

Planning

Growth & Development

Delegated officer report for planning application

Application no. 137885/FO/2023

Date registered valid: 21 August 2023

Proposal: Erection of one, 3-storey semi detached property to form 3 x one bedroomed flats with associated car parking, cycle stores and garden areas

Address: 1468 Ashton Old Road, Manchester, M11 1HL

Ward(s): Clayton & Openshaw Ward

Applicant: Mr Paul Humphries MSV Housing Group

Agent (if any): Victoria Saunders Bernard Taylor Partnership Ltd

Case officer: Janet Lawless
Tel: 0161 234 4535
Email: janet.lawless@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 29 November 2023

Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit: October 2023

Standard consultations:

Printed: 4 September 2023

Expired: 25 September 2023

Neighbour notifications

Printed: 4 September 2023

Expired: 25 September 2023

Site notice

No site notice has been produced

Press advert

No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

The site that is the subject of this planning application is a vacant site sandwiched between two rows of terraced dwellinghouses. The proposed development is located on a narrow vacant rectangular site between two existing rows of terraced houses on Ashton Old Road, Openshaw. The total site area is approximately 204m².

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of area

The site is bordered by residential properties to the East and West, a footpath to the South and the main road to the North. Delamere Park to the South of the site provides a children's play area, skate park, sports courts, and a bowling green which can be conveniently accessed from an entrance via Latham Street.

Description of development

The application is for the erection of one x three storey property that is to be attached to the end of the existing terrace to form 3 x 1 bedroom flats together with associated parking, cycle stores and garden areas. The construction will be in brickwork to match the neighbouring properties, would be gable fronted with bay windows to the ground and first floors.

The proposed scheme is for one unit, a three storey, semi-detached property providing three self-contained one bedroom flats. There is off road parking for a single vehicle to the front of the property on Ashton Old Road, which will be allocated to the highest need. There are 3 numbered cycle lockers to the rear which house 2 cycles each.

Consultations & Notification Responses

Local Residents were informed - One representation has been received the main points of which are in regards to concerns that the property may become an HMO, which would have an impact upon the already difficult parking situation.

Environmental Health- No objections to the proposal subject to the attachment of conditions relating to waste management, noise, air quality, contaminated land and electric vehicle charging point.

Highways- No objections subject to the attachment of conditions relating to EV charging point, Cycle storage, Construction Management Plan.

Flood Risk Management-No objection subject to the attachment of a condition relating to surface water drainage based upon sustainable drainage principles.

Greater Manchester Police- No objections subject to the attachment of conditions relating to secured by design.

Issues

Policy

National Planning Policy Framework (NPPF) - This Framework came into effect on 27th March 2012 and was amended and updated in July 2021. It sets out the Government's planning policies for England and how these are expected to be applied. It provides a mechanism through 'which locally-prepared plans for housing and other development can be produced.' It states that 'at the heart of the Framework is a presumption in favour of sustainable development.' However, the Framework re-iterates that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. Furthermore, the statutory status of the development plan remains as the starting point for decision making. In 'decision-taking', this means that development proposals that accord with the development plan should be approved without delay unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole. Section 5 refers to the need to deliver a sufficient supply of homes and states that strategic policies should be informed by a local need assessment and the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies.

Chapter 8: Promoting healthy and safe communities - States that planning decisions should aim to achieve healthy, inclusive, accessible and safe places, where crime and disorder (and the fear of crime) do not undermine the quality of life or community cohesion (paragraph 92). The development would be appropriately related to the street scene thereby securing appropriate natural surveillance. As the development would continue to be occupied for residential purposes, and potential impact to residential amenity would be due to any juxtaposition of rooms at first floor level to bedrooms in the adjacent dwellinghouses.

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

- i. The potential impact of development on transport networks can be addressed;
- ii. Provide opportunities for walking, cycling and public transport use (Paragraph 104). It is considered that, given the magnitude of the development, the generation of traffic and vehicular movement would be predictable and capable of being accommodated within the local highway infrastructure. The site is highly accessible via public transport. The development would thereby be appropriately related to Chapter 9.

Planning Practice Guidance - On 6 March 2014 the Department for Communities and Local Government (DCLG) launched this planning practice guidance web-based resource and is relevant to key planning issues of significance to applicants and local authorities. In considering this application the following aspects of the PPG have been appropriately responded to:

- i. Consultation and pre-decision matters;
- ii. Health and well-being;
- iii. Noise.

It is considered that the development would be appropriately related to the above objectives for the reasons set out in the report.

Manchester's Local Development Framework: Core Strategy - The Core Strategy Development Plan Document 2012 -2027 ('the Core Strategy') was adopted by the Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development. A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.' The following policies are relevant to the proposed development:

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

- a. Makes a positive contribution to neighbourhoods of choice including the creation of well designed places that enhance or create character; making a positive contribution to the health, safety and well-being of residents, considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income and to protect and enhance the built and natural environment;
- b. Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible;
- c. Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision. The development would bring back into use a vacant residential property managed by a Registered Provider to provide accommodation for homeless people meeting a recognised need and enhancing the well-being of future residents. The site benefits from its sustainable location in relation to access to service and transportation. Policy SP1 would thereby be accorded with.

Policy EN 16 (Air Quality) - Requires that consideration is given to the potential impact of existing air quality on new development. In this case, the site is located in the Manchester Air Quality Management Area. Consideration therefore needs to be given to the potential impact of localised pollution from Ashton Old Road.

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

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

A condition has therefore been included to ensure that appropriate lockable storage enclosure for the residential waste, with sufficient capacity, would be provided to accord with Policy EN19.

Policy T1 (Sustainable transport) - Relates to the delivery of sustainable, high quality, integrated transport system, which encourages a modal shift away from car travel to public transport, cycling and walking and prepare for carbon free modes of transport. In this case, the development would not generate significant traffic and the site is in a sustainable transport location.

Policy T1 would be appropriately responded to.

Policy DM1 (Development Management) - States that all development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document. Relevant considerations in this case are:

- o Appropriate siting, layout, scale, form, massing, materials and detail;
- o Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development with due regard to the character of the surrounding area;
- o Effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation;
- o Accessibility - In relation to inclusive access and sustainable transport modes;
- o Community safety and crime prevention;
- o Design for health;
- o Refuse storage and collection.

It is considered that the development not unduly harm residential amenity, and appropriate waste management would be provided.

Policy DM1 would thereby be accorded with.

Unitary Development Plan (UDP) saved policies -The following saved UDP policies are also considered to be relevant:

Policy E3.3 (Upgrade the appearance of radial and orbital routes) - This policy (E3.3) is relevant given the views of the site from Ashton Old Road which is a major radial route to the City Centre.

It is considered that the design of the proposed unit has followed a considered approach and the design replicates that of the neighbouring properties, rather than just an empty site it will provide much needed residential accommodation that would be an aesthetic improvement along this main road there would be no detrimental impacts upon the character of the neighbouring properties nor the street scene within which they are located. Thereby policy E3.3 would be accorded with.

Policy DC26 (Development and noise)

Policy DC26.1 - Has been related to the proposals contribution to the local noise environment, in relation to the construction of the property to create three flats whilst it is acknowledged that there would be additional activity generated, including an increase in comings and goings to the property, in this case, it is considered that noise disturbance would be absorbed into the surrounding noise environment.

With regards to the impact of the existing noise environment on the future occupation of the apartments, it is considered that appropriate noise attenuation can be addressed through the recommended conditions. The development would thereby be positively related to policy DC26.

Guide to Development in Manchester - States that throughout the City, the Council will encourage development that complements Supplementary Planning Document and Planning Guidance. The Guide aims to support and enhance the on-going shaping of the City by providing a set of reasoned principles which will guide developers, designers and residents to secure satisfactory development in Manchester. It is considered that the development would be satisfactorily related the Guide requirement for design and community, safety and crime prevention.

Manchester Residential Quality Guidance (2016)

The City Council's Executive has endorsed the Manchester Residential Quality Guidance. As such, the document is now 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:

Make it Manchester;

Make it bring people together;
Make it animate street and spaces;
Make it easy to get around;
Make it work with the landscape;
Make it practical;
Make it future proof;
Make it a home; and
Make it happen.

Issues

Principle of the development

Whilst the preferred option would be to propose a greater mix of the accommodation sizes, it is acknowledged that the Registered Provider has identified a specific requirement for 1 bedroom accommodation in this location. The site has been vacant for a period of time and given that it has previously housed a residential property that has historically been demolished, a building that reflects the design and appearance of the neighbouring properties is considered acceptable in principle. It would provide accommodation that would satisfy the identified shortage of accommodation.

Standard of Accommodation

The three flats proposed each comply with the residential space standards internally. In addition there is a large external area within which would be housed secure cycle storage, waste management storage areas, areas for drying washing and a large grassed area for communal leisure space.

Residential Amenity

Policies DM1 and SP1 of the Core Strategy indicate further, that consideration should be given to the effects of development upon the amenity, living conditions and the well-being of residents, whilst saved policy DC26 of the UDP looks to consider the effect of new development proposals which are likely to be generators of noise.

In this case, the proposed flats would only be occupied by 3 individuals, which has the potential to be less than if the accommodation was to house a greater number of residents. As such whilst the unrelated occupants would have independent lifestyles and differing pattern of behaviour in comparison to a single family dwellinghouse, it is not considered that the proposed development would lead to

a great increase in pedestrian and vehicular activity within the vicinity of the site, or have the potential to cause unsatisfactory levels of noise and disturbance so as to result in a detrimental impact upon the level of amenity currently enjoyed by the neighbouring properties.

The proposal includes a reasonable sized area of private usable amenity space for prospective occupiers to the rear of the property, which would accord with the Guide to Development in Manchester (SPD) states that all new development should be designed to provide on-site amenity space which is fit for purpose and which is informed by, and relates to, the character of the area.

On balance it is not considered that the development would unduly harm residential amenity.

Visual Amenity

Policies SP1 and DM1 of the Core Strategy, as well as the Guide to Development (SPD) underline the importance attached to protecting the character and appearance of an area and the need to adhere to the Council's design principles. The NPPF advocates further, the need for good design.

The property has been carefully designed with the footprint to be occupied by the built form, use of materials and bay windows and pattern of fenestration to reflect the neighbouring properties

and which would be in keeping with the pattern of development found locally and it is considered that it would assimilate well into the neighbourhood and would not have a negative impact on the character of the area.

Disabled Access

The access to the property is via a level access, and the applicants are committed to inclusive access for all. Should future tenants have any specific needs re accessibility appropriate adaptations would be carried out to the property. Vehicular access is proposed to the front of the property and access would be taken off Ashton Old Road. The parking space also has transfer space for use should the resident require a disabled standard parking space.

Landscaping

External hard landscaping works to provide the parking space are proposed to the front of the house. There is an existing dropped kerb that would provide vehicular access for the one in curtilage parking space proposed. To the rear is a good sized garden which is laid to lawn together with hardstanding areas to provide space for bin and cycle storage. There are also drying facilities for washing on the grassed area.

Crime and security - The recommendations of GM Police Design for Security will be attached to any consent granted by way of a condition.

Waste management

The number of bins shown to be stored in the rear garden area in a space specifically allocated for this purpose are considered sufficient for the purposes of the future occupants of the residential accommodation and comply with the requirements of Manchester City Council. However Environmental Health have requested that a condition be attached to any consent granted to show the internal storage of waste, and the route that the waste would be taken on for collection on the appropriate day.

Highways issues

The adjacent section of highway on Ashton Old Road incorporates TRO's. This will assist with the management of traffic. Given the modest amount of development it is not considered that the development would raise significant concern regarding traffic generation.

Any increase in activity would be absorbed into existing levels of activity in the locality. The residents would also benefit from the sustainable location of the site. Notwithstanding the accessible location of the site, car ownership cannot be precluded, but due to the proposed occupiers this is anticipated to be unlikely. There will be one in curtilage parking space provided and this would be allocated to the resident who is determined has the greatest need.

Cycle storage

Three lockers are proposed within the rear garden of the property. Each locker can accommodate 2 cycles. This represents 2 cycle spaces per flat. This is considered acceptable and enables alternative modes of transport to the motor vehicle for the occupants of the flats.

Construction management

A construction management condition would be attached to any consent granted.

Air quality

A condition will be attached to any consent granted requiring the submission and approval of measures in regard to mitigation of pollution.

Conclusion - It is considered that the development would contribute to the identified much needed local housing provision.

The future management of the use would be secured through the conditions set out below.

Other Legislative Requirements

Equality Act 2010

Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

Human Rights Act 1998 considerations

This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have a right to a fair hearing and to this end the local planning authority must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the recommendation given is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation: Approve

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. In this case, clarification was sought in relation to the use of the premises and the standard of accommodation proposed. The proposal is considered to be acceptable and therefore determined in accordance with both national and local policies.

Condition(s) to be attached to decision for approval OR Reasons for recommendation to refuse

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

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

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

200- Location Plan

203 Rev1 Floor Plans Proposed

204 Rev 1 Proposed Elevations

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

3) Before the commencement of above ground construction works, samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as local planning authority. The development shall be fully implemented in accordance with the approved details, which shall be maintained in situ thereafter.

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

4) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification) no part of the development shall be used for any purpose other than the purpose(s) of Class C3(a) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

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

5) Prior to above ground works commencing a scheme for the storage and disposal of refuse shall be submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

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

Reason - In the interests of amenity and public health, pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy.

6) a) Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination). In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local

planning authority. The measures for investigating the site identified in the Site Investigation Proposal shall be carried out, before development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

b) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and prior to occupation a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority. In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development in each phase is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to SP1 and DM1 of the Unitary Development Plan for the City of Manchester.

7) a) Prior to above ground works commencing a scheme for acoustically insulating the proposed residential accommodation against noise from Ashton Old Road shall be submitted to and approved in writing by the City Council as local planning authority. There may be other actual or potential sources of noise which require consideration on or near the site, including any local commercial/industrial premises. The approved noise insulation and ventilation scheme shall be completed before any of the dwelling units are occupied.

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

Bedrooms (night time - 23.00 - 07.00) 30 dB LAeq (individual noise events shall not exceed 45 dB LAmax,F by more than 15 times)

Living Rooms (daytime - 07.00 - 23.00) 35 dB LAeq

Gardens and terraces (daytime) 55 dB LAeq

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

Reason: To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance.

8) a) Prior to above ground works commencing, a scheme for a clean air intake shall be submitted to and approved in writing by the City Council as local planning authority.

b) Prior to occupation of the development any agreed mitigation measures shall be implemented and verified as such in writing by the City Council as local planning authority and shall remain in situ whilst the use or development is in operation.

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

DM1 of the Core Strategy.

9) Prior to first occupation of the development, a scheme for electric vehicle charging shall be submitted to and approved in writing by the City Council as local planning authority.

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

10) Development shall not begin until a surface water drainage layout for the site, based on sustainable drainage principles has been submitted to and approved in writing by the local planning authority. The development shall be constructed and completed in accordance with the approved details and details provided of how the scheme shall be maintained and managed after completion.

Reason: To prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system pursuant to policy EN17 of the Core Strategy

11) Prior to first use, details of the specifications, elevations, siting and appearance of the secured cycle storage shall be submitted to and approved in writing by the City Council as local planning authority. The agreed details shall be fully implemented prior to the first use of development, retained and maintained thereafter.

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

12) Prior to the commencement of the development hereby approved, a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include:

- i. Display of an emergency contact number;
- ii. Details of wheel washing;
- iii. Compound locations where relevant;
- iv. Location, removal and recycling of waste;
- v. Routing strategy and swept path analysis;
- vi. Parking of construction vehicles and staff;
- vii. Sheeting over of construction vehicles.
- vii. Parking of construction vehicles and staff;
- viii. Dust suppression measures.

It is also requested the applicant provides a dilapidation survey as part of the Construction Management Plan document. The survey should include photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site. Development shall be carried out in accordance with the approved construction management plan upon commencement of authorised works.

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

13) Before the occupation of the development, car parking areas shown within the design and access statement stamped as received by the City Council as Local Planning Authority on 21st October 2023, shall be surfaced and made available for use. The car parking space shall be maintained in situ prior to the occupation of the authorised houses and remain in situ thereafter.

Reason - In the interest of residential amenity and pedestrian and highways safety, pursuant to policies SP1, T1, T2 and DM1 of the Core Strategy for the City of Manchester and the National Planning Policy Framework.

14) Prior to occupation, details of the measures to be incorporated into the development (or phase thereof) to demonstrate how secure by design accreditation will be achieved have been submitted to and approved in writing by the City Council as local planning authority. The development shall only be carried out in accordance with these approved details at all times thereafter.

The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a secured by design accreditation.

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

Informatives

1) The proforma/ Waste Management Strategy must include the following information:
Estimated volumes and types of waste produced by the development;
Details of internal and external stores for both waste and recycling, including any plans and designs;
Location of the proposed collection point and details of the route the collection vehicle will take;
Details of how waste will be transferred between stores and to the collection location; and
Details of number and capacity of bins proposed and collection frequency.
Other details as per 'Waste Proforma v1.0' - refer to guidance at:
http://www.manchester.gov.uk/downloads/download/6048/waste_management_strategy
10 units or below = low rise
11 or above = high rise

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police
United Utilities Water PLC

1477 Ashton Old Road, Manchester, M11 1HH
Flat 4, 1467 Ashton Old Road, Manchester, M11 1HH
Flat 3, 1467 Ashton Old Road, Manchester, M11 1HH
Flat 2, 1467 Ashton Old Road, Manchester, M11 1HH
1464B Ashton Old Road, Manchester, M11 1HL
Flat 1, The Firs, 1471 Ashton Old Road, Manchester, M11 1HH
Flat 1, 1467 Ashton Old Road, Manchester, M11 1HH
Flat 1, 1469 Ashton Old Road, Manchester, M11 1HH
1464A Ashton Old Road, Manchester, M11 1HL
1469 Ashton Old Road, Manchester, M11 1HH
1467 Ashton Old Road, Manchester, M11 1HH
1470 Ashton Old Road, Manchester, M11 1HL
Flat 3, 1469 Ashton Old Road, Manchester, M11 1HH
Flat 2, 1469 Ashton Old Road, Manchester, M11 1HH
1475 Ashton Old Road, Manchester, M11 1HH
Flat 3, The Firs, 1471 Ashton Old Road, Manchester, M11 1HH
Flat 2, The Firs, 1471 Ashton Old Road, Manchester, M11 1HH
1473 Ashton Old Road, Manchester, M11 1HH
1472 Ashton Old Road, Manchester, M11 1HL

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding - Not Affected
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Area Team Boundary - Name: NORTH AREA