MANCHESTER CITY COUNCIL

Planning

Growth & Development

Delegated officer report for planning application

Application no.	138198/FO/2023
Date registered valid:	19 October 2023
Proposal:	Change of use of private club (sui generis) to form 4 self contained residential units (Class C3) with associated amenity space, bin storage, bicycle storage and parking area, together with the erection of basement and single storey rear extensions, involving the remodelling of the existing outrigger, the creation of a roof terrace and roof alterations, including the erection of roof dormers.
Address:	1390 - 1392 Ashton Old Road, Manchester, M11 1JX
Ward(s):	Clayton & Openshaw Ward
Applicant:	Mr H Ali, Prime Homes
Agent (if any):	DS Squared Architects
Case officer:	Sue Wills Tel: 0161 234 4524 Email: sue.wills@manchester.gov.uk
Recommendation:	Approve
Date of recommendation:	13 December 2023

Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Standard consultations:
Printed: 2 November 2023 Expired: 23 November 2023

Neighbour notifications
Printed: 2 November 2023 Expired: 23 November 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 application relates to a two-storey (with basement) end of terraced former club premises which front onto Ashton Old Road at the junction with Capital Road. The property has been vacant for some time, and windows opening are currently boarded up. The property is set back from the highway with this area being hard surfaced. A low brick boundary wall is located to the back of pavement on Capital Road, but there is no boundary treatment present at the back of pavement on Ashton Old Road. The property has a two storey rear outrigger adjacent to Capital Road, and brick structure at ground level on the rear elevation. There is access from Capital Road to the rear of the property.

Planning history
136742/FO/2023 - Change of use of club to create 6 x self contained apartments (Class C3) together with rear extensions and roof alterations including front, side and rear roof dormers. Withdrawn 27.06.2023.

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of area
The site lies at the junction of Ashton Old Road and Capital Road in Higher Openshaw. The adjacent 3 storey property to the east was formerly a social club and in currently in commercial use. To the south and the west are residential properties, with no.2-6 Capital Road (currently used as offices). To the north of Ashton Old Road, is St. Clements Church and rectory.

Description of development

Consent is sought to change the use of the private social club (sui generis) to 4 self contained residential units (Class C3) with associated amenity space, bin storage, bicycle storage and parking area, together with the erection of basement and single storey rear extensions,

involving the remodelling of the existing outrigger, the creation of a roof terrace and roof alterations including the erection of roof dormers.

The mix of proposed apartments would be 1 no. two bed duplex and 1no. three bedroom duplex units, with accommodation over the basement and ground floor level, with a three bedroom apartment at first floor level and a two-bedroom apartment in the proposed roof space with associated reconfigured roof and dormers.

The proposed development would include the provision of private usable amenity space at ground floor level to the rear of the property for the apartments at ground level, with balcony space provision for the apartments at first floor level with a glass balustrade (obscurely glazed to a height of 1.8m) to form the southern boundary of the balcony space. A recessed balcony arrangement is proposed at roof level to serve the second-floor apartment.

Refuse store would be located to the rear of the property.
The scheme includes the provision of secure bicycle storage within the building accessed from the front entrance, together with two off street parking spaces which would be accessed from Ashton Old Road.

The proposed development would include the erection of a single storey rear extension to replace the existing structures on the rear of the existing building at ground level (and infill the gap between), together with the creation of a new mansard roof. It is also proposed to extend the existing basement to include the area below the existing building to the west of the front entrance. A lightwell is also proposed to the rear elevation to serve the basement accommodation to the proposed three-bedroom unit at that level.

Consultations & Notification Responses
Local residents and local businesses – No comments received.

Highway Services – TRIP GENERATION AND JUNCTION CAPACITY
Given the scale of the development proposals and accessible location, Highways anticipate that the proposals are unlikely to generate any network capacity concerns.
SITE ACCESSIBILITY
The site is located in an established residential area and is well accessed by bus with services running along both Ashton Old Road and Capital Road. Gorton Railway Station is also located within walking distance of the site.
PARKING
A total of 2no. driveway car parking spaces are proposed, accessed from a proposed vehicle crossover at Ashton Old Road. The driveway access will relocate the building's existing (informal) access further away from the Capital Road junction.
This level of parking allows for 50% provision, which is considered acceptable by Highways given the site's accessible location.
Plans show the proposed driveway is around 5.5m in length. Whilst Highways usually require 6m driveway length, the proposed is considered acceptable considering existing on-site constraints.
An Electric Vehicle Charging Point (min 7Kw) for each space is required should these spaces be allocated to individual apartments.
CYCLE PARKING
Cycle parking provision is proposed internally at ground floor level at a provision of 2no. per dwelling. This level of provision is considered acceptable by Highways.
BOUNDARY TREATMENTS
Vehicular visibility along Ashton Old Road for emerging vehicles appears adequate. However, no details on existing/proposed boundary treatments have been provided. Highways request any walls/fencing in the vicinity of the driveway does not exceed 600mm

in height in order to maintain appropriate pedestrian visibility.
OFF-SITE HIGHWAYS WORKS
The proposed development will require construction of a new vehicle crossover. Highways also request that the proposals include footway reinstatement at the location of the existing former access to the side of the building at Capital Road.
The applicant will be required to enter into Section 278/184 agreement for the alterations to the existing highway. This will require agreement/technical approval with MCC's Highways Statutory Approvals Teams via the following online application: https://www.manchester.gov.uk/directory_record/451887/permission_to_work_on_the_highways_-_section_278_agreements/category/355/highways_and_pavements
It is expected that all modifications/improvements to the public highway are achieved with a maximum carbon footprint of 40%. Materials used during this process must also be a minimum of 40% recycled and fully recyclable. Developers will be expected to demonstrate that these standards can be met prior to planning conditions being discharged.
Basement excavations are proposed adjacent to the highway. Structural drawings and calculations for the temporary and permanent support works must be submitted for checking (for a fee) to MCC Bridges/Structures Section. The applicant is advised to contact highways.structures@manchester.gov.uk.
REFUSE AND SERVICING
Bins will be stored within a dedicated refuse storage area within the curtilage of the site. Bins will be presented for collection from the highway. The proposed arrangements are considered acceptable by Highways.
CONSTRUCTION/FIT-OUT MANAGEMENT
A Construction Management Plan should be provided by the applicant prior to any construction works beginning. The Construction Management Plan should detail the phasing and quantification / classification of vehicular activity associated with planned construction. This should include commentary on types and frequency of vehicular demands together with evidence of satisfactory routeing both within the site and on the adjacent highway. The document should also consider contractor parking in the locality. It is recommended that THIS is conditioned and attached to any planning permission that may be granted.
The applicant should be advised that any requirements for licensing, hoarding / scaffolding, skips and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highway Applications and Network Resilience teams via Email: highwaylicences@manchester.gov.uk.
SUGGESTED CONDITIONS
- EV parking
- S278/S184 works
- Basement works

Environmental Health – recommends that conditions are attached to any approval to restrict construction hours , to require the submission of a scheme for acoustically insulating the proposed residential accommodation against noise from Ashton Old Road , refuse storage (as the proposed waste management scheme has been incorrectly completed for a high-rise development), electric vehicle charging points, and the requirement for a scheme for a clean air intake.

An informative is also recommended in regard to ground conditions.

Design for Security – Having looked at the proposals they have recommended that all new doors and windows are certified to Secured by Design standards to ensure an appropriate level of security.

Flood Risk Management – No comments received.

Policy Legislative and Policy Context

The National Planning Policy Framework National Planning Policy Framework (NPPF) - This Framework came into effect on 27th March 2012 and was amended and updated in September 2023. It represents key up to date national policy and is an important material consideration in determining the current application.
A number of key aspects of the NPPF that impact on the considerations that need to be given to the current application are identified below. The document states that the 'purpose of the planning system is to contribute to the achievement of sustainable development. The document clarifies that the 'objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs' (paragraph 7). The purpose of the planning system is to achieve sustainable development. Paragraph 8 of the NPPF states that to achieve this, there are three overarching objectives, which need to be pursued mutually.
Firstly, the economic role should contribute to sustainable development by building a strong, responsive and competitive economy and ensuring the sufficient amount of and right type of development to support growth.
Secondly, the social role is required to support communities by creating a high quality built environment with accessible local services to reflect the needs of the community.
Lastly, the environmental role should protect and enhance the natural, built and historic environment. 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. The statutory status of the development plan remains as the starting point for decision making.
Section 5 'Delivering a sufficient supply of new homes' states that in order to support the Government's objective of significantly boosting the supply of homes, 'it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay' (paragraph 60).
With regards to affordable housing, paragraph 65 states that where major developments are proposed involving the provision of housing, planning policies and decisions should expect at least 10% of homes to be available for affordable home ownership, unless this would exceed the level of affordable housing required in the area, or significantly prejudice the ability to meet the identified affordable housing needs of specific groups.

Section 8 'Promoting Healthy and Safe Communities' states that planning policies and decisions should aim to achieve healthy, inclusive and safe places (paragraph 92) which promote social interaction , be safe and accessible and enable and support healthy lifestyles.

Section 9 'Promoting Sustainable Transport' states that 'significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health' (paragraph 105). Developments should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe (paragraph 111).
Within this context, applications for development should:
a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards; d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations (paragraph 112).

Section 11 'Making effective use of land' states that 'planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions' (paragraph 119). Decisions should support development that makes efficient use of land, taking into account:
a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
b) local market conditions and viability;
c) the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;
d) the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and
e) the importance of securing well-designed, attractive and healthy places. (paragraph 124).
Where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site.
Paragraph 125 (c) states that Local Planning Authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in the NPPF. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).

Section 12 'Achieving Well Designed Places' states that 'the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this' (paragraph 130). Planning decisions should ensure that developments: a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping. The NPPF is clear that planning permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents. Conversely, where the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to development. Local planning authorities should also seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme (for example through changes to approved details such as the materials used). (paragraph 134).

Section 14 'Meeting the challenge of climate change, flooding and coastal change' states that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that

contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure (paragraph 152).

Section 15 ‘Conserving and Enhancing the natural environment’ states that planning decision should contribute and enhance the natural and local environment by protecting valued landscapes, sites of biodiversity ,minimising impacts on and providing net gains for biodiversity, preventing new and existing development from contributing to unacceptable levels of soil, air, water or noise pollution or land instability and remediating contaminated land.

Paragraphs 10, 11, 12, 13 and 14 of the NPPF outline a “presumption in favour of sustainable development”. This means approving development, without delay, where it accords with the development plan and where the development is absent or relevant policies are out-of-date, to grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF.

Planning Practice Guidance (PPG)

The relevant sections of the PPG are as follows:
Noise
This section states that Local Planning Authorities’ should take account of the acoustic environment and in doing so consider:
• whether or not a significant adverse effect is occurring or likely to occur;
• whether or not an adverse effect is occurring or likely to occur; and
• whether or not a good standard of amenity can be achieved.
Mitigating the noise impacts of a development will depend on the type of development being considered and the character of the proposed location.
In general, for noise making developments, there are four broad types of mitigation:
• engineering: reducing the noise generated at source and/or containing the noise generated;
• layout: where possible, optimising the distance between the source and noise-sensitive receptors and/or incorporating good design to minimise noise transmission through the use of screening by natural or purpose built barriers, or other buildings;
• using planning conditions/obligations to restrict activities allowed on the site at certain times and/or specifying permissible noise levels differentiating as appropriate between different times of day, such as evenings and late at night, and;
• mitigating the impact on areas likely to be affected by noise including through noise insulation when the impact is on a building.

Design
This section states that where appropriate the following should be considered:
• layout – the way in which buildings and spaces relate to each other
• form – the shape of buildings
• scale – the size of buildings
• detailing – the important smaller elements of building and spaces
• materials – what a building is made from .

Health and Well Being
This section states opportunities for healthy lifestyles have been considered (e.g. planning for an environment that supports people of all ages in making healthy choices, helps to promote active travel and physical activity, and promotes access to healthier food, high quality open spaces and opportunities for play, sport and recreation);

Travel Plans, Transport Assessments in Decision Taking

This section states that applications can positively contribute to:
• encouraging sustainable travel;
• lessening traffic generation and its detrimental impacts;
• reducing carbon emissions and climate impacts;
• creating accessible, connected, inclusive communities;
• improving health outcomes and quality of life;
• improving road safety; and
• reducing the need for new development to increase existing road capacity or provide new roads.

Relevant Local Policies
The Development Plan consists of: - The Manchester Core Strategy (2012); and - Saved policies of the Unitary Development Plan for the City of Manchester (1995)

The Core Strategy was adopted in July 2012 and is the key document in the Local Development Framework. It replaces significant elements of the Unitary Development Plan (UDP) and sets out the long term strategic planning policies for Manchester's future development. A number of UDP policies have been saved and 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 as directed by the National Planning Policy Framework (NPPF). Section 38(6) of the 2004 Act requires planning applications to be determined in accordance with the provisions of the Development Plan unless material considerations indicate otherwise. The NPPF also refers to this requirement.

The relevant policies within the Core Strategy are as follows:

Policy SP1 ‘Spatial Principles’ - one of the key spatial principles is the emphasis on the creation of neighbourhoods where people choose to live, providing high quality and diverse housing, in a distinct environment. New development should maximise the use of the City’s transport infrastructure, in particular promoting walking, cycling and the use of public transport. The proposal would contribute towards meeting housing growth in the City and contribute to local housing provision in an existing residential neighbourhood. Consideration has been given to minimising the impact on existing local residents along with promoting a sustainable development.

Policy T1 ‘Sustainable Transport’ seeks to deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking. The proposal is located in an area where there is access to public transport modes, including regular bus services. The scheme includes the provision of cycle storage and electric charging points. These aspects of the scheme would be conditioned. It is considered that the scheme would accord with the broadly aspirations set out in policy T1.

Policy T2 ‘Accessible areas of opportunity and needs. It is considered that the proposed development is in a sustainable location and is close to forms of public transport includes bus services within walking distance on Ashton Old Road and would not have a significant impact on the local highway network and encourage the use of other forms of transport.

Policy H4 ‘East Manchester’, over the lifetime of the Core Strategy, will accommodate around 30% of new residential development. Priority given to family housing, and other high value, high quality development where this can be sustained. The proposed development would broadly accord with policy H4 by facilitating the delivery of a mix of 2 and 3 bedroom accommodation in a sustainable location.

Policy H8 ‘Affordable Housing’ states affordable housing contributions will be considered of 0.3 hectares and 15 units or more. The proposed development would not fall within the criteria set out above.

Policy EC2 ‘Existing Employment Space’ seeks to retain and enhance the existing employment spaces and enhance existing employment space. Alternative uses will only be supported on sites allocated accordingly, or if it can be demonstrated that: The existing use is un-viable in terms of business operations, building age and format; The existing use is incompatible with adjacent uses; The existing use is unsuitable for employment having had regard to the Manchester-Salford - Trafford SFRA; or On balance, proposals are able to offer greater benefits in terms of the Core Strategy's vision and spatial objectives than the existing use. The Council will seek to retain and enhance existing employment space and sites. In this instance the former social club has been vacant for some time, and on balance the overall proposed development is considered to offer greater benefits in terms of the Core Strategy's spatial objectives.

Policy EN1 ‘Design principles and strategic character areas’. states that all development in Manchester will be expected to follow the seven principles of urban design (character, continuity and enclosure, public realm, ease of movement, legibility, adaptability and diversity) and have regard to the strategic character area in which the development is located. The proposed development has addressed the principles set out in policy EN1.

Policy EN4 ‘Reducing CO2 emissions by enabling low and zero carbon development’ the Council will seek to reduce fuel poverty and decouple growth in the economy, growth in CO 2 emissions and rising fossil fuel prices. All development must follow the principles of the energy hierarchy being designed to reduce the need for energy through design and the use of energy efficient features and through the use of low or zero carbon energy generating technologies. This is an existing building and works to the building would be limited in extent. However, electric vehicle charging points are proposed to be incorporated within the development.

Policy EN 8 ‘Adaptation to Climate Change’ states that all new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces.

Policy EN16 ‘Air Quality’ states the Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes and at Manchester Airport. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself. When assessing the appropriateness of locations for new development the Council will consider the impacts on air quality, alongside other plan objectives. This includes cumulative impacts, particularly in Air Quality Management Areas. The proposed works have the potential to lead to temporary impacts to air quality due to dust creation as part of the construction processes to be undertaken. The proposal would not compromise air quality and would incorporate measures to minimise dust from the construction process and car usage during the operational phases in the form of Electric Vehicle Charging points. Measures to manage air quality impacts during construction process would be fully addressed as part of the construction management plan for the site.

Policy EN19 ‘Waste’ states proposals must be consistent with the principles of the waste hierarchy (prevention, reduction, re-use, recycling, energy recovery, and disposal). The applicant has a waste management strategy for the site which will ensure that residents can adhere to recycling principles. Compliance with this strategy will form part of the conditions of the planning approval.

Policy DM1 ‘Development Management’ all development should have regard the following specific issues:-
- Appropriate siting, layout, scale, form, massing, materials and detail;
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area;
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as proposals which would be sensitive to existing environmental conditions, such as noise;
- Community safety and crime prevention;
- Design for health;
- Adequacy of internal accommodation and external amenity space;
- Refuse storage and collection;
- Vehicular access and car parking;
- Effect on biodiversity, archaeological or built heritage;
- Green infrastructure;
- Flood risk and drainage.

These matters have all been considered and assessed as part of the detailed analysis of the application. In addition to the proposal has been assessed against the Council’s space standards. As set out within the issues section of this report below, the application is considered to accord with these policies.

Saved UDP Polices

Saved UDP Policy DC26 advises that the Council intends to use the development management process to reduce the impact on people working and living in the city and will consider the effect of new development proposals that are likely to be generators of noise. Conditions will be used to control the impacts of developments.

Other material policy considerations

Guide to Development in Manchester Supplementary Planning Document (2007) and Technical Guidance (2015)
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.

Providing for Housing Choice – Supplementary Planning Document and Planning Guidance (2008)
This document sets out in detail the Council’s Affordable Housing Strategy and sets out the rationale for the target proportion of affordable housing and tenure mix.

Residential Growth Strategy (2015-2025)
The Strategy aims to ensure that there is the right quality, mix and type of housing in the right locations to meet demand and changing demographics, develop neighbourhoods of choice and improve equality amongst the City’s residents in terms of housing choice, quality and affordability in order to develop strong communities.

Manchester Climate Change Framework: 2020-2025 and Manchester Zero Carbon Framework (2020)
In March 2020 the Executive adopted the Manchester Climate Change Framework 2020-2025. The five-year framework sets out measures that MCC will take in order to reduce carbon emissions from its buildings, energy use and transport.

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.
Section 17 Crime and Disorder Act 1998 provides that in the exercise of its planning functions the Council shall have regard to the need to do all that it reasonably can to prevent crime and disorder.

Issues

Principle of Development

The principle of the development accords with national and local planning policies .but there are detailed site-specific matters that have to be considered and addressed and these are set out in report.

Climate Change
How climate change is addressed is a key factor in the consideration of planning applications. The proposal and key issues, including air quality are considered in detail in the following sections.

Proposed Residential Accommodation

The proposed accommodation would comprise a mix of 2 and 3 bedroom apartments.

These have been designed to comply with the guidance within the Manchester Residential Quality Guidance in regard to floorspace, with the exception of one of the three bedroom units which, whilst below the recommended guidance of 93sq.m would be 5sq.m above the guidance if the balcony space is taken into consideration.
The property is within easy walking distance of local amenities, as well as public transport links to larger district centres and the main retail facilities at Higher Openshaw District Centre, Ashton and the city centre.



Affordable Housing
Policy H8 sets out how developments should respond to the 20% contribution of affordable housing across the City. Using 20% as a starting point, developers should look to provide new houses that will be for social or affordable rent with a focus on affordable home ownership options. Any requirement or not for affordable housing will be based upon an assessment of a particular local need, a requirement to diversify the existing housing mix and the delivery of regeneration objectives. The proposed development would not fall within the criteria within policy H8 to require the delivery of affordable housing.

Scale / Massing
The Guide to Development in Manchester SPD advises that consideration should be given to the scale of new developments and ensure that they are informed by their context. Where buildings are of different scale to their surroundings they should be of the highest quality and be of landmark status. Whilst the scale of existing buildings in the immediate surroundings consists of predominantly 2 storey housing, the adjacent building is three storey in height and other dwellings on Ashton Old Road in the vicinity of the site have accommodation in the roof space . Taking account of this context and the urban design objectives of providing appropriate scale frontages onto the surrounding streets the proposed reconfiguration of the roof to a mansard arrangement with the associated increase in height is considered to be acceptable in this location.

Appearance
Policy EN1 of the Core Strategy states that opportunities for good design, that enhance the overall image of the City, should be fully realised. This is reiterated within the Guide to Development in Manchester SPD along with the NPPF.

The proposed development would involve a single storey rear extension in place of two existing single storey structures to the rear elevation of the existing property , and the infilling of the gap

between these structures. The scheme would also involve the remodelling of the existing roof to form a mansard arrangement with two small dormers to the front elevation and one to the rear . Small dormers to the front roof slopes are a feature of dwellings fronting into Ashton Old Road in the wider locality and are therefore considered to be acceptable in the context of this property.

Furthermore, additional window openings are proposed to the upper floors on the Capital Road elevation. The design of the proposed openings have been designed to be in character with eh design of the existing windows in terms vertical emphasis, arch headers and transoms and mullions, which would be appropriate within the streetscene.

Materials are proposed to match those in the existing building. It is recommended that this aspect of the scheme is conditioned.



Proposed elevation to Ashton Old Road

Residential Amenity
Residential properties are located to the rear of the property, which front onto Capital Road with the side gable of no.1 Capital Road which is located on the site boundary to the south. There are existing window openings to both the floors on the existing rear elevation and rear elevation of the existing outrigger. However, the first floor windows to the outrigger served toilet /bathroom accommodation.

At ground floor level an existing built structure projects by 2.5m into the rear yard area and the rear outrigger projects 2.45m into the rear yard. The proposed single storey extension would project no further rearward than the existing structures that it would replace, would be in alignment with the rear elevation of the retained rear outrigger.

It has been noted that a small unauthorised window has been incorporated into the side gable at no. 1 Capital Road, and that it is believed to serve a bathroom. However, in order to safeguard the privacy of existing and future residents the planning agent was asked to relocate habitable room windows in the outrigger element of the building to the Capital Road elevation, and revised plans have been submitted with these changes shown. However, a window at second floor level to serve a bedroom in the southern elevation would remain, which would be 3.9m from the gable of no.1 Capital Road, but this is annotated on the plan to be obscurely glazed to a height of 1.7m above internal floor level and it is recommended that this aspect of the scheme is conditioned.

The proposed first floor balcony to which would be only 3.8m from the rear amenity space to no.1 Capital Road. The revised elevational plans received are annotated to show that southern elevation this balcony and the recessed balcony at second floor level would comprise a parapet wall with glazing above which would be obscurely glazed to a height of 1.8m to preventing overlooking and loss of privacy. It is therefore recommended that this aspect of the scheme is condition to be implemented and retained whilst the property is in residential use.

Ground Conditions

Policy EN18 of the Core Strategy requires that consideration should be given to potential sources of ground contamination and the effect on new developments. In view of the limited extent of the proposed rearward extension proposed, an informative relating to ground conditions is proposed to be attached to any approval in order to comply with policy EN18 of the Manchester Core Strategy.

Highway Related Matters and Car Parking

Policy T1 and T2 of the Core Strategy seeks to encourage modal shifts away from the car and locate new development that is accessible by walking, cycling and public transport. Policy DM1 goes on to state that traffic generation and road safety must be considered as part of new developments.

There would be 2 off- street car parking spaces proposed to be accessed from Ashton Old Road. The proposed access would be located further east from the current informal arrangement. Whilst this would represent 50% parking provision, there are no parking restrictions on Capital Road or Lassell Street . The scheme would also incorporate cycle storage provision for 8 cycles (200% provision) at ground floor level within the building accessed from the main entrance to the property. Furthermore, there are regular bus services on Ashton Old Road to Manchester and Ashton, with a further service to Stockport on Capital Road, and cycle lanes on Ashton Old Road.

Given the comments received it is recommended that a condition be attached to any approval to require the provision of the 2no. electric vehicle charging points which have been annotated on the proposed plan ref: 23020S-02.02 rev.E to serve the proposed parking spaces.
The level of cycle and vehicular parking provision is considered to be appropriate to the scale, location and nature of the development. It is recommended that this aspect of the scheme is conditioned.

There is some limited off-site highways work required as a result of the development, which is necessary to achieve the new vehicular access point. It is therefore proposed to attach a condition relating to all highways works, including any off-site works.
Due to the location of the development and the proximity to existing properties, a Construction Management Plan (CMP) is recommended, particularly as Ashton Old Road adjacent to the site has a traffic regulation order relating to the light controlled pedestrian crossing to the east of the site . It is recommended that this aspect of the scheme is conditioned.

The level of impact on the highway network is considered to be minimal. The proposal therefore accords with policies SP1, T1, T2 and DM1 of the Core Strategy.

Landscaping

The scheme would include the provision of private usable amenity space at
ground floor level to the rear of the property for the apartments at ground level, with balcony space provision for the apartments at the upper floors. However, due to the limited space, any planting would be likely in the form of plants in pots or containers.

It is however, proposed to include a small area of soft landscaping to the front of the property within the curtilage of the site at the junction of Capital Road and Ashton Old Road. It is recommended that this aspect of the scheme is conditioned with a requirement for the implementation of the proposed planting scheme, a requirement for any soft planting which dies or is removed within 5 years of planting to be replaced, together with an on-going maintenance strategy with an identified and confirmed management company for the planting associated with the apartment development.

Noise
The main source of existing noise is from road traffic on Ashton Old Road and Capital Road. In order for the proposed accommodation to be able to achieve appropriate target internal noise levels, it is expected that some conventional mitigation measures would be needed such as the use of suitably specified glazing and the potential use of trickle vents to windows on the Ashton Old Road street frontage. It is therefore proposed to attach a condition to any approval to require the submission of a scheme to insulate the proposed residential accommodation from road traffic noise from Ashton Old Road, with a requirement for a verification report to be submitted upon completion of the development and before first occupation of the residential units, to validate that the work undertaken conforms to the recommendations and requirements in the approved report.

Due to the residential nature of the development and its scale, it is not believed there would be any undue impact from the proposed development on existing residents in relation to noise, particularly given the former use of the property.

Flood Risk / Surface Water Drainage
The site is located in Flood Zone 1 (area at low risk of flooding) , i.e., land defined as having an annual probability of flooding less than 0.1% (1 in 1000 years). The development would be classed as ‘More Vulnerable’ under the NPPF vulnerability classification due to the residential nature of the proposed development. The NPPF does not require that the Sequential Test be applied to development proposals in Flood Zone 1.

Designing out Crime
An informative is recommended that all new doors and windows are certified to Secured by Design standards to ensure an appropriate level of security.

Refuse Storage
The waste strategy includes the provision of bins stored in the curtilage of property for the proposed apartments to the rear of the building. Three 1,100 litre bins (1 for general waste, 1 for pulpable recycling, 1 for mixed recycling) and a 120 litre food waste bin are proposed. The information the submitted waste storage proforma confirms that stores for the segregation of waste and recycling would be provided within the proposed kitchen areas. Furthermore, that a management company would be responsible for the maintenance of the bins/external areas/garden areas.
A condition is proposed to be attached to any approval regarding refuse storage arrangements within the scheme.

Air Quality
This site is located in a City Council designated Air Quality Management area (AQMA).
It is considered that the impacts on air quality during construction would be temporary and predictable and could be appropriately mitigated through a construction management plan.

In regard to the operational phase of the proposed development potential impacts which could occur would be due to development generated road traffic. Given the scale of the proposed development any impacts arising from trip generation associated with the proposed development would not be significant. Furthermore, the proposed development would include the provision of electric vehicle charging infrastructure and cycle parking within the proposed development Finalised details of the type of charger have not been provided for consideration. It is therefore rerecommended that this aspect of the scheme is conditioned to ensure there are no detrimental impacts to existing air quality conditions as a result of the development. A condition is proposed in relation to the implementation of the cycle storage arrangements before the occupation of the proposed dwellings. On this basis the scheme is considered to accord with the aspiration of policy EN16.

Furthermore, it is acknowledged that future occupiers would have the potential to be affected by the existing air quality issues in regard to Ashton Old Road. A condition is therefore proposed to require a scheme for a clean air intake to be submitted, and that the approved scheme (including any mitigation measures) be implemented prior to occupation of the development.

Permitted Development
The National Planning Policy Guidance states that only in exceptional circumstances should conditions be imposed which restrict permitted development rights otherwise such conditions are deemed to be unreasonable. In order to protect the nature of the accommodation being proposed it is considered there is a case for ensuring the dwellings are not converted into multiple occupation without proper consideration. It is recommended that a condition should therefore clearly define the approved residential units under the C3(a) use and to remove the permitted development rights that would normally allow the change of use of a property to a House of Multiple Occupation (HMO) without the requirement for formal planning permission.

Furthermore, it is considered that there is a case for ensuring that apartments hereby approved shall be used only as private dwellings and not as serviced properties or similar uses where sleeping accommodation (with or without other services) is provided by way of trade for money or money's worth and occupied by the same person for less than ninety consecutive nights).An appropriate condition is therefore proposed.

Inclusive Access
The existing access points would be retained.

Boundary treatment
The proposed boundary treatment to Ashton Old Road would be a low wall (600mm) A condition is recommended in relation to the implementation of these details.

Conclusion
This development would deliver two and three bedroom apartments in an area of the city which is expected to accommodate new residential development. All material issues have been set out and addressed and this includes where any necessary mitigation to ensure the schemes delivery.

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 polices 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 / agent in a positive and proactive manner to guide the application through all stages of the planning process and resolve any issues that arose in dealing with the planning application. The original submission raised initial concerns about the location of refuse storage , and the potential for loss of privacy, these matters has been satisfactorily resolved and the appropriate conditions have been attached.

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:

Plan ref: Location plan
Plan ref: Proposed section A-A (notwithstanding ground floor external layout)
Waste Management Proforma received 19th October 2023;

Plan ref: 23020S-02.02 rev.E proposed plans
Plan ref: 23020S-04.02 rev.A proposed elevations
Plan ref: 23020S-04.03 rev. A proposed street elevations

Received 13th December 2023

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

3. Prior to the commencement of development, a construction management plan outlining working practices shall be submitted to and approved in writing by the City Council as Local Planning authority, which for the avoidance of doubt shall include:
o The routing of construction traffic;
o Detail the vehicular activity associated with the construction including appropriate swept path assessment;
o Details of the location and arrangements for contractor parking;
o The identification of the vehicular access points into the site;
o Identify measures to control dust and mud, including on the surrounding public highway including: details of how the wheels of contractor's vehicles are to be cleaned during the construction period;
o The details of an emergency telephone contact number for the site contractor to be displayed in a publicly accessible location;
o A highway dilapidation survey including photographs and commentary on the condition of carriageway/footways on construction vehicle routes surrounding the site.
o Identify measures to reduce noise emissions;

Development shall be carried out in accordance with the approved construction management plan.

Reason - To safeguard the amenities of nearby residents pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy (2012).

4. The materials to be used on the external surfaces of the extension hereby permitted shall match those of the existing building in type, size, colour and texture.

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, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

5. Prior to above ground works, full detailed designs (including specifications) of all on site and off site highways works (including drop crossover, and footway reinstatement) and a delivery time frame shall be submitted to and approved in writing by the City Council as local planning authority. The highway works shall be implemented in accordance with the approved details and

approved delivery sequence, and all the agreed works shall be completed prior to the first dwelling unit being occupied .

Reason - In the interests of highway safety, pursuant to policy T1 of the Manchester Core Strategy (2012).

6. The car parking indicated on Plan ref: 23020S-02.02 rev. E - proposed plan .shall be surfaced, demarcated and made available for use prior to the apartments hereby approved being occupied. The car parking shall then be available at all times whilst the apartments are occupied.

Reason - To ensure that there is adequate car parking for the development proposed when the building is occupied, pursuant to Policies T2, SP1 and DM1 of the Manchester Core Strategy (2012).

7. The cycle storage indicated on Plan ref: 23020S-02.02 rev.E -proposed plan shall be implemented, prior to the proposed accommodation being brought into use, and be retained thereafter .

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with Policies SP1, T1, T2, EN6 and DM1 of the Manchester Core Strategy (2012) and the guidance provided within the National Planning Policy Framework and the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance.

8. a) Prior to the occupation of the apartments hereby approved finalised specifications of the electric charging points to serve the proposed parking spaces shown on Plan ref: 23020S-02.02 rev. E - proposed plan, 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 Manchester Core Strategy (2012).

9a) Prior to any above ground works 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.

b) Prior to first occupation of the residential units, a verification report shall be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report

shall also undertake post completion testing to confirm that the internal noise criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the internal noise criteria.

Reason - To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance and to reduce the potential for overheating, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and saved UDP policy DC26.

10) The development shall be implemented in accordance the waste strategy proforma received on 19th October 2023 and shown on Plan ref :23020S-02.02 rev. E - proposed plan , and shall remain in situ whilst the use or development is in operation.

Reason -To protect the amenity and public health of the occupiers , once the development hereby approved is occupied, pursuant to policies EN19, SP1 and DM1 of the Manchester Core Strategy (2012).

11a) Prior to above ground works, 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 Manchester Core Strategy (2012).

12a) Prior to the occupation of the development herby approve, finalised details (including species) , and a management and maintenance regime relating to the soft landscaping shown on plan ref: 23020S-02.02 rev. E - proposed plan , shall be submitted to and approved in writing by the City Council as local planning authority.

b)The approved landscaping scheme and arrangements for management and maintenance shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective in the development, another tree or shrub of the same species and size as that originally planted shall be planted at the same place within the development.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Manchester Core Strategy (2012).

13) Prior to any works associated with the extension of the existing basement , full detailed designs (including specifications and calculations for the temporary and permanent support works) of all the basement excavation works shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be implemented in accordance with the approved details, prior to the accommodation being brought into use.

Reason - In the interests of pedestrian highway safety, pursuant to policy T1 of the Manchester Core Strategy (2012).

14) 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 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 policies DM1 and H11 of the Manchester Core Strategy (2012) and the guidance contained within the National Planning Policy Framework.

15) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification) the apartments hereby approved shall be used only as private dwellings (which description shall not include serviced apartments/apart hotels or similar uses where sleeping accommodation (with or without other services) is provided by way of trade for money or money's worth and occupied by the same person for less than ninety consecutive nights) and for no other purpose (including any other purpose in Class C3(a) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2010, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of Class C3(a). For the avoidance of doubt, this does not preclude two unrelated people (who are not part of a single household or otherwise) sharing a property.

Reason - To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity such as serviced apartments/apart hotels do not commence without prior approval; 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 policies DM1 and H11 of the Manchester Core Strategy (2012) and the guidance contained within the National Planning Policy Framework.

16) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no windows shall be inserted into the elevations of the property hereby approved other than those shown on the approved drawings specified in condition 2.

Reason - In the interests of residential amenity pursuant to policy SP1 and DM1 of the Manchester Core Strategy (2012).

17) Notwithstanding the Town and Country Planning (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 buildings shall be undertaken save where it is authorised by the granting of planning permission.

Reason - In the interests of protecting residential amenity and visual amenity of the area in which the development in located pursuant to policies DM1 and SP1 of the Manchester Core Strategy (2012).

18) The boundary treatment shall be implemented in accordance with proposed boundary treatment plan ref shown on plan ref: 23020S-02.02 rev. E - proposed plan.

The approved scheme shall be implemented in full before the dwellings are first occupied and retained as such 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 in order to comply with Policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012), and the guidance provided within the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance.

19)The bedroom window at second floor level in the southern elevation of the outrigger element of the property shown on plan ref: 23020S-04.02 rev.A proposed elevation plan shall be obscurely glazed to a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent , to a height of 1.7m above internal floor level and maintained in perpetuity .

Reason - In the interest of privacy and to protect the amenity and living conditions of adjacent properties and in accordance with policies EN1, SP1 and DM1 of the Manchester Core Strategy(2012).

20) The glazed balcony balustrade above a brick parapet wall to the southern elevation to the first floor and second floor balconies shown on plan ref: 23020S-04.02 rev.A proposed elevation plan shall be obscurely glazed to a height of 1.8m above the balcony floor level, to a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent , and maintained in perpetuity .

Reason - In the interest of privacy and to protect the amenity and living conditions of adjacent properties and in accordance with policies EN1, SP1 and DM1 of the Manchester Core Strategy(2012).

Informatives

2. Construction works shall be confined to the following hours|:
   Monday - Friday: 7.30am - 6pm
   Saturday: 8.30am - 2pm
   Sunday / Bank holidays: No work

3. In the event that ground and/or groundwater contamination and/or ground gas are encountered on the site before the development is occupied, the developer is advised to cease works and call Contact Manchester on 0161 234 5004 or email contact@manchester.gov.uk for advice on how to proceed.
4. It is recommended that all new doors and windows are certified to Secured by Design standards to ensure an appropriate level of security.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police

1394 Ashton Old Road, Manchester, M11 1JX
Flat 2, 1386 Ashton Old Road, Manchester, M11 1JU
Flat 1, 1386 Ashton Old Road, Manchester, M11 1JU
Flat 5, 1384 Ashton Old Road, Manchester, M11 1JU
Flat 4, 1384 Ashton Old Road, Manchester, M11 1JU
Flat 9, 1384 Ashton Old Road, Manchester, M11 1JU
Flat 8, 1384 Ashton Old Road, Manchester, M11 1JU
Flat 7, 1384 Ashton Old Road, Manchester, M11 1JU
Flat 6, 1384 Ashton Old Road, Manchester, M11 1JU
Flat 3, 1384 Ashton Old Road, Manchester, M11 1JU
Flat 2, 1384 Ashton Old Road, Manchester, M11 1JU
Flat 1, 1384 Ashton Old Road, Manchester, M11 1JU
Citi Place, 1384 Ashton Old Road, Manchester, M11 1JU
3 Capital Road, Manchester, M11 1JZ
St Clements Rectory, Ashton Old Road, Manchester, M11 1HF
1 Capital Road, Manchester, M11 1JZ
2 Battersby Street, Manchester, M11 1LY
1A Capital Road, Manchester, M11 1JZ

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M
Aircraft Safeguarding Zone - Aircraft Safeguarding - Not Affected
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Area Team Boundary - Name: NORTH AREA