbraham Road, Manchester, M21 0UH

Flat 5, 402 Wilbraham Road, Manchester, M21 0UH

Flat 4, 402 Wilbraham Road, Manchester, M21 0UH

Flat 2, 402 Wilbraham Road, Manchester, M21 0UH

Flat 11, 402 Wilbraham Road, Manchester, M21 0UH

Flat 1, 402 Wilbraham Road, Manchester, M21 0UH

6 Egerton Road North, Manchester, M21 0SF

Flat 5, 2 Ellesmere Road, Manchester, M21 0SR

2 Ellesmere Road, Manchester, M21 0SR

Flat 4, 2 Ellesmere Road, Manchester, M21 0SR

Flat 2, 2 Ellesmere Road, Manchester, M21 0SR

Flat 1, 2 Ellesmere Road, Manchester, M21 0SR

3 Ellesmere Road, Manchester, M21 0SG

Flat 5, 394 Wilbraham Road, Manchester, M21 0UH

Flat 3, 394 Wilbraham Road, Manchester, M21 0UH

Flat 2, 394 Wilbraham Road, Manchester, M21 0UH

Flat 4, 6 Egerton Road North, Manchester, M21 0SF

Flat 2, 6 Egerton Road North, Manchester, M21 0SF

Flat 2, 4 Egerton Road North, Manchester, M21 0SF

1 Ellesmere Road, Manchester, M21 0SG

507 Wilbraham Road, Manchester, M21 0UJ

511 Wilbraham Road, Manchester, M21 0UB

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