

Planning

Growth & Development

Delegated officer report for planning application

Application no. 134233/FO/2022

Date registered valid: 12 July 2022

Proposal: Erection of three storey side extension to provide 19no. additional bed spaces with associated landscaping, car parking and vehicular access

Address: Alexandra Nursing Home, 355 - 357 Wilbraham Road, Manchester, M16 8NP

Ward(s): Whalley Range Ward

Applicant: Mr Imtiaz and Amir Khan 415 Wilbraham Road, M21 0UT

Agent (if any): Mr DK Seddon Howard & Seddon ARIBA 64 Washway Road, Sale, M33 7RE

Case officer: Robert Griffin
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Recommendation: Approve

Date of recommendation: 06.09.2022

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 26 July 2022

Standard consultations:

Printed: 21 July 2022 Expired: 11 August 2022

Neighbour notifications

Printed: 21 July 2022 Expired: 11 August 2022

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: Not applicable

Tree Preservation Order: Not applicable

Description of area

The application site relates to a three storey red brick detached property that has black and white mock tudor detailing to the front located on Wilbraham Road. The property sits in a site with hardstanding forming car parking to the front and some amenity space to the rear in the form of grassed area with a large tree within the rear garden close to the boundary with the property on Blair Road to the south. There are a number of street trees around the property and smaller incidental trees within the grounds. The property is in use as a care home for the elderly and has been since approval for that use in 1988. The property has been extended to its rear along the Blair Road frontage, to the side and also has had a front dormer roof extension that sits between the two gable end bay window elements that book end the property. A ramped access is provided to the front entrance accessed via the hardstanding area to the front. The property is bound by a low brick wall.

The surrounding area is predominantly residential in nature, it is noted that there are a number of large properties on Wilbraham Road, some are in use as Care homes and others are in residential flat use. The adjacent property has a prior approval in place for conversion from offices to 14no. flats (reference 125261/P3OPA/2019)

Description of development

The proposals relate to a three storey side extension to form an additional 19no. bedspaces (55 no. in total) for the existing care home. The proposals incorporate a sensory garden and a one storey pavilion/lounge space. The reorganisation of the car park and reopening of a redundant access would provide a 12 space car park (increase of 2 spaces) together with ambulance drop off area. The extension would be sited on current areas of hardstanding used for car parking, the re-organisation of the car park and re-opening of a vehicular access onto Wilbraham Road would allow an in and out routing of vehicles to be put in place.

The extension would provide four floors of accommodation, given the high ground floor level there would be a semi-basement formed with 3 storeys above, the upper floor being within the roof space.

Planning History

070170/FO/2003/S1 - Single storey extension at front and side of nursing home to form lounge and toilet facilities - refused 23.01.2004

039798 - Two storey extension rear of 361 Wilbraham Road, a link extension between 357-359 Wilbraham Road and a dormer extension to 359-361, Wilbraham Road to form additional bedroom accommodation – refused 07.11.1991

041081 - 3-storey extension rear of 361 Wilbraham Road, a link extension between 357-359, Wilbraham Road and a dormer extension to 359-361, Wilbraham Road to form additional bedroom accommodation to nursing home – Refused 23.04.1992

030922 - Change of use of existing house and house let in flats to a 34 bedroom nursing home and 3 storey extension at rear Approved 07.04.1988

Consultations & Notification Responses

Neighbouring properties were notified of the proposals 2 responses were received raising objections to the proposals. A summary of the concerns raised is set out below:

- The premises won't allow any privacy to my property and any further extension will block my view and sunlight

- Any consideration of this planning application must take into account the change of use of 359 -361 Wilbraham Road to 14 Self Contained flats, (planning ref 125261/P30PA/2019). Both these developments will substantially alter the nature and character of the local area and impact adversely on our environment.

- The area from the boundary wall at the rear of Alexandra Nursing Home and 359 Wilbraham Road to Kingsbrook Road is made up of residential gardens which are tree lined. This is consequently a quiet and secluded area and a desired feature of the area. The proposed extension will alter considerably the nature and environment of or local area. The proposed extension will dominate and overshadow those properties to the rear and to the side and be intrusive.

- The height of the proposed extension is of specific concern as it is higher than the residential properties in Blair Road and Woodlands Road to the rear of the proposed extension. It will therefore be intrusive and impact on daylight.

- The current grounds in Alexandra Nursing Home have established trees along the perimeter at the rear of the property. These are along the boundary shared with the properties on Blair Road and Woodlands Road. The trees are a distinct feature of the area, in line with tree lined gardens which run from the nursing home up to Kingsbrook Road. The proposed plans suggest that these trees to the rear of the Nursing Home are felled. In fact, the plans show that the trees along the boundary of the property on Blair Road are replaced by a bin store. The trees are a conservation feature of this area and local environment so are essential for the removal of CO2

from the atmosphere, the absorption of noise and supporting local wildlife and birds. The trees also provide privacy between Alexandra Nursing Home and resident properties and gardens. Their removal would make the proposed extension even more intrusive and dominating, reduce privacy increase noise levels and contribute to environmental pollution. The removal of the trees would be contrary to the council's own environment policy and targets to reduce CO2 emissions and agreeing to the planning application would substantially alter the character and nature of the area.

The positioning of the bin store is also of concern. Plans situate this at the boundary fence between 1 Woodlands Road and the boundary fence with the property on Blair Road. This will increase unpleasant odours and attract vermin to properties on Woodlands and Blair Roads as well as the Nursing Home. The negative impact on this is further heightened by the location of the additional bin store at 359-361 Wilbraham Road. This substantially alters and has an adverse impact on our local environment.

- The properties to the rear of Alexandra Nursing Home between Blair Road and Woodlands Road are domestic dwellings in a highly residential area with gardens which back on to each other. There is no light pollution from commercial lighting or street lighting. Any development as proposed by these plans will significantly change and alter the character of local area and environment due to light pollution from the proposed extension and building which would be unacceptably intrusive.

- The proposed plans provide for 12 car parking spaces for a 55-bedroom residential home which would seem to be woefully inadequate for the scale of such a facility. This would result in the local roads, particularly Blair and Woodlands Roads, around the Nursing Home being used as an overflow parking area in an already congested housing and busy doctor's surgery area. This congestion also leads to a risk to public safety, increased levels of pollution, noise and damage to Woodlands Road; this is a financial burden to residents already struggling with the cost of maintenance given the unadopted status.

- Moreover, an increase in traffic, particularly at peak times, where there is no public crossing between Withington Road and Alexandra Road South further exacerbates risk to public safety through increased traffic because of the expansion of the Nursing Home combined with development of 359-361 Wilbraham Road.

- The risk to public safety through road traffic accidents is also increased because of the proposed extension. Turning onto Wilbraham Road from any of the residential roads between the junction of Alexandra Road and Withington Road is already difficult for residents in the area. This will be exacerbated due to increased 'overflow' parking on the side roads which restrict vision, an increase in the number of vehicles entering and exiting the Nursing Home and an increase the amount of road users in an already busy road. The increase in traffic levels will also result in an increase in pollution levels in the area which will have a negative impact on public health. This adversely affects our area and environment and our health.

- We would object to the proposed plans to extend Alexandra Nursing Home as a result of the development being over-dominant, intrusive, a risk to public safety and significantly impact and change the character of the local area and environment.

MCC Highway Services - Highways acknowledges that the increased number of vehicular trips associated with site is expected to be minimal. Trips will likely be associated with staff, visitors and servicing. It is therefore accepted that the adjacent highway network can facilitate such additional demands with no highway safety or capacity concerns. Highways are aware that on-street parking does occur along Blair Road. Highways do have concern that more on-street parking could occur on-street due to staff and visitor movements. It is therefore recommended that a robust Travel Plan is put in place at the site.

As part of the proposals the car park will now have an access and egress point. Highways are satisfied with this arrangement. It is requested that tactile paving is installed at the access and egress point. Should the planning application be approved, the applicant will be required to enter into a Section 278/184 agreements for the alterations to the existing highways, and for

construction of the proposed tactile paving and any upgrades to the dropped kerb arrangements.

It is required, in line with MCC Guidelines, that the provision of an Electrical Vehicle charging point (minimum 7kW) is made available. A minimum of 1 EV Charge point is required per 1000m² of floor space. Therefore, a minimum of 1 EV charge point should be in place on-site. There should also be a commitment to monitoring usage within the TP and increasing the provision when necessary.

It is recommended that conditions are attached to any approval relating to electric vehicle charging points, off site highway works, travel plan, construction management plan.

Environmental Health - Recommend conditions relating to construction hours, noise insulation of the development, refuse collection and contaminated land watching brief. It is considered that construction hours which are governed by separate legislation should be appended as an informative.

United Utilities - Surface water from new developments should be investigated and delivered in the following order of priority:

1. into the ground (infiltration);
2. to a surface water body;
3. to a surface water sewer, highway drain, or another drainage system;
4. to a combined sewer.

We recommend the applicant considers their drainage plans in accordance with the drainage hierarchy outlined above.

Issues

National Planning Policy Framework (NPPF) - This Framework came into effect on 27th March 2012 and was amended and updated in July 2021. It sets out the Government's planning policies for England and how these are expected to be applied. It provides a mechanism through 'which locally-prepared plans for housing and other development can be produced.' It states that 'at the heart of the Framework is a presumption in favour of sustainable development.' However, the Framework re-iterates that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.

Chapter 8: Promoting healthy and safe communities - States that planning decisions should aim to achieve healthy, inclusive, accessible and safe places, where crime and disorder (and the fear of crime) do not undermine the quality of life or community cohesion (paragraph 92). The development would be beneficial to the well-being of potential residents accessing the provided residential care and support.

Chapter 9: Promoting sustainable transport - States that in assessing specific applications for development, it should be ensured that:

- i. The potential impact of development on transport networks can be addressed;
- ii. Provide opportunities for walking, cycling and public transport use (Paragraph 104).

It is considered that, given the magnitude of the development, the generation of traffic and vehicular movement would be predictable and capable of being accommodated within the local highway infrastructure. The site has some parking provision and is in a sustainable location, in terms of access to public transport. A condition has been included relating to the provision of a staff travel plan to further reduce reliance of private car usage and encourage sustainable transport options.

Manchester's Local Development Framework: Core Strategy - The Core Strategy Development Plan Document 2012 -2027 ('the Core Strategy') was adopted by the 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.'

The following Core Strategy policies are relevant to the development:

Policy SP 1 (Spatial Principles) - Policy SP1 specifies the Core Development Principles for parts of the City. In this case the relevant principles relate to the extent to which the development:

- a. Makes a positive contribution to neighbourhoods of choice including the creation of well designed places that enhance or create character; making a positive contribution to the health, safety and well-being of residents, considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income and to protect and enhance the built and natural environment;
- b. Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible;
- c. Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

It is considered that the scale and nature of the development would be consistent with the residential character of the surrounding area. It would also meet an identified care need and support the well-being of future residents. The site benefits from access to local transportation routes, which would support access to the employment opportunities presented by the development. The development would thereby comply with policy SP1.

Policy EN 14 (Flood Risk) - Policy EN 14 states that in line with the risk-based sequential approach, development should be directed away from sites at the greatest risk of flooding and towards sites with little or no risk of flooding. The application site is located in Flood Zone 1 and therefore there no requirement additional attenuation against flood risk.

Policy EN19 (Waste) - Policy EN19 requires consideration of the submitted details relating to determine if the applicant has satisfactorily demonstrated how:

- i. Both construction and demolition waste will be minimised and recycled on site wherever possible;
- ii. The sustainable waste management needs of the end user will be met.

The applicant has identified a suitable location of a waste storage enclosure . It is considered that a storage enclosure can be suitably designed and sited with sufficient capacity to ensure appropriate arrangements, including the storage of segregated waste streams within the site.

Policy H 10 (Housing for people with additional support needs) - Identifies a number of supported housing needs, including elderly people. It also states that proposals for accommodation for people with additional needs will be supported where:

- i. There is not a high concentration of similar uses in the area already;
- ii. The development would contribute to the vitality and viability of the neighbourhood;
- iii. There would not be a disproportionate stress on local infrastructure, such as health facilities.

The SNMG has confirmed its support for the development. It is therefore considered that the development would comply with policy H10.

Policy T1 (Sustainable transport) - Policy T1 relates to the delivery of sustainable, high quality, integrated transport system, which encourages a modal shift away from car travel to public

transport, cycling and walking and prepare for carbon free modes of transport. In this case that development incorporates in curtilage car parking, with the site benefitting from access to nearby public transport links. Given the nature of the development traffic generation and demand for car parking would be related to staff and visitors rather than residents. It is considered in this case that any impact would be predictable and capable of being managed through a travel plan condition thereby securing compliance with policy T1.

Policy T2 (Accessible areas of opportunity and need) - Policy T2 states that the Council will actively manage the pattern of development to ensure that new development is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Policy T2 requires that appropriate car parking and cycle storage is provided. It is considered that the development would be suitably related to policy T2, particularly as a staff travel plan has been recommended.

Policy DM1 (Development Management) - Policy DM1 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. Relevant considerations in this case are:

- a. Appropriate siting, layout, scale, form, massing, materials and detail;
- b. Impact on the surrounding areas in terms of the magnitude of the development and its impact on the character of the surrounding area;
- c. Effects on amenity, including privacy, light, noise and road safety and traffic generation;
- d. Accessibility relating to inclusive access for people with disabilities and access via sustainable transport modes;
- e. Community safety and crime prevention;
- f. Design for health;
- g. Adequacy of internal accommodation and external amenity space;
- h. Refuse storage and collection.

The development would be related to an existing property, the predominant residential character of the area would be maintained. It is also considered that activity in and around the site would be predictable and manageable, including traffic generation. Any noise associated with the development would consistent with residential use and, in this case, the property has been historically used as a care home with related levels of noise and activity. It is acknowledged that external amenity space would be limited but this would be offset by the positive benefits of the development to provide additional residential space for an existing care home. A condition has been included to ensure that the proposed waste management arrangements would be adequately accommodated. It is therefore considered that the development would comply with policy DM1.

Unitary Development Plan (UDP) saved policies -The following saved policies are relevant to the assessment of the development:

Policy DC2 (Rest Homes and Nursing Homes) - Relates to the assessment of planning applications for rest homes, nursing homes and other uses within Class C2 of the Use Classes Order and requires that consideration is given to:

- a. The effect of the operation of the business on the amenity of neighbouring residents;
- b. The standard of accommodation for the intended occupiers of the premises, including the availability of private outdoor amenity space;
- c. The effect of the proposals on visual amenity;
- d. The availability of adequate, safe and convenient arrangements for car parking and servicing;
- e. The ease of access for all, including disabled people;
- f. The desirability of avoiding an over-concentration of special needs or housing in any one area of the City;
- g. The desirability of broadly maintaining the existing character of a residential street or group of adjoining streets.

It is considered that the proposal would achieve these objectives through the provision of additional care facilities at an existing care home that would respond to a recognised care need for adults requiring immediate and more comprehensive residential care.

Policy DC26 (Development and noise) - Requires that consideration be given to the likely generation of noise attributable to new development. It also identified the associated need to manage the potential impact of noise through the implementation of any identified attenuation measures. In this case, the development would be subject to a noise insulation condition to protect residents from traffic noise and other noise nearby.

Issues

Principle – The principle of provision of additional bedroom space for an existing care home is considered to be acceptable subject to further consideration of impacts on residential and visual amenity and the highway implications of the proposed extension.

Residential amenity – The proposed extension has been logically located on the site to the side of the existing building on site. The building was previously extended to the rear along Blair Road as part of its approval to change its use to a care home in 1988. The extension would be located to the north of existing residential properties located to the south on Blair Road and Woodlands Road and as such given the distances between these and the proposed built form it is not considered that the proposals would give rise to a loss of daylight or overshadowing of these properties. It is noted that the buildings at 359-361 Wilbraham Road have been subject to prior approval to form 14no residential apartments. The layout plans indicate that there are side windows serving living rooms to the eastern elevation of that building, however the proposed extension would retain a gap of approximately 4m to the boundary between the properties and the flats at 359-361 are set a further 5.6m from the boundary. As such given this relationship and gap it is considered that this would not give rise to unacceptable impacts in terms of overshadowing or loss of light to those properties to warrant refusal of the application. The proposed extension has side windows but these would serve a corridor within the building as such given the separation distances and the use of the space behind these windows this relationship is considered acceptable.

The rear wall of the extension would be sited approximately 17m from the rear boundary of the property, it is considered that given the nature of the occupation of this extension as a care home and the distances from existing residential properties and their rear gardens this relationship is acceptable.

Concerns have been raised with regards to the provision of the bin store to the rear of the property allowing access for bin lorry from Blair Road. The property at 2 Blair Road presents a blank gable wall to the rear of the application site, whilst the presence of a dropped kerb suggests that historically there was an entrance and access to the rear of the site. It is considered that this is a logical position for the bin store and the provision within an appropriately designed bin store would be acceptable and the use of which would not give rise to unacceptable impacts in terms of noise or disturbance. A condition for a full waste management strategy and design of bin store are appended to the decision.

The proposals incorporate a covered pavilion in the rear amenity space to enable better use of this area by residents. Whilst some details of this single storey structure are provided it is proposed to include a materials condition for the details of this structure to be submitted for approval.

Environmental Health have recommended that an acoustic insulation condition is appended to any decision to ensure that occupiers are appropriately protected from traffic noise on

Wilbraham Road but raise no concerns with regards to the potential for noise to be generated by the enlarged provision on the site and residents living nearby.

Visual Amenity – The proposed extension has been designed to reflect the features and materials of the existing building. This is considered an appropriate response. The extension has been sited to be set back from the main frontage of the principal elevation although it is noted that the rearward element has a ridge height taller than the existing building, this element has a closer relationship to the historic three storey rear extension facing Blair Road and is approximately 15 metres from the principal elevation. Given the proposed use and need for additional bedroom spaces to facilitate the increase in provision at the care home this relationship is considered acceptable in this instance.

The extension would maintain a visual gap between the application site and the adjacent property subject to conversion to residential flats. It is noted that the proposals would result in an enlarged footprint of built form on the site and in this instance the public benefit deriving from the provision of additional bed spaces at the existing care home is considered to outweigh any harm arising from the proposed footprint of the extension.

Highways – MCC Highway services have confirmed that the proposed extension and increased bedspaces are not considered to give rise to unacceptable impacts on the highway network in terms of capacity. It is recommended that conditions are appended to deal with the submission and approval of a travel plan, improvements to the vehicular access proposed and final details of the cycle parking to be provided. It is also noted that an electric vehicle charging point should be included within the reorganised car park.

As such the proposals are not considered to give rise to unacceptable impacts on highway or pedestrian safety subject to attaching appropriate conditions to any approval of the proposals.

Access- The proposals seek to improve ramped access into the building including to the front and rear amenity space, this is welcomed. The existing building contains lift provision, and the side extension would be able to be accessed via this provision.

Trees- Concerns have been raised with regards to impacts on trees within the site. The submitted application forms and drawings indicate that no trees would be impacted by the proposed extension. It is noted that a large tree within the rear garden area is retained although there are smaller shrub planting around the site impacted particularly by the landscaping scheme to the rear amenity space. It is proposed to attach conditions protecting and retaining the trees on the site and for the submission of a fully detailed landscaping scheme.

Conclusion – The proposals would enable the enlargement of existing care home provision in an area supported by the Council's Supported Needs Housing Group. The additional provision would enlarge the built footprint on the site but has been sited to minimise impacts on nearby residential properties. In this instance the public benefit deriving from the increased provision of care home provision is considered to outweigh any harm from the proposed built footprint of the extension and together with the conditions proposed the proposals are considered to be acceptable and accord with the adopted planning policies in place.

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 application has been determined in a positive and proactive manner. In this instance conditions have been proposed and a decision has been issued within statutory timescale's.

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:

13B Basement plan as proposed; 14B, Ground floor plan as proposed; 15A first floor plan as proposed; 16A second floor plan as proposed; 17A roof plan as proposed; 18 B front elevation as proposed; 19B Side elevation (West) As proposed; 20A rear elevation as proposed; 21B rear elevation as proposed; 21B Section AA as proposed; 22 B section as proposed; 12B Proposed site plan; as proposed all as received by the City Council as local planning authority on the 12th July 2022

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

3) Before the development proceeds above ground level a scheme for acoustically insulating the proposed residential accommodation against noise from Wilbraham Road and 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. 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 hereby approved, 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 pursuant to policy DM1 of the Core Strategy and saved policy DC26 of the Unitary Development Plan.

4) a) Before the development hereby approved proceeds above ground level 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.

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 of the Core Strategy.

5) 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. 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 DM1 and EN18 of the Core Strategy.

6) Prior to the commencement of development a Construction Management Plan shall be submitted to and approved in writing by the City Council as local planning authority. The Construction Management Plan should detail the phasing and quantification / classification of vehicular activity associated with planned construction. This should include commentary on types and frequency of vehicular demands together with evidence (including appropriate swept-path assessment) of satisfactory routing both within the site and on the adjacent highway. The document should also consider ongoing construction works and contractor parking in the locality. The submitted details shall also include a dilapidation survey, the survey should include photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site.

Reason - In the interests of highway and pedestrian safety pursuant to policy DM1 of the Core Strategy.

7) Prior to the approved development proceeding above ground level, details of the highway works required to install the additional vehicular access point into the site as shown on the approved drawings shall be submitted to and approved in writing by the City Council as local planning authority. The submitted details shall include details of the section 278/section 184 agreements in place with the Highways Authority to undertake the alterations to the existing highway including any proposed tactile paving and upgrades to the dropped kerb arrangements. The development shall be carried out in accordance with the agreed details.

Reason - In the interests of highway and pedestrian safety pursuant to policy DM1 of the Core Strategy.

8) Before the development hereby approved is first occupied a Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Plan means a document which includes:

- i) the measures proposed to be taken to reduce dependency on the private car by those [attending or] employed in the development
- ii) a commitment to surveying the travel patterns of staff during the first three months of use of the development and thereafter from time to time
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car
- iv) measures for the delivery of specified travel plan services
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved in writing by the City Council as local planning authority. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel to the school, pursuant to policies SP1, T2 and DM1 of the Core Strategy and the Guide to Development in Manchester SPD (2007).

9) Prior to the first use of the development hereby approved, full details of the cycle parking provision to be installed at the site including details of the structure and number of spaces provided, shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be carried out in accordance with the agreed details which shall be installed prior to first occupation of the development. The approved space and facilities shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with policies SP1, T1 and DM1 of the Core Strategy.

10) Prior to the development proceeding above ground level a scheme shall be submitted to and approved in writing by the City Council as local planning authority, detailing the siting and specification of an electric vehicle charging point along with a timescale for its installation. The approved scheme shall be fully implemented in accordance with the agreed details (including the timescale for its installation) and maintained in situ at all times thereafter.

Reason - In the interests of residential amenity and the contribute to the reduction of carbon emissions and improve air quality, pursuant to policies SP1, EN16 and DM1 of the Core Strategy for the City of Manchester and the National Planning Policy Framework.

11) The car parking hereby approved shall be laid out, demarcated and made available prior to the occupation of the residential accommodation hereby approved.

Reason - In the interests of pedestrian and highways safety and to ensure the satisfactory development of the site, pursuant to Policy DM1 in the Manchester Core Strategy.

12) Prior to the approved development proceeding above ground level details of all materials to be used on the external elevations of the development hereby approved including all materials of the Pavilion within the amenity area and the proposed refuse store, shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be carried out in accordance with the agreed details.

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 Core Strategy.

13) In this condition "retained tree" means any existing tree, shrub or hedge which on the site; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

(a) No tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)

(b) If any tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

(c) The erection of fencing for the protection of any tree shall be undertaken in accordance with plans and particulars submitted to and approved in writing the Council as local planning authority prior to any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Core Strategy.

14) Prior to the development proceeding above ground level a hard and soft landscaping treatment scheme (including tree planting) 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.

15) The planning permission hereby granted relates to the use of the extension to 355-357 Wilbraham Road as a residential care home (Class C2) only and for no other purpose.

Reason - For the avoidance of doubt and in the interests of residential amenity pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester.

Informatives

1) The applicant will be required to enter into a Section 278/184 agreements for the alterations to the existing highways, and for construction of the proposed tactile paving and any upgrades to the dropped kerb arrangements. This will require the agreement with MCC's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004). This will be funded at the applicant's expense.

2) 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).

3) Construction 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

4) In order to discharge condition 3 attached to this approval the following will be required to be demonstrated:

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 15 times)
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Living Rooms (daytime - 07.00 - 23.00)	35 dB LAeq
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Gardens and terraces (daytime)	55 dB LAeq
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5) In order to discharge condition 4 of this decision whilst the submitted waste management proforma has stated that there will be 2 x1100l general, 1x 1100l mixed and 1x1100l additional bins provided, we still require details of the collection frequency before the condition can be discharged.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Supported Housing Monitoring Group
Urban Design & Conservation

Flat 14, 359 Wilbraham Road, Manchester, M16 8NP
Flat 13, 359 Wilbraham Road, Manchester, M16 8NP
Flat 12, 359 Wilbraham Road, Manchester, M16 8NP
Flat 11, 359 Wilbraham Road, Manchester, M16 8NP
Flat 10, 359 Wilbraham Road, Manchester, M16 8NP
Flat 9, 359 Wilbraham Road, Manchester, M16 8NP
Flat 8, 359 Wilbraham Road, Manchester, M16 8NP
Flat 7, 359 Wilbraham Road, Manchester, M16 8NP
Flat 6, 359 Wilbraham Road, Manchester, M16 8NP
Flat 5, 359 Wilbraham Road, Manchester, M16 8NP
Flat 4, 359 Wilbraham Road, Manchester, M16 8NP
Flat 3, 359 Wilbraham Road, Manchester, M16 8NP
Flat 2, 359 Wilbraham Road, Manchester, M16 8NP
Flat 1, 359 Wilbraham Road, Manchester, M16 8NP
1 Blair Road, Manchester, M16 8NS
3 Woodlands Road, Fallowfield, Manchester, M16 8WR
5 Woodlands Road, Fallowfield, Manchester, M16 8WR
5 Blair Road, Manchester, M16 8NS
353A Wilbraham Road, Manchester, M16 8NP
Flat 2, 4 Blair Road, Manchester, M16 8NS
Flat 1, 4 Blair Road, Manchester, M16 8NS
4 Blair Road, Manchester, M16 8NS
Flat 3, 4 Blair Road, Manchester, M16 8NS
Flat 5, 3 Blair Road, Manchester, M16 8NS
Flat 4, 3 Blair Road, Manchester, M16 8NS
Flat 3, 3 Blair Road, Manchester, M16 8NS
Flat 2, 3 Blair Road, Manchester, M16 8NS
Flat 1, 3 Blair Road, Manchester, M16 8NS
7 Woodlands Road, Fallowfield, Manchester, M16 8WR
1 Woodlands Road, Fallowfield, Manchester, M16 8WR
Flat 1, 7 Blair Road, Manchester, M16 8NS
Flat 10, Arnold Court, 278 Wilbraham Road, Manchester, M16 8WP
Flat 7, Grosvenor House, 280 Wilbraham Road, Manchester, M16 8WP
Flat 5, Grosvenor House, 280 Wilbraham Road, Manchester, M16 8WP
Flat 2, Grosvenor House, 280 Wilbraham Road, Manchester, M16 8WP
Flat 8, Arundale Court, 282 Wilbraham Road, Manchester, M16 8WP
Flat 11, Arundale Court, 282 Wilbraham Road, Manchester, M16 8WP
Flat 9, Arundale Court, 282 Wilbraham Road, Manchester, M16 8WP
Flat 9, Arnold Court, 278 Wilbraham Road, Manchester, M16 8WP
Flat 6, Arnold Court, 278 Wilbraham Road, Manchester, M16 8WP
Flat 4, Arnold Court, 278 Wilbraham Road, Manchester, M16 8WP
Flat 1, Arnold Court, 278 Wilbraham Road, Manchester, M16 8WP
Flat 11, Arnold Court, 278 Wilbraham Road, Manchester, M16 8WP
Flat 5, Arundale Court, Arundale Avenue, Manchester, M16 8WH
Flat 2, Arundale Court, Arundale Avenue, Manchester, M16 8WH
2 Blair Road, Manchester, M16 8NS
353 Wilbraham Road, Manchester, M16 8NP

Flat 5, 7 Blair Road, Manchester, M16 8NS
Flat 4, 7 Blair Road, Manchester, M16 8NS
Flat 3, 7 Blair Road, Manchester, M16 8NS
Flat 2, 7 Blair Road, Manchester, M16 8NS
Flat 8, Grosvenor House, 280 Wilbraham Road, Manchester, M16 8WP
Flat 6, Grosvenor House, 280 Wilbraham Road, Manchester, M16 8WP
Flat 4, Grosvenor House, 280 Wilbraham Road, Manchester, M16 8WP
Flat 3, Grosvenor House, 280 Wilbraham Road, Manchester, M16 8WP
Flat 1, Grosvenor House, 280 Wilbraham Road, Manchester, M16 8WP
Flat 7, Arundale Court, 282 Wilbraham Road, Manchester, M16 8WP
Flat 12, Arundale Court, 282 Wilbraham Road, Manchester, M16 8WP
Flat 10, Arundale Court, 282 Wilbraham Road, Manchester, M16 8WP
Flat 9, Grosvenor House, 280 Wilbraham Road, Manchester, M16 8WP
Flat 8, Arnold Court, 278 Wilbraham Road, Manchester, M16 8WP
Flat 7, Arnold Court, 278 Wilbraham Road, Manchester, M16 8WP
Flat 5, Arnold Court, 278 Wilbraham Road, Manchester, M16 8WP
Flat 3, Arnold Court, 278 Wilbraham Road, Manchester, M16 8WP
Flat 2, Arnold Court, 278 Wilbraham Road, Manchester, M16 8WP
Flat 12, Arnold Court, 278 Wilbraham Road, Manchester, M16 8WP
Flat 6, Arundale Court, Arundale Avenue, Manchester, M16 8WH
Flat 4, Arundale Court, Arundale Avenue, Manchester, M16 8WH
Flat 3, Arundale Court, Arundale Avenue, Manchester, M16 8WH
Flat 1, Arundale Court, Arundale Avenue, Manchester, M16 8WH
8 Blair Road, Manchester, M16 8NS
6 Blair Road, Manchester, M16 8NS

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
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: SOUTH AREA