

Application Number	Date of Appln	Committee Date	Ward
145297/FO/2026	2 Mar 2026	28 May 2026	Chorlton Ward
Proposal	Erection of a 3/4 storey building to provide 8no. two bedroom apartments, with access, informal amenity space, landscaping and associated works		
Location	404 Wilbraham Road, Manchester, M21 0UU		
Applicant	Mr Peter Armistead, APL		
Agent	Mrs Carol Clarke, Bramhall Town Planning Limited		

SUMMARY

The application seeks full planning permission to redevelop a long-vacant corner site at 404 Wilbraham Road to provide a 3 / 4-storey building comprising 8 two-bedroom apartments, with landscaping, private and shared amenity space, cycle parking, refuse storage and associated highway works.

The principle of residential development is supported by adopted local and national planning policy, given the site's highly accessible location close to shops, services and public transport, and the benefits of bringing a prominent derelict site back into use.

The application has attracted local interest, with 3 representations in support, 9 objections and 3 comments neither supporting nor objecting. The main issues raised relate to building scale and height, lack of on-site parking, and impacts on neighbouring residential amenity.

The proposed building has been designed to reflect the established character of Wilbraham Road, with the upper floor contained within the roof space and the massing stepping down towards Egerton Road North to respond to the adjoining residential context.

Impacts on neighbouring amenity, including daylight, outlook and privacy, have been carefully assessed. A submitted daylight assessment demonstrates that, while some change would occur compared to the current vacant site, acceptable living conditions would be retained in this; established urban setting.

The development is proposed as a car-free scheme. Highway officers raise no objection, having regard to the site's excellent public transport accessibility, walking and cycling connectivity, and evidence of available on-street parking capacity. All apartments meet national space standards, appropriate amenity space is provided, and subject to conditions the development would deliver over 10% Biodiversity Net Gain. Technical matters relating to drainage, noise, contaminated land and construction impacts can be satisfactorily controlled by planning conditions. On balance, while the concerns raised by residents are acknowledged, officers consider that the identified impacts are acceptable in planning terms and are outweighed by the regeneration and housing benefits of the proposal. The application is therefore recommended for approval, subject to conditions.

SITE

The application site includes a parcel of land at the corner of Wilbraham Road and Egerton Road North. The site is currently entirely hard surfaced and was formerly used as a nursery/garden centre but has been vacant for at least a decade, currently used for storage of general remnants of the earlier use. Historic maps show that the site was previously occupied by a large, detached dwelling, consistent with the surrounding pattern of residential development in the area.



Figure 1. Aerial Imagery

SURROUNDINGS

The site is found within Chorlton Ward in a mixed-use area. The surrounding townscape is varied in character. To the east, the area is predominantly residential, including both single dwellinghouses and properties that have been subdivided into flats. Wilbraham St Ninians Church is found diagonally opposite the site. Immediately to the west is a terrace of commercial units at ground floor level with residential accommodation above. Chorlton District Centre lies a short distance away from the site, with the Metrolink line and Chorlton Metrolink stop forming the defined district centre boundary.



Figure 2. Street Scene at intersection of Wilbraham Road and Egerton Road North

PROPOSAL

The application seeks full planning permission for the redevelopment of the site at 404 Wilbraham Road, a former garden centre that has been vacant for several years and more recently used on an informal basis for storage.

Permission is sought for the erection of a purpose-built residential building forming 8 two-bedroom flats. The building would occupy the corner of Wilbraham Road and Egerton Road North and would present active frontages to both streets.

The development would be arranged across lower ground, ground, first and second floor levels, with the uppermost accommodation contained within the roof space. All 8 units would be two-bedroom flats, with the submitted floor area schedule showing unit sizes of approximately 62sqm to 71.5sqm.

At lower ground floor level, 2 flats would be provided, both with access to private garden areas. The ground floor would also have 2 flats, again with access to private external amenity space. The first floor would provide 2 flats with balconies, and the second floor, within the roof space, would provide a further 2 flats. In total, 4 flats would benefit from private garden areas, 2 flats would have balconies, and the remaining units would have access to shared landscaped amenity space within the site.

Access to the building would be taken from the main frontage, with a central entrance serving the upper floor flats. The lower ground flats would also have the potential for direct access from their garden areas.

No off-street car parking is proposed as part of the scheme. Instead, secure cycle parking for 16 bicycles would be provided within the site. The development would also include refuse storage, hard and soft landscaping, private and communal amenity space, and associated works needed for the residential use.

The landscaping proposals show the introduction of soft landscaping and planting within a site that is currently largely hard surfaced. The submitted information refers to new trees, shrubs and areas of amenity grassland, together with biodiversity enhancements including bird and bat boxes.

In terms of appearance, the building would be finished primarily in red brick, with a pitched slate roof and gabled elements.

The submitted information also states that the development is intended to incorporate energy efficiency measures, including a fabric-first approach and photovoltaic panels.



Figure 3. Photomontage

HISTORY

The site has a long history of proposals for multi-storey development, including retail with flats above, offices, and a hotel. Most schemes submitted between 1982 and 2000 were refused, reflecting concerns at the time about scale or land use. A later mixed retail and residential proposal in 2003 was withdrawn before a decision was made. The only approvals on record relate to earlier, less intensive uses: the use of the land as a garden centre in 1985 and permission for a three-storey dwellinghouse in 1983.

Although there is planning history at the address, these decisions are historic and notably prior to the Manchester Core Strategy and Places for Everyone Joint Development Document. The most recent history is as follows:

060616/OO/SOUTH1/00

Description: Erection of a 3-storey retail/residential building.

Decision: Refused 18/12/2000

029780

Description: Erection of a three-storey building to form shop/offices with offices over

Decision: Refused 29/10/1987

024290

Description: Use of vacant land as a garden centre

Decision: Approved 31/07/1985

CONSULTATION, NOTIFICATION & PUBLICITY RESPONSES**Notifications****Local Residents**

3no comments were received in support, 9no objecting and 4no neither supporting nor objecting. The comments received can be summarised as follows:

Supportive

- The development is seen as a positive reuse of a long underutilised and vacant site, which has been in disrepair for decades.
- The proposal is not considered overdevelopment, though parking provision and the potential for an additional storey were raised.
- The scheme is viewed as attractive and a significant improvement on the site's current and historic condition.
- The site has been vacant since 1982, with past enforcement action due to its poor condition.
- The proposal would deliver much needed, high-quality housing and make a positive contribution to the area.
- The design is considered more sensitive to local character than earlier modernist proposals, although additional Victorian style detailing was suggested to improve integration.
- The development is described as long overdue and widely welcomed by the local neighbourhood, subject to minor design refinement.

Neutral

- Neutral comments are broadly supportive of redevelopment and welcome the improvement to a long-standing poor site.
- All neutral comments raise concerns about increased car parking pressure in the surrounding streets.
- Pedestrian impacts: Pavements are frequently obstructed by parked vehicles, bins and overgrown vegetation, forcing pedestrians into the carriageway.
- One comment notes surprise at not receiving a consultation letter despite properties being directly behind the site.
- Suggestions include stronger parking controls, extending double yellow lines, and measures to prevent pavement parking if the scheme proceeds.

Objecting

- Strong objections to the absence of on-site parking, with widespread concern that it is unrealistic to assume residents will not own cars.
- Surrounding streets (Egerton Road North, Silverdale Road, Buckingham Road and nearby roads) are already heavily congested, partly due to tram users and nearby flats/HMOs, with frequent pavement and junction parking.
- Overparking is causing unsafe conditions, including blocked pavements, obstructed driveways, and reduced visibility at junctions.
- Concern raised that a nearby development provided on-site parking, questioning why this scheme does not.
- Impact on neighbouring amenity – daylight/sunlight: Multiple cite the lack of a daylight and sunlight assessment, despite the proposed building being immediately adjacent residential properties and affecting key habitable room windows.
- The proposed height is considered excessive by some neighbours and likely to result in loss of natural light, overshadowing, reduced living conditions and potential impact on property value.
- The Design and Access Statement is criticised for assessing impacts on other neighbours but omitting a BRE compliant assessment.
- Concerns about prolonged noise, vibration, stress and disruption during the build period, including early starts, road closures and impacts on cycling access.
- Allegations that the number of flats and internal layouts represent overdevelopment, with some bedrooms not meeting minimum space standards despite being labelled as double bedrooms.
- Several objectors state they were not notified of the application despite being close neighbours.
- While some objectors accept redevelopment of the site in principle and welcome regeneration of a derelict plot, they object to the scheme as submitted due to parking, amenity impacts and insufficient supporting evidence.

Chorlton Civic Society

Chorlton Civic Society has submitted comments in support of the proposal, welcoming the redevelopment of the derelict site and considering the scheme to be appropriate and attractive. It is noted that whilst the lower ground floor units are described as wheelchair accessible, this could be enhanced to achieve full accessibility. The response also supports the inclusion of swift bricks and requests that their provision be secured by planning condition with full details to be approved.

Consultations

Manchester City Council Highways Services

Highways Services reviewed the original submission and the subsequent amended information and raise no objection to the proposal. The development is expected to generate a limited level of additional vehicle trips and parking demand, which can be accommodated on the surrounding highway network.

Although no on-site car parking is proposed, this is considered acceptable given the site's highly accessible location, close to frequent bus services on Wilbraham Road, the Metrolink stop at Chorlton, and established walking and cycling infrastructure. Updated car-ownership estimates, informed by Census data, indicate an anticipated demand of approximately five to six vehicles, and on-street parking surveys demonstrate sufficient capacity within nearby streets.

Highways recommend conditions to secure cycle parking, a Travel Information Pack for future residents, a Construction Management Plan, and off-site highway works. These off-site works include tactile paving at the Wilbraham Road / Egerton Road North junction, resurfacing of adjacent footways, and reinstatement of redundant dropped kerbs. Highways also advise that future occupiers should be made aware that no on-site parking provision is available

Manchester City Council Environmental Health

Environmental Health reviewed the submitted information and raise no objection, subject to conditions. The Phase 1 Desk Study is accepted; however, no site investigation, detailed risk assessment or remediation strategy has yet been submitted. These matters will need to be addressed through appropriately worded pre-commencement and pre-occupation conditions once the site has been cleared. Conditions are also recommended relating to construction impacts, including a Construction Management Plan, control of hours of work, and measures to manage noise, dust and disturbance. The submitted Air Quality Assessment is accepted and confirms that no mitigation is required.

Following review of the amended details, Environmental Health confirm that the updated waste strategy and bin storage arrangements are acceptable. The applicant chose to submit details of the Construction Management Plan prior to decision; Environmental Health confirm that the arrangements are acceptable in principle.

Manchester City Council Flood Risk Management

The Lead Local Flood Authority notes that the site lies within Flood Zone 1 but is identified as being susceptible to surface water flooding during both 1 in 30-year and 1 in 100-year rainfall events. No objection is raised in principle.

Conditions are requested to secure a detailed surface water drainage strategy based on sustainable drainage principles. This should include infiltration testing, attenuation proposals, hydraulic calculations, overland flow routing, and long-term maintenance and management arrangements. A further condition is required to secure verification of the drainage scheme prior to occupation.

Neighbourhood Team Leader (Arboriculture)

The Neighbourhood Team Leader (Arboriculture) raises no objection, subject to the approved Arboricultural Method Statement being fully implemented to protect retained trees and boundary vegetation during construction.

Greater Manchester Ecology Unit

GMEU initially advised that the ecological information submitted was insufficient, raising concerns regarding the lack of mitigation and enhancement measures and the absence of an acceptable Biodiversity Net Gain (BNG) assessment.

Following submission of updated ecological information, GMEU advise that they are satisfied in principle and raise no objection, subject to conditions. These include securing the Reasonable Avoidance Measures (RAMs) for nesting birds and hedgehogs where habitat removal takes place.

GMEU also advise that refinements to proposed bat and bird boxes are required to reflect best practice, including appropriate height, location, orientation and sun-facing placement. These matters are considered appropriate to address through condition. Subject to these matters, GMEU confirm that the proposal would achieve in excess of 10% Biodiversity Net Gain on site. A simple Landscape and Ecological Management Plan is considered sufficient, and a full 30-year management plan is not required. The statutory Biodiversity Gain requirements would apply.

Greater Manchester Police

Greater Manchester Police raise no objection, subject to security measures being secured. They advise that private garden areas should be clearly defined and secure, access to the cycle store should be controlled by a full-height lockable gate, and the development should achieve Secured by Design standards. These matters can be secured by condition.

Manchester Airport Safeguarding Officer

The Safeguarding Authority raises no objection to the development, including the proposed solar PV panels, and confirms there are no concerns regarding glint and glare. Standard aviation safety informatives are recommended, including crane notifications, bird-hazard management and lighting controls.

United Utilities Water PLC

United Utilities advise that the overall drainage strategy is acceptable in principle, but that further detailed information is required prior to commencement. They request conditions requiring approval of detailed foul and surface water drainage schemes, confirmation of discharge rates, levels information, mitigation for sewer surcharge, and separation of foul and surface water systems.

They also advise that a SuDS management and maintenance plan should be secured if applicable, and that the applicant must investigate any existing water or wastewater infrastructure on or adjacent to the site and avoid building over or close to statutory assets.

RELEVANT POLICIES

In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004, decisions on planning applications must be made in line with the statutory development plan, unless material considerations indicate otherwise.

For Manchester, the development plan comprises:

- The Core Strategy (2012–2027) -
- Saved policies of the Unitary Development Plan (UDP)
- The Places for Everyone Joint Development Plan Document (2022–2039)

The Manchester Core Strategy Development Plan Document 2012-2027

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

DM 1 - Development Management - the key policy that guides the design of new development. It requires proposals to be well designed, respect the character of the surrounding area, protect neighbours' amenity, and create safe, accessible and sustainable places that function well for users and the wider community.

DM 2 – Aerodrome Safeguarding – states that Development that would affect the operational integrity or safety of Manchester Airport or Manchester Radar will not be permitted

SP 1 - Spatial Principles (Partially replaced by PfE Policy JP-S 1) - sets out the overarching principles for development in Manchester. It supports sustainable growth that strengthens the city's economy, creates strong and inclusive neighbourhoods, delivers high-quality design, and addresses climate change, while ensuring development benefits residents and communities across the city.

H 1 – Overall Housing Provision (Partially replaced by PfE Policy JP-H 1) - supports the delivery of new housing to meet Manchester's needs. It encourages a mix of housing types, sizes and tenures in suitable locations to create balanced and inclusive communities, while ensuring homes are well designed, accessible and contribute positively to the surrounding area.

H 6 – South Manchester - sets clear expectations for residential density in South Manchester. It aims to protect the predominantly suburban character of these areas by requiring housing development to be low to medium density, appropriate to the surrounding streets and plots, and not over-intensive. Proposals should reflect the scale, spacing and form of nearby development and safeguard the amenity of existing residents.

T 2 - Accessible areas of opportunity and need - directs development to locations that are well served by public transport and other sustainable travel options. It seeks to reduce reliance on the private car by encouraging development in accessible areas and requiring proposals to support walking, cycling and public transport, helping to manage congestion and support sustainable growth.

EN 1 - Design Principles and Strategic Character Areas - sets out Manchester's overarching approach to design. It requires development to respond positively to its setting, reinforce local character, and respect the distinctive qualities of different parts

of the city. Proposals should be well designed, contribute positively to their strategic character area, and create attractive, safe and functional places that support Manchester's overall vision for growth.

EN 8 – Adaptation to Climate Change (partially replaced by PfE Policies JP-S 2, JP-S 4 and JP-G 8) - requires development to be designed to cope with the impacts of climate change, such as higher temperatures, heavier rainfall and flooding. Proposals should incorporate measures like sustainable drainage, green infrastructure, shading and resilient building design to reduce risk, protect people and property, and create more climate-resilient places.

EN 9 – Green Infrastructure - requires development to protect, enhance and integrate green infrastructure such as parks, trees, green corridors and natural features. It seeks to ensure these assets support biodiversity, improve health and wellbeing, manage flood risk, and help adapt to climate change, while contributing positively to the character and quality of the local area.

EN 14 – Flood Risk (partially replaced by PfE Policy JP-S 4) - seeks to ensure development is safe from flooding and does not increase flood risk elsewhere. It requires proposals to be located and designed to reduce vulnerability to flooding, incorporate appropriate mitigation such as sustainable drainage, and protect people, property and the wider environment from flood risk now and in the future.

EN15 - Biodiversity and Geological Conservation (partially replaced by PfE Policy JP-G 8) - requires development to protect, conserve and, where possible, enhance biodiversity and geological features. Proposals should avoid harm to habitats and species, provide suitable mitigation where impacts cannot be avoided, and seek opportunities to improve biodiversity value as part of well-designed, sustainable development.

EN 16 - Air Quality (partially replaced by PfE Policy JP-S 5) - requires development to protect and improve air quality. It seeks to ensure proposals do not worsen air pollution, particularly in areas already affected, and encourages measures that reduce emissions, support clean transport, and protect the health of residents and the wider environment.

EN 17 – Water Quality (partially replaced by PfE Policy JP-S 4) - seeks to protect and improve the quality of surface water and groundwater. It requires development to prevent pollution, manage surface water effectively, and ensure foul and surface water drainage are properly designed, so that proposals do not harm rivers, canals or water resources and contribute to a healthier water environment.

EN 18 - Contaminated Land and Ground Stability - requires development to ensure land is safe and suitable for its intended use. It seeks to identify and address contamination or ground instability through assessment, remediation and mitigation, so that proposals do not pose risks to health, property, water resources or the wider environment, including during construction and future use.

EN 19 – Waste - requires development to support sustainable waste management. It expects proposals to minimise waste, encourage reuse and recycling, and provide

adequate, well-designed facilities for the storage and collection of waste and recyclables, without harming amenity or the appearance of the area.

Extant Unitary Development Plan (UDP)

Saved policies from the City Councils UDP.

DC7 - New housing development - seeks to ensure that new housing schemes are inclusive, safe and family-friendly. The policy expects developers to design new homes, so they are accessible at ground floor level for disabled people, including wheelchair users, wherever this is practicable, to avoid unnecessarily disadvantaging visitors with mobility needs. In addition, developments that include family housing should be designed to provide safe environments for children to play, with on-site play space or facilities provided where appropriate. Overall, the policy emphasises good design that supports accessibility, inclusivity and child safety as integral parts of new housing development.

DC26 - Development and Noise - aims to reduce the harmful effects of noise through the planning process by carefully managing how different land uses are located in relation to each other. The policy resists new noise-sensitive development, such as housing, schools or hospitals, in locations where they would be exposed to unacceptably high existing noise levels, unless effective mitigation can realistically be achieved. Equally, it seeks to prevent new noisy development from harming established residential areas or other quiet, sensitive locations. Where noise impacts are likely, applicants may be required to submit a noise assessment and incorporate appropriate mitigation measures, such as layout changes, sound insulation, screening or limits on operating hours, to ensure a satisfactory standard of amenity is provided.

E3.3 – City major radial and orbital roads and rail routes - seeks to improve the appearance of Manchester's main radial and orbital roads and rail routes. It requires high-quality new development, upgrades to the appearance of nearby buildings, and well-designed landscaping that avoids creating litter traps. The aim is to improve the local environment for people living and working near these routes, enhance the city's image to attract investment and jobs, and create a more positive first impression for visitors.

Guide to development in Manchester supplementary planning document and planning guidance, April 2007

Sets out Manchester City Council's expectations for high-quality, sustainable development across the city. It expands on saved Unitary Development Plan policies by providing clear guidance on design, accessibility, environmental standards, street layout, parking, housing mix, safety and health, with a strong focus on creating a positive sense of place and inclusive neighbourhoods. The document also explains how development should respond to different character areas, including residential neighbourhoods, centres, employment areas and the city centre, and how the guidance is used in decision-making alongside design and access statements. Overall, it aims to ensure new development enhances Manchester's character, supports sustainable communities and delivers long-term environmental, social and economic benefits

The Manchester Green and Blue Infrastructure Strategy (G&BIS)

The G&BIS sets out objectives for environmental improvements within the city in relation to key objectives for growth and development. Building on the investment to date in the city's green infrastructure and the understanding of its importance in helping to create a successful city, the vision for green and blue infrastructure in Manchester over the next 10 years is: By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

Manchester Residential Quality Guidance (2016)

This is a material planning consideration in the determination of planning applications and weight should be given to this document in decision making. The purpose of the document is to outline the consideration, qualities and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester. Above all the guidance seeks to ensure that Manchester can become a city of high-quality residential neighbourhood and a place for everyone to live. The document outlines nine components that combine to deliver high quality residential development, and through safe, inviting neighbourhoods where people want to live. These nine components are as follows:

1. Make it Manchester;
2. Make it bring people together;
3. Make it animate street and spaces;
4. Make it easy to get around;
5. Make it work with the landscape;
6. Make it practical;
7. Make it future proof;
8. Make it a home; and
9. Make it happen.

Places for Everyone Plan Joint Development Plan Document 2022-2039

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. The plan was adopted in March 2024 and now forms part of the City's Local Development Framework. Relevant policies of PfE in this instance are:

- Strategy
 - JP-Strat9: Southern Areas
- Sustainable and Resilient Places
 - JP-S1: Sustainable Development
 - JP-S2: Carbon and Energy
 - JP-S4: Flood Risk and the Water Environment
 - JP-S5: Clean Air
 - JP-S6: Resource Efficiency
- Places for Homes

- JP-H1: Scale, Distribution and Phasing of New Housing Development
 - JP-H2: Affordability of New Housing
 - JP-H3: Type, Size and Design of New Housing
 - JP-H4: Density of New Housing
- Greener Places
 - JP-G6: Urban Green Space
 - JP-G8: A Net Enhancement of Biodiversity and Geodiversity
- Places for People
 - JP-P1 Sustainable Places
- Connected Places
 - JP-C1: An Integrated Network
 - JP-C2: Digital Connectivity
 - JP-C5: Streets for All
 - JP-C6: Walking and Cycling
 - JP-C8: Transport Requirements of New Development

National Planning Policy Framework (NPPF) December 2024

The revised National Planning Policy Framework sets out government's planning policies for England and how these are expected to be applied.

- Section 2 - Achieving sustainable development
- Section 4 – Decision-making
- Section 5 – Delivering a sufficient supply of homes
- Section 6 – Building a strong, competitive economy
- 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
- Section 15 - Conserving and enhancing the natural environment

National Planning Policy Framework Draft for Consultation December 2025 - National decision-making policies

The Government has published a consultation draft of the NPPF, intended to improve housebuilding rates through a clearer, more predictable and faster policy basis for decision and plan making. While this draft is not yet adopted, it is a material consideration.

- Chapter 3 – Decision-making policies
 - DM1: Preparing development proposals
 - DM2: Information requirements
 - DM3: Determining development proposals
 - DM6: Use of planning conditions and obligations
 - DM7: Relationship with other regulatory regimes
- Chapter 4 - Achieving sustainable development
 - S3: Presumption in favour of sustainable development
 - S4: Principle of development within settlements
- Chapter 5 - Meeting the challenge of climate change
 - CC2: Mitigation of climate change
 - CC3: Adaptation to climate change
- Chapter 6 - Delivering a sufficient supply of homes

- HO7: Meeting the need for homes
 - HO8: Providing affordable homes
 - HO13: Build out of residential and mixed-use development
- Chapter 12 - Making effective use of land
 - L2: Making effective use of land
 - L3: Achieving appropriate densities
- Chapter 14 - Achieving well-designed places
 - DP3: Key principles for well-designed places
 - DP4: The Design process
- Chapter 15 - Promoting sustainable transport
 - TR3: Locating development in sustainable locations
 - TR4: Street design, access and parking
 - TR6: Assessing transport impacts
- Chapter 17 - Pollution, public protection and security
 - P2: Ground Conditions
 - P3: Living conditions and pollution
 - P4: Impact of development on existing activities
 - P5: Maintaining public safety and security
- Chapter 18 - Managing flood risk and coastal change
 - F4: Assessing flood risk for decision-making
 - F7: Ensuring development is safe from flooding
 - F8: Sustainable drainage systems and watercourses
- Chapter 19 - Conserving and enhancing the natural environment
 - N2: Improving the natural environment

ASSESSMENT

Principle of development

The site is currently a vacant and fully hard-surfaced plot that has been unused for many years. Its most recent established use was as a nursery and garden centre, although this ceased some time ago, and the land has since been used only informally for storage.

Historic mapping show that the site previously contained a detached dwelling. This formed part of the early-20th-century Edwardian residential development that

characterised this part of Chorlton before later commercial and mixed-use activity emerged along Wilbraham Road.

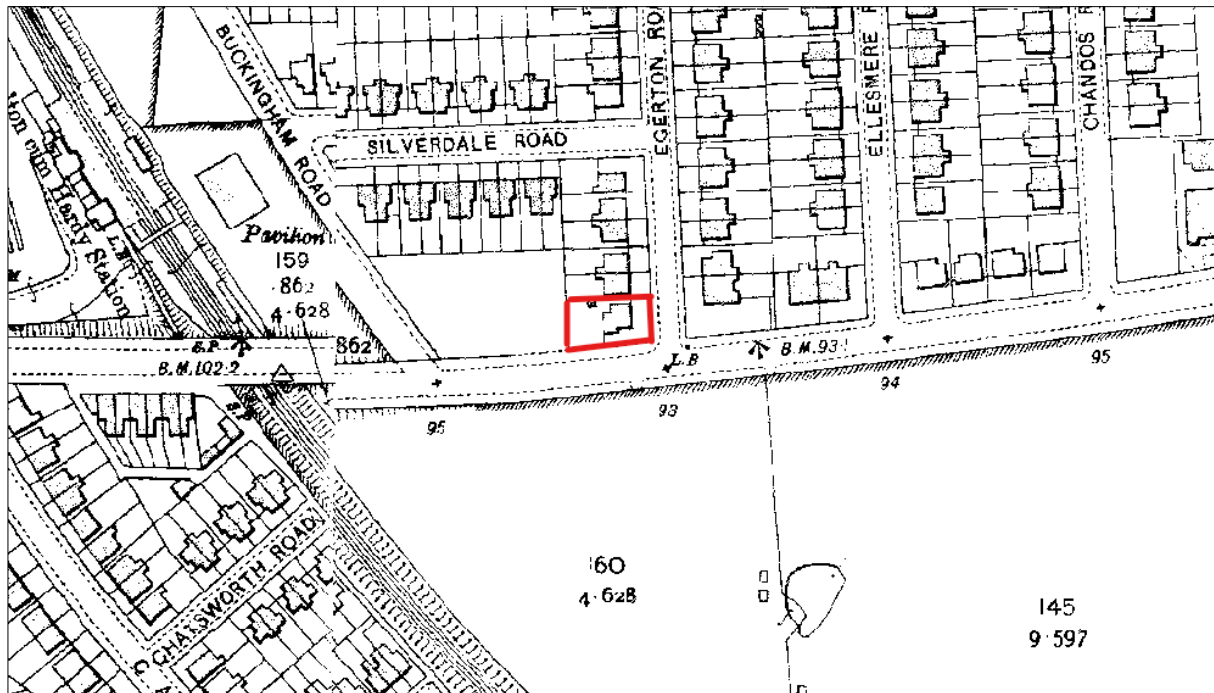


Figure 4. 1893 to 1915 Historic map

In policy terms, the proposal is for new housing within the existing urban area of South Manchester. Core Strategy policy H1 supports the overall provision of new housing, while policy H6 supports residential development in South Manchester where it contributes to the city's housing supply and is of an appropriate form and scale for its location. While Policy H6 seeks low to medium density in South Manchester, this must be applied flexibly having regard to site-specific circumstances. In this case, the site occupies a prominent corner on a main road within a highly accessible location, very close to the Chorlton District Centre, where a slightly higher density form is appropriate and consistent with the surrounding mix of uses and built form. These objectives are reinforced by Places for Everyone policies JP-H1, JP-H3 and JP-H4, which support the delivery of new homes, including higher-density development in sustainable urban locations that respond appropriately to their surroundings and provide a good standard of accommodation.

The site is in a highly sustainable location. It sits on a main road corridor and within easy reach of shops, services and public transport, including the nearby district centre and Metrolink stop. Core Strategy policy T2 supports development in accessible areas of opportunity and need, while Places for Everyone policies JP-C1, JP-C6 and JP-C8 encourage directing development to places where future occupiers can travel by walking, cycling and public transport. The proposed use of the site for eight apartments therefore represents an efficient and policy-supported use of a vacant urban site.

Redevelopment would bring an underused and visually poor site back into productive use and addresses the inefficient use of land within a highly accessible urban area. The site has been vacant for many years, and its condition has been sufficiently

harmful to the local area that the Council's Neighbourhoods team has previously acted, requiring the former owner to clear the land due to its detrimental impact on local amenity. The redevelopment of the site would therefore address a longstanding source of local visual harm. This aligns with Core Strategy policy EN1 and Places for Everyone policy JP-P1, which seek development that contributes positively to local character and creates sustainable places. The proposal also supports the National Planning Policy Framework's objective of making effective use of land and boosting the supply of homes.



Figure 5. Existing site

Although the former use of the site had a commercial function as a garden centre, the land has been vacant for many years and is not in active employment use. It is not part of any safeguarded employment area, and redevelopment would not displace any existing jobs. As such, the proposal raises no concerns regarding loss of employment land.

The proposal falls below the threshold for affordable housing contributions set out in Policy H8 / PfE JP-H2 and therefore no provision is required. However, delivering eight additional homes in a sustainable, accessible location contributes positively to Manchester's wider housing supply. Increasing the overall number of homes in the area can support affordability in general by easing pressure on the local housing market.

Given the high level of housing need in the city, it is important that new residential development contributes directly to Manchester's long-term housing stock. To ensure this, and consistent with similar recent permissions, conditions are attached to restrict the use of the apartments to C3 residential occupation only, preventing their use as short-term lets or holiday accommodation. This will help safeguard housing supply and maintain residential amenity.

Siting, Scale and Layout

The proposed building would sit alongside the large, converted property at No. 1 Egerton Road North. No. 1 includes a three-story rear extension with a roof dormer, and the proposal would extend to a broadly similar depth. This helps to screen much of the new massing when viewed from both the front and rear of No. 1, reducing the perceived scale of the development when experienced from the neighbouring property.



Figure 6. South/Principal/Wilbraham Road Elevation

The rear “outrigger” would be set approximately 4 metres from the shared boundary, which maintains an open aspect between the two buildings and avoids creating an overbearing relationship. A 1-metre gap is retained to the boundary, corresponding with the existing 1-metre gap at No. 1, preserving the typical 2-metre separation seen along the street and ensuring the rhythm of spacing is respected.

The combined separation of the outrigger from No. 1, together with the 7-metre gap to the side elevation of No. 406 Wilbraham Road, prevents the rear of neighbouring homes becoming enclosed and maintains the relatively open rear environment characteristic of this part of Chorlton.

The relationship with No. 406 Wilbraham Road is less sensitive due to the 7-metre separation between buildings. The proposed structure aligns with the side elevation and overall height of No. 406, which incorporates a notable third-storey feature. Similar ridge heights and integrating these elements into the new design help ensure a cohesive appearance along Wilbraham Road, reinforcing the strong urban frontage established by the existing terrace and taller buildings on this principal route.



Figure 7. Secondary/East/Egerton Road North Elevation

The overall height matches No. 406 Wilbraham Road, with the mass stepping down towards Egerton Road North to reflect the smaller residential scale to the north. The top floor is contained within the roof space, which softens the massing and helps the building sit comfortably within the street scene. Elevational treatment follows

established local patterns, including vertically proportioned windows, gables, dormers and traditional brick detailing typical of Victorian villas in the area.

The building occupies a sensitive corner site within a tightly developed urban frontage, with close relationships to neighbouring residential properties. The acceptability of the scheme in terms of daylight, outlook and visual impact is based on the building remaining at the approved height, with the upper floor contained within the roof space. Any future upward extension could result in harm to residential amenity and disrupt the established roofscape along Wilbraham Road. It is therefore considered necessary and reasonable to remove permitted development rights for upward extensions so that any such proposal is subject to full planning assessment.

Design and materiality

The site sits within a varied townscape of red-brick Victorian villas, converted houses and commercial frontages. The proposed building has been designed to reflect this established character through its red brick, pitched slate roof and gabled frontages, consistent with both Wilbraham Road and Egerton Road North. These materials and forms directly reflect the contextual cues identified in the wider street scene.

To ensure the development delivers the high-quality appearance shown in the submitted drawings, conditions are included requiring full details of all external materials and window detail to be submitted and approved prior to above ground works. This will secure a coherent and contextually appropriate palette and ensure the final finish reflects the intended character and quality of the surrounding townscape.

Impact on street scene/character

The site sits at a prominent corner where Wilbraham Road and Egerton Road North are defined by red brick Victorian villas, gabled frontages and varied rooflines. The existing vacant hard surfaced plot currently detracts from this character. The proposed building would reinstate a strong corner presence using red brick, pitched slate roofs and gabled elements, which mirror the established form along both streets.



Figure 8. Photomontage in street scene

The scale is consistent with neighbouring development, matching the ridge height of 406 Wilbraham Road and stepping down towards Egerton Road North so it reads as

part of the existing street pattern rather than an overly large addition. The use of the roof space for the upper floor helps reduce the perceived bulk.

The existing 550mm-high boundary wall would be cleaned, repaired and repointed, with new stone copings provided and any missing sections rebuilt to match the existing. A new 400mm-high permeable, unpainted galvanised metal railing is proposed to be installed on top of the wall. Retaining and improving this established boundary treatment would help maintain the immediate street scene and provide a consistent, high-quality edge that integrates the new development with the character of Wilbraham Road and Egerton Road North.

The building follows the general building line on Wilbraham Road and introduces new soft landscaping and tree planting, strengthening the verdant character typical of the area. Overall, the design reflects local architectural cues and repairs a long-standing gap in the street scene, resulting in a development that fits comfortably with the established character of this part of Chorlton.

Privacy

The proposed development has been designed to avoid harmful overlooking of neighbouring properties. The scheme provides active frontages to Wilbraham Road and Egerton Road North, with the upper floors accessed from a central entrance and with limited opportunity for direct overlooking into private gardens to the north.

The layout also maintains appropriate separation between buildings, including the set-back outrigger element and spacing to the side boundaries, which helps to avoid an overbearing relationship or a perception of being closely overlooked from new windows.

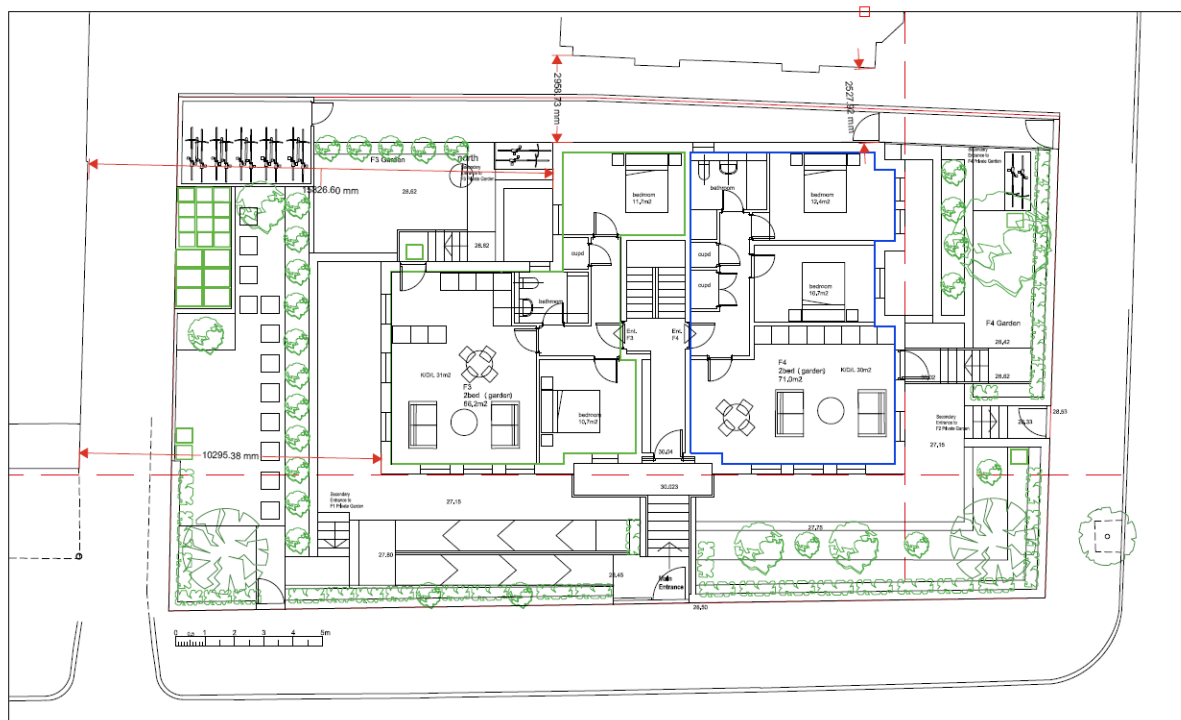


Figure 9. Proposed ground floor including relationships to neighbours

The side-facing windows on the northern elevation are limited in number and are bathroom windows located centrally within the new building's elevation, whereas side-facing windows at No. 1 Egerton Road North are positioned further to one side, reducing the potential for direct overlooking. In the interests of safeguarding privacy further, a condition is imposed requiring these bathroom windows to be obscure glazed to Pilkington Level 5 (or equivalent) and shall be retained as such thereafter and to be fixed shut (or top-hung only) 1.7m above finished floor level. The resulting relationship between the two premises would therefore be comparable to the established side-facing window relationships found between neighbouring properties in the area. On this basis, the proposal is considered acceptable in privacy terms.

Daylight/sunlight/outlook

During the application, concerns were raised by neighbouring residents regarding potential loss of daylight, and initial submissions were considered to lack sufficient detailed assessment. In response, officers engaged with the applicant to provide further information to robustly assess these impacts.

Following this, the applicant submitted a Daylight Impact Assessment report, prepared in accordance with the Daylight Factor methodology set out in BS EN 17037:2018 (UK National Annex), which is an accepted approach for assessing daylight to residential accommodation.

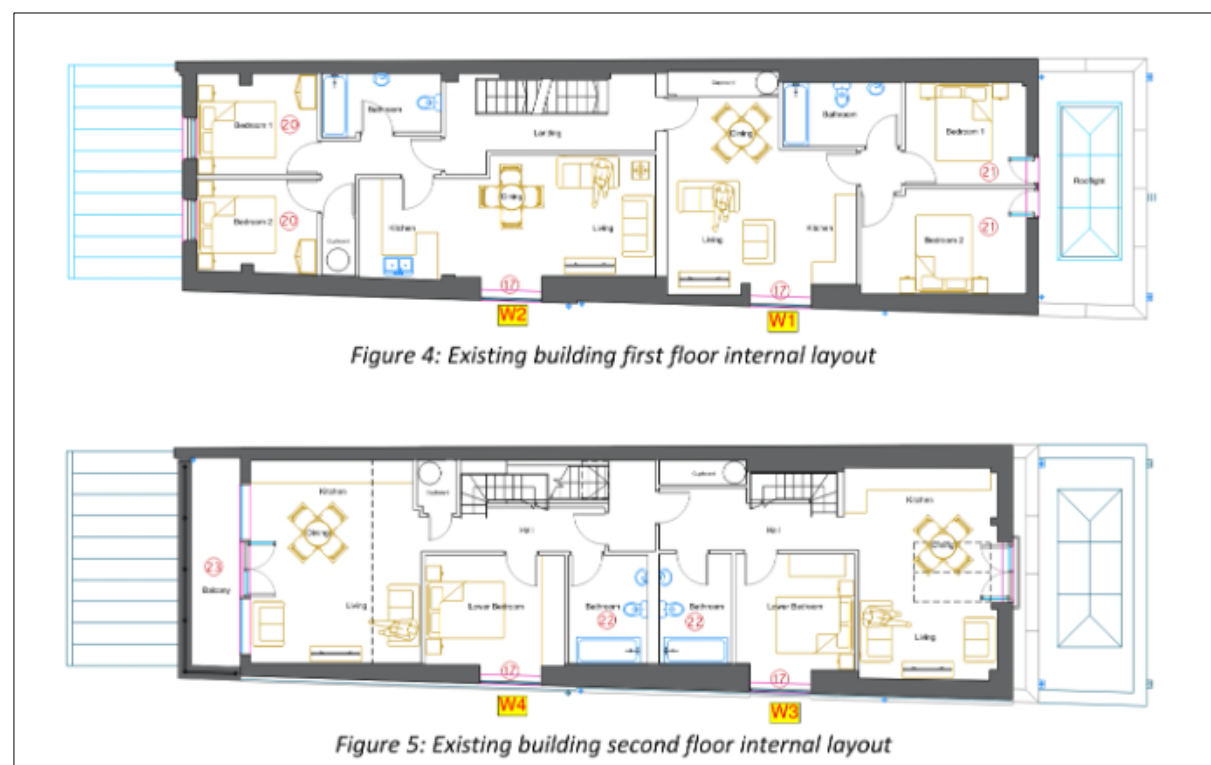


Figure 10. Windows in 406A Wilbraham Road as part of the Daylight/Sunlight Assessment

The assessment considers four habitable room windows (two living rooms and two bedrooms) facing the site. While it confirms that there would be a reduction in daylight compared to the existing situation, this must be viewed in the context of the site having remained vacant for a prolonged period, resulting in unusually open conditions that would not typically be expected within an established urban frontage.

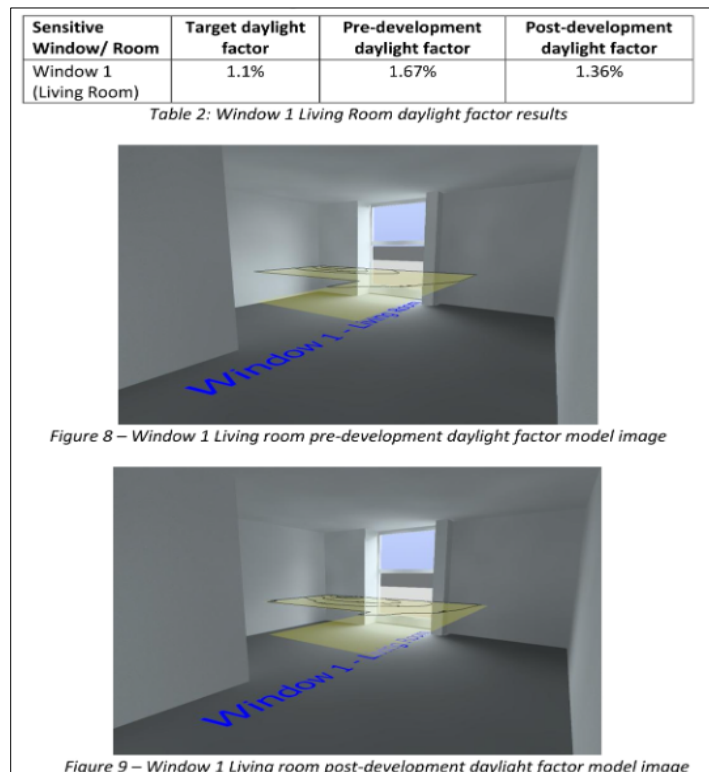


Figure 11. Example Modelling from the Daylight Impact Assessment

Importantly, the assessment demonstrates that all assessed rooms would continue to achieve acceptable levels of daylight for an urban environment and would remain within the relevant target ranges set out in the standard.

The form and scale of the building have also been influenced through the design iteration process, including the containment of the upper floor within the roof space and the stepping of the building towards Egerton Road North. These design responses help to moderate the perceived bulk of the development and reduce its impact on neighbouring outlook and daylight.

Concerns raised by local residents regarding loss of light are fully acknowledged. However, it is a well-established principle that development on vacant land will generally result in some change to daylight conditions, particularly where it completes a street frontage. In this case, the evidence demonstrates that the resulting impacts would not be so significant as to warrant refusal.

Having regard to the submitted assessment and the prevailing pattern of closely spaced development along Wilbraham Road, the proposal would not result in an unacceptable loss of daylight to neighbouring occupiers.

Noise

The development itself is not expected to generate noise beyond what would normally be associated with a residential scheme of this scale, with typical day-to-day movements from eight apartments. Similar and larger properties in the area have been subdivided into multiple homes without causing any notable increase in local noise levels.

Environmental Health have reviewed the proposal and advise that the development is in an area affected by noise from Wilbraham Road, Egerton Road North, and nearby commercial uses. Conditions are attached which will ensure that overheating so that suitable ventilation can be provided without undermining the sound insulation. The insulation and ventilation measures must achieve the internal noise levels set out by Environmental Health, and a verification report with post completion testing will be needed before the apartments are occupied.

Air Quality

The submitted air quality assessment demonstrates that pollutant concentrations across the site are below all relevant Air Quality Objectives and that future occupants would not be exposed to poor air quality. The development would not give rise to significant operational air quality impacts, and no mitigation is required beyond good construction practice. Air quality therefore does not present a constraint to the proposed development.

Quality of Accommodation

The National Planning Policy Framework (NPPF) requires new homes to provide a good standard of amenity for future occupiers. Manchester City Council has formally adopted minimum internal space standards through its 2015 Residential Quality Guidance, which aligns with the Government's Nationally Described Space Standards (NDSS).

The recently adopted Places for Everyone Plan reinforces this requirement. Policy JP-H3 now requires all new homes within the plan area, including Manchester, to comply with the NDSS. All proposed apartments meet National Space Standards. The internal layouts appear efficient and functional, with appropriately sized bedrooms, practical arrangements, and good levels of natural light to habitable rooms. Circulation space is adequate and the scheme is considered to offer a satisfactory standard of internal living accommodation.

In terms of external amenity space, national policy does not prescribe a specific quantitative requirement but expects developments to provide "appropriate" outdoor space for residents. Four of the proposed units would benefit from private gardens at lower-ground and ground-floor level, while two units on the first floor would have access to private balconies. The remaining units would have access to shared landscaped amenity space within the site, which includes soft landscaping, planting and incidental outdoor areas suitable for informal use.

Given the site's constrained urban location, the mix of private and shared amenity provision is considered acceptable. The private gardens and balconies offer good-quality usable outdoor space for most units, and the communal area ensures all residents have access to some form of external amenity. The landscaping improvements would also provide visual enhancement and contribute positively to residents' wellbeing.

Overall, the development is considered to provide an acceptable level of internal accommodation and external amenity space.

Accessibility

The development provides an appropriate level of accessibility for a small-scale urban infill scheme. The main entrance incorporates shallow rise steps suitable for ambulant disabled users, and the two lower ground floor apartments benefit from

level access from their private garden entrances. Internal layouts provide adequate circulation space to support everyday use by residents with limited mobility.

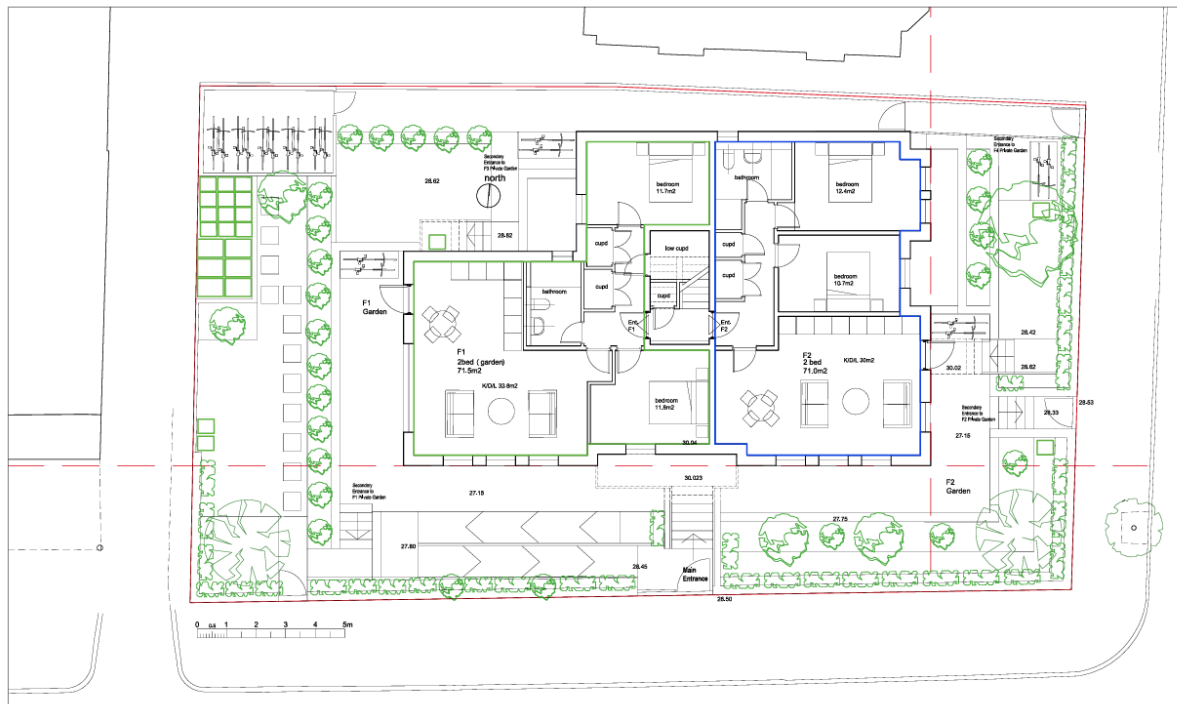


Figure 12. Proposed lower ground floor including ramps

While the development does not include a lift, this is considered reasonable and proportionate having regard to the limited scale of the proposal (eight apartments), the physical constraints of the corner site, and the character of surrounding development, much of which also lacks lift access. Importantly, the scheme includes units at lower-ground and ground floor level which benefit from level or near-level access, ensuring that a range of accessibility needs can be accommodated.

Off-site highway works, including tactile paving, footway resurfacing and reinstatement of dropped kerbs, will further improve inclusive access around the site. Having due regard to relevant policy, the development is considered to achieve an appropriate and proportionate level of accessibility.

Highways, Access and Transport

The number of vehicular trips associated with the development is not anticipated to be significant. It is therefore accepted that the adjacent highway network can accommodate the additional demand, with no concerns in terms of highway capacity or safety.

The proposed boundary treatment would comprise permeable railings (approximately 400mm high) set above the existing 550mm-high boundary wall, ensuring visibility splays at the junction are maintained and that the development does not compromise pedestrian or vehicular safety.

The main pedestrian access to the site will be via Wilbraham Road. To ensure safe and inclusive access, a package of off-site highway works is secured via a Section 278 agreement. These include the provision of tactile paving at the Wilbraham Road /

Egerton Road North junction, resurfacing of surrounding footways, and reinstatement of redundant dropped kerbs.

The development does not include any off-street car parking and is instead proposed as a car-free scheme. During the application, this approach was carefully reviewed by the Council's Highways Service, with concerns initially raised regarding parking demand and supporting evidence. Officers subsequently engaged with the applicant to provide additional information to justify the absence of on-site parking.

In response, the applicant submitted further evidence, including car ownership estimates based on 2021 Census data for comparable local areas. This analysis indicates that the development is likely to generate demand for approximately five to six vehicles across the eight flats, with lower ownership levels expected given the site's highly accessible location and the absence of dedicated parking provision.

The applicant also provided updated parking surveys and supporting commentary, which demonstrate that there is sufficient on-street parking capacity within the surrounding streets to accommodate this level of demand. These details have been reviewed and accepted by the Highway Authority, who raise no objection to the proposal.

The site benefits from an exceptionally high level of accessibility. Wilbraham Road is a key public transport corridor served by frequent Bee Network bus services, and the site is within walking distance of Chorlton Metrolink stop, providing direct links to the city centre and wider Greater Manchester area. Walking and cycling opportunities are also strong, with dedicated cycle infrastructure nearby and a cycle hire docking station located opposite the site. Secure on-site cycle parking for 16 bicycles is provided.

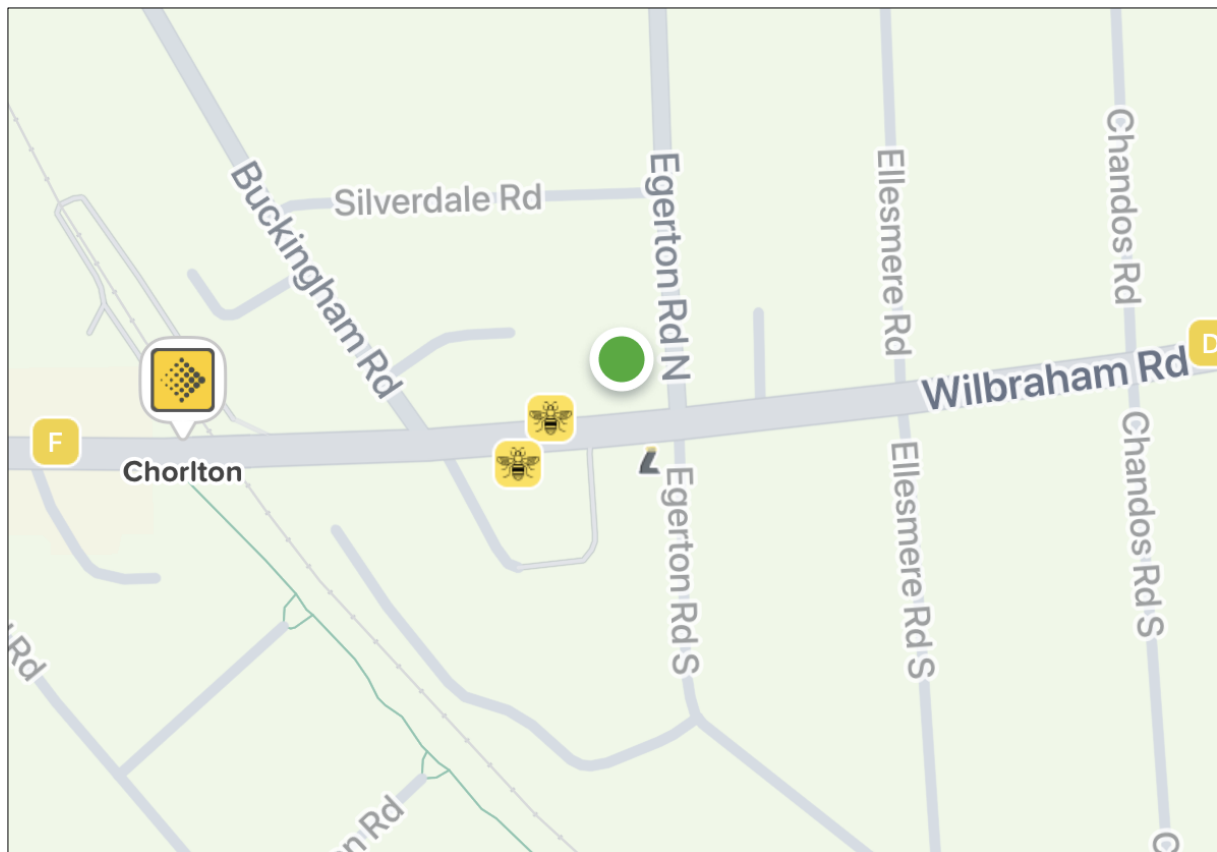


Figure 13. Map showing Chorlton Metrolink, Local bus stops and bee bike cycle stand opposite the site

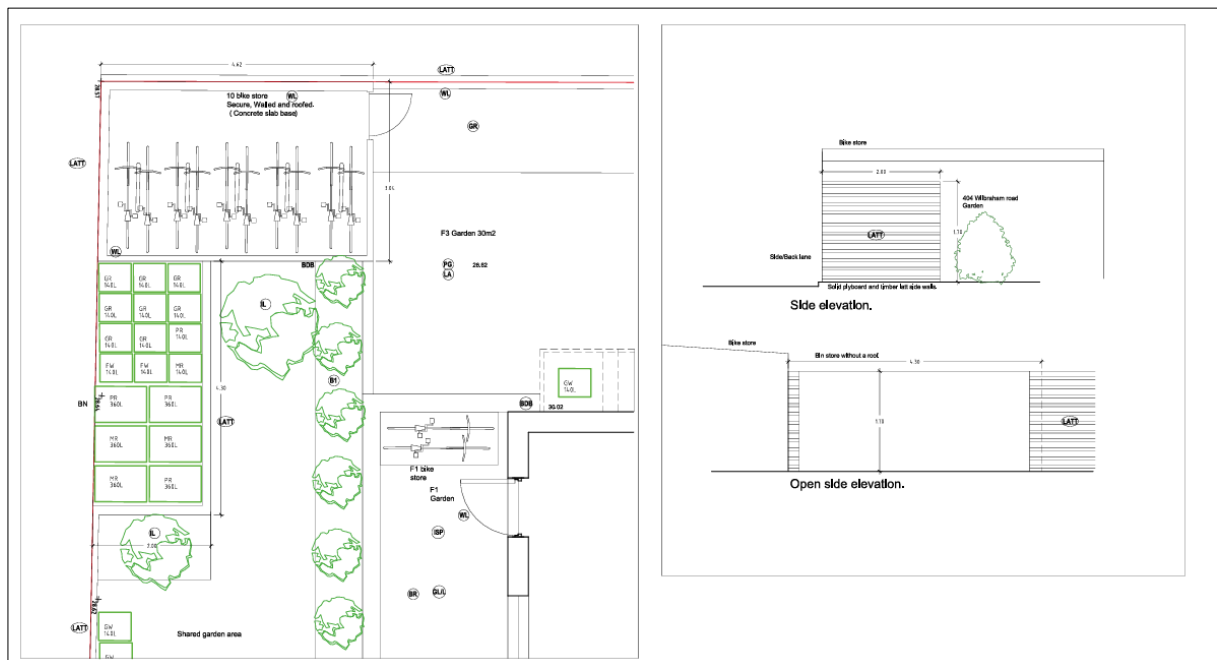


Figure 14. Bicycle Store

Concerns raised by residents regarding existing parking pressure are acknowledged. However, parking competition on surrounding streets is not a reason to resist development where a proposal accords with policy. The Highway Authority has

confirmed that sufficient capacity exists locally and that the development would not result in severe residual impacts on the highway network.

To further support sustainable travel patterns, a Travel Information Pack will be secured by condition to inform future residents of the available alternatives to private car use.

Overall, the car-free nature of the development is considered appropriate having regard to the site's highly sustainable location, the evidence submitted during the application process, and the absence of any technical objection from the Highway Authority.

Green Infrastructure

The site is currently a hard-surfaced, vacant plot with very limited existing green infrastructure. The proposal introduces new soft landscaping, trees, shrubs and shared amenity areas, replacing an underused site with meaningful green space. These improvements will enhance visual amenity and contribute to biodiversity.

Four units benefit from private garden space, two have balconies, and all residents can use the communal landscaped areas. This mix of private and shared outdoor space is considered appropriate for a constrained urban corner plot.

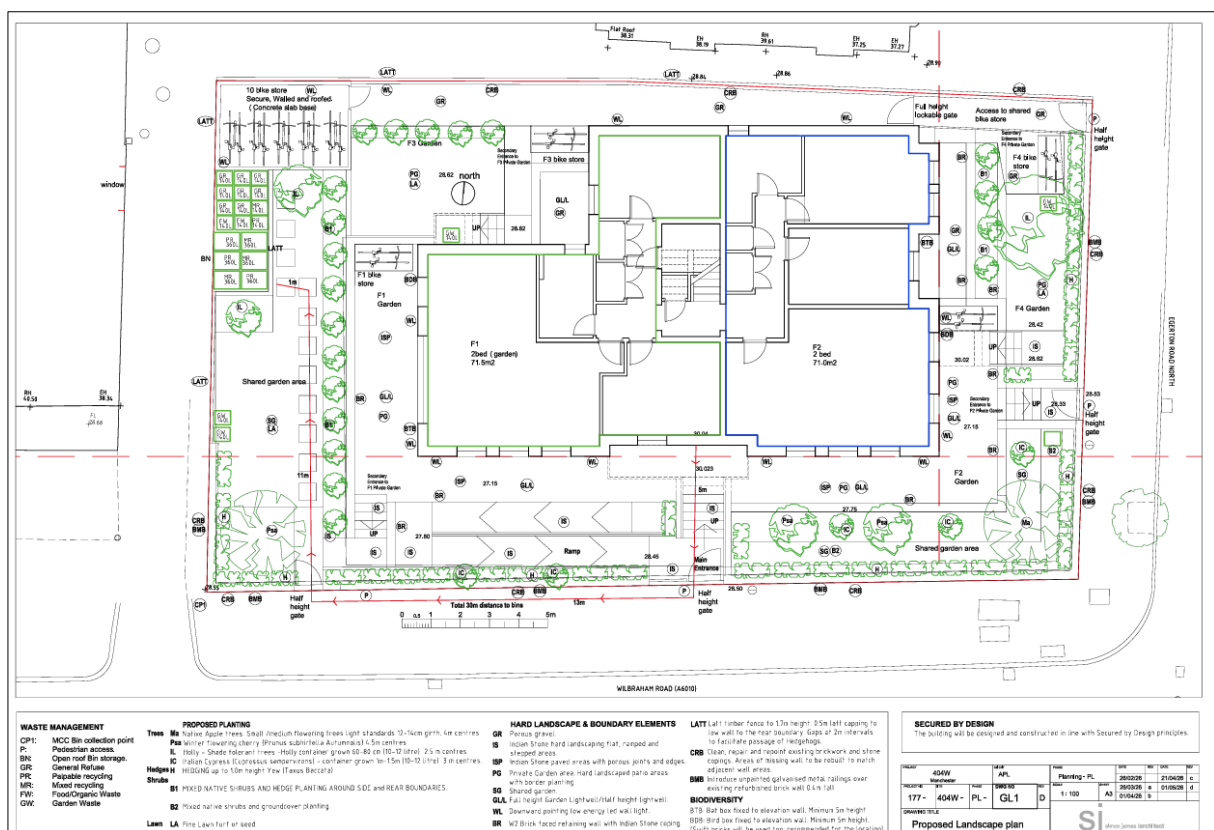


Figure 15. Proposed Landscape Plan

The Council's Arboriculture Officer raises no objection, subject to full compliance with the Arboriculture Method Statement, which secures protection for the off-site tree and boundary vegetation during construction. This will ensure existing tree cover is safeguarded while the site gains additional planting through the landscape scheme.

Overall, the development would significantly improve the site's green infrastructure and provide suitable private and communal open space for future residents.

Biodiversity Mitigation (Protected and Priority Species)

Following the submission of updated ecological information during the application, the Greater Manchester Ecology Unit (GMEU) has reviewed the revised details and confirms that they are satisfactory, subject to conditions.

The amended ecological addendum and updated plans include appropriate mitigation measures to protect priority species. In particular:

- Reasonable Avoidance Measures (RAMs) have been clearly set out and will be implemented during site clearance and construction. These measures will ensure appropriate protection for nesting birds and hedgehogs, including timing of works and precautionary working methods where habitat removal is required.
- The proposals include built in biodiversity enhancements, including bat boxes and bird boxes. Following earlier comments, the applicant has revised their locations and specifications to ensure they reflect current best practice, including appropriate height, siting, orientation and provision of suitable flight paths.
- Any previous discrepancies between the ecological information and landscape plans have now been resolved, and the proposals present a coordinated and deliverable approach to ecological mitigation and enhancement.

GMEU raises no objection to the application on ecological grounds. The submitted mitigation and enhancement measures are considered appropriate and proportionate to the scale and nature of the development.

To ensure delivery, conditions are attached requiring:

- Full adherence to the approved Reasonable Avoidance Measures during construction; and
- Installation and retention of the approved biodiversity enhancement features prior to occupation.

Biodiversity Net Gain

The application is supported by a Biodiversity Net Gain (BNG) assessment, which has been reviewed by the Greater Manchester Ecology Unit (GMEU).

During the application, GMEU initially raised concerns that the submitted ecological information was insufficient, particularly in relation to the absence of a clear BNG assessment and limited detail regarding mitigation and enhancement measures. In response to these concerns, officers engaged with the applicant to secure additional and updated ecological information, including a revised BNG metric and supporting documentation.

Following these negotiations, the applicant submitted an updated BNG assessment and accompanying landscape proposals. These demonstrate that the development would achieve in excess of the mandatory 10% biodiversity net gain, delivered entirely on-site.

The net gain would be achieved through a combination of:

- Replacement of existing low-value, hard-surfaced habitat with higher-quality soft landscaping;
- Creation of new planting including native species hedgerows, shrubs and trees;
- Provision of landscaped communal and private amenity areas that contribute to habitat value.

As part of the iterative process, GMEU also advised that all hedgerow planting should comprise native species only, as non-native planting would not contribute towards the BNG calculation. The submitted landscaping plan has subsequently been updated to reflect this requirement.

GMEU confirm that they are satisfied with the revised information and raise no objection in principle, subject to conditions. Given the scale of the development and the nature of the proposed habitats, a simple Landscape and Ecological Management Plan (LEMP) is considered sufficient to secure implementation and ongoing management, and a full 30-year management plan is not required.

The development is subject to the statutory Biodiversity Net Gain requirements set out in Schedule 7A of the Town and Country Planning Act 1990 (as amended). A Biodiversity Gain Plan must be submitted to and approved by the Local Planning Authority prior to commencement.

Flood risk and drainage.

The site lies within Flood Zone 1, which means it has a low probability of flooding from rivers or the sea. However, information from the Lead Local Flood Authority (LLFA) confirms that the land is susceptible to surface water flooding during both the 1 in 30-year and 1 in 100-year rainfall events.

Because of this identified surface water risk, national planning policy (the NPPF) and local policies EN8 and EN14 require new development to demonstrate that it will not increase flood risk elsewhere and will make use of sustainable drainage wherever possible.

The LLFA has reviewed the submitted information and advises that a detailed surface water drainage scheme is required before development starts. This must be based on sustainable drainage principles, supported by infiltration testing, and must follow the drainage hierarchy (infiltration first; sewer connection last). Attenuation features must also meet relevant technical requirements, including managing flows during extreme events (+45% climate change allowance).

United Utilities also reviewed the applicant's drainage strategy and state that, while the broad approach is acceptable in principle, several elements of the detailed design still require resolution. They therefore request a pre-commencement condition to ensure the strategy is fully agreed before construction begins. They also emphasise that surface water should not enter the public sewer unless all other options have been ruled out, in line with national SuDS standards (2025).

United Utilities require separate foul and surface water systems and confirmation of finished levels, discharge rates, and any measures needed to manage sewer

surcharge risk. This detailed information must be secured through the requested drainage condition.

Both the LLFA and United Utilities highlight the importance of ensuring long-term maintenance arrangements for any SuDS components. A further condition is therefore necessary to secure a lifetime management and maintenance plan to ensure the drainage system continues to function effectively.

Subject to the recommended drainage conditions, the development can be appropriately drained and will not increase flood risk on- or off-site. The proposal therefore complies with the NPPF, the Manchester Core Strategy policies EN8 and EN14, and guidance within the Manchester–Salford–Trafford Strategic Flood Risk Assessment.

Contaminated Land

Environmental Health have reviewed the submitted Phase 1 Desk Study and Preliminary Risk Assessment and consider the desk-based information to be adequate, providing a clear summary of past uses, environmental setting, and a conceptual site model. They agree that a site investigation will be required once the site has been fully cleared, as it is not yet known precisely what materials are being stored on the land.

No site investigation, detailed risk assessment, or remediation strategy has been submitted at this stage, and as such the Contaminated Land officer advise that the information provided is not sufficient to discharge any contamination-related planning conditions. Before conditions can be discharged, the applicant will need to submit:

- Site Investigation Proposals
- A Site Investigation and Risk Assessment Report
- A Remediation Strategy (if required)
- A Verification Report following completion of any remedial works

These requirements are necessary to ensure any contamination risks to future occupiers, controlled waters, and the wider environment are fully understood and appropriately mitigated prior to development.

Environmental Health therefore recommend the attachment of the standard condition, requiring submission of a Preliminary Risk Assessment, any further investigation and remediation, and a verification report prior to occupation.

Environmental Standards

In this case, the submitted Energy Statement confirms that the building fabric would significantly exceed current Building Regulations standards, delivering an average 43% improvement against Part L benchmarks through enhanced insulation, reduced air permeability and high-performance materials. The scheme also includes an 11.2 kWp rooftop solar PV array, high efficiency Mechanical Ventilation with Heat Recovery (MVHR), dual tariff electricity management and modern high heat retention storage heaters, all of which reduce energy demand and operational emissions. These measures demonstrate that the development adopts a fabric first, low carbon construction approach consistent with Core Strategy policies.

Community safety and crime prevention.

The proposal has been assessed with regard to community safety and the need to design out opportunities for crime, in accordance with Core Strategy policy DM1 and national guidance.

During the application, Greater Manchester Police were consulted and provided detailed advice on how the scheme could better align with Secured by Design (SBD) principles. In response to this advice, officers engaged with the applicant to secure a number of design amendments to improve site security and reduce opportunities for crime.

As a result of these negotiations, the scheme has been revised to incorporate the following measures:

- Clearly defined and secure private garden areas, helping to prevent unauthorised access and create defensible space;
- A full-height lockable gate to the cycle store, ensuring that cycle parking is secure and access is controlled;
- Commitment that the development will be constructed to Secured by Design standards, embedding security measures into the overall design of the building.

These changes have strengthened the overall design and ensure that the development provides a safe, well-overlooked environment with a clear distinction between public and private space. The layout promotes natural surveillance, while secure boundaries and controlled access points reduce the risk of crime and antisocial behaviour.

Subject to a condition requiring written confirmation that the development achieves Secured by Design accreditation prior to first occupation, the proposal is considered to provide a safe and secure residential environment.

Refuse storage and collection

The proposed development includes on-site provision for refuse and recycling storage to serve the eight residential units. A communal bin store is provided within the site, positioned to be accessible for residents while allowing suitable collection by the Council's waste services.

During the application, concerns were raised regarding the adequacy of the original waste arrangements, including bin capacity, the size and usability of the bin store, and the distance residents would need to travel to access it. Officers engaged with the applicant to address these matters and ensure the scheme complies with the Council's waste guidance.

In response to these discussions, the applicant submitted updated plans and supporting information, including:

- Revised waste storage calculations to ensure sufficient capacity for all waste streams, including recycling and garden waste;
- An enlarged bin store, designed to accommodate the required number of bins while allowing safe and practical manoeuvring;
- Provision of additional bins, including for garden waste where relevant;

A clarified and dimensioned plan demonstrating that carry distances for residents to the bin store are within acceptable limits (no more than 30 metres).

Environmental Health have reviewed the updated details and confirm that the revised waste strategy and bin storage arrangements are acceptable.

The bin store is enclosed and located to minimise visual impact, while ensuring convenient access for both residents and collection operatives. This arrangement avoids the need for on-street bin storage and helps maintain a tidy and well-managed environment.

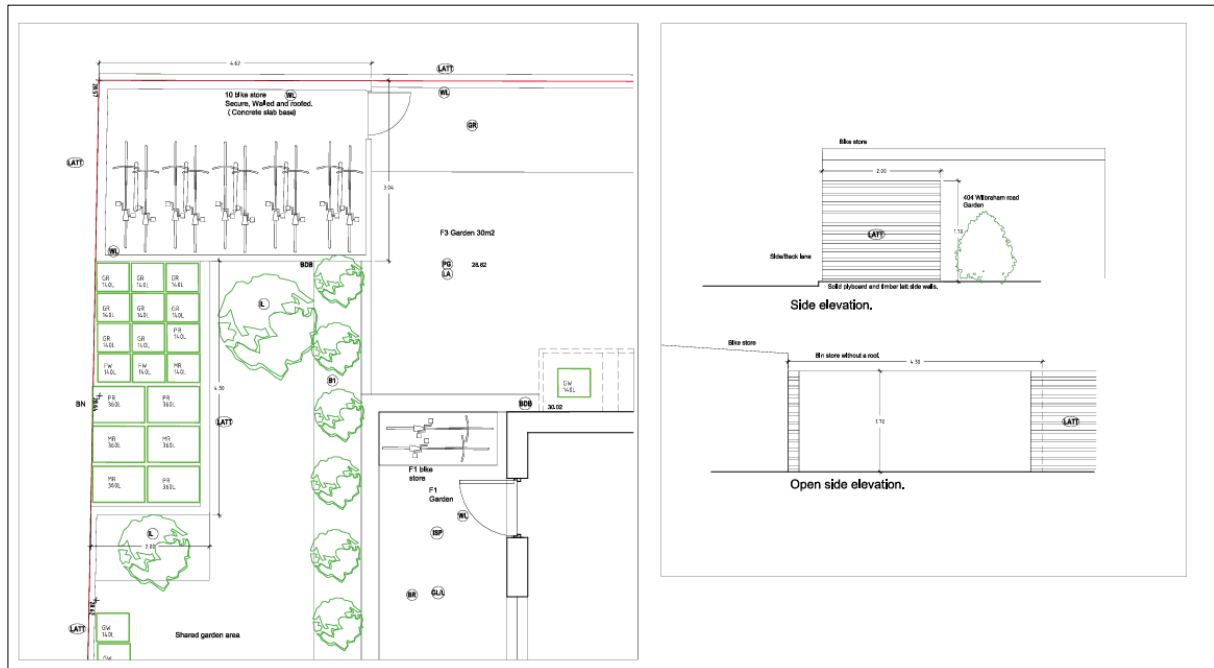


Figure 16. Proposed bin store

A planning condition is attached requiring the refuse and recycling storage facilities to be installed and made operational prior to first occupation and thereafter retained for that purpose.

Archaeological and Built Heritage

The site is not within a conservation area, and the local area does not contain any listed buildings and is not known to include any designated or non-designated heritage assets. Historic mapping shows that the land previously accommodated a single dwelling, but this structure has long been demolished, and no features of archaeological interest are expected to remain. Given the longstanding hard-surfaced condition of the site and its history of commercial use, the proposed development is not anticipated to have any adverse impact on archaeological remains or built heritage. No further assessment or mitigation is therefore required.

Aerodrome Safeguarding

Manchester Airport's Aerodrome Safeguarding Team has confirmed that it has no objection to the development, including the proposed photovoltaic (PV) panels shown on the roof plan. They are satisfied that the PV installation will not cause glare or visual distraction to aircraft operations. Their response also includes standard aviation-safety advice relating to crane notifications, preventing bird-attracting

features during construction, minimising dust and smoke, and ensuring external lighting does not produce upward light or glare towards aircraft. These informatics will be added to any permission issued.

Construction impacts

While the detailed management of construction activity is controlled through other regulatory regimes, it is appropriate to ensure that construction impacts are appropriately managed in the interests of residential amenity.

During the application, the applicant provided a Construction Management Plan (CMP) for review, which Environmental Health confirmed is acceptable in principle.

They recommend that, prior to the commencement of works, the developer undertakes baseline noise and vibration monitoring. This would establish existing conditions and provide an appropriate benchmark against which any subsequent monitoring at the site boundary during the construction phase can be compared.

Notwithstanding this, a planning condition is attached requiring the submission and approval of a detailed Construction Management Plan prior to commencement. This is necessary to ensure that construction activity, including traffic movements and site operations, is appropriately managed in the interests of highway safety and residential amenity.

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 the right to a fair hearing and to this end the Committee 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 of the application 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

The proposed development would bring a long-vacant and visually harmful site back into productive use, delivering eight new homes in a highly accessible and sustainable location. The principle of residential development is strongly supported by the Development Plan, including Core Strategy policies H1 and T2 and relevant policies within Places for Everyone, as well as the National Planning Policy Framework's objective to make effective use of land and significantly boost the supply of homes.

The design, scale and layout of the scheme have been carefully considered in the context of the surrounding townscape. The building responds positively to the established character of Wilbraham Road and Egerton Road North, and its height, massing and appearance are considered appropriate for this prominent corner site. Subject to conditions, the proposal would deliver a high-quality form of development that enhances the street scene and accords with policies DM1 and EN1 of the Core Strategy.

Impacts on neighbouring residential amenity, including outlook, privacy and daylight, have been robustly assessed and are considered acceptable within the context of an established urban environment. While some impacts would occur compared with the existing vacant site, these would not be so significant as to warrant refusal, and appropriate mitigation can be secured by condition.

The car-free nature of the development has been justified by the site's excellent accessibility and is supported by the Highway Authority, with no severe residual impacts identified. The scheme also provides appropriate levels of cycle parking, amenity space and internal accommodation, meeting national space standards and delivering a good standard of living for future occupiers.

Technical matters relating to drainage, contamination, noise, ecology and construction impacts can all be satisfactorily addressed through planning conditions. The proposal would also deliver biodiversity enhancements, including in excess of the required 10% Biodiversity Net Gain.

Overall, the proposal accords with the Development Plan as a whole and there are no material considerations that would outweigh the benefits of the scheme. The development would deliver clear regeneration, environmental and housing benefits, and is therefore recommended for approval subject to the conditions set out in this report.

RECOMMENDATION

The application is recommended for Approval subject to conditions

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. There were minor changes required to meet the requirements for approval, and the officer and applicant worked together to find an amicable solution.

CONDITIONS TO BE ATTACHED TO DECISION FOR APPROVAL

1. 3-year time limit

The development must be begun not later than three years beginning with the date of this permission.

Reason - Required to be imposed by Section 91 of the Town and Country Planning Act 1990 (as amended).

2. Approved plans

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

- a. Drawing - Location Plan 02 Mar 2026 THE LOCATION PLAN
- b. Design & Access Statement 02 Mar 2026 DESIGN AND ACCESS STATEMENT
- c. Drawing - Proposed 02 Mar 2026 AD1 BIKE STORE DETAILS
- d. Drawing – Proposed 13 Apr 2026 AD2 A BIN STORE DETAILS
- e. Drawing - Proposed 02 Mar 2026 EL1 PRINCIPAL/WILBRAHAM ROAD ELEVATION
- f. Drawing - Proposed 02 Mar 2026 EL2 SECONDARY/EGERTON ROAD NORTH ELEVATION
- g. Drawing – Proposed 02 Mar 2026 EL3 WEST/GARDEN ELEVATION
- h. Drawing – Proposed 02 Mar 2026 EL4 NORTH/REAR ELEVATION
- i. Drawing - Proposed 13 Apr 2026 GA1 A LOWER GF PLAN
- j. Drawing - Proposed 13 Apr 2026 GA2 A GF PLAN
- k. Drawing - Proposed 02 Mar 2026 GA3 1F PLAN
- l. Drawing - Proposed 02 Mar 2026 GA4 2F PLAN
- m. Drawing - Proposed 02 Mar 2026 GA5 ROOF PLAN
- n. Drawing - Proposed 01 Apr 2026 GL1 B LANDSCAPE PLAN
- o. Drawing - Visuals 02 Mar 2026 SV1 STREET VIEW- SOUTH AND EAST
- p. Drawing - Visuals 02 Mar 2026 SV2 STREET VIEW- WEST AND NORTH
- q. Ecology report 02 Mar 2026 BIODIVERSITY NET GAIN ASSESSMENT
- r. Ecology report 02 Mar 2026 ECOLOGICAL CONSTRAINTS SURVEY
- s. Flood Risk Assessment or Drainage 02 Mar 2026 DRAINAGE AND SUDS STRATEGY REPORT
- t. Ground Survey 02 Mar 2026 PHASE I DESK STUDY AND PRELIMINARY CONTAMINATION REPORT
- u. Noise assessment or information 02 Mar 2026 EXTERNAL BUILDING FABRIC REPORT
- v. Supporting Information 02 Mar 2026 AIR QUALITY ASSESSMENT
- w. Supporting Information 02 Mar 2026 CONSTRUCTION METHOD STATEMENT
- x. Supporting Information 02 Mar 2026 PLANNING STATEMENT
- y. Supporting Information 04 Mar 2026 ENERGY
- z. Transport or Travel information 02 Mar 2026 TRANSPORT NOTE
- aa. Tree survey or information 02 Mar 2026 ARBORICULTURAL IMPACT

bb. Tree survey or information 02 Mar 2026 ARBORICULTURAL METHOD STATEMENT

cc. Waste Management 02 Mar 2026 WASTE PROFORMA

dd. Daylight & Sunlight assessment 14 Apr 2026 1016-ABA-RP-001 P02 DAYLIGHT IMPACT ASSESSMENT REPORT

Reason - To ensure that the development is carried out in accordance with the approved drawings and supporting documents, in the interests of proper planning and visual amenity, and in accordance with policies SP1 and DM1 of the Manchester Core Strategy, policy JP-P1 of Places for Everyone, and the National Planning Policy Framework.

3. Materials

Notwithstanding the submitted details, no above ground construction works shall take place until details of the materials to be used in the construction of the external surfaces of the development hereby approved have been submitted to and approved in writing by the Local Planning Authority.

The development shall then be carried out in accordance with the approved details/samples.

Reason - To ensure a high-quality design and a satisfactory appearance that responds positively to the character of the surrounding area, in the interests of visual amenity and good design, and in accordance with policies SP1 and DM1 of the Manchester Core Strategy, policy JP-P1 of Places for Everyone, and Section 12 of the National Planning Policy Framework.

4. Window Design and Detail

Notwithstanding the submitted details no above ground construction works shall take place until full details of the proposed window design of the buildings hereby approved (including section drawings), shall be submitted to and approved in writing by the City Council as Local Planning Authority. This should include details of window reveal depths and brick soffits. The development shall only be implemented in accordance with the agreed details.

Reason - To ensure that the detailed design of the building achieves a high standard of appearance appropriate to its prominent corner location and surrounding townscape, in the interests of visual amenity and good design, and in accordance with policies SP1 and DM1 of the Manchester Core Strategy, policy JP-P1 of Places for Everyone, and the National Planning Policy Framework.

5. Use Restricted to Class C3

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) and the Town and Country Planning (Use Classes) Order 1987 (as amended), the residential units hereby approved shall be occupied only as self-contained private dwellings falling within Use Class C3 and for no other purpose. The units shall not be used as serviced apartments, short-stay accommodation, holiday lets or any form of temporary or transient accommodation.

Reason -To safeguard residential amenity, protect the character of the area, and ensure that the development contributes to the supply of permanent housing, in accordance with policies SP1, DM1 and H1 of the Manchester Core Strategy, policy JP-H1 of Places for Everyone, and the National Planning Policy Framework.

6. Removal of Permitted Development Rights for Upward Extensions

Notwithstanding the General Permitted Development Order 2015 as amended by the Town and Country Planning (Permitted Development and Miscellaneous Amendments) (England) (Coronavirus) Regulations 2020 or any legislation amending or replacing the same, no further development in the form of upward extensions to the building shall be undertaken other than that expressly authorised by the granting of planning permission.

Reason - To safeguard the living conditions of neighbouring occupiers and to protect the established scale, roofscape and visual character of the area, having regard to the site's sensitive corner position and close relationship with surrounding buildings, in accordance with policies SP1 and DM1 of the Manchester Core Strategy, policy JP-P1 of Places for Everyone, and Section 12 of the National Planning Policy Framework.

7. Obscure Glazing and Restricted Opening Windows

The bathroom windows in the northern elevation of the development hereby approved shall be obscure glazed to a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent and shall be retained as such thereafter. Any parts of the window that can be opened must be more than 1.7 metres above the floor of the room in which the window is installed.

Reason - To protect the privacy and amenity of neighbouring residents, in accordance with policies SP1 and DM1 of the Manchester Core Strategy, policy JP-P1 of Places for Everyone, and the National Planning Policy Framework.

8. Noise Insulation and Ventilation

- a. Prior to any above ground works a noise insulation and ventilation scheme for acoustically insulating the residential accommodation against any external and internal noise sources, together with details of the performance of any glazing, shall be submitted to and approved in writing by the Local Planning Authority.
 - i. The noise insulation and ventilation scheme shall take the potential for overheating into account. Noise survey data shall include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The following noise criteria shall be achieved when providing adequate ventilation as defined by Approved Document F of the Building Regulations (whole dwelling ventilation):

- ii. 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)
 - iii. Living Rooms (daytime - 07.00 - 23.00) 35 dB LAeq
 - iv. Gardens and terraces (daytime) 55 dB LAeq
 - v. The development shall then be carried out in accordance with the approved noise insulation and ventilation scheme
- b. Prior to the first occupation of the development, a Completion/Verification Report shall be submitted to and approved in writing by the Local Planning Authority to validate that the work undertaken conforms to the recommendations and requirements of the approved noise insulation and ventilation scheme.
- c. In the event of any non-conformity with the approved noise insulation and ventilation scheme, then any further measures that are required to achieve the required noise criteria shall be carried out. Any required measures and validation shall continue until conformity has been achieved and agreed in writing by the Local Planning Authority, prior to first use/occupation of the development.

Reason - To ensure a good standard of amenity for future occupants by protecting residents from noise disturbance from nearby roads and commercial uses, in accordance with policies SP1 and DM1 of the Manchester Core Strategy, saved policy DC26 of the Unitary Development Plan, policy JP-P1 of Places for Everyone, and the National Planning Policy Framework.

9. Off Site Highway Works (S278)

- a. Prior to any above ground works, hereby approved, a scheme of highway works and details of footpaths reinstatement/public realm shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include the following:
 - i. Provision of tactile paving at the junction of Wilbraham Road and Egerton Road North.
 - ii. Resurfacing of the footway surrounding the site.
 - iii. Reinstatement of any redundant dropped kerbs bordering the site
- b. Prior to the first occupation of the development hereby approved, a verification report, which will include photographic evidence and highway approval/completion notices (where relevant) shall be implemented as part of the development and be in place prior to the first occupation of the development and thereafter retained and maintained.
- c. In the event of non-conformity, where the highway works have not been carried out and/or to relevant standards, then any measures/changes required to achieve conformity shall be carried out. Any required measures/changes and verification shall continue until conformity has been achieved and agreed in writing by the Local Planning Authority, before first occupation of the development.

Reason - To ensure safe and inclusive pedestrian access to the site and to improve highway safety for all users, in accordance with policies SP1, DM1

and T2 of the Manchester Core Strategy, policy JP-C5 of Places for Everyone, and the National Planning Policy Framework.

10. Construction Management Plan

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

- i. Measures to control noise and vibration;
- ii. Dust suppression measures;
- iii. A community consultation plan;
- iv. Sheeting of construction vehicles.
- v. The duration/phasing of construction works and associated vehicle trips;
- vi. Routing of construction traffic and associated swept-path assessment
- vii. Confirmation of display of an emergency contact number;
- viii. Contact details of the site manager/responsible person to discuss issues/amendments that arise;
- ix. Details of the location and arrangements for contractor parking;
- x. The identification of the vehicular access points into the site;
- xi. Site set up plan highlighting location of welfare facilities, material and plant storage, waste storage and loading/unloading areas, and parking areas.
- xii. Traffic Management measures for vehicles, pedestrians and cyclists
- xiii. Details/mitigation of any proposed utility connections and how these will be coordinated and managed to reduce impacts on the highway;
- xiv. The management and coordination of construction activities with reference to ongoing/imminent construction works in the locality; and
- xv. Highway dilapidation survey including photographs and commentary on the condition of carriageway/footways on construction vehicle routes surrounding the site.

Reason - To safeguard the amenity of nearby residents during the construction phase and to ensure the safe and efficient operation of the highway network, in accordance with policies SP1 and DM1 of the Manchester Core Strategy, policy JP-P1 of Places for Everyone, and the National Planning Policy Framework.

11. Secured by Design

Prior to first occupation of the development hereby approved, the City Council as Local Planning Authority must acknowledge in writing that it has received written confirmation of a Secured by Design accreditation.

Reason - To reduce the risk of crime and to create a safe and secure environment for residents, in accordance with policies SP1 and DM1 of

the Manchester Core Strategy, policy JP-P1 of Places for Everyone, and the National Planning Policy Framework.

12. Refuse and Recycling

Prior to the first occupation of the development hereby approved, the refuse and recycling storage facilities shown on the approved plans shall be fully installed, made operational and available for use.

The facilities shall thereafter be retained and maintained in perpetuity for the purpose of refuse and recycling storage only.

Reason - To ensure adequate and appropriate provision is made for the storage and collection of refuse and recyclable materials, in the interests of residential amenity and public health, and in accordance with policies DM1 and EN19 of the Manchester Core Strategy, policy JP-S6 of Places for Everyone, and the National Planning Policy Framework.

13. Cycle Parking

Prior to the first occupation of the development hereby approved, the cycle parking facilities shown on the approved plans shall be fully installed, made operational and available for use.

The facilities shall thereafter be retained and maintained in perpetuity for the purpose of cycle parking only.

Reason: To ensure adequate and secure provision for cycle parking, to promote sustainable travel choices, and to reduce reliance on private car use, in accordance with policies DM1 and T2 of the Manchester Core Strategy, policy JP-C6 of Places for Everyone, and the National Planning Policy Framework..

14. Travel Information Pack

- a. Prior to the first occupation of the development, a Travel Information Pack to be issued to future occupiers of the development hereby approved shall be submitted to and approved in writing by the City Council as Local Planning Authority. The Travel Information Pack shall include, but not be limited to:
 - i. Information on local walking and cycling routes;
 - ii. Public transport services, timetable information and ticketing options;
 - iii. Details of the nearest bus stops, rail and tram stations, and community transport (where applicable);
 - iv. Information on car-sharing schemes and any on-site or nearby electric vehicle charging provision;
 - v. Promotion of sustainable travel behaviour, including any incentives or discounts available to new occupiers.
- b. The approved Travel Information Pack shall be provided to all first occupiers at the point of occupation of each apartment.

Reason -To promote sustainable patterns of travel and ensure that future occupiers are informed of non-car travel options available from the site, in accordance with policies SP1 and T2 of the Manchester Core Strategy, policies JP-C1 and JP-C6 of Places for Everyone, and the National Planning Policy Framework..

15. Ecological Protection and Reasonable Avoidance Measures

No works involving site clearance, vegetation removal or demolition shall take place unless and until the Reasonable Avoidance Measures (RAMs) set out in the Addendum to the Ecological Constraints and Biodiversity Net Gain Assessment (Rachel Hacking Ecology, April 2026) have been implemented in full.

The RAMs shall thereafter be adhered to throughout the construction process.

Reason - To protect nesting birds and hedgehogs during site clearance and construction works, in accordance with policy EN15 of the Manchester Core Strategy, policy JP-G8 of Places for Everyone, and Section 15 of the National Planning Policy Framework.

16. Biodiversity Enhancements (Bat and Bird Boxes)

The biodiversity enhancement measures, including bat and bird boxes, shall be implemented in accordance with the approved plans and supporting details.

The boxes shall be installed prior to first occupation of the development and retained thereafter.

Reason: To secure biodiversity enhancement measures and ensure appropriate installation in line with best practice, in accordance with Policy EN15 of the Manchester Core Strategy, Policy JP-G8 of Places for Everyone and the National Planning Policy Framework.

17. Landscape and Ecological Management Plan (LEMP)

Prior to commencement of the development and notwithstanding the submitted landscape plan and BNG report, a Landscape and Ecological Management Plan (LEMP) shall be submitted to and approved in writing by the Local Planning Authority. The LEMP shall include:

- i. Full landscaping plan
- ii. Details of on-site habitats to be retained and created
- iii. Management and maintenance measures;
- iv. Timescales and responsibilities for implementation.

The approved LEMP shall be implemented in full and maintained thereafter.

Reason -To secure the long-term management and maintenance of on-site landscaping and biodiversity enhancements, in accordance with policies

EN9 and EN15 of the Manchester Core Strategy, policy JP-G8 of Places for Everyone, and the National Planning Policy Framework.

18. Tree Protection

No development (including any groundworks, site clearance, or enabling works) shall take place until the measures set out in the approved Arboricultural Method Statement (Report No. 2764_AMS.03, Lally Tree Management Ltd, dated 11 February 2026) have been fully implemented.

The development must thereafter be carried out in full accordance with the AMS

Reason: - To ensure the protection of retained trees and boundary vegetation during construction, in the interests of visual amenity and environmental quality, in accordance with policy EN9 of the Manchester Core Strategy, policy JP-G6 of Places for Everyone, and the National Planning Policy Framework.

19. Energy and Sustainability Measures

- a. The development hereby approved shall be implemented in accordance with the measures contained with the submitted Energy Statement prepared by MD&J (Version 1, Dated Feb 2026) received by the City Council as Local Planning Authority on 04 Mar 2026.
- b. Within 3 months of the completion of the construction of the authorised development a verification statement shall be submitted to and approved in writing, by the City Council as local planning authority, confirming the incorporation of the specified measures, including dated photographic documentary evidence of the implementation and completion of required works. Any non-conformity from the approved scheme shall be clearly set out along with measures required to ensure compliance with the agreed details.

Reason -To reduce carbon emissions, improve energy efficiency and support climate change mitigation, in accordance with policies SP1 and EN8 of the Manchester Core Strategy, policy JP-S2 of Places for Everyone, and Section 14 of the National Planning Policy Framework.

20. Surface Water Drainage Scheme

Prior to the commencement of the development hereby approved, a surface water drainage scheme for the development site, based on sustainable drainage principles, shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include:

- i. Progression through the drainage hierarchy must be evidence based and supported by site investigation including assessments of ground conditions and infiltration testing in accordance with BRE365. Proposals of attenuation should achieve half drain time within 24 hours.

- ii. For surface water connections, evidence of agreement in principle from the relevant authority/service provider is required to ensure there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed new connection will suffice.
- iii. Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment. Provide at least a 50% reduction in brownfield runoff rate or greenfield runoff rate.
- iv. Finalised surface water drainage layout including all components, levels, connectivity and proposed overland flow routes for extreme events.
- v. Hydraulic calculations of the proposed drainage system, including all design parameters. Results must demonstrate no surcharge for the 1 in 2, no flooding in the 1 in 30 and no flooding of buildings for the 1 in 100 + 45% Climate Change.
- vi. Where flows less than 5 l/s are proposed, a blockage risk assessment must be undertaken. If the risk cannot be adequately managed, a higher minimum discharge rate should be considered / agreed with relevant authority.
- vii. A plan indicating easements. SuDS features (including attenuation tanks) should be appropriately positioned, including a 2.5m easement from the existing highway and a 5m easement from any dwellings, guaranteeing accessibility for future maintenance and contingency for asset failure. This practice is in accordance with SuDS Manual (C753).
- viii. Construction details of flow control and SuDS components.
- ix. Details of how the scheme shall be maintained and managed after completion. Maintenance and management plan, including responsible party and a schedule of tasks/frequencies for the components.

The development shall be constructed and completed in accordance with the approved details prior to the first occupation/use of the development.

Reason: To ensure that the development is appropriately drained, to reduce the risk of surface water flooding, and to prevent an increase in flood risk elsewhere, in accordance with policies EN8 and EN14 of the Manchester Core Strategy, policy JP-S4 of Places for Everyone, and the National Planning Policy Framework.

21. Surface Water Maintenance & Management

Prior to the first occupation of the development hereby approved, details of the implementation, maintenance and management of the surface water drainage scheme, as approved by Condition 22, shall be submitted for approval in writing by the City Council, as Local Planning Authority. Those details shall include:

- i. Verification report providing photographic evidence of constructed flow control and SuDS components as per design drawings approved as part of Condition 22.
- ii. Provide As Built construction drawings OR confirm that they align with the original design construction drawings.
- iii. Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details.

Reason: To ensure the long-term operation and maintenance of the sustainable drainage system for the lifetime of the development, in accordance with policies EN8 and EN14 of the Manchester Core Strategy, policy JP-S4 of Places for Everyone, and the National Planning Policy Framework.

22. Contaminated Land

- a. Prior to commencement of the development hereby approved, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the Local Planning Authority. The Preliminary Risk Assessment shall conform to the City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).
 - i. In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the Local Planning Authority.
 - ii. The measures for investigating the site identified in the Site Investigation Proposal shall be carried out before development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out in accordance with the approved Site Investigation Report and/or Remediation Strategy.
- b. Prior to the first use/occupation of the development, a Completion/Verification Report shall be submitted to and approved in writing by the Local Planning Authority, to validate that the development conforms with the approved Site Investigation Report and/or Remediation Strategy.

- c. In the event of any non-conformity with the approved Site Investigation Report and/or Remediation Strategy, then any further measures that are required to remediate the land shall be carried out. Any required measures/remediation and validation shall continue until conformity has been achieved and agreed in writing by the Local Planning Authority, prior to first use/occupation of the development.
- d. Reason -To ensure that any risks from land contamination are properly identified and remediated so that the site is suitable for its intended use, in the interests of public health and environmental protection, in accordance with policies DM1 and EN18 of the Manchester Core Strategy, policy JP-S5 of Places for Everyone, and the National Planning Policy Framework..

INFORMATIVE(S)

1. Airport – Crane and tall equipment

The applicant's attention is drawn to the requirement to notify Manchester Airport and the Civil Aviation Authority of any cranes or tall construction equipment. Further information is available via the Civil Aviation Authority's crane notification process.

2. Airport – Birds and construction

Due to the site's proximity to flight paths associated with Manchester Airport, care should be taken during construction to avoid creating conditions that could attract birds, including the temporary formation of open water or the accumulation of food waste. This is in the interests of aviation safety.

3. Airport – Construction dust and smoke

The applicant is advised to take appropriate measures during construction to prevent excessive dust or smoke emissions, which could present a visual hazard to aircraft operations.

4. Airport - External lighting

Any external lighting associated with the development should be designed and installed to avoid glare or light spill that could interfere with aircraft operations. Lighting should be directed downward, with no upward light emission, in the interests of aviation safety.

5. Highways – Off site highway works

The applicant is advised that off-site highway works will require approval through a Section 278 agreement with the highway authority. Technical approval timescales can be significant and works must not commence until all necessary approvals and permits are in place.

6. United Utilities

The applicant is advised that it is their responsibility to investigate the presence of any existing water or wastewater infrastructure on or adjacent to the site and to ensure that the proposed development layout avoids or appropriately addresses any such assets. Reliance should not be placed solely on asset plans.

7. BNG Statutory Condition

The applicant is advised that the development is subject to the statutory Biodiversity Net Gain requirements under Schedule 7A of the Town and Country Planning Act 1990 (as amended).

A Biodiversity Gain Plan must be submitted to and approved by the Local Planning Authority before commencement of development, in accordance with the statutory framework and associated regulations.

The use of the nationally published Biodiversity Gain Plan template is strongly encouraged. Fees may apply to the discharge of this requirement.

LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 145297/FO/2026 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

The following residents, businesses and other third parties in the area were consulted/notified on the application:

Highway Services

Environmental Health

Neighbourhood Team Leader (Arboriculture)

MCC Flood Risk Management

Greater Manchester Police

United Utilities Water PLC

Manchester Airport Safeguarding Officer

Greater Manchester Ecology Unit

Chorlton Civic Society

A map showing the neighbours notified of the application is attached at the end of the report.

Relevant Contact Officer : Joshua Lee

Telephone number : 0161 219 2851

Email : joshua.lee@manchester.gov.uk



